

# Washington Park Transportation & Pedestrian Improvements Project

## ABOUT THE PROJECT

### Purpose and Need

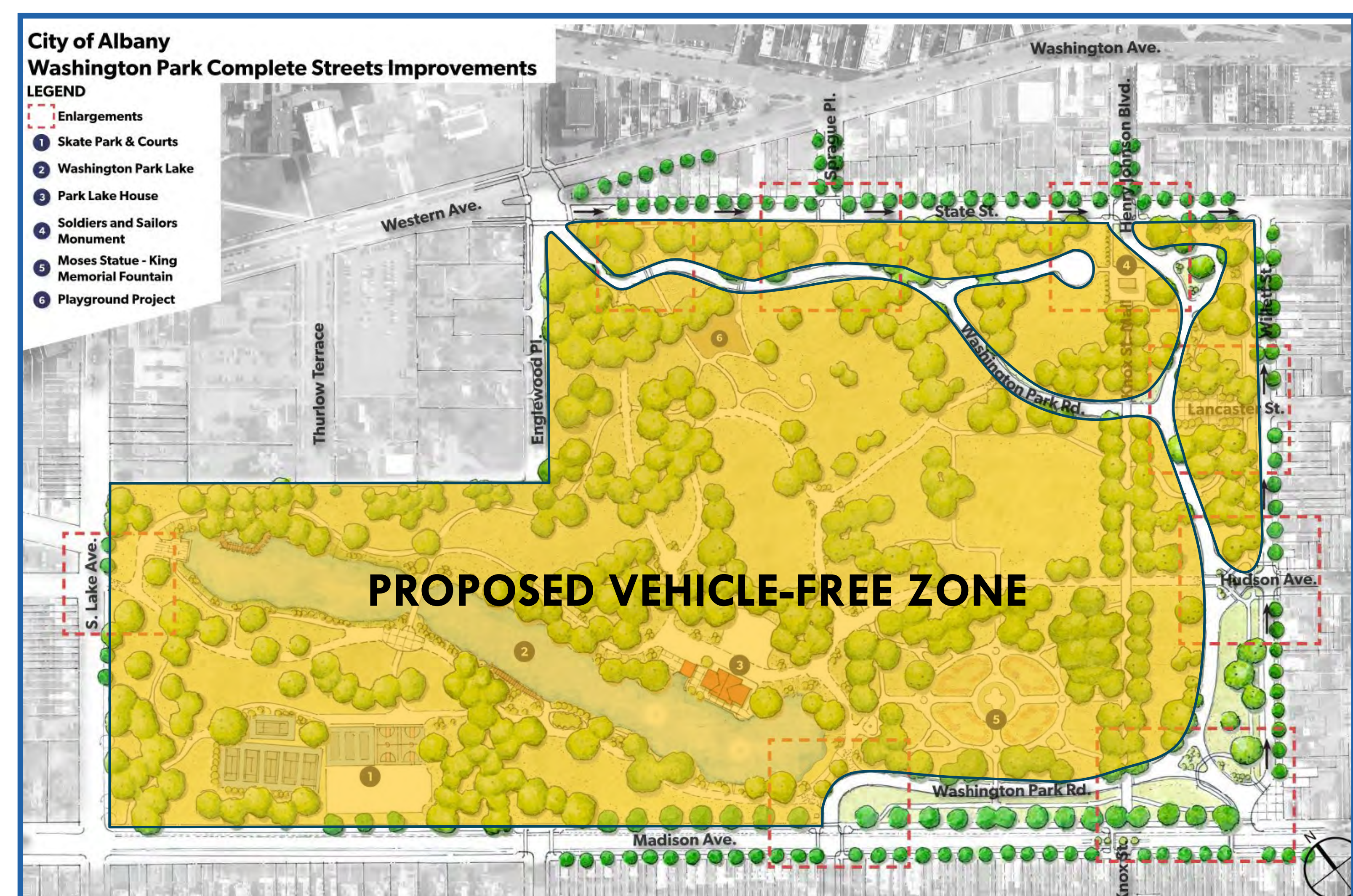
The project proposes the redesign of several internal roadways, sidewalks, and pedestrian paths within historic Washington Park, consistent with the 2022 Washington Park / Center Square Complete Streets Study.

### Project Goals

This project will design and implement changes at Washington Park to:

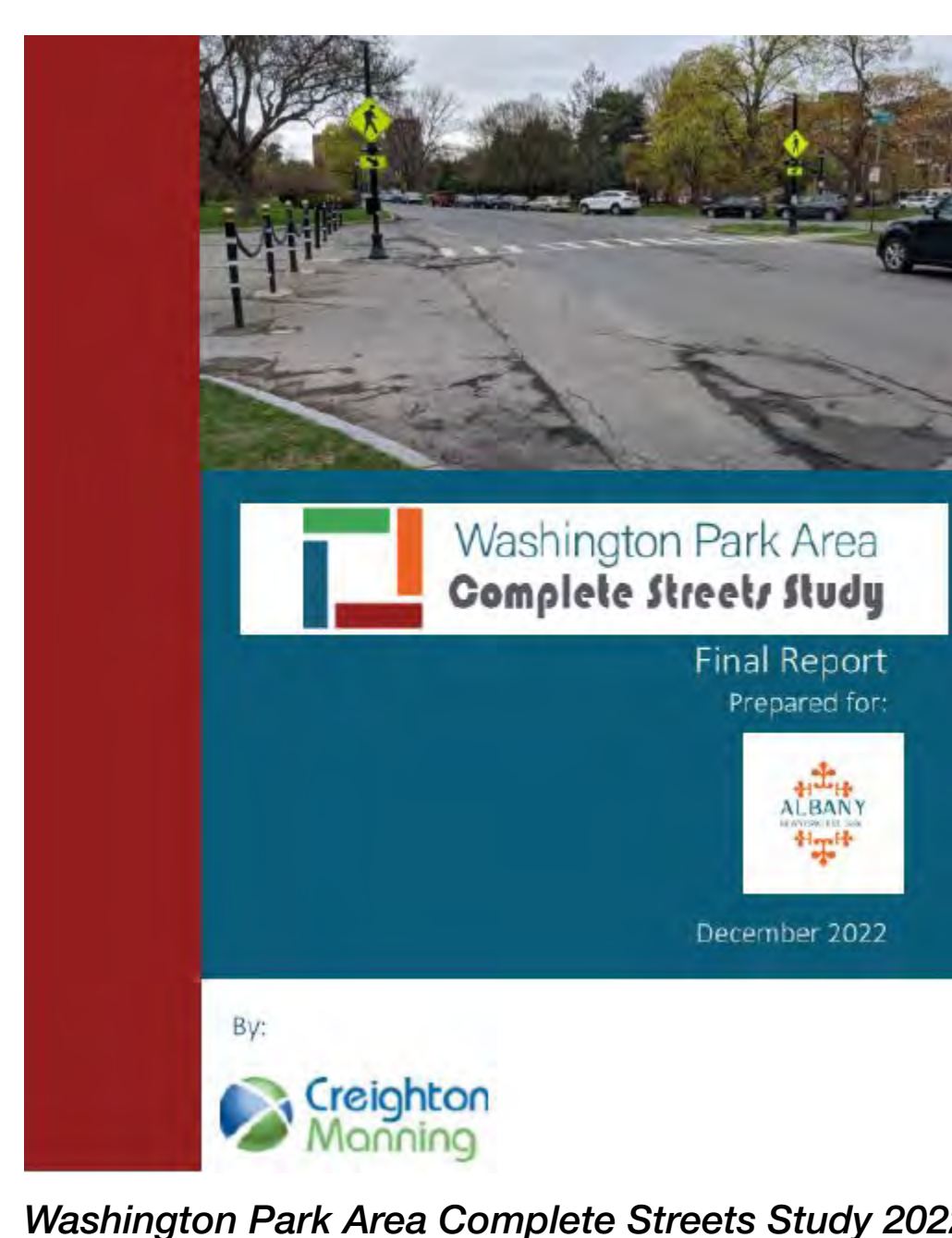
- ▶ Improve mobility, safety, and access for all users
- ▶ Minimize the negative effects of traffic in the project area, while managing the needs of events and access to the Park
- ▶ Implement these transportation changes with input from stakeholders in ways that honor the historic nature of the Park

### Project Area

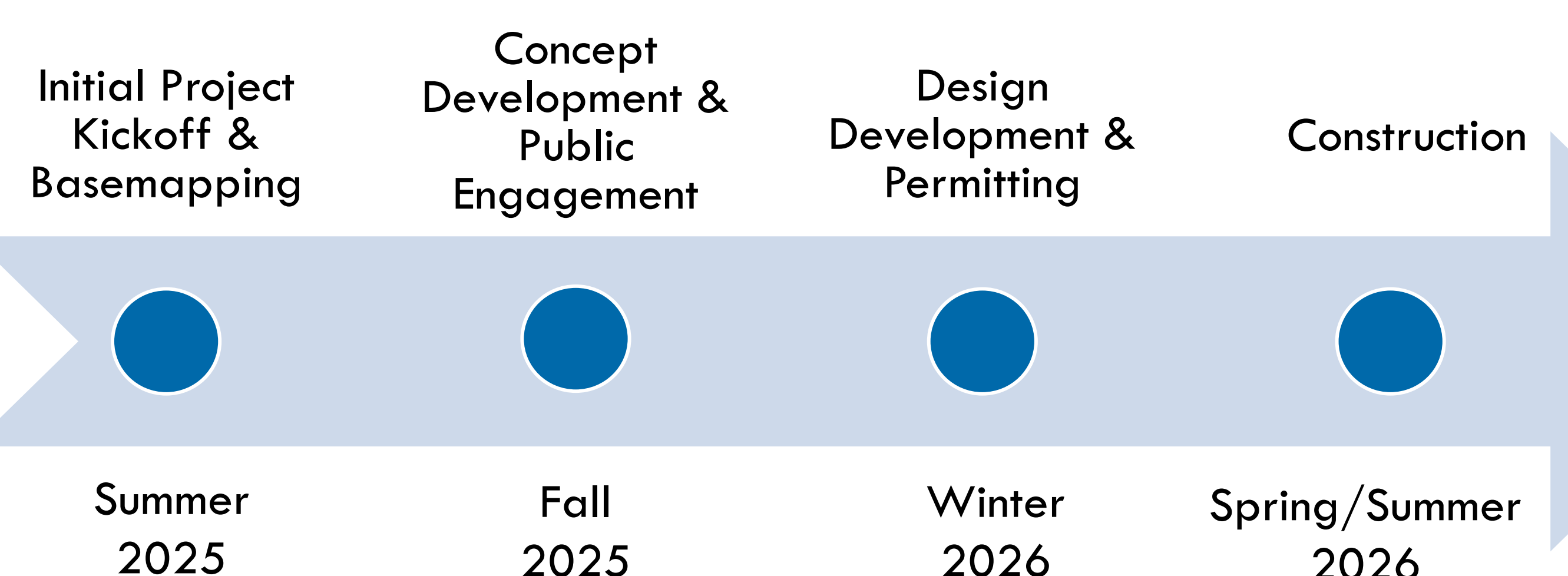


### Previous Study

*The City of Albany initiated a Complete Streets Traffic Planning Study for the Washington Park Area in 2021. The study evaluated pedestrian, bicycle and vehicle traffic circulation within the area, using a Complete Streets approach to enable safe, convenient, and comfortable travel/access for users of all ages and abilities regardless of their mode of transportation.*



