



Washington Park Transportation & Pedestrian Improvements Project

ABOUT THE PROJECT

Purpose and Need

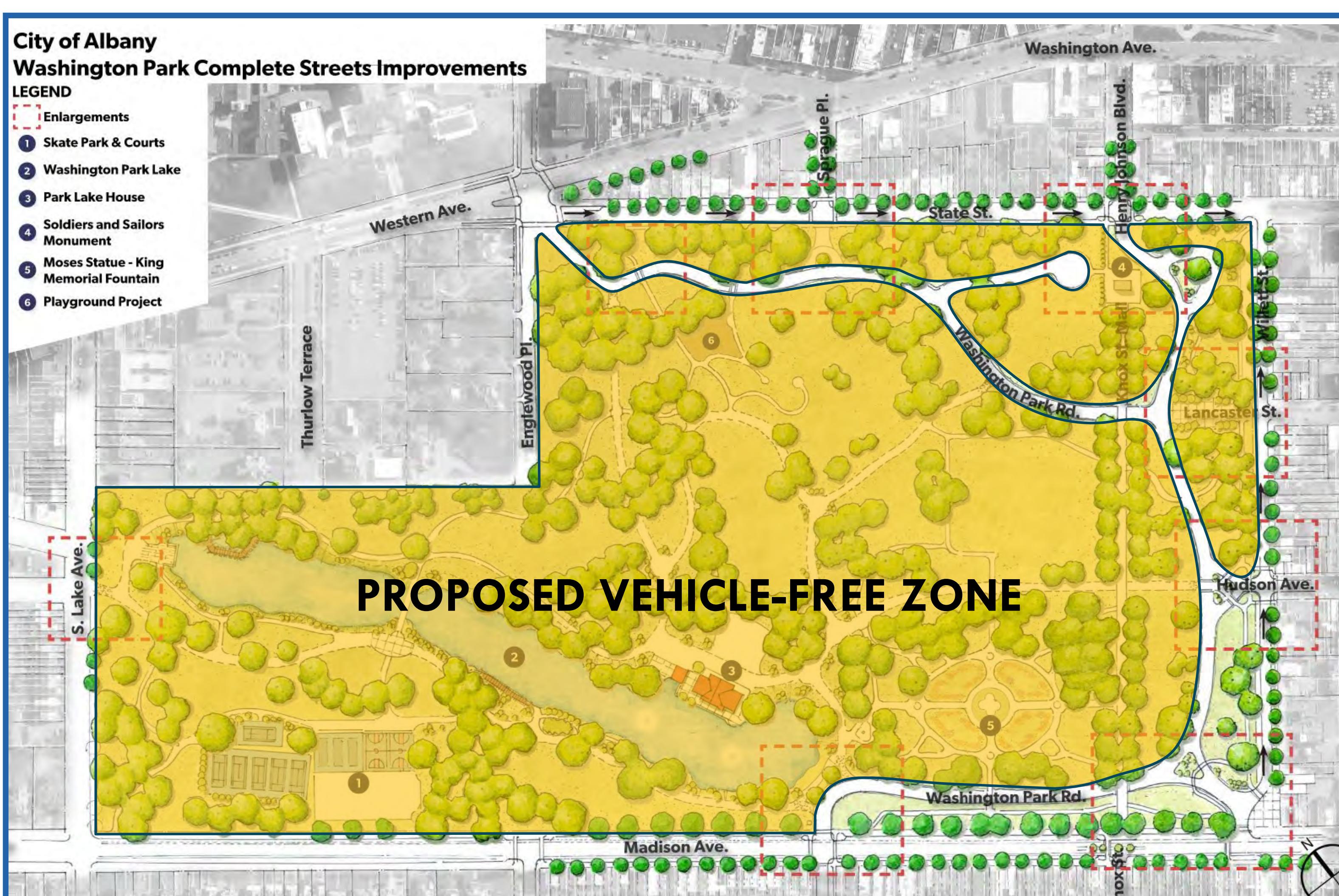
The project proposes the redesign of several internal roadways, sidewalks, and pedestrian paths within historic Washington Park, consistent with the 2022 Washington Park / Center Square Complete Streets Study.

