

A Legacy of Park Connections – Providing Access and Creating the Next Generation of Olmsted Boulevards

Partner with the Seattle Department of Transportation (SDOT) and others to

Potential Subinitiative #1: *Create gateways to parks to provide access that connects the community to their park. Create the next generation of community supported Olmsted Boulevards by strategically adding pocket parks, small community gardens, and other park-like amenities to neighborhood greenways in order to connect two or more neighborhood parks or a major park to the neighborhood.*

Potential Subinitiative #2: *Investments to create safe, comfortable, and green bicycle and pedestrian access to, through, and along parks and trails.*

Potential Subinitiative #3: *Provide resources to expand Parks and Recreation’s events and activities on streets, stairs, and boulevards.*

Suggested Breakdown of Proposed increase for Parks Legacy Investment Initiative #30

1) Cost for subinitiative #1 *With Parks expertise, encouragement, and support, neighborhood greenways have the potential to become well used and loved public spaces that connect parks together in a seamless fashion. This sub initiative places an emphasis on gateways, improving parks that are adjacent to neighborhood greenways, and creating park like elements along neighborhood greenway on publicly owned land, which would be maintained by volunteers or SDOT.*

- A. Gateway treatments (such as the Jefferson Park gateway project) and other park development where Greenways are adjacent to a park: \$500,000
- B. Creation of new pocket parks in the street ROW on already owned city property along a Greenway \$200,000
- C. Other park-like amenities along a greenway such as benches, trees, community maintained planting areas, and green traffic diverters \$200,000

Cost for subinitiative #1: \$ 900,000 per year



Volunteers maintain hundreds of designated planting areas in Vancouver



Tupper Greenway Park in Vancouver



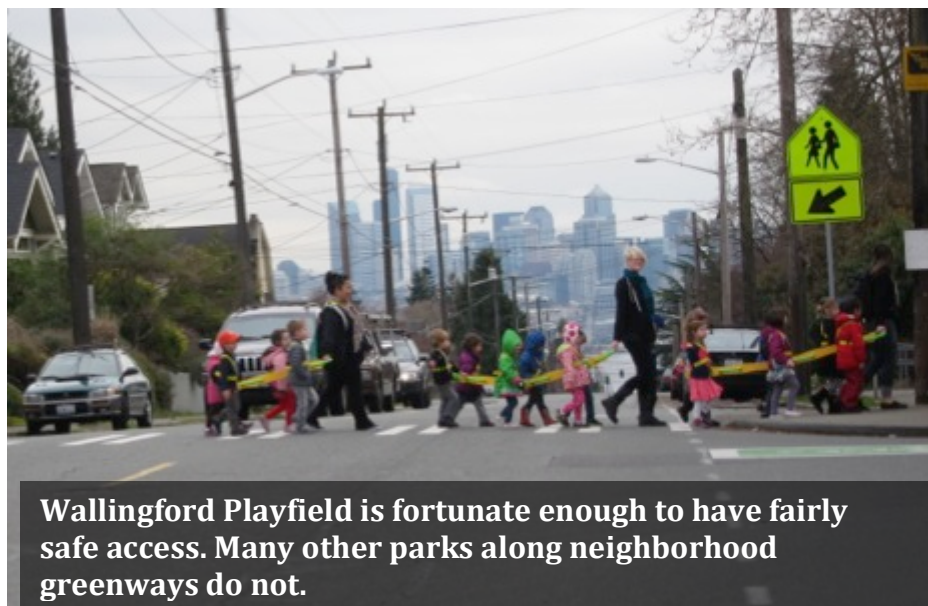
Small Pocket Greenway Park Vancouver

2) Cost for subinitiative #2 *Access through and between parks and the surrounding streets and sidewalks should be seamless, safe, intuitive, comfortable, and fun for everyone from an eight year old riding his bike to school through a park to a senior taking a walk with her friends. Safe access is a prerequisite for all other park activities.* Assumptions: Using 10 miles as a low estimate of the number of miles per year of greenways that will be developed. On average greenways pass adjacent to 1 park every 1 mile. This results in 10 access opportunities.



- A. If five of these access opportunities require simple curb ramp access on two sides of the street at \$10,000 per ramp that comes to \$100,000.
- B. If the five of these access opportunities near a greenways require more significant safety infrastructure such as two curb ramps (\$20,000), a crosswalk (\$8,500), and a flashing kid crossing beacon (\$25,000), that comes to \$267,500.
- C. In addition to accessing parks, it is important that park trails be safe and comfortable enough for people of all ages and abilities to walk and slowly bike through or along. \$300,000 will make a small dent in this critical need. There is a huge unmet need which SDOT and city funds will likely need to be used to complete these vital park connections.

Cost for subinitiative #2: \$667,500



Wallingford Playfield is fortunate enough to have fairly safe access. Many other parks along neighborhood greenways do not.



Beacon Hill residents (especially kids) could not safely walk or bike from Jefferson Park's trails to the nearby neighborhood sidewalks or streets. It took an extreme amount of effort to fix.

3) Cost for subinitiative #3: Parks Legacy should fund and consider how to expand programs such as Sound Steps, Bicycle Sundays and other programs “on the street” that encourage people to make healthy transportation and recreation choices and connect people to parks.

- A. Expand Bicycle Sundays to create larger events similar to Portland’s Sunday Parkways. Using half of the estimate for the City of Portland’s contribution to Sunday Parkways comes to \$75,000
- B. Continue recreation programs such as the Sounds Steps Walking Program and develop new healthy living recreation programs related to street activation and keeping the elderly active and healthy \$25,000

Cost for subinitiative #3 \$100,000



Allocation for 2 FTE to accomplish all three-sub initiatives of investment initiative #30 is estimated at \$125,000 in salary, benefits, and administration allocation coming to a total of **\$250,000 per year for staffing.**

Grand total: \$1,917,500 per year or \$9,587,500 in total over the 5-year life of the levy for this extremely important investment initiative for A Legacy of Park Connections – Providing Access and Creating the Next Generation of Olmsted Boulevards.