



Lid I-5 Campaign Introduction

The Movement to Reconnect Seattle

Our Mission

To build the case and constituency for lidding Interstate 5 and building a more connected, sustainable, and equitable Seattle.

Steering Committee

Scott Bonjukian, co-chair

John Feit, co-chair

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Eliot Mueting

Liz Dunn

Tracy Patton

Bruno Lambert

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Coalition Partners

SEATTLE PARKS FOUNDATION
Fiscal Sponsor



Grassroots Civic Engagement



DESIGN CHARRETTES



NEW AT 5:30
SCOTT BONJUKIAN
LID I-5 CAMPAIGN

MEDIA INTERVIEWS



WALK/BIKE TOURS



COMMUNITY PRESENTATIONS

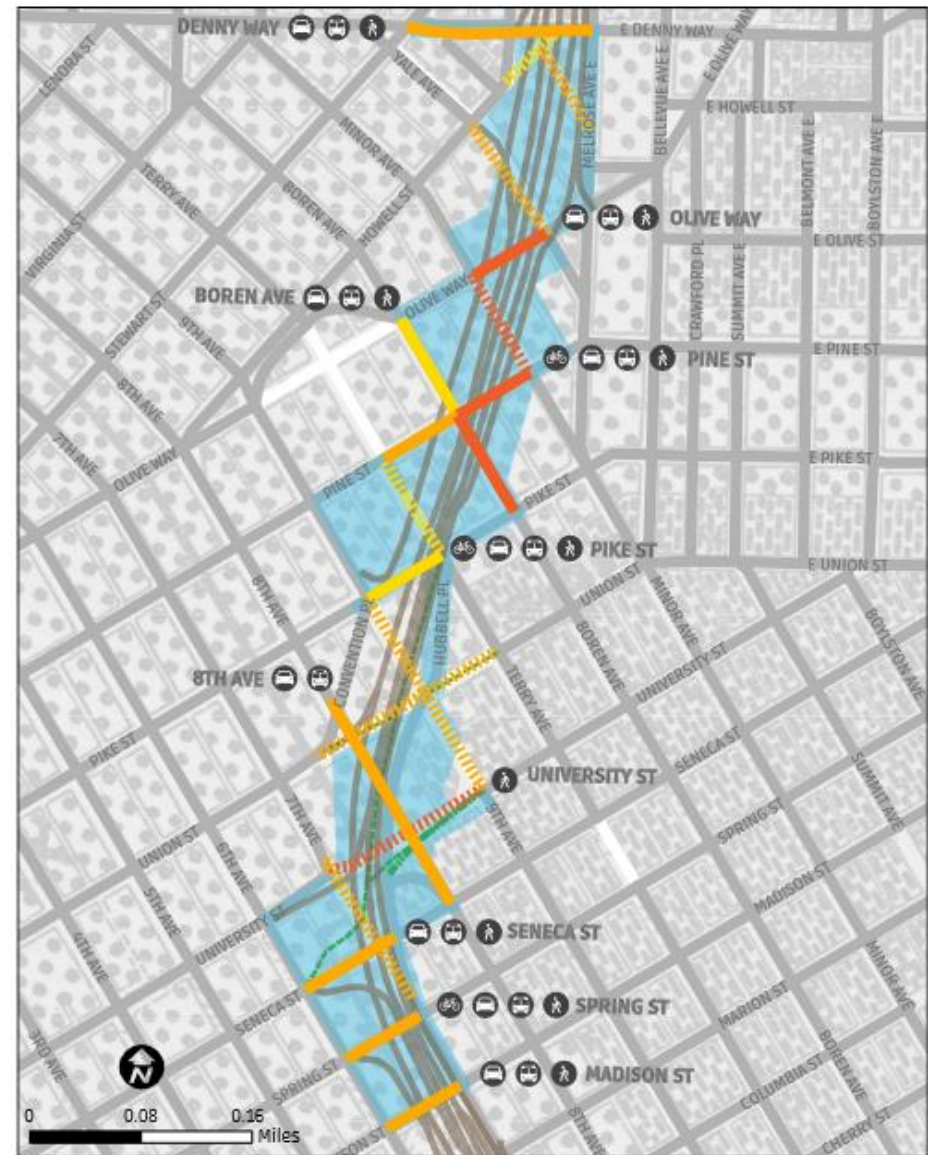
Challenge: Disconnections & Traffic Pollution



- » The construction of Interstate 5 severed nine of 18 east-street connections, particularly Minor, Yale, and Terry Avenues.
- » Living nearby and walking or bicycling across I-5 is extremely unpleasant.