Project Goals

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

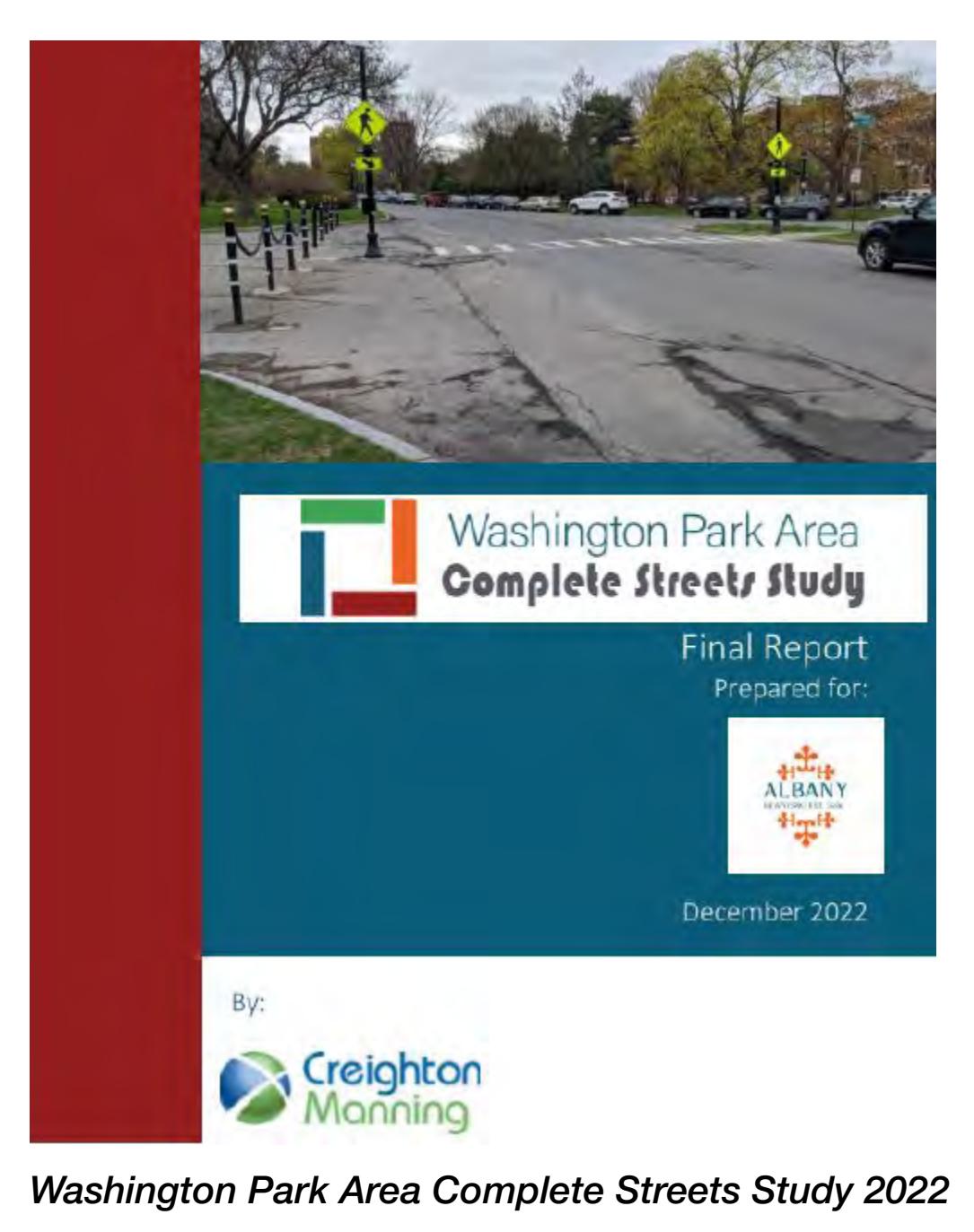
- ▶ Improve mobility, safety, and access for all users
- ▶ Minimize the negative effects of traffic in the project area, while managing the needs of events and access to the Park
- ▶ Implement these transportation changes with input from stakeholders in ways that honor the historic nature of the Park