### Project Schedule



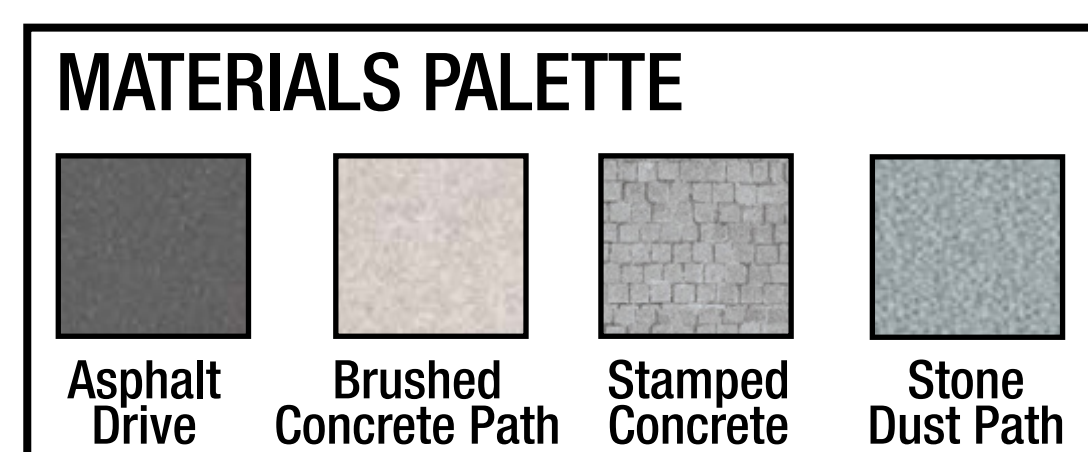
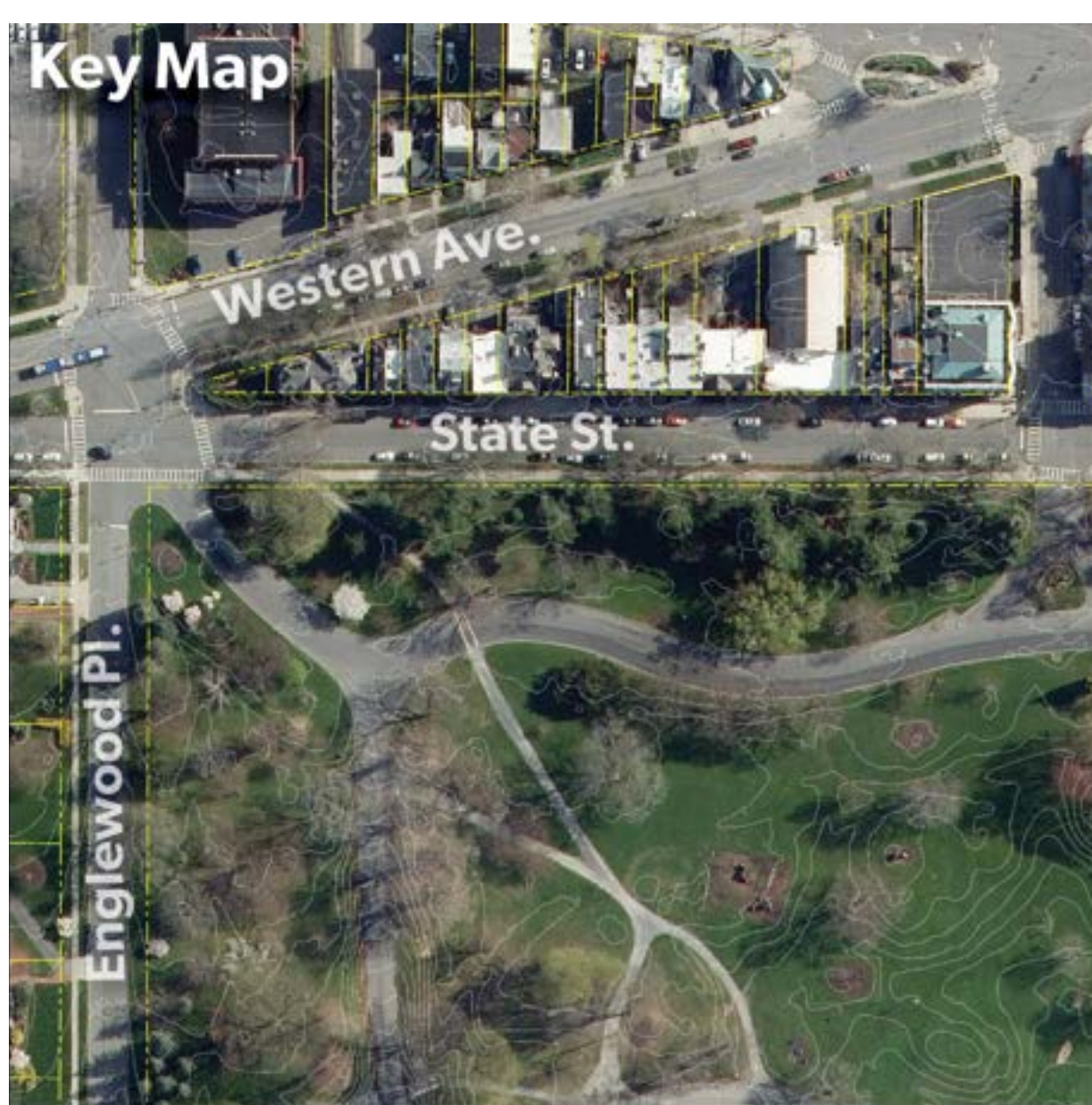


# Washington Park Transportation & Pedestrian Improvements Project

## IMPROVEMENT AREAS

### ZONE 1 - A GOALS

- ▶ Add raised crosswalks to slow vehicular traffic and connect pedestrians to new playground project.
- ▶ Re-design service entrance to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized access.
- ▶ Add gravel path to enhance pedestrian connections.



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#### CONCEPT RENDERING

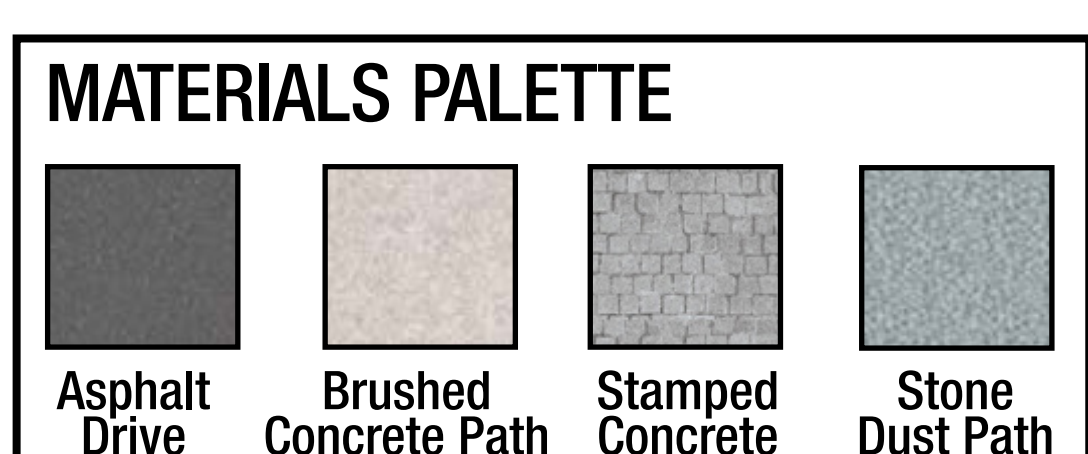


#### DESIGN INSPIRATION



### ZONE 2 - A GOALS

- ▶ Close Sprague Place park entrance to vehicle traffic. Construct raised crosswalk and path connection.
- ▶ Remove existing signals on State Street and Sprague Place and convert to all way stop control with new ADA ramps and crosswalks.
- ▶ Establish a new pedestrian path with raised crosswalk to playground area.