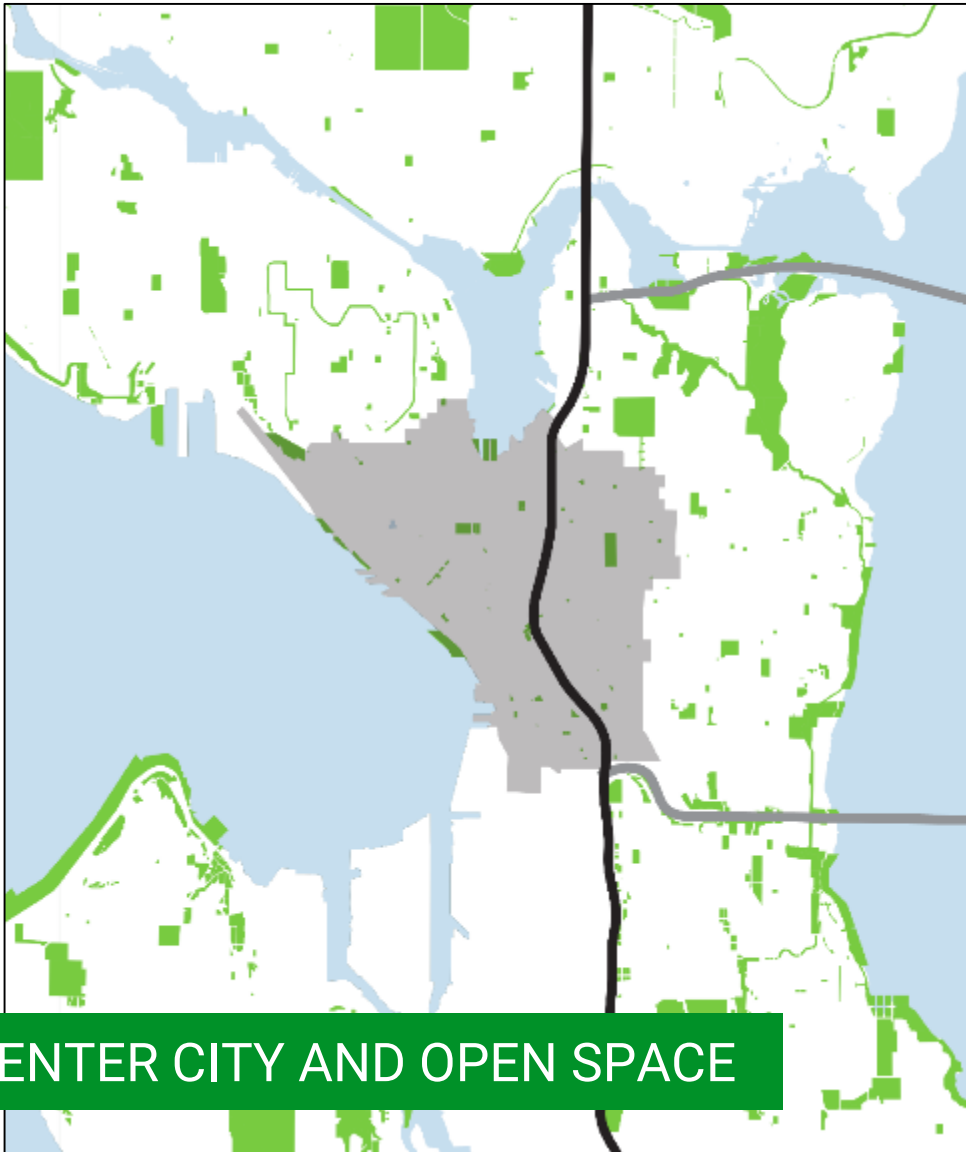
“The drivers of cars and trucks might live in homes far from the highway...But city dwellers who live near the highway, and who might walk and take transit more so than they drive, are prone to pollution’s effect.”

- Darin Givens, ATL Urbanist



The street grid prior to the construction of I-5 was relatively connected as it moved away from the waterfront, as shown in the underlying image from the historical 1923 zoning map for downtown Seattle (City of Seattle, 2016). The figure illustrates the missing street connections that pre-date the construction of I-5 in the 1960s.