Project Area

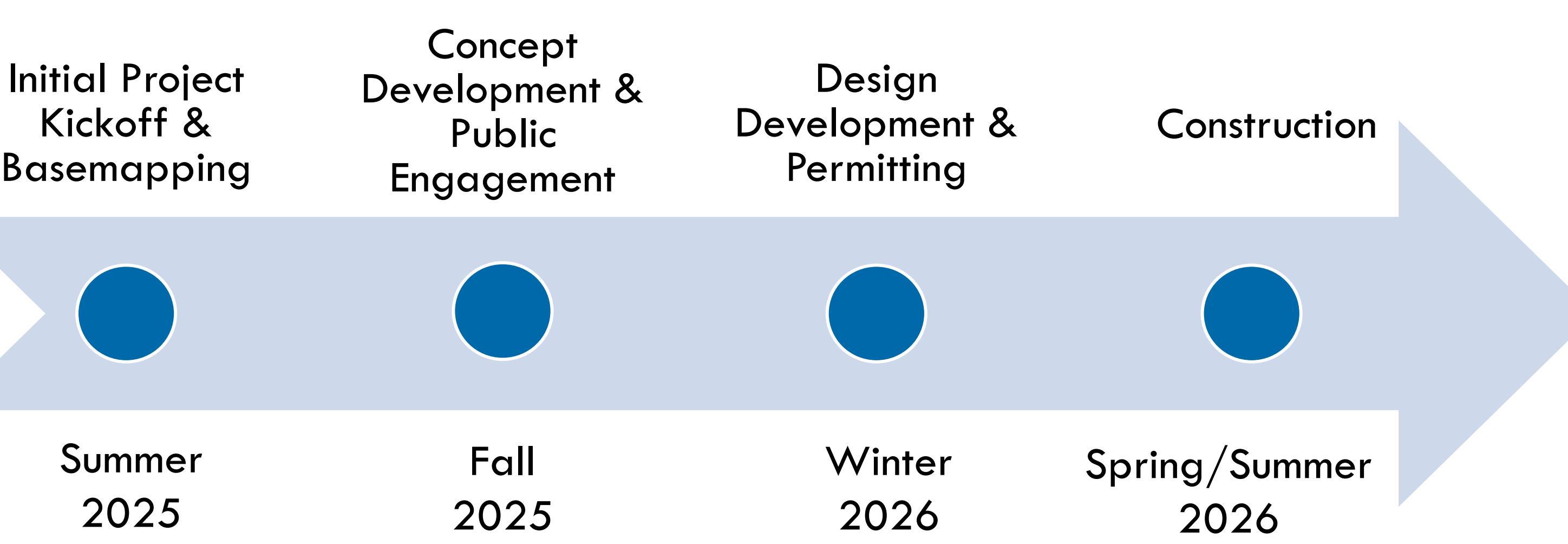


Previous Study

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