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#### DESIGN INSPIRATION



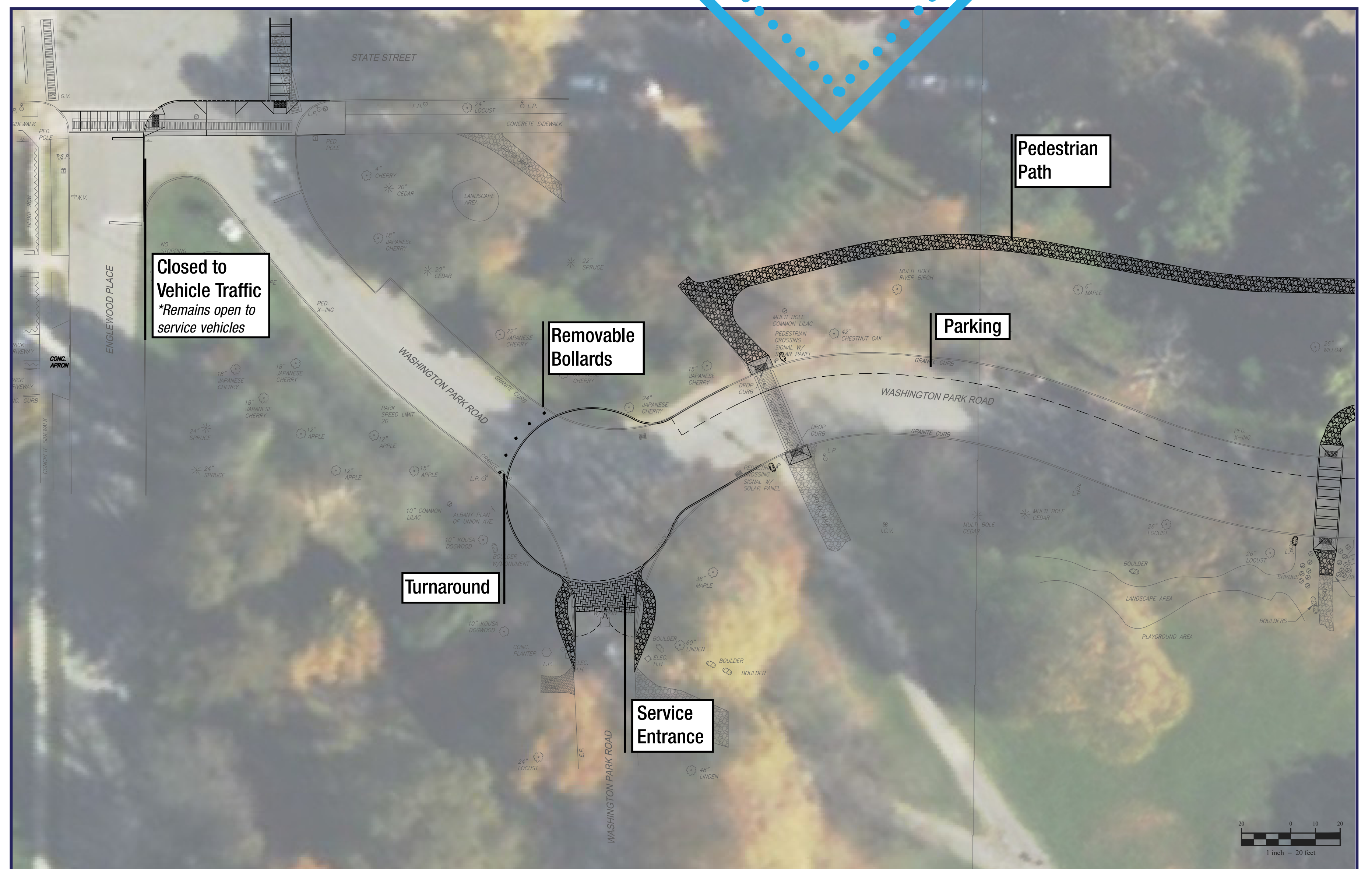


# Washington Park Transportation & Pedestrian Improvements Project

## IMPROVEMENT AREAS

### ZONE 1 - B GOALS

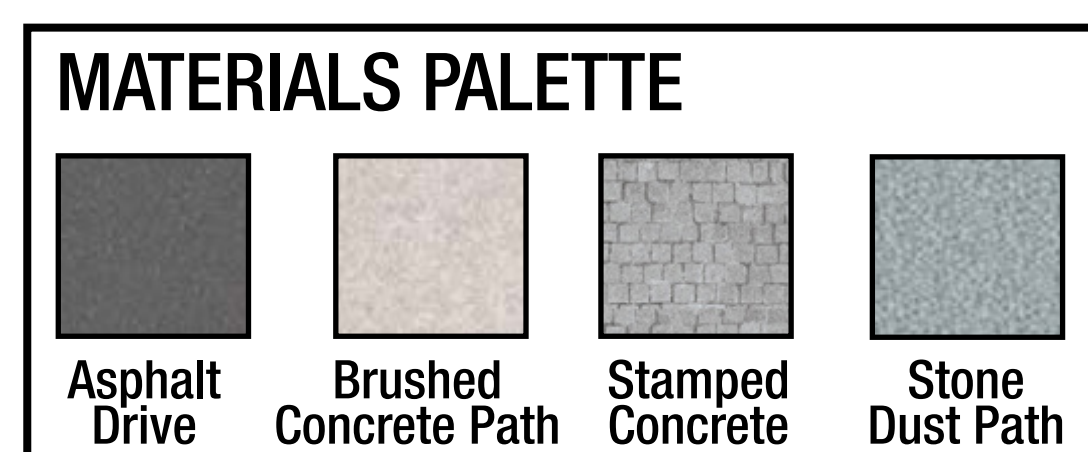
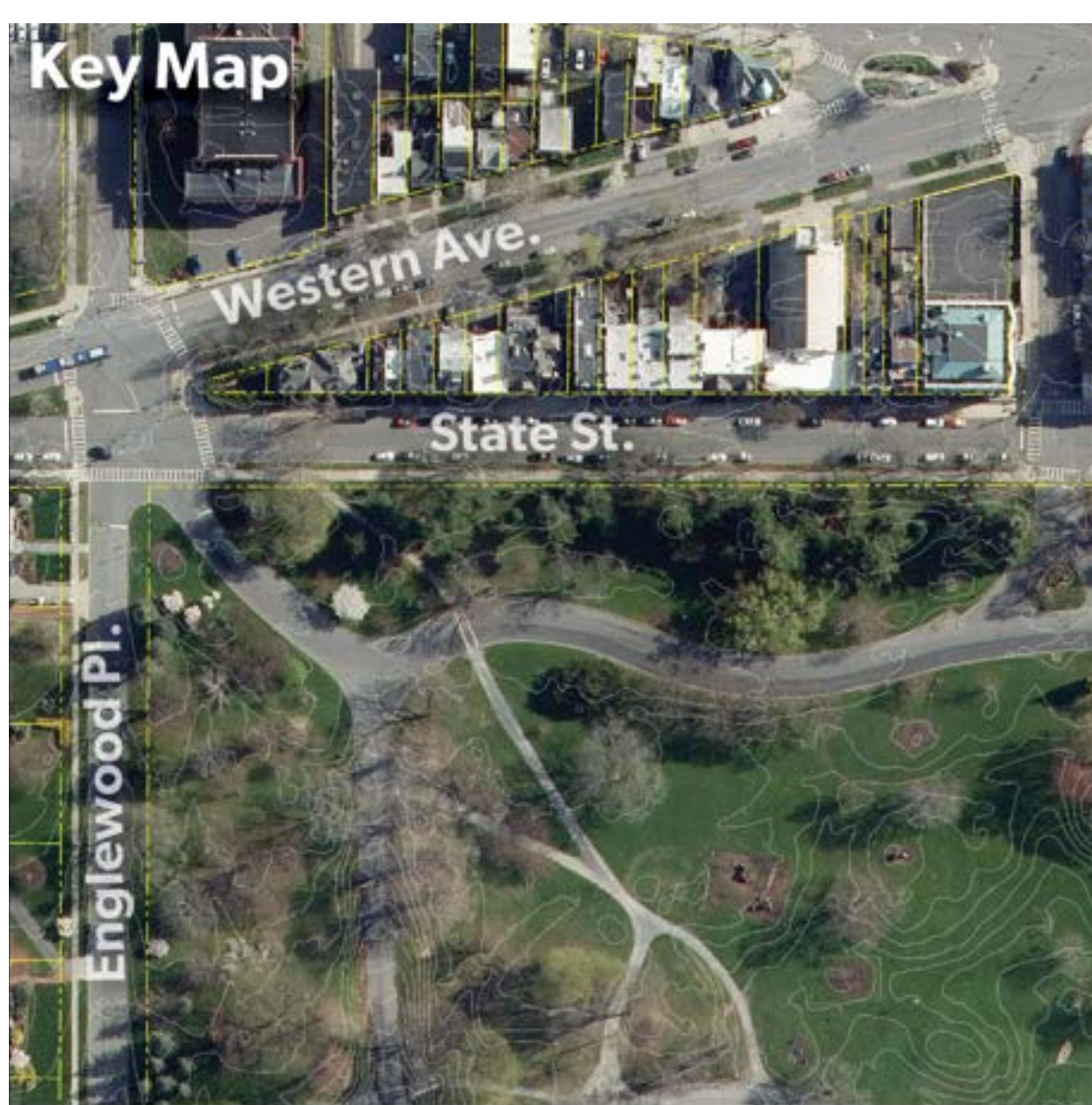
- ▶ Close Washington Park Road park entrance to vehicle traffic. Entrance remains open to service vehicles.
- ▶ Design turnaround and maintain parking along the curb.
- ▶ Re-design service entrance to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized access.



