

Freeway Park Entrance Improvements: Making Our Park More Accessible and Safe

Freeway Park’s official address is 700 Seneca St. 98101. However, the Park is 5.5 acres that bridge I5 from 6th Ave to 9th Ave and across to the Washington State Convention Center. Our proposal includes improvements to the Park’s 12 entrances. We have submitted a map to Megan Hoyt and the NSF files highlighting each entrance.

Applicant Problem

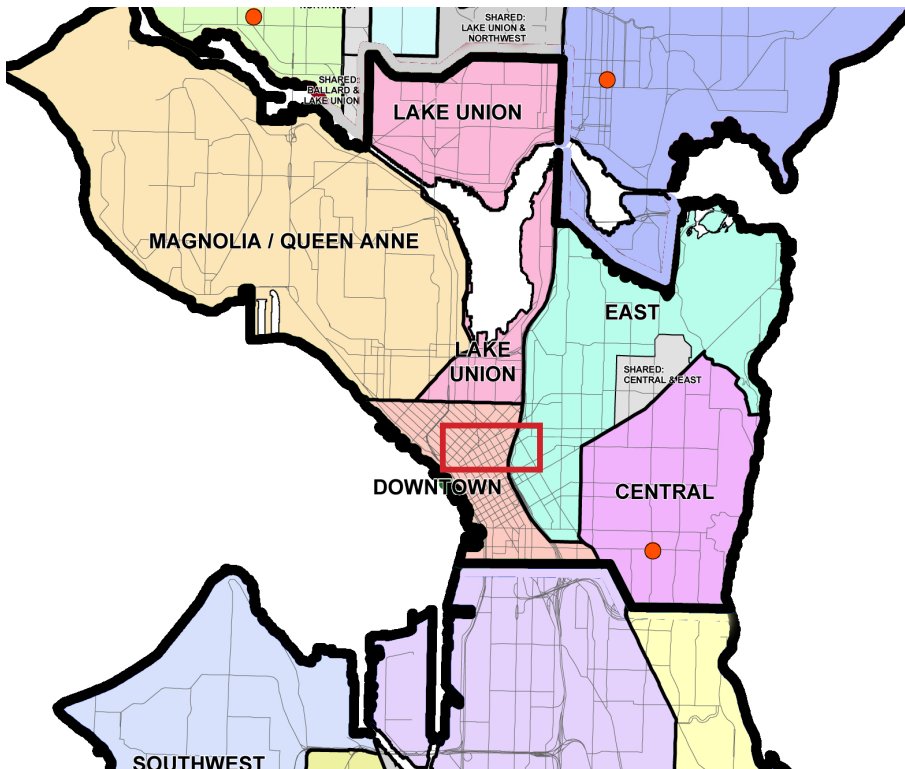
The Freeway Park Association and the Parks Department recognize and honor Freeway Park as a 5.5 acre open space and oasis located in a dense urban center. As Seattle experiences unprecedented growth in its urban core, we anticipate an increase in our Park’s visitors. The Washington State Convention Center plans to double the number of

Convention tourism visitors who will also be staying at nearby hotels; new residents will be moving to Downtown and First Hill housing developments; and new employees will be relocating to Seattle as companies like Amazon continue to grow. While Freeway Park is Seattle’s largest urban open space, it is still relatively unknown partially because its entrances are hidden from the pedestrian’s perspective. In addition to the lack of visibility, some of the

PROJECT TYPE
Pedestrian Improvement

APPROXIMATE LENGTH
N/A

COST ESTIMATE
\$525,000



pedestrian entry paths are also unsafe. A recent study of Park safety and security by Seattle University’s Criminal Justice Program documented the critical need to improve community awareness of the Park and enhancements to safety elements such as lighting, way finding and outer Park accessibility.

Applicant Solution

The Freeway Park Association is applying for NSF funding to improve Freeway Park in order to serve the planned increase in population in the areas surrounding the Park. We have already requested that public benefits for the street vacations required by the WSCC expansion be applied to improve internal Park pathways, lighting and way finding signage. We now request NSF funds to make improvements to the ROW leading up to and into the Park such as sidewalks, streets, crossings, traffic calming measures and lighting in places where SDOT holds jurisdiction. We have created a Freeway Park Entry Map (submitted to Megan Hoyt and NSF by email) to show all twelve Park entry locations.

Recognizing that this year SDOT is determining the feasibility and cost of NSF applications, we propose to start a dialogue with Parks and SDOT to establish who is responsible at each entry, which improvements are feasible and approximately what they would cost. This may take several iterations and in the end we will need to prioritize the Park’s entrances and shorten the list to fit within the available funding. To this end we encourage SDOT and NSF reviewers to read the letters of endorsements that have been submitted in support of this application. Our neighbors show clear interest in improving entrances at 8th and Seneca, 6th and Seneca, 7th and Seneca, 7th and Union and 9th and University which should be of particular interest to SDOT as it abuts the First Hill “Pavement to Parks” pilot project along 9th Ave at University St. In light of this, we want to acknowledge and support the The First Hill Improvement Association’s application for NSF funds to improve this pavement park at this important and ever expanding entrance to Freeway Park.