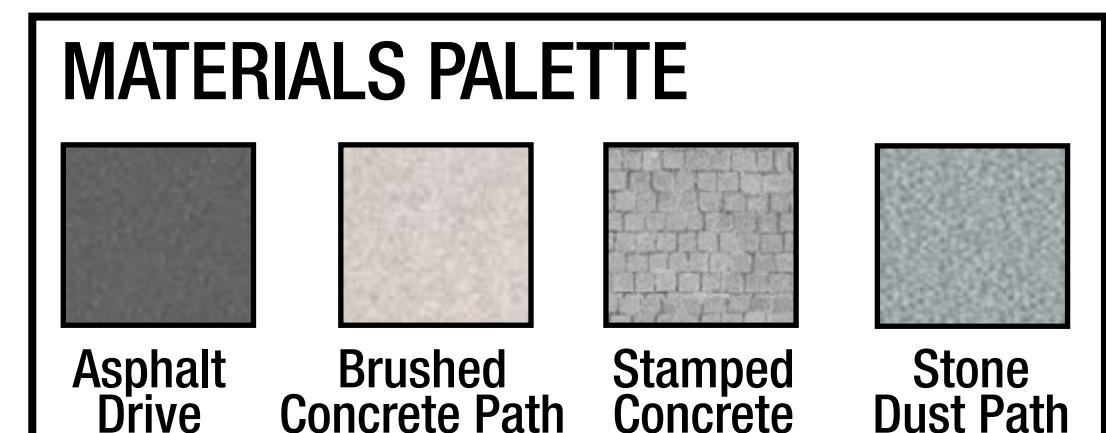
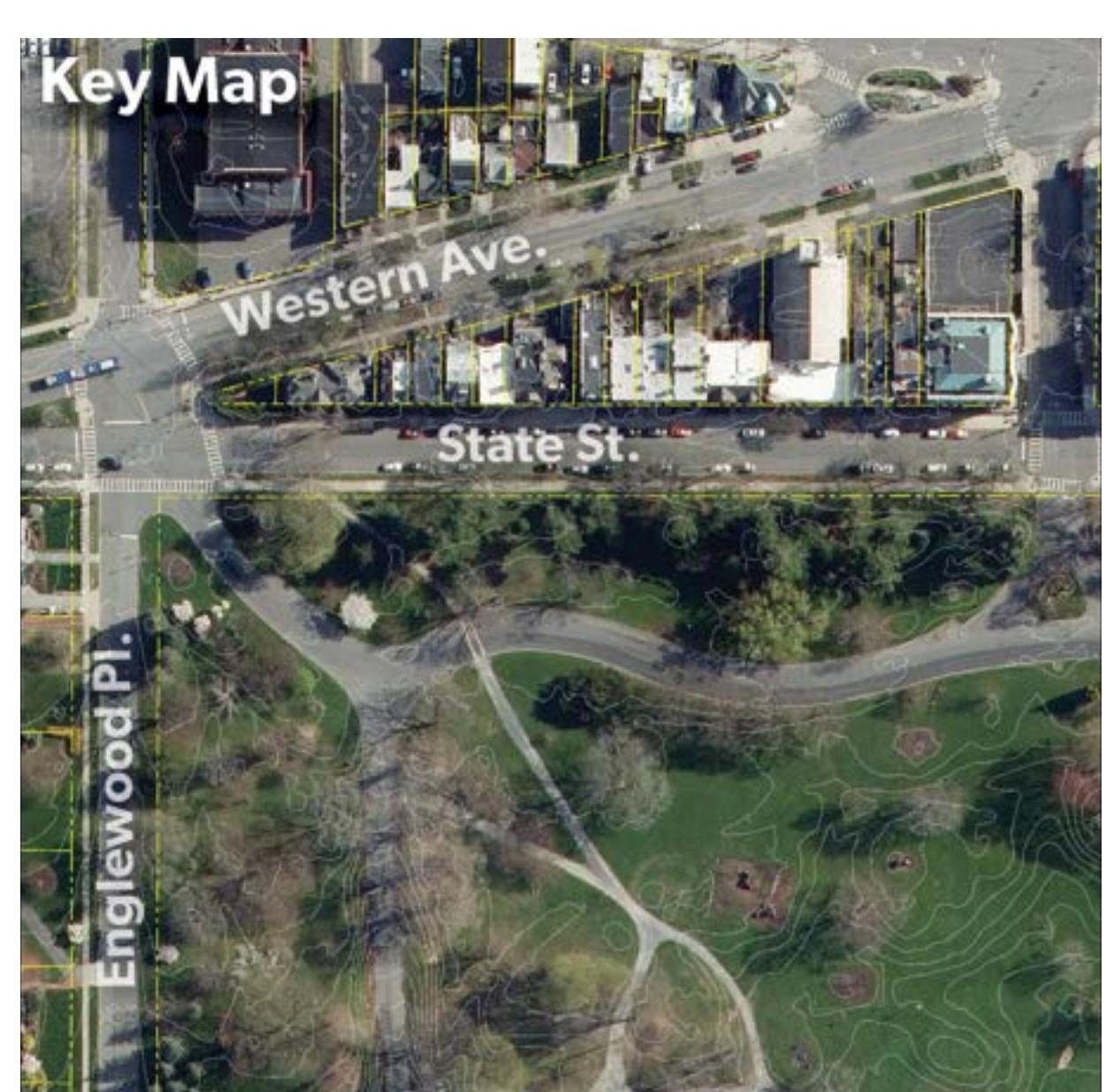
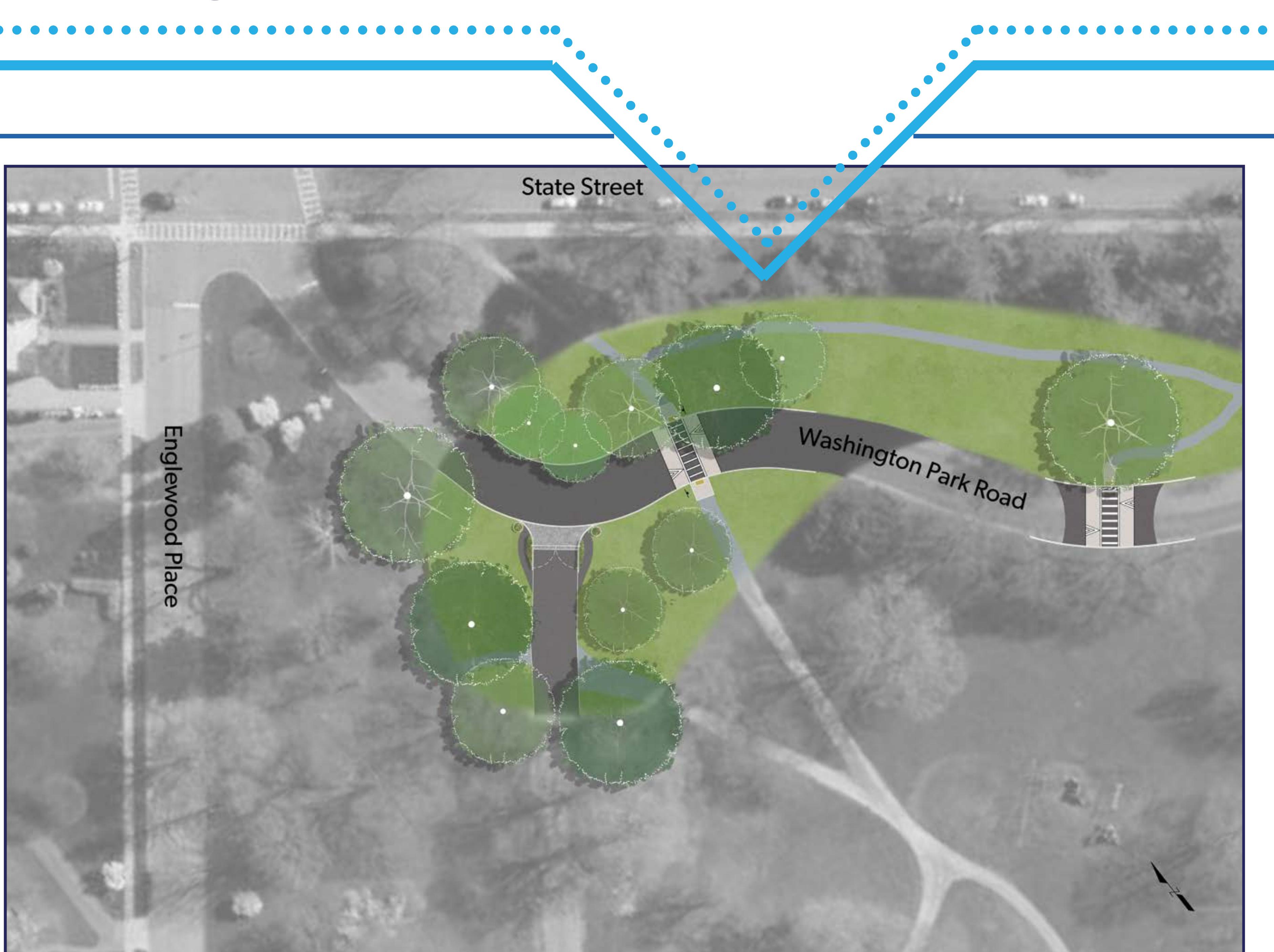