#### CONCEPT RENDERING



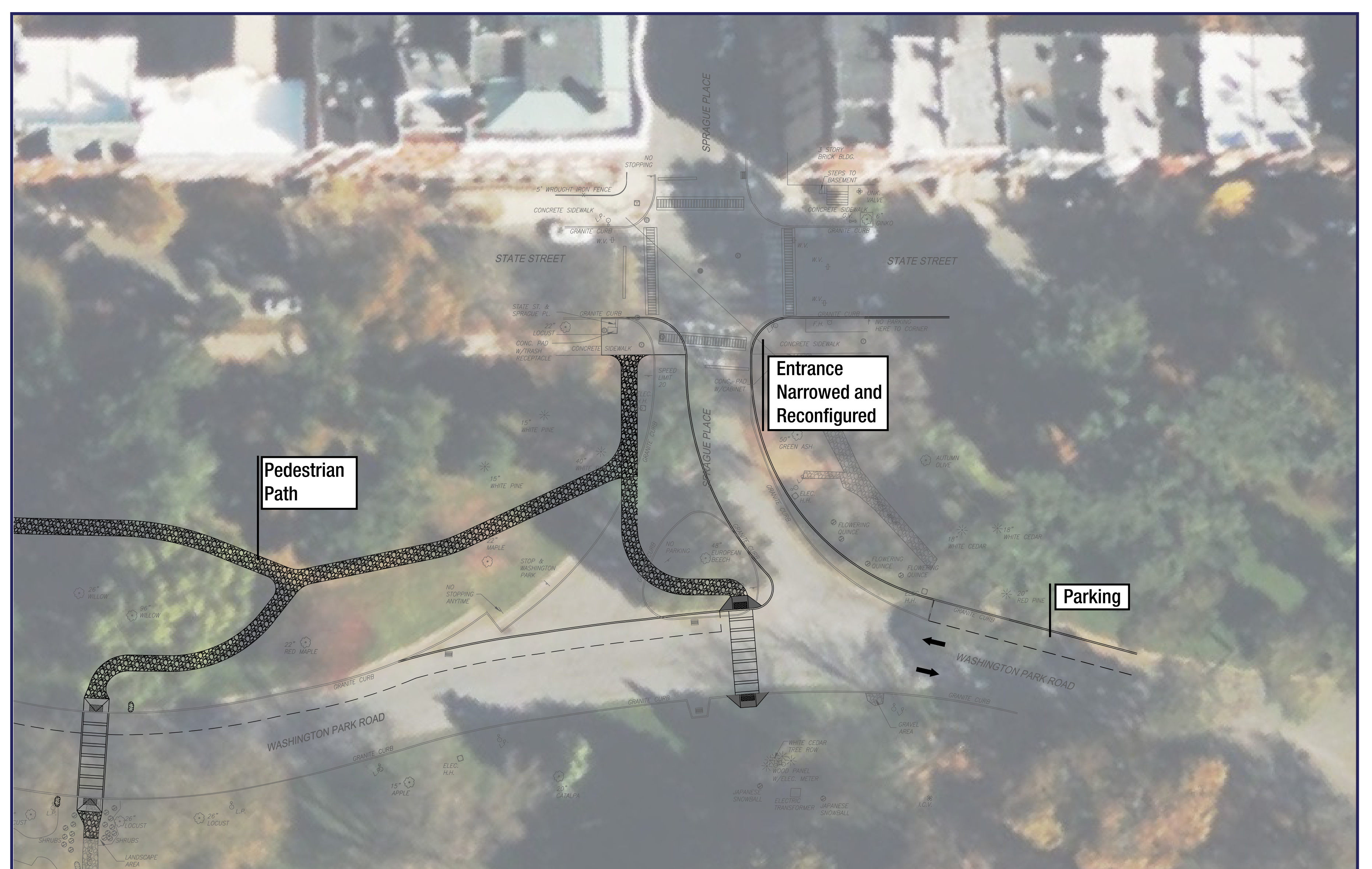
#### DESIGN INSPIRATION



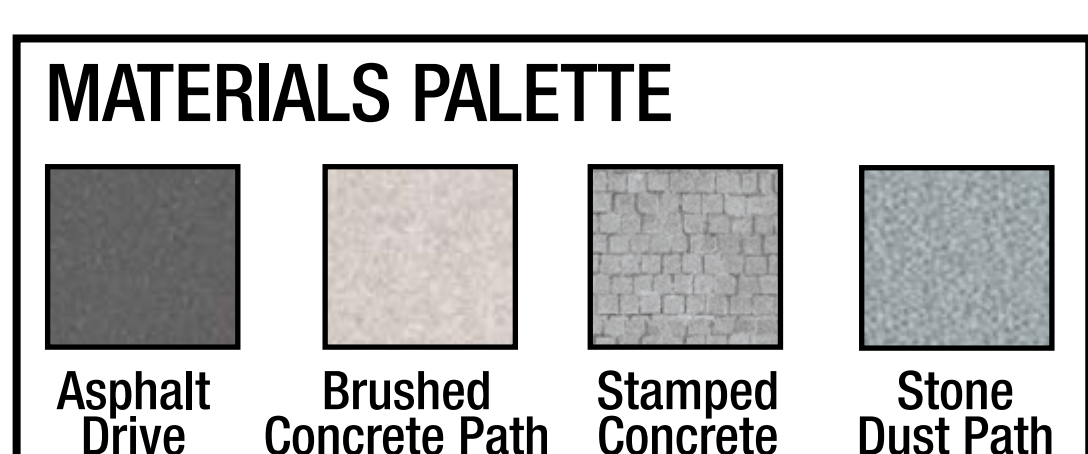
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### ZONE 2 - B GOALS

- ▶ Sprague Place park entrance remains open to vehicle traffic. Sprague Place entrance is narrowed and reconfigured.
- ▶ Remove existing signals on State Street and Sprague Place; install all-way stop.
- ▶ Establish a new pedestrian path to the new playground area.



#### DESIGN INSPIRATION



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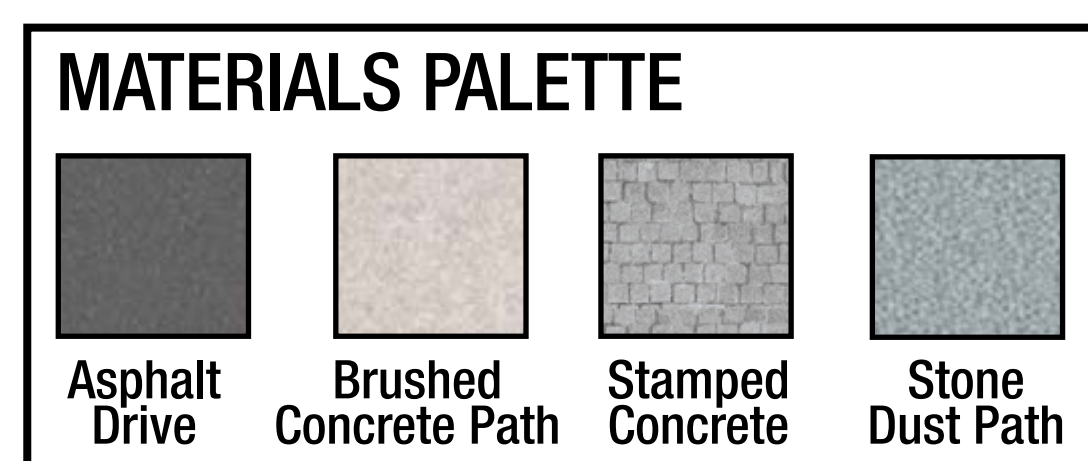
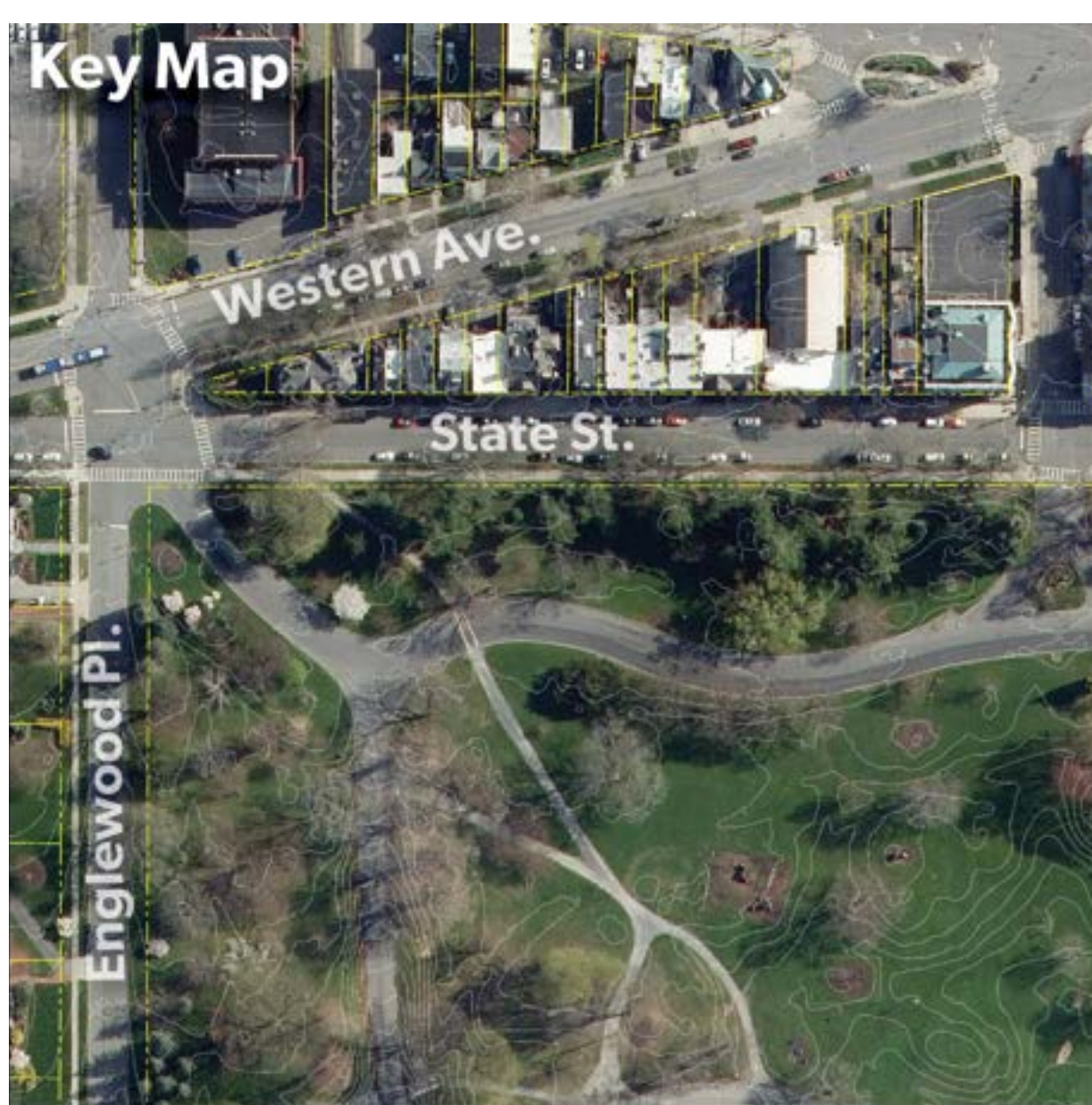