Seneca St and 7th Ave



Seneca Street and 8th Ave



Pike St and Hubbell Place

Seattle Department of Transportation (SDOT) Review

Project Description

Freeway Park is a 5.2 acre park located between 6th Avenue and 9th Avenue and bounded on the north by Union Street and on the south by Spring Street. Multiple entrances are located around the perimeter of the park with varied improvements recommended around each entrance. Decorative sidewalk entrance treatment is proposed at each entrance as discussed below. To accommodate for miscellaneous sidewalk repair, a 10-ft by 10-ft area was estimated for the project cost. Additionally, pedestrian lighting similar to that used on 8th Avenue in the First Hill neighborhood will be used to show where the entrances are during night time hours.

This project includes pedestrian improvements to multiple locations:

A. 9th Avenue and University Street

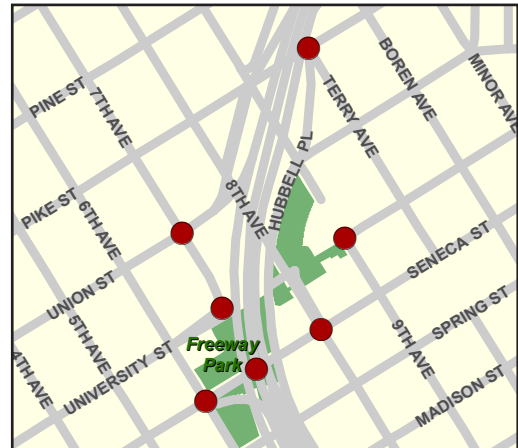
The entrance to Freeway Park located at the corner of 9th Avenue and University Street is located at the south corner where 9th Avenue and University Street meet. There are currently no curb ramps near the park entrance. Colored or patterned sidewalk treatment, 2 pedestrian light poles, and 2 curb ramps on the south leg will be added around this park entrance to improve visibility and aesthetics.

B. 8th Avenue and Seneca Street

The entrance located at the northwest corner of the 8th Avenue and Seneca Street intersection is accessed by a walkway along the edge of a private property. Colored or patterned sidewalk treatment and 2 pedestrian light poles will be added around this park entrance to improve visibility and aesthetics.

C. 7th Avenue and Seneca Street

This Freeway Park entrance is more obvious and accessible than other entrances due to the existing signage and landscaping. This project proposes to add 4 pedestrian lights around this entrance will improve visibility and safety where denser vegetation has reduced lighting.



D. 6th Avenue and Seneca Street

This park entrance is located on the north side of the 6th Avenue and University Street intersection. Curb ramps at all corners of this intersection will be improved and colored or patterned sidewalks will be added. To enhance the pedestrian safety, this project will incorporate the design from the Central Business District Safety Project. This project will create a curb bulb on the SW corner; reconstruct ADA ramps on the remaining corners; and will extend the island between the I-5 ramp and Seneca Street to minimize vehicles making illegal movements

E. 7th Avenue and Union Street

A staircase to Freeway Park is located at the end of the sidewalk on Union Street northeast of 7th Avenue. Improvements at this location are limited to adding 2 pedestrian light poles to highlight the park entrance..

F. Pike Street and Hubbell Place

Freeway Park is accessible via a staircase at the southwest corner of the Pike Street and Hubbell Place intersection. Limited signage makes this an inconspicuous entrance. Similar to treatments described above, a colored or patterned sidewalk treatment will be added along with 1 pedestrian light fixture to highlight this entrance and improve visibility.

G. 7th Avenue and University Street

Freeway Park is accessible via a walkway adjacent to buildings near 6th Avenue and University Street. From the roadway and sidewalk, it is unclear of whether this access is publicly accessible. To minimize the confusion, this location is proposed to use a colored or patterned sidewalk treatment to inform users of the park entrance.

Seattle Department of Transportation (SDOT) Review

Constructability

- Minor re-grading is expected to ensure the new curb ramps are ADA-compliant.

Impacts

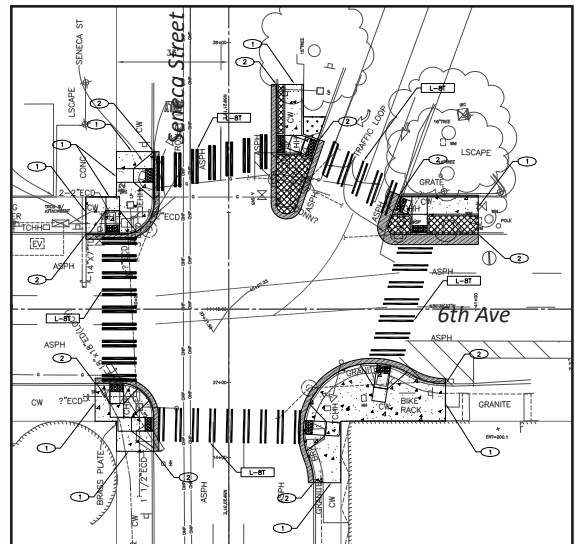
- N/A

Benefits

- Improved safety through improved pedestrian lighting around park entrances.
- Improved awareness of entrances to attract community members that otherwise may not know about Freeway Park or the location of all entrances.



Seneca St and 6th Ave



Proposed improvements at Seneca and 6th Ave