Washington Park Transportation & Pedestrian Improvements Project

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.

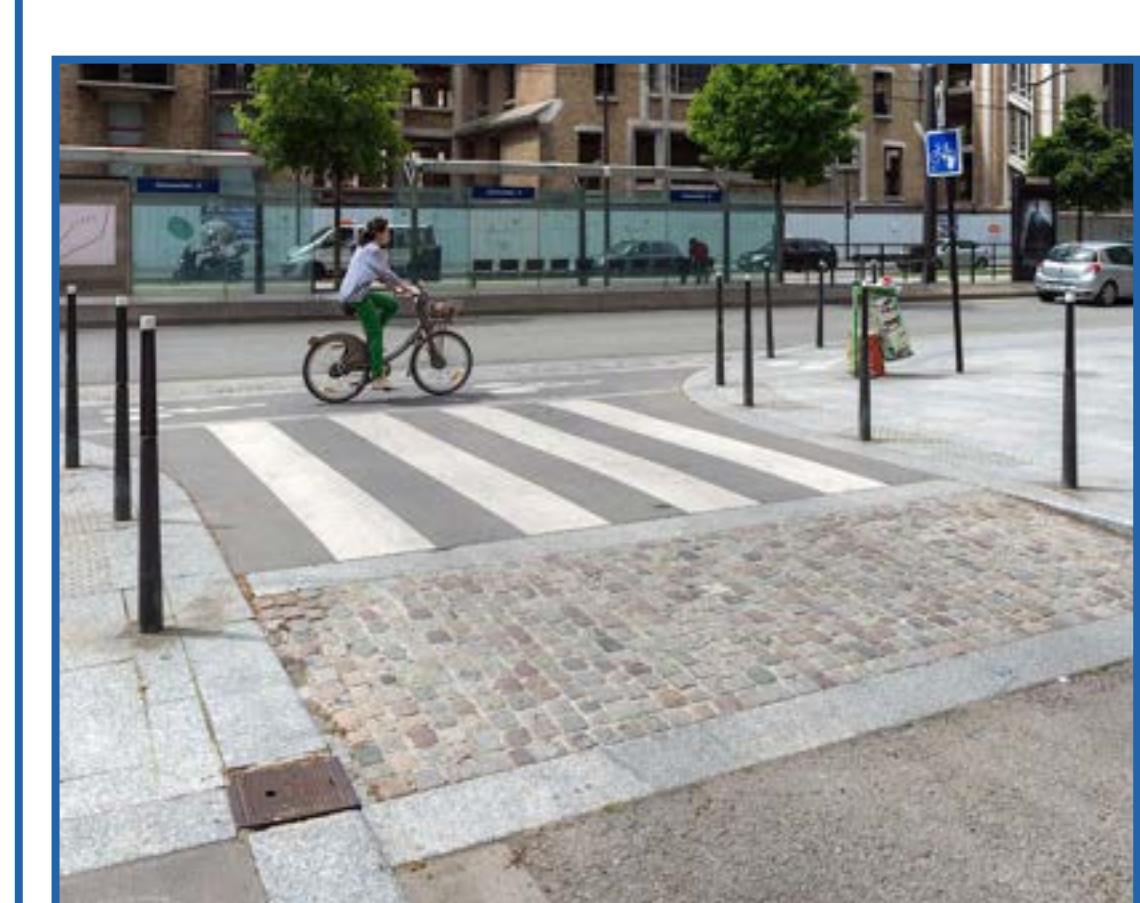


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CONCEPT