Challenge: Rapid Growth & Scarce Public Land

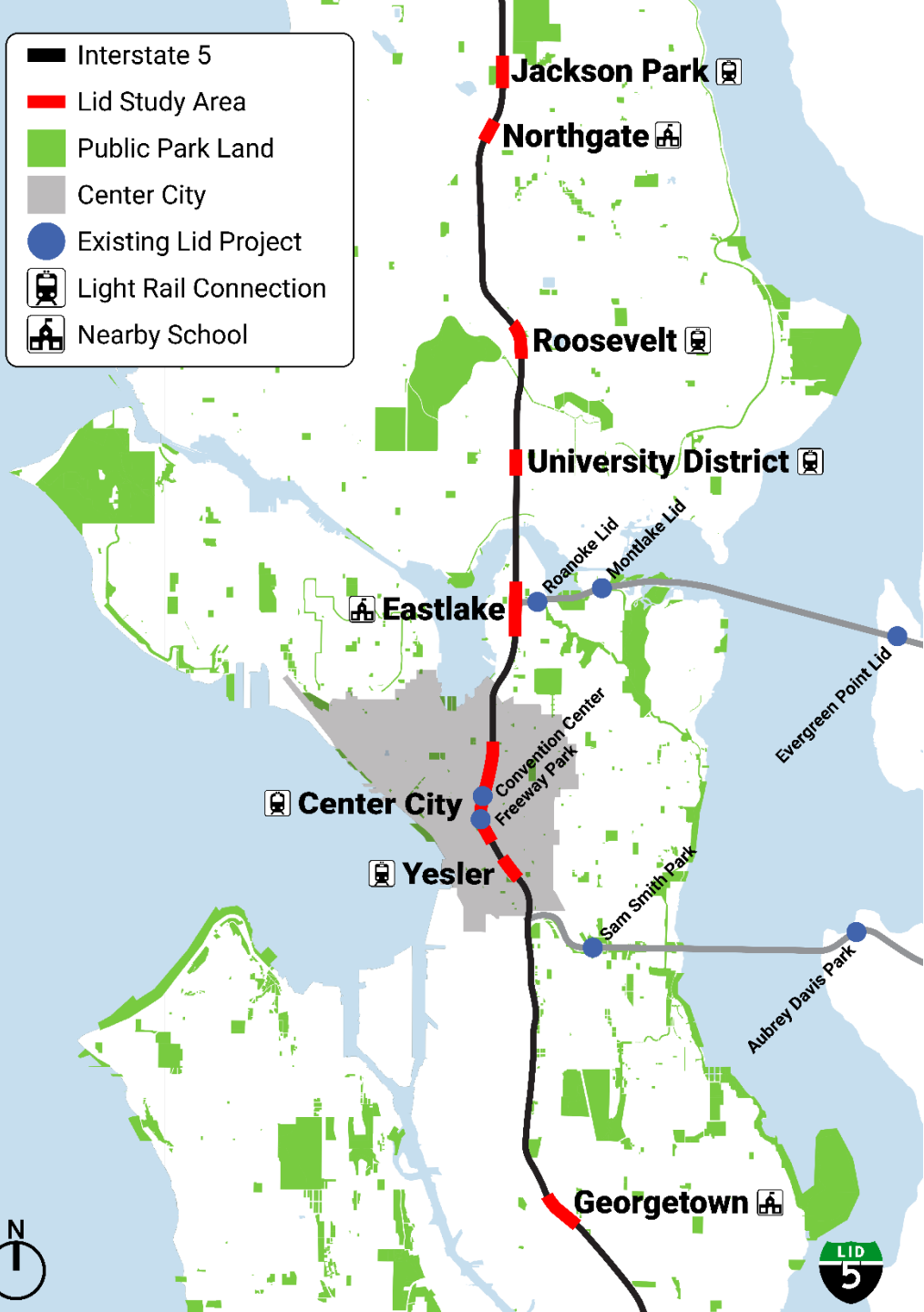


Downtown, Capitol Hill, and First Hill are 3.5% of Seattle's land area and are absorbing **29%** of population growth without similar increases in parks, affordable housing, and schools.