# Washington Park Transportation & Pedestrian Improvements Project

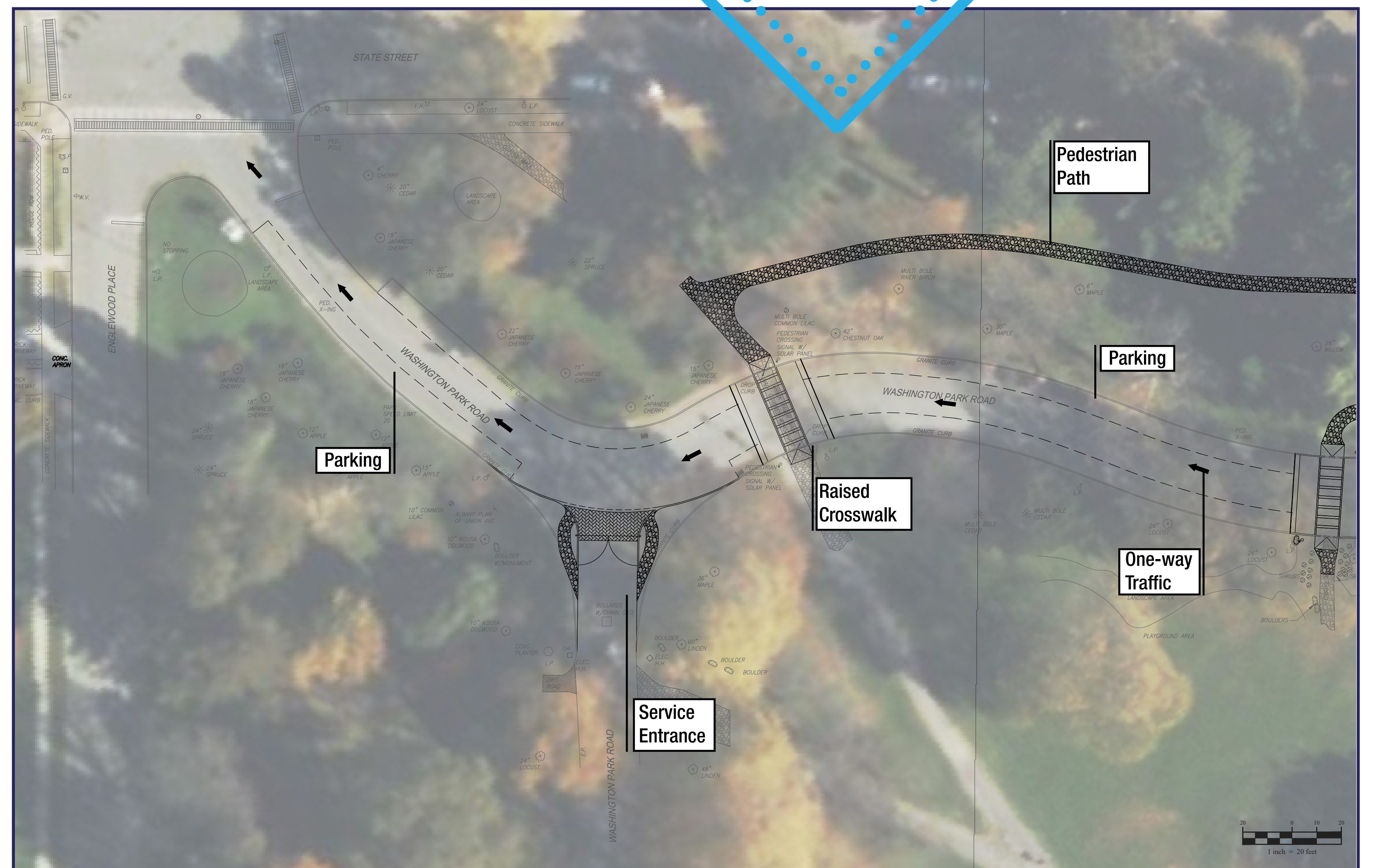
## IMPROVEMENT AREAS

### ZONE 1 - C GOALS

- ▶ Convert Washington Park Road to one-way traffic westbound after the Sprague Place and State Street intersection.
- ▶ Parking is maintained on both sides of Washington Park Road west of Sprague Place.
- ▶ Re-design service entrance to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized access.



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#### CONCEPT RENDERING

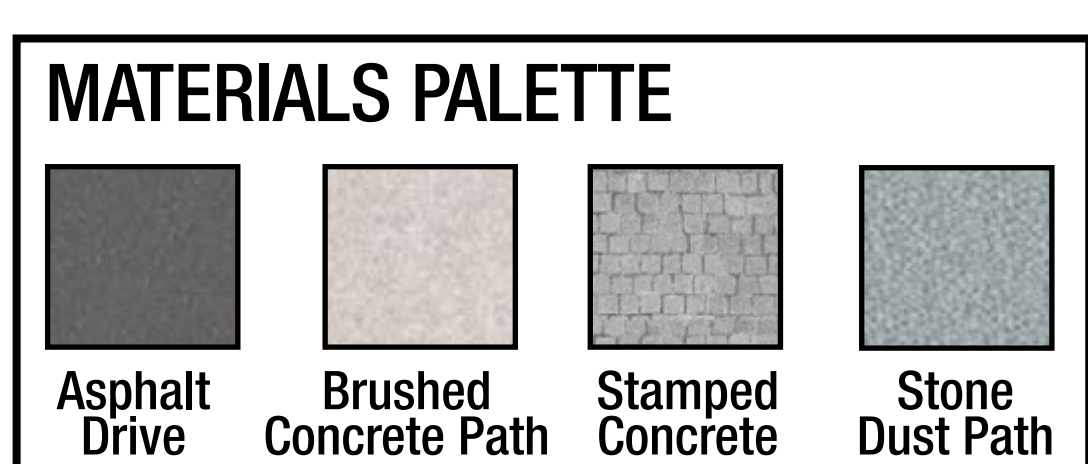


#### DESIGN INSPIRATION

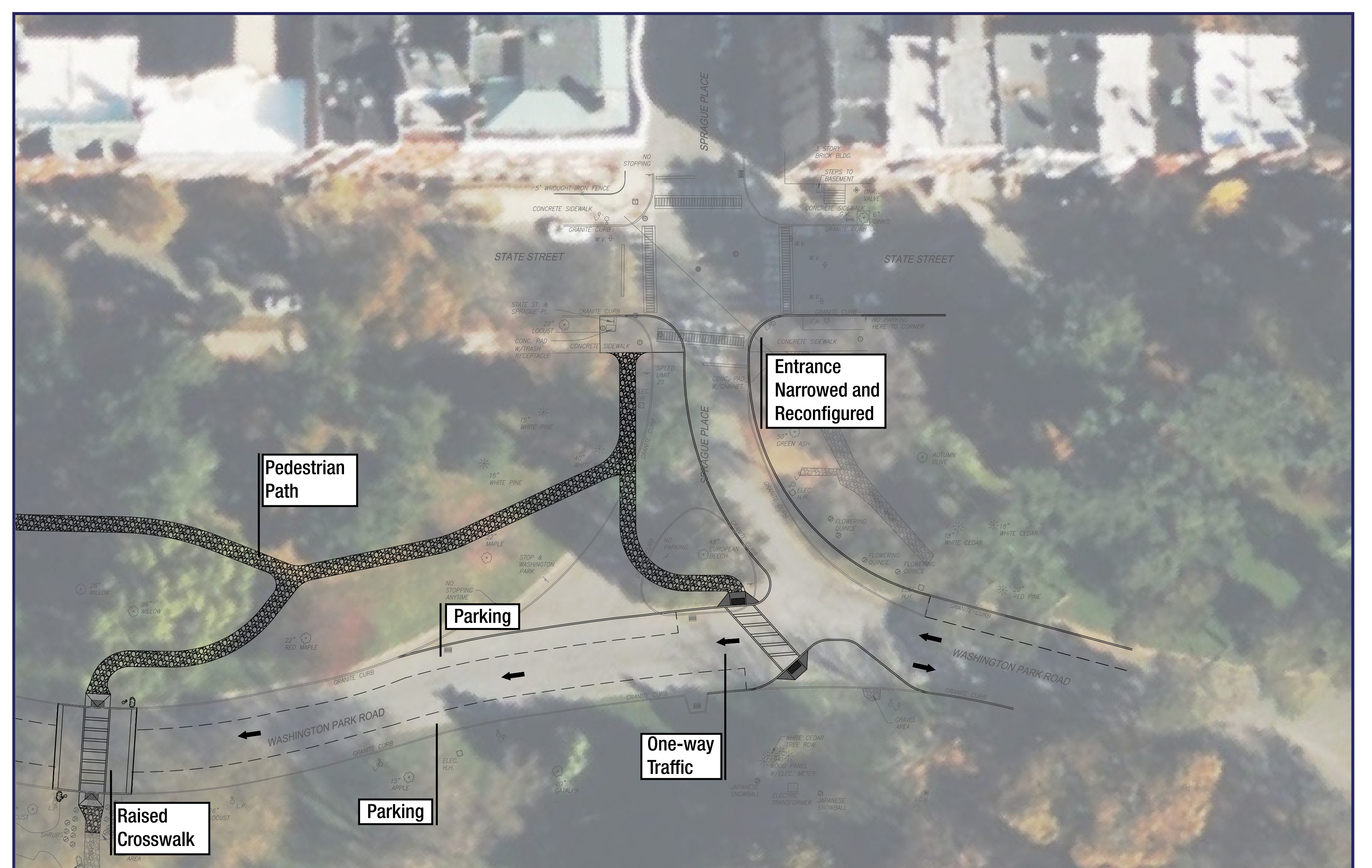


### ZONE 2 - C GOALS

- ▶ Sprague Place park entrance remains open to vehicle traffic. Sprague Place entrance is narrowed and reconfigured.
- ▶ Remove existing signals on State Street and Sprague Place; install all-way stop.
- ▶ Convert Washington Park Road to one-way traffic westbound and allow parking on both sides of the roadway.
- ▶ Establish a new pedestrian path with raised crosswalk to playground area.



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#### DESIGN INSPIRATION



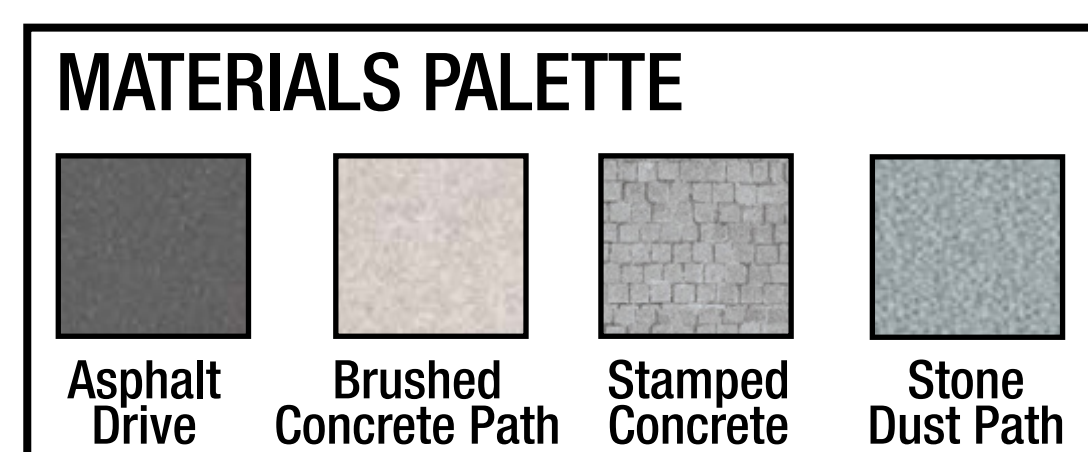


# Washington Park Transportation & Pedestrian Improvements Project

## IMPROVEMENT AREAS

### ZONE 3 GOALS

- ▶ Remove the west leg of the Henry Johnson Boulevard/Knox Street Mall intersection and narrow the roadway to reduce pedestrian-vehicle conflicts.
- ▶ Add dead-end turnaround area on Washington Park Road with traversable curb.
- ▶ Provide new crosswalks and ADA ramps at the intersection of State Street and Henry Johnson Boulevard.



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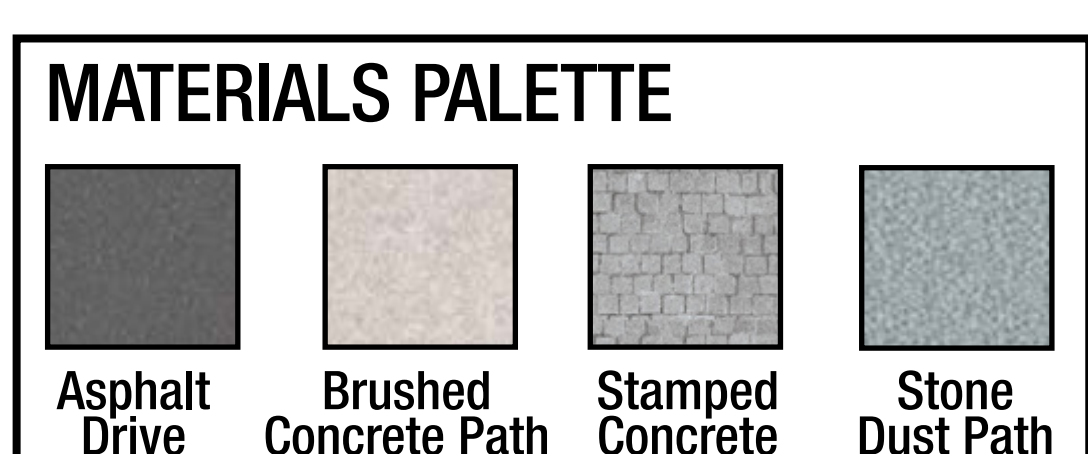
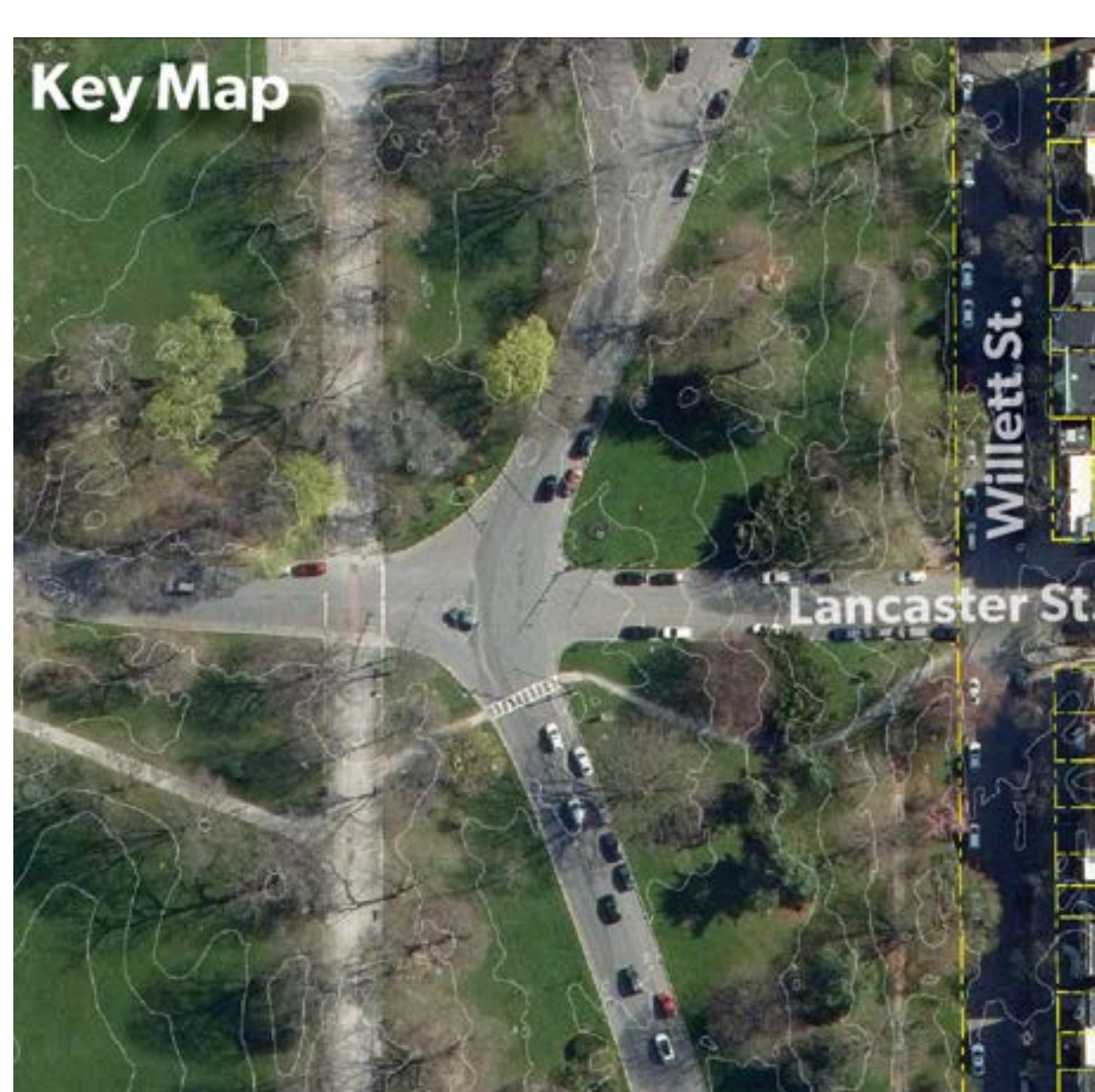


### CONCEPT RENDERING



### ZONE 4 GOALS

- ▶ Lancaster Street park entrance remains open to vehicle traffic; reduced width to slow speeds.
- ▶ Provide new bump outs, crosswalks, and ADA ramps at the intersection of Lancaster Street and Willett Street; replace traffic signal with all-way stop.
- ▶ Reconfigure the Henry Johnson Boulevard intersection as a stop controlled four-way intersection with additional crosswalk added for improved pedestrian visibility.
- ▶ Create raised crosswalk for Knox Mall crossing.



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### DESIGN INSPIRATION



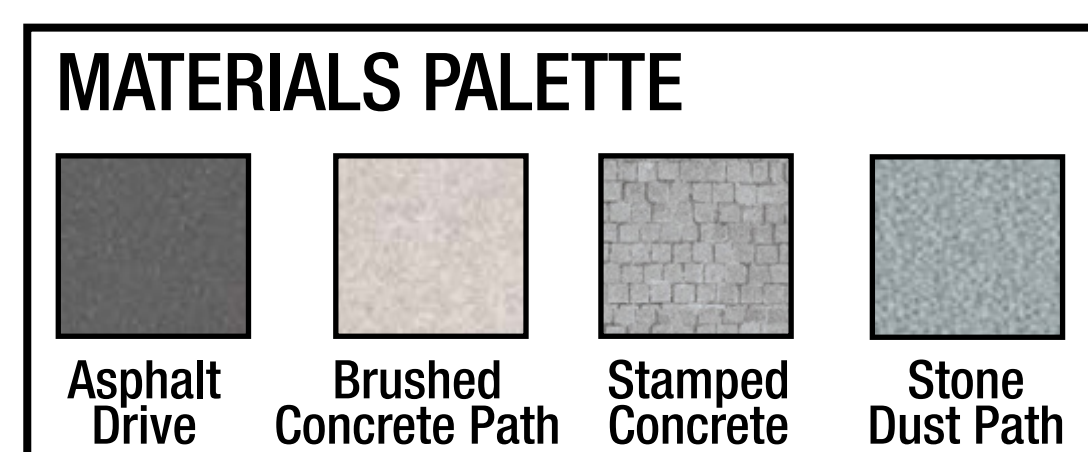
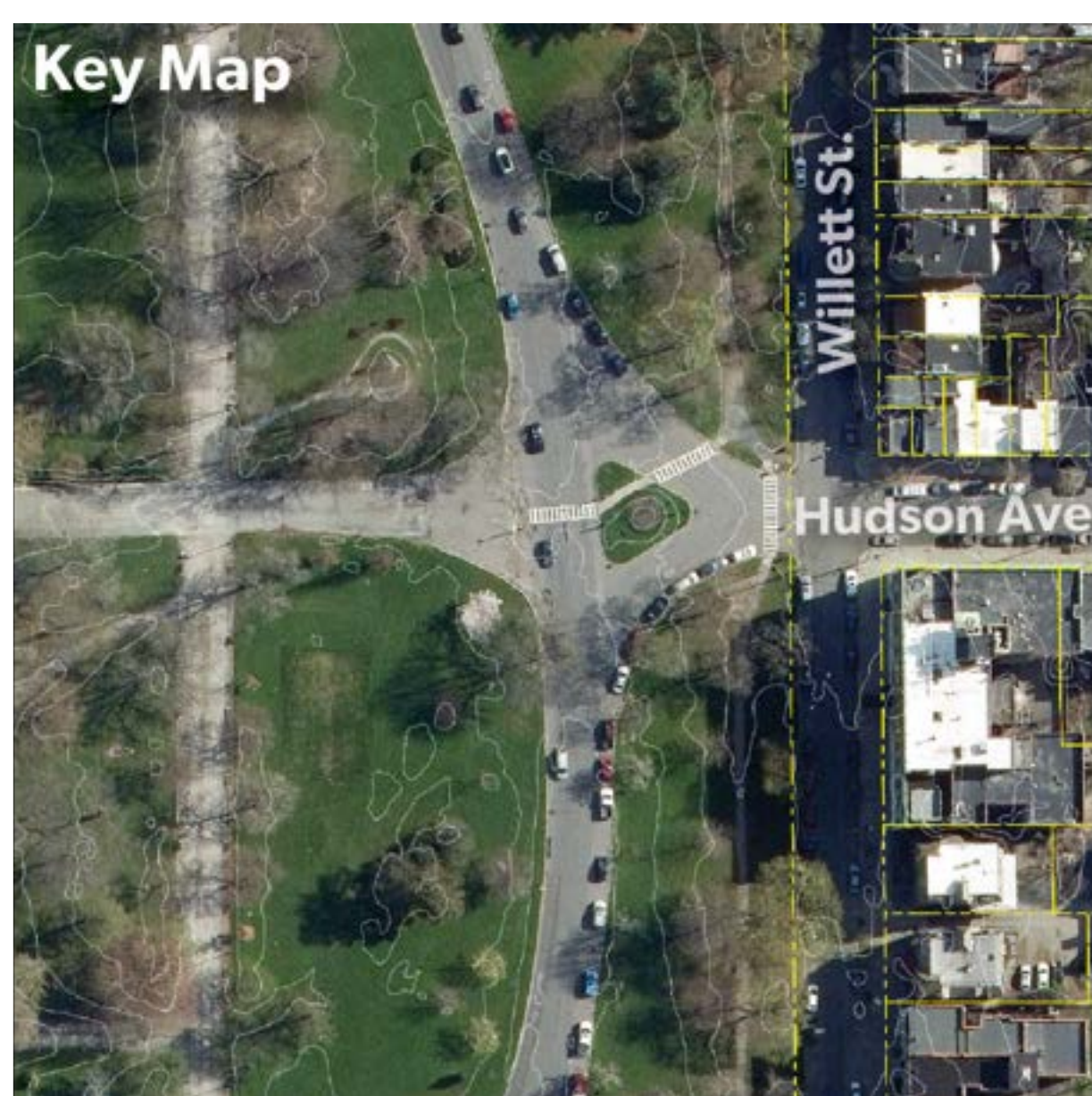