RENDERING

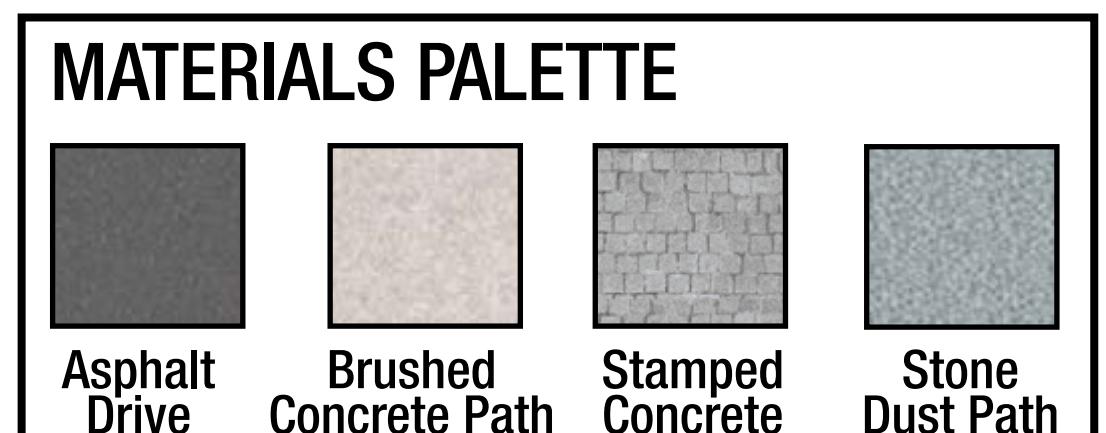


DESIGN INSPIRATION



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





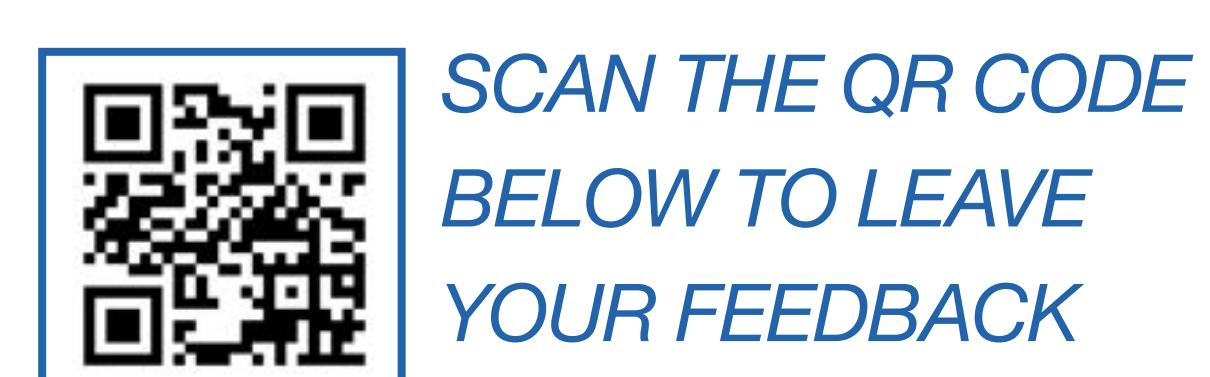