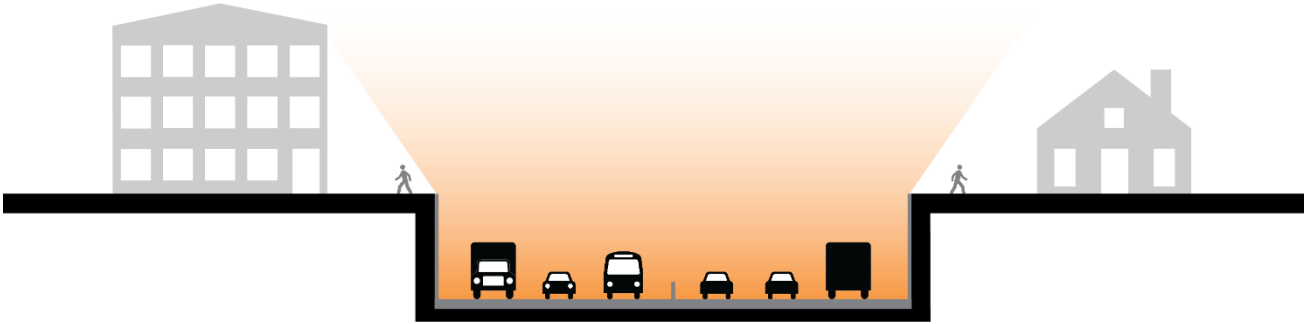
Calculated from OPCD Urban Village Indicators Monitoring Report, 2018



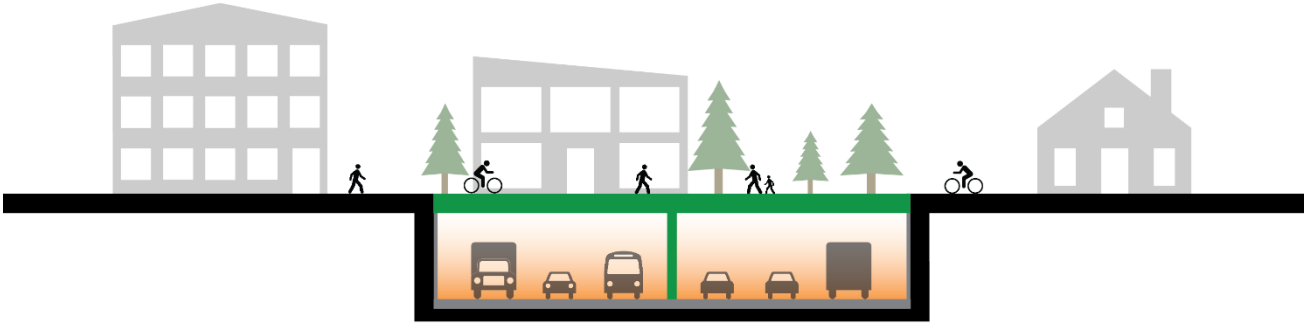
- Interstate 5
- Lid Study Area
- Public Park Land
- Center City
- Existing Lid Project
- Light Rail Connection
- Nearby School



