



February 25, 2026

Maritza Rivera
Seattle City Council, District 4
P O Box 34025
Seattle WA 98124-4025

Re: Safe Crossing Over I-5 at NE 45th Street

Dear Councilmember Rivera,

Thank you for your leadership on public safety and for inviting community input on high-priority locations in District 4 where near-term transportation investments can make a meaningful difference.

U District Advocates urges you to prioritize the quarter-mile segment of NE 45th Street spanning the I-5 overpass—**one of only two bridges** linking Wallingford and the University District. Despite years of community advocacy and secured funding for related improvements, this corridor remains unsafe for people walking and biking, and it warrants prompt action.

Over the past decade, roughly **25 reported injury collisions** involving pedestrians and cyclists have occurred along this short stretch, averaging two to three per year. **Two intersections** within this segment have ranked **among the most hazardous** in Seattle for pedestrian crashes—a deeply troubling record for such a limited corridor.

Through sustained advocacy on both sides of the bridge, funding has already been secured for protective safety fencing to improve sidewalk conditions. The remaining urgent need is a one-way, uphill, westbound protected bike lane from 7th Ave NE to Thackeray Pl NE. This improvement would establish a safer, direct connection between Wallingford and the U District, and strengthen last-mile access to the U District light rail station for a broad swath of North Seattle residents.

We understand that **\$2 million** is available for rapid safety improvements across District 4. We respectfully request that a portion of those funds, estimated at **\$225,000–\$325,000** (see attached budget estimate), be allocated to enhance pedestrian and bicycle safety across I-5 at NE 45th Street.

This is a practical, community-supported investment that will reduce injuries and improve mobility for residents, students, workers, and transit riders alike. We look forward to working with you to make this essential corridor safer for everyone. For more information, visit udistrict.org/safe-crossing.

Sincerely,



Cory Crocker, President

Safe Crossing over Interstate 5 at NE 45th Street - Estimated Budget

Key Assumptions

Using typical planning-level unit costs consistent with the SDOT Pedestrian Project Toolkit.

Segment length (7th Ave NE → Thackeray PI NE): **Approximately 0.25 miles** (≈1,300 linear feet)

Work type assumptions:

- Paint-only bike lane (no curb relocation, no drainage work)
- Durable thermoplastic striping with symbols and possible green conflict zones
- One signal modification (not full reconstruction)
- Three MUTCD signs mounted to existing overhead span infrastructure
- Contractor-performed work (not SDOT crew)
- Includes traffic control

1. One-Way Bike Lane Striping (7th Ave NE → Thackeray PI NE)

Planning Range:

- Low (white thermoplastic only): **\$10,000 – \$20,000**
- Moderate (with green conflict zones at intersections): **\$25,000 – \$60,000**
- Upper planning allowance: **Up to \$75,000**

2. Westbound Signal Revision – 5th Ave NE

Assumed scope:

- Signal timing/phasing adjustment
- Controller reprogramming
- Possible detection upgrade
- Minor wiring or cabinet work

Planning Range: **\$90,000 – \$175,000**

(Up to \$250,000 only if significant hardware replacement becomes necessary.)

3. New MUTCD Signs – Mounted on Existing Overhead Spans (at indicated locations)

Overhead span-wire installations cost more than ground-mounted signs due to:

- Traffic control for lane closures
- Bucket truck and certified signal technician
- Mounting hardware for pole and wire attachment
- Potential electrical coordination if illuminated

Planning Range:

- Non-illuminated overhead regulatory signs: **\$3,000 – \$8,000**
- If illumination or electrical tie-in required: **\$8,000 – \$15,000**
- For planning purposes (non-illuminated assumed): **\$5,000 – \$8,000**

Updated Construction Subtotal

Component	Low	High
Bike lane striping	\$10,000	\$75,000
Signal revision	\$90,000	\$175,000
Overhead signs	\$15,000	\$24,000
Subtotal Construction	\$115,000	\$274,000

Add Soft Costs + Contingency (~40%)
Engineering, inspection, administration, and contingency:
Total Project Range (Planning Level): **\$160,000 – \$380,000**

Most Likely Working Budget Range

Given typical SDOT delivery realities for arterial work: **\$225,000 - \$325,000**

This assumes:

- No mast arm replacement
- No underground utility relocation
- No pavement reconstruction
- Existing span wire is structurally adequate

Implementation Timeline (Estimated)

- Design and scoping: 2–4 months
- Procurement and coordination: 2–3 months
- Construction: 1–2 weeks (field duration)

Total anticipated delivery: **6–9 months** from funding authorization.

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This preliminary cost range was developed using the [SDOT Pedestrian Project Toolkit](#), project-specific assumptions, and supplemental reference materials to inform the proposed scope and order-of-magnitude budget. It is intended solely to support early project evaluation and funding discussions. Final scope, engineering, and cost estimates must be validated and confirmed by SDOT through formal review and design.

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