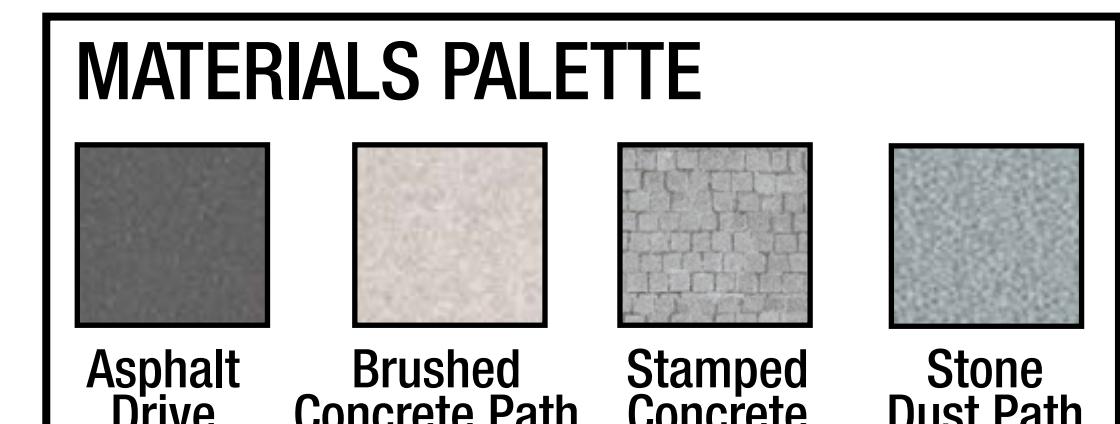
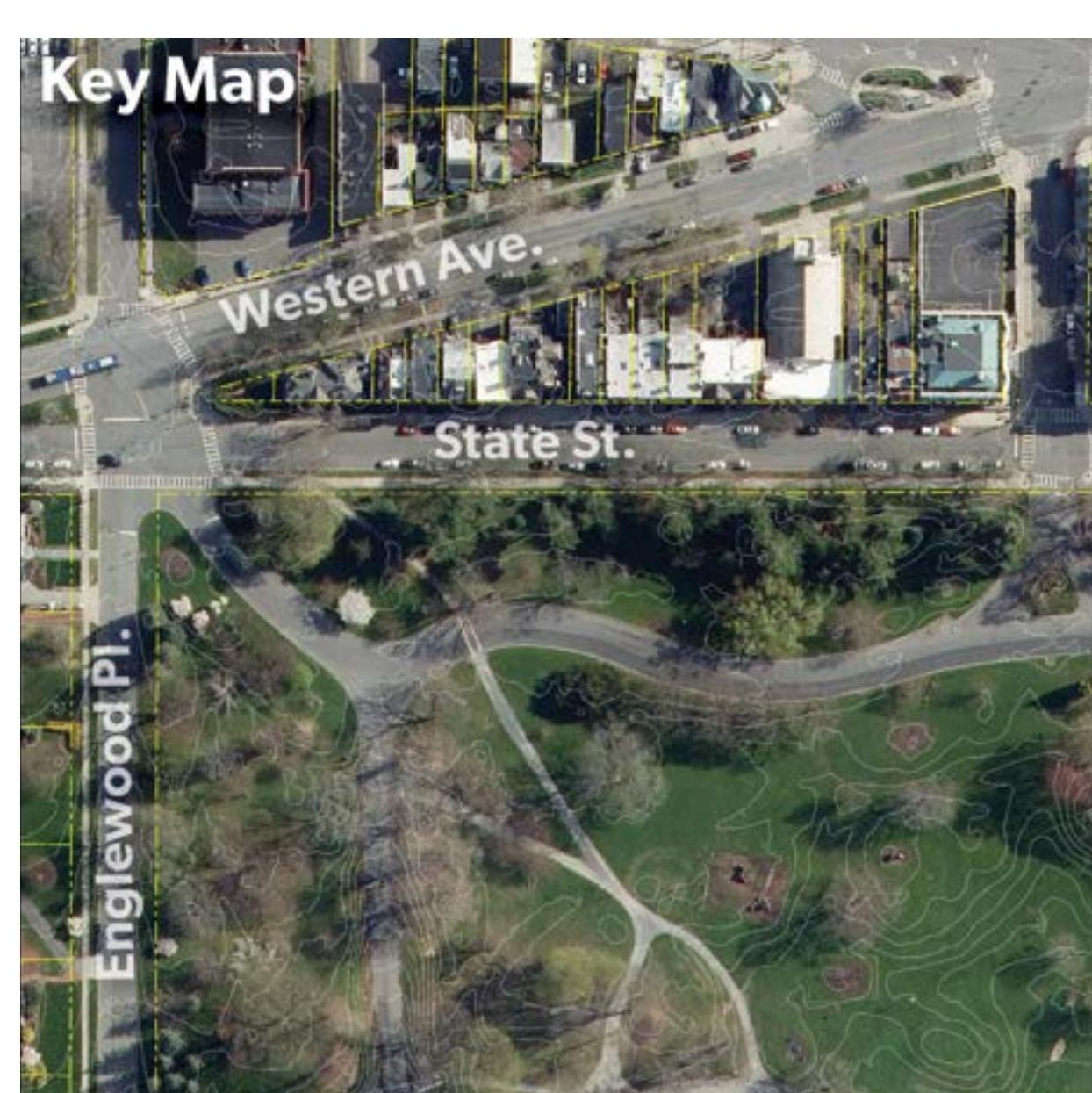
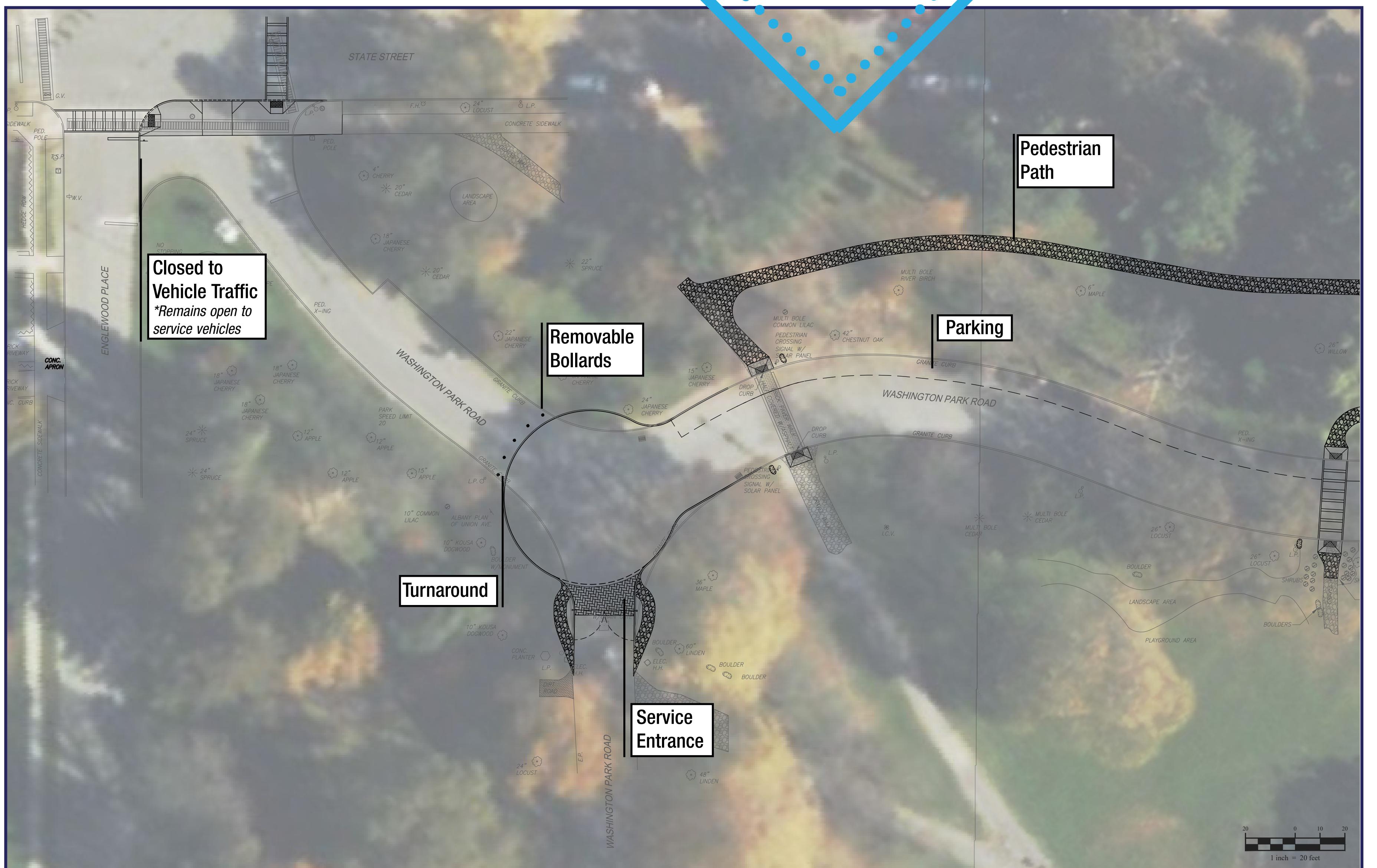
Washington Park Transportation & Pedestrian Improvements Project