Where We Can Lid I-5



Current Conditions



Future Opportunities

Lid Construction Examples

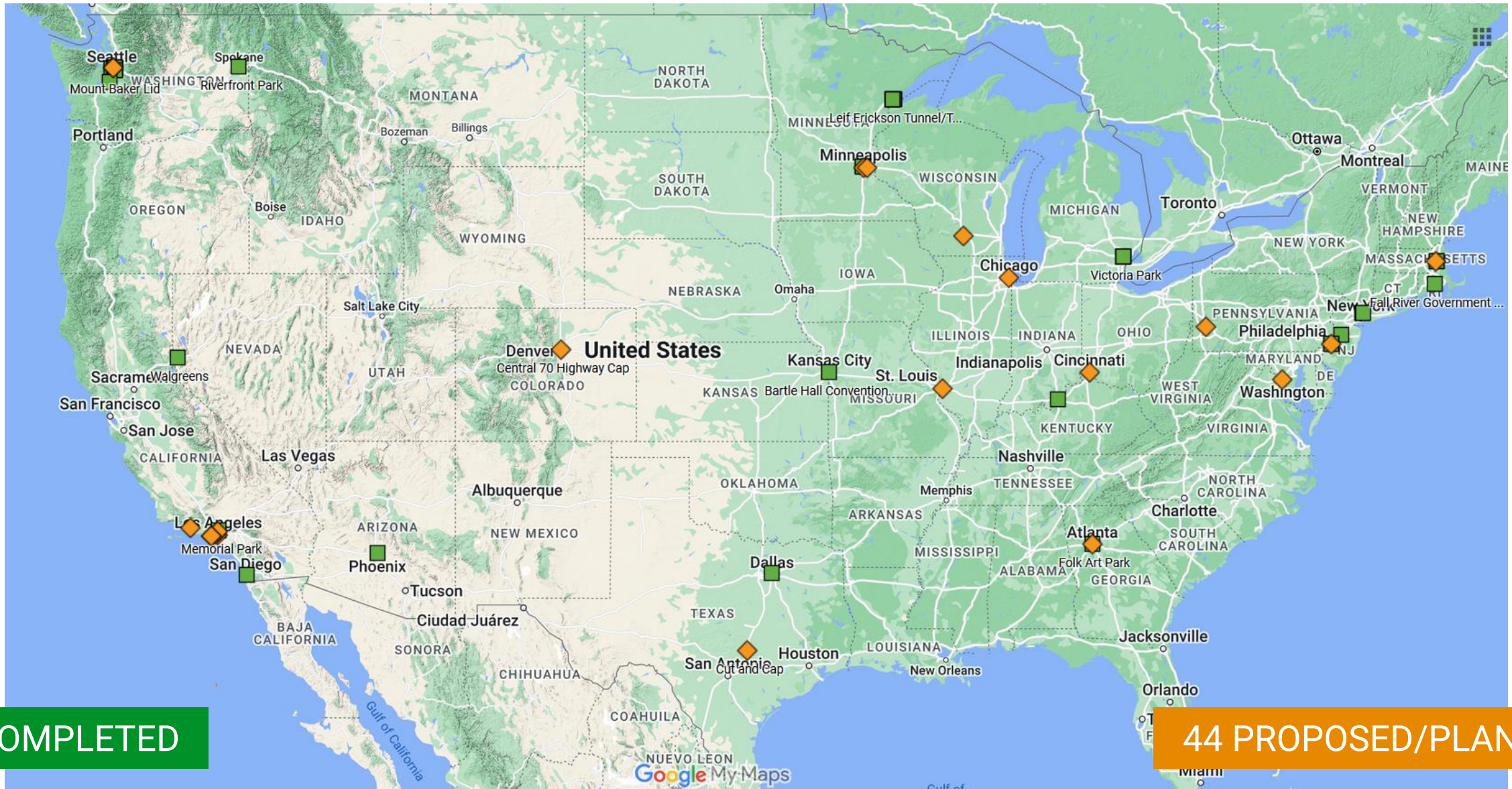


SEATTLE – MONTLAKE LID (2021)



ST. LOUIS – GATEWAY ARCH PARK (2015)

National Trends and Case Studies



66 COMPLETED

44 PROPOSED/PLANNED

Seattle: An Early Leader in Freeway Lids



SEATTLE – FREEWAY PARK (1976)



Private and Public Examples



FENWAY CENTER (BOSTON)



KLYDE WARREN PARK (DALLAS)

"...It's transformational, reconnecting Back Bay to the Fenway where the highway has separated them for a very long time.."

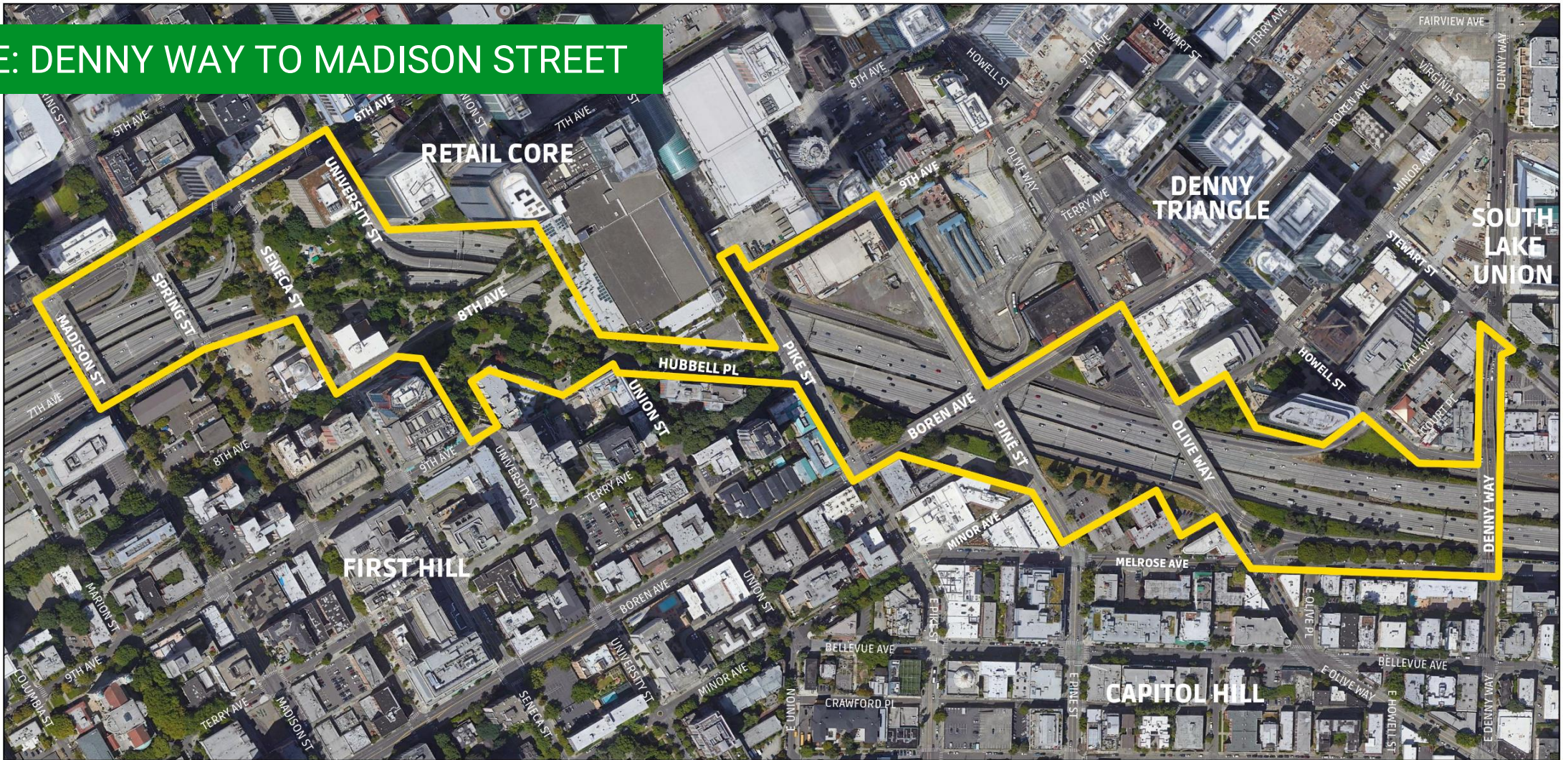
- John Bonanno, IQHQ Chief Investment Officer

"Klyde Warren Park is a beautiful place that helps stitch together our city center and serves as a wonderful attraction for Dallas residents and visitors from around the world.."