# Washington Park Transportation & Pedestrian Improvements Project

## IMPROVEMENT AREAS

### ZONE 5 GOALS

- ▶ Reduce pavement on minor legs and convert to one-way traffic. Improved crosswalk on Henry Johnson Boulevard.
- ▶ Re-design service entrance to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized access.
- ▶ Provide new crosswalks and ADA ramps at the intersection of Hudson Avenue and Willett Street.



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#### CONCEPT RENDERING

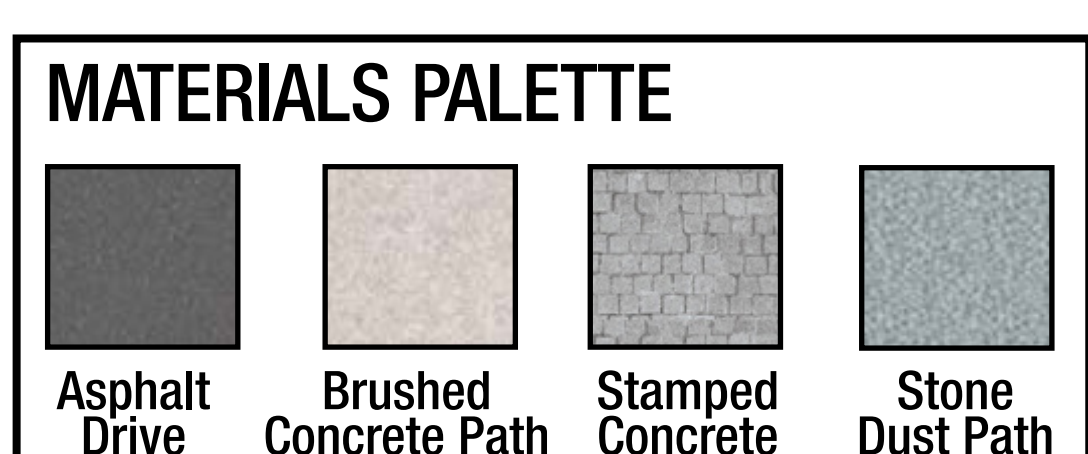


#### DESIGN INSPIRATION



### ZONE 6 GOALS

- ▶ Construct an enhanced pedestrian crossing at the Madison Avenue/Knox Street intersection with a raised median for pedestrian refuge.
- ▶ Reduce pavement width on the minor triangle approaches and convert to one-way traffic.
- ▶ Reconfigure the Madison Avenue/Willett Street intersection to shorten the pedestrian crossing. Add leading pedestrian interval.



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#### DESIGN INSPIRATION



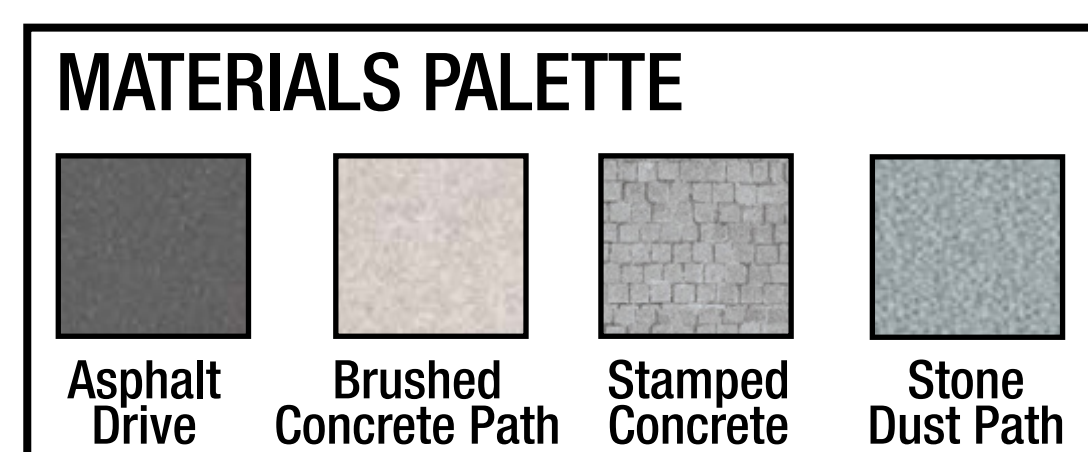
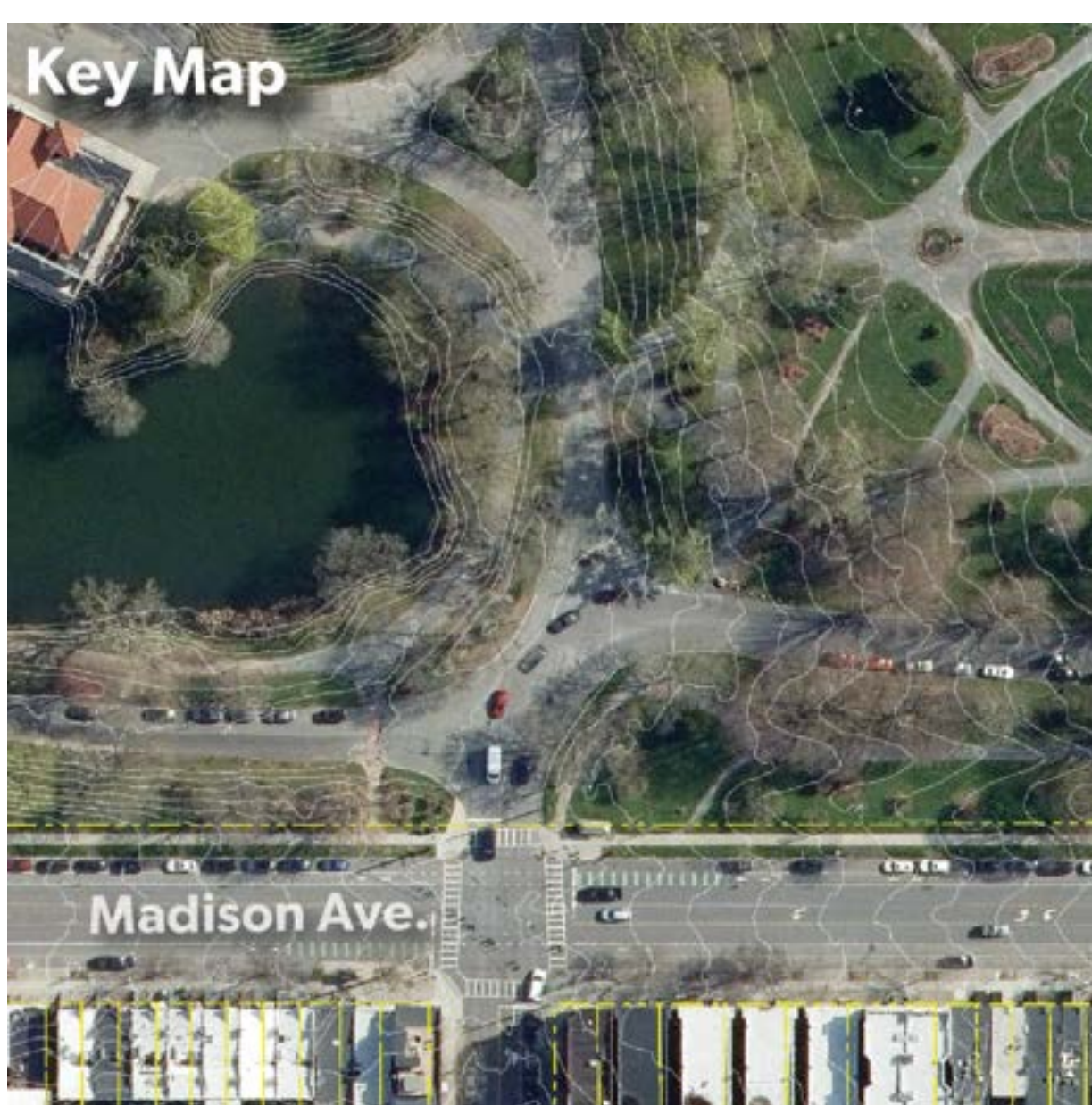


# Washington Park Transportation & Pedestrian Improvements Project

## IMPROVEMENT AREAS

### ZONE 7 GOALS

- ▶ Extend the curb and reduce roadway width to calm traffic and better define pedestrian space.
- ▶ Close the existing lake access roads to vehicular traffic and redesign service entrances to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized access.
- ▶ Redirect pedestrians to new park path west of intersection to mitigate crossings at roadway curve.



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#### CONCEPT RENDERING

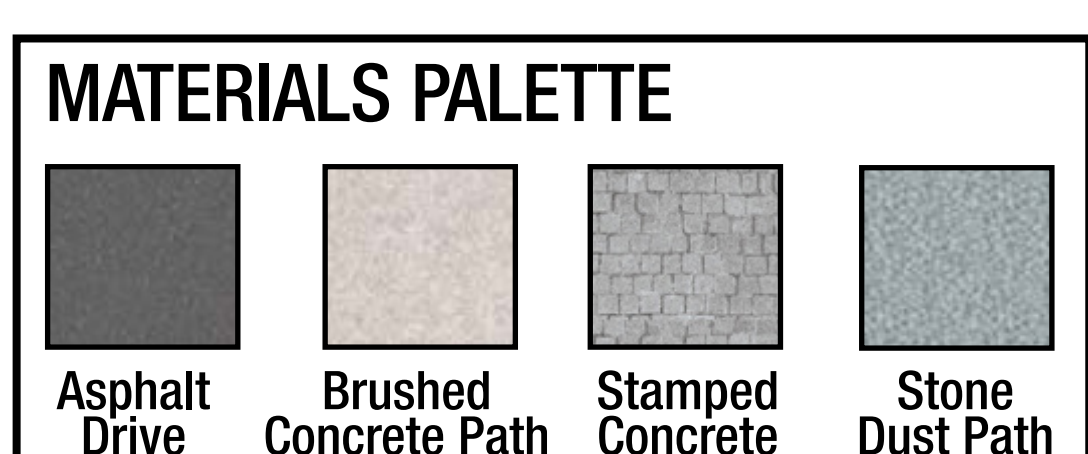
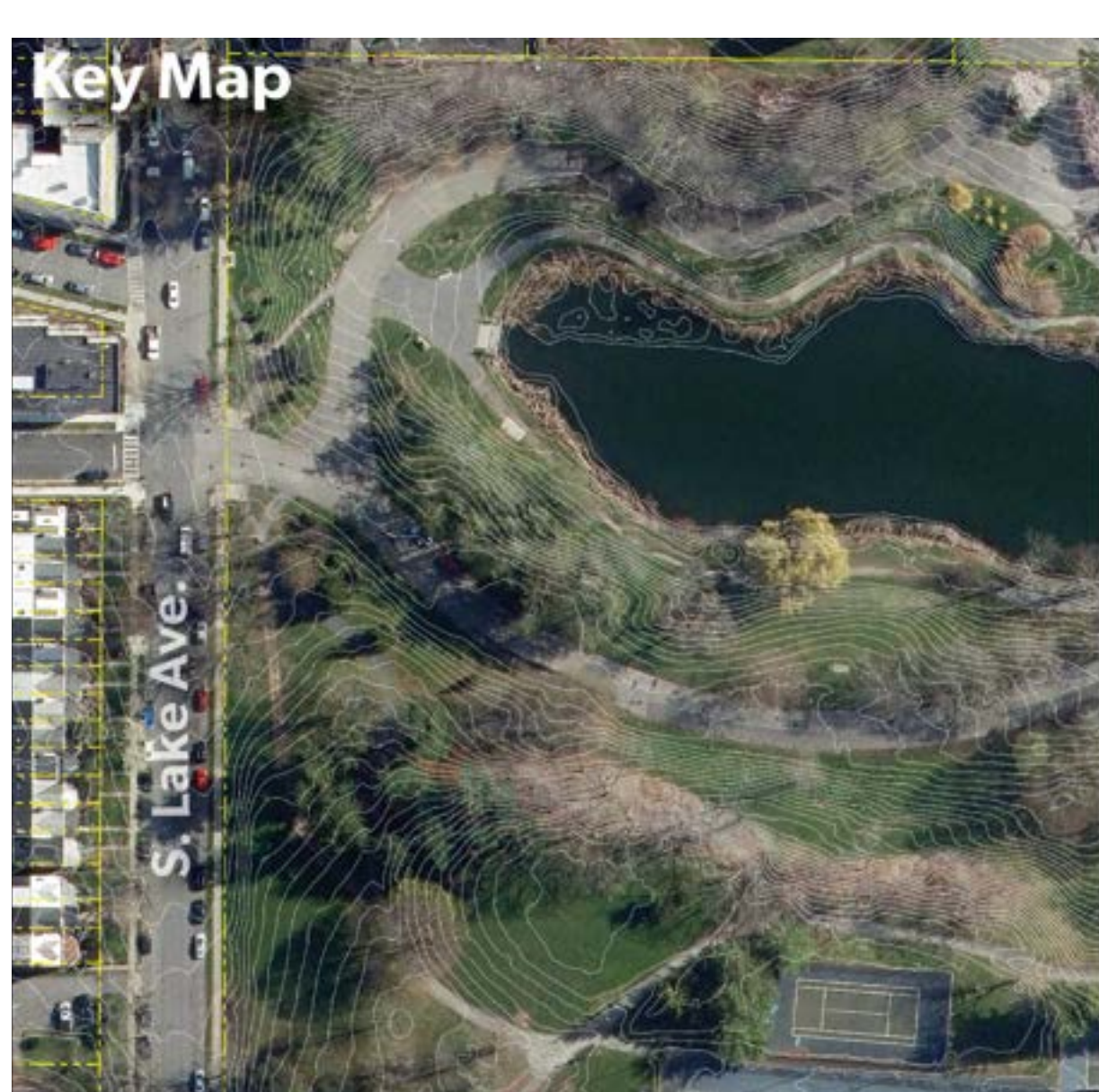


#### DESIGN INSPIRATION



### ZONE 8 GOALS

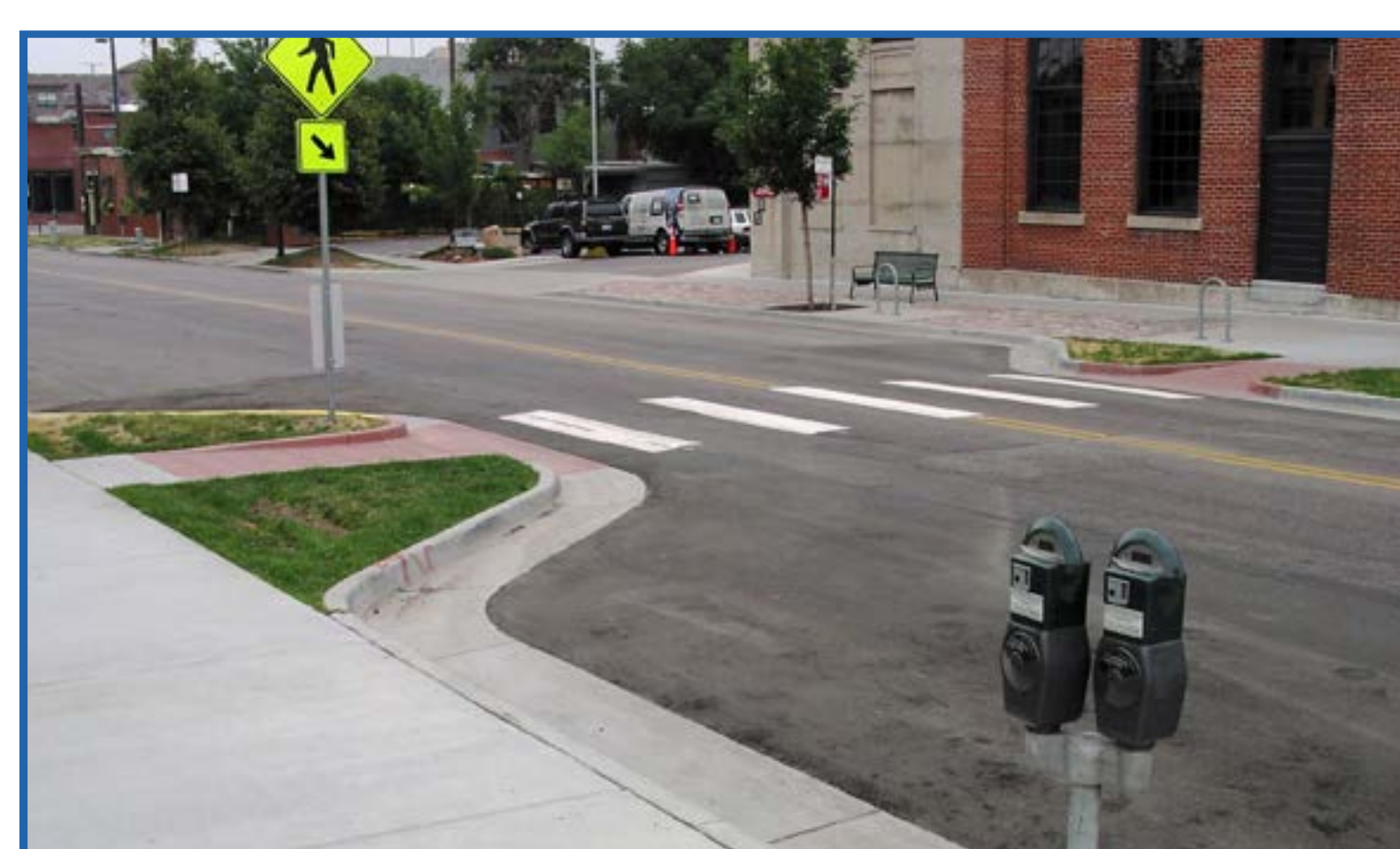
- ▶ Close road south of Washington Park Lake to vehicular traffic and provide enhanced crossing on South Lake Avenue. Remove existing traffic signal; replace with all-way stop.
- ▶ Add bump outs to reduce crossing width and slow vehicle speeds.
- ▶ Redesign service entrance to provide a consistent appearance with textured pavement and gates/bollards to reduce unauthorized vehicular traffic.



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#### DESIGN INSPIRATION





# Washington Park Transportation & Pedestrian Improvements Project

## IDENTIFIED IMPACTS

### SIGNAL AND PARKING IMPACTS

- Aimed to balance the goals of the project with comments on negative impacts from parking loss.
- The estimated loss is roughly 15 throughout the entire project area. In most cases the parking losses are due to adding crosswalks and bump outs to improve pedestrian safety.
- The parking losses and gains may vary slightly depending on which concepts in Zone 1 and Zone 2 are included in the final design. The figure shows Concept A in both locations.
- The conversion of traffic signals to all-way stop controlled intersections will slow traffic and improve safety at pedestrian crossings into, and within, the park.
- Some Rectangular Rapid Flashing Beacons (RRFBs) were replaced with raised crosswalks or stop signs.



### EVENT IMPACTS

- The proposed design changes tried to consider access and circulation for many of the major events, parade, and charity races.
- The park entrances and service roads will be gated to allow openings for set up and special events; traversable curb allows for walking, biking, strollers, and all vehicles to use those entrances.
- Final access and circulation plans will be based on consultation with park maintenance staff, event organizers, and vendors.