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



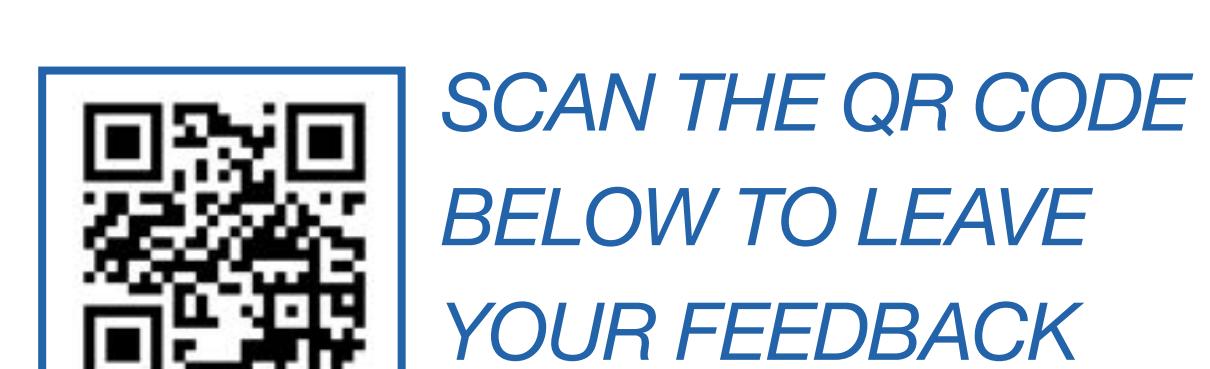
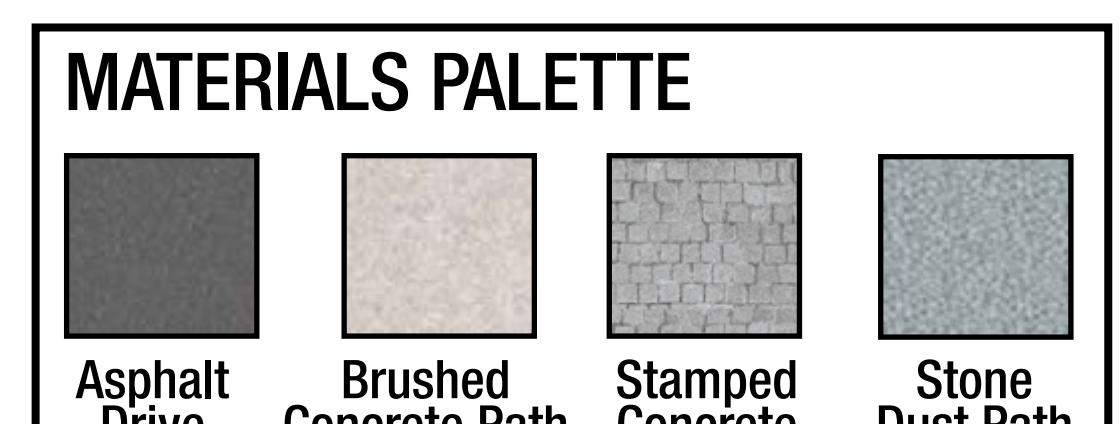
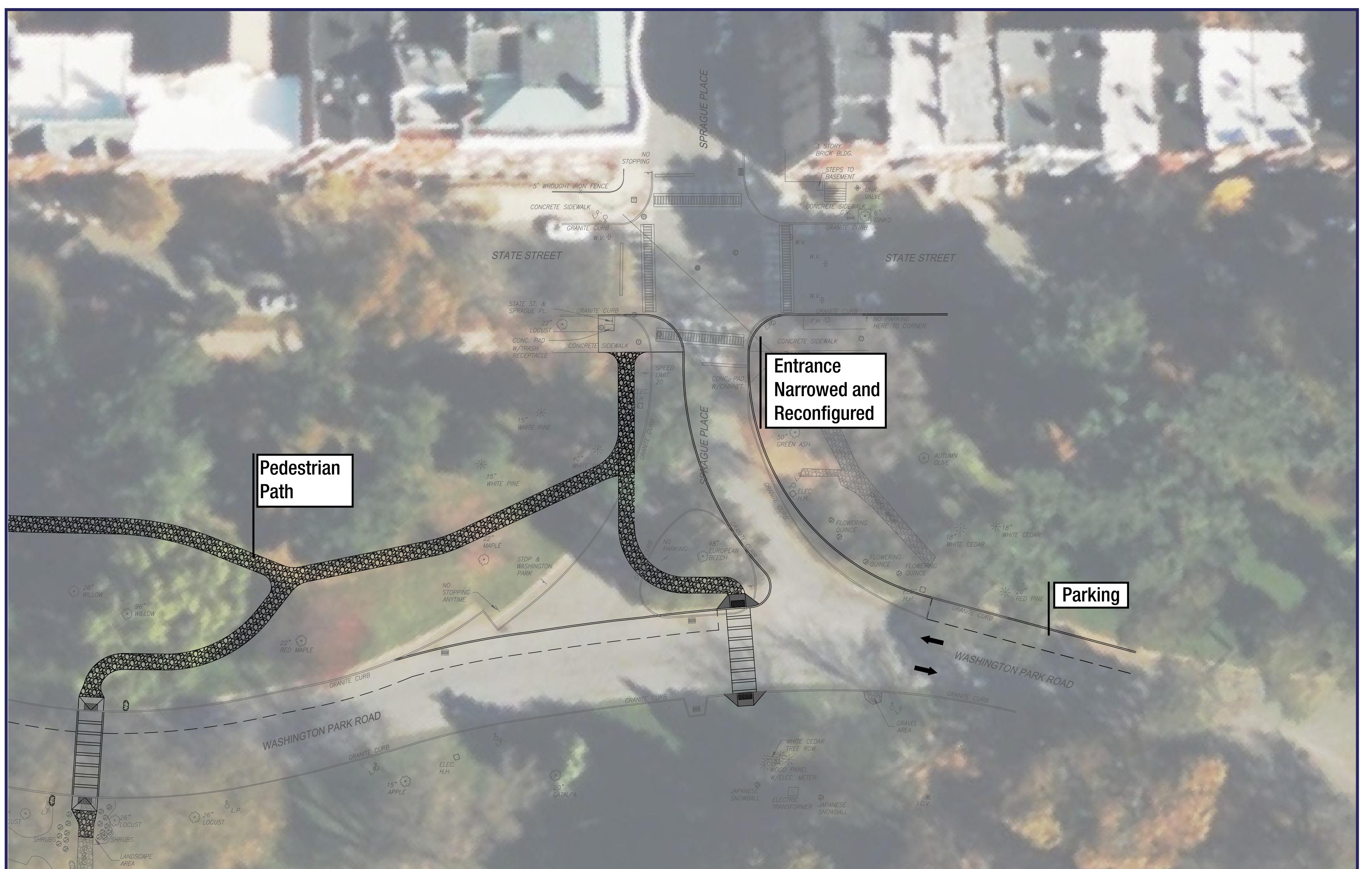
DESIGN INSPIRATION



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