-Dallas Mayor Eric Johnson

Study Area

SCOPE: DENNY WAY TO MADISON STREET



Legend

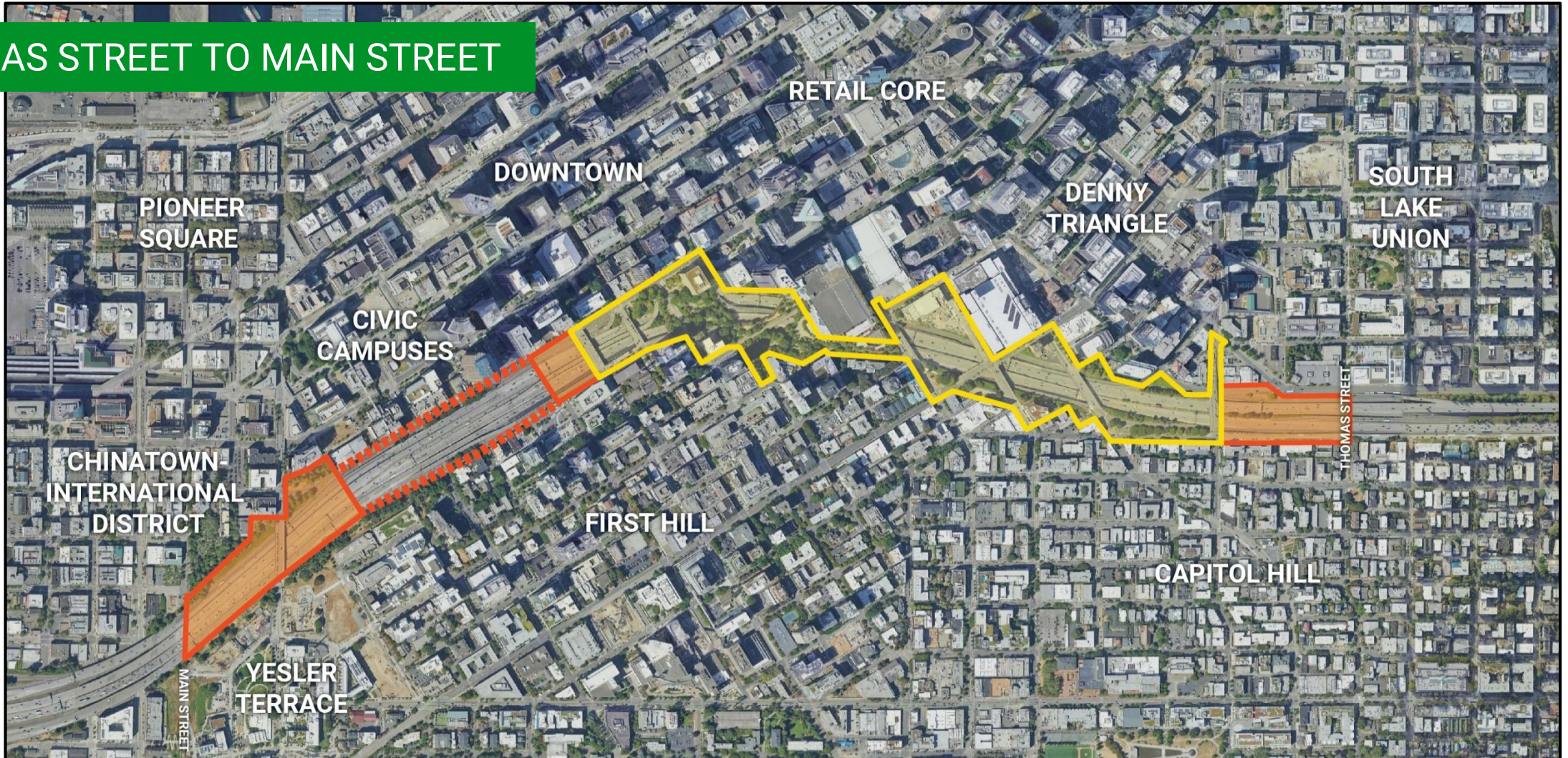
 Structural Assessment Boundary (Study Site)



0 300 600 Feet

Study Area – Wider Look

THOMAS STREET TO MAIN STREET







Feasibility Study Highlights



Result: We can and should lid the freeway in Central Seattle.

“Lidding I-5 through downtown presents an opportunity to tackle some of the most pressing challenges facing Seattle.”

“The robust fiscal and economic benefits of a lid, in addition to the public benefits described in this study, make a lid project worthy of consideration...”



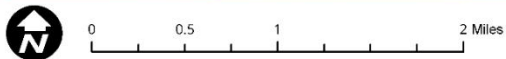
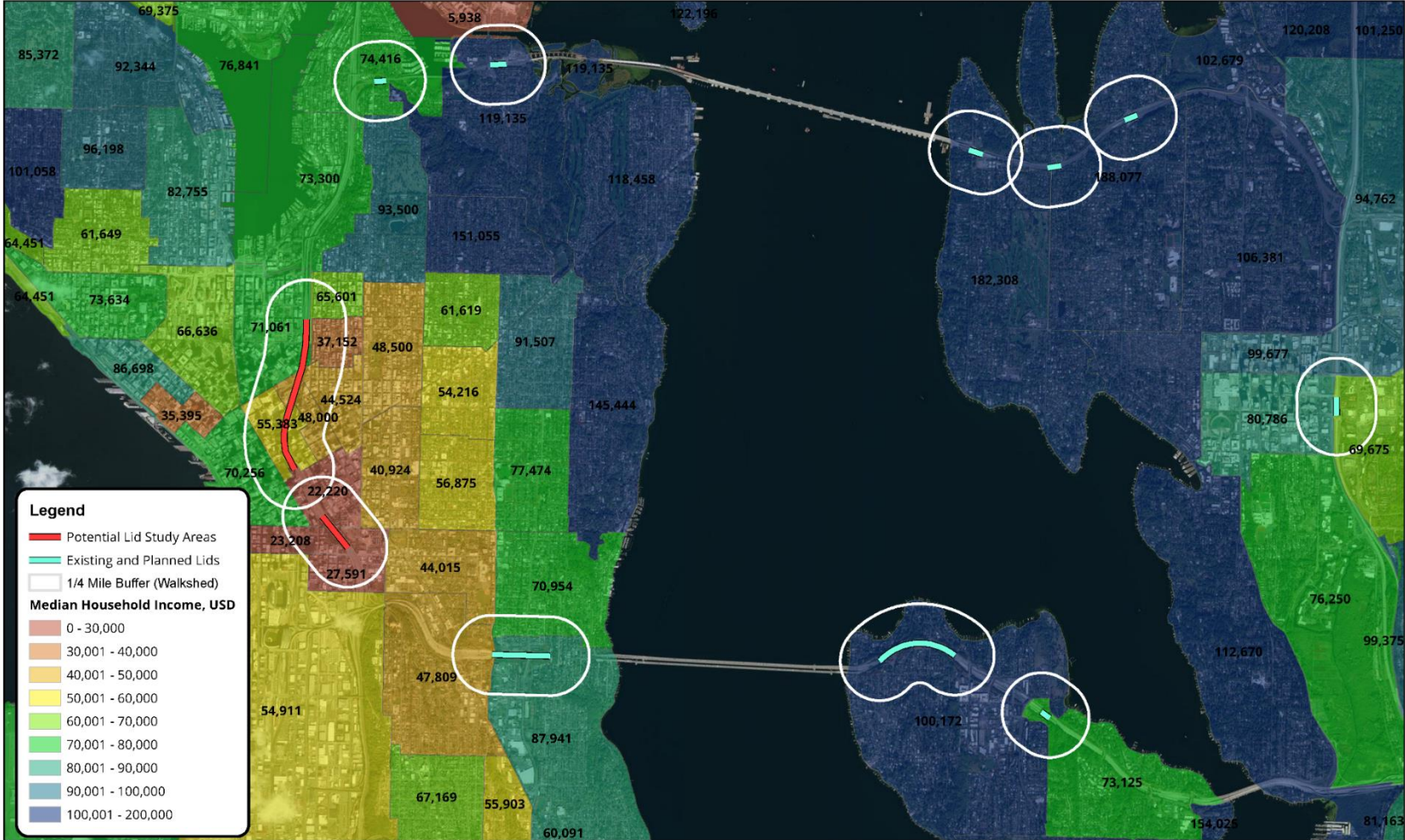
Seattle
Office of Planning &
Community Development



Regional Equity Considerations


Lidding I-5 in Central Seattle will help rectify regional highway mitigation inequities.

A 2018 University of California study confirmed Freeway Park and Sam Smith Park are more equitably located than the many lids built outside Seattle.



Data Source: "Demographic Base" GIS Shapefile by King County, updated August 9, 2016, based on 2010 - 2014 American Community Survey 5 Year Average

Achievements To Date

- 
- 2022** Washington legislature funds WSDOT work for I-5 corridor planning
 - 2021** City Council directs OPCD to identify citywide freeway lid opportunities
 - 2020** I-5 Lid Feasibility Study finds the project is possible and should advance
 - 2019** Lidding I-5 endorsed in Seattle's Imagine Greater Downtown initiative
 - 2018** City-funded public design process produces conceptual lid designs
 - 2018** Funding for I-5 lid feasibility study approved by City Council
 - 2016** Seattle Comprehensive Plan includes lid-supportive policies



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

File #: Res 32100, Version: 2

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION supporting the development of lids across Interstate 5.

WHEREAS, since its construction in 1965, Interstate 5 has created a rift through the center of Seattle, splitting neighborhoods and dividing Downtown Seattle from adjacent communities; and

WHEREAS, in response to the impacts of Interstate 5 on the City and in recognition of opportunities to create new open space, better connections between neighborhoods, and opportunities for residential development including affordable housing, community members have come together to form Lid I-5 to advocate for lids across the interstate; and

WHEREAS, in response to the efforts of Lid I-5, the Seattle Convention Center provided funding for the development of a feasibility study to identify whether a lid across the interstate between Downtown Seattle and the Pike/Pine, Capitol Hill and First Hill neighborhoods would be feasible; and

WHEREAS, the Office of Planning and Community Development (OPCD) prepared the I-5 Lid Feasibility Study (Lid Study), which found that lidding between Downtown Seattle and Capitol Hill and Pike/Pine would be feasible but challenging; and

How You Can Help

- » Endorse the campaign
- » Make an introduction to likeminded organizations
- » Join the mailing list



Join the Movement

Follow | Share | Advocate

www.lidi5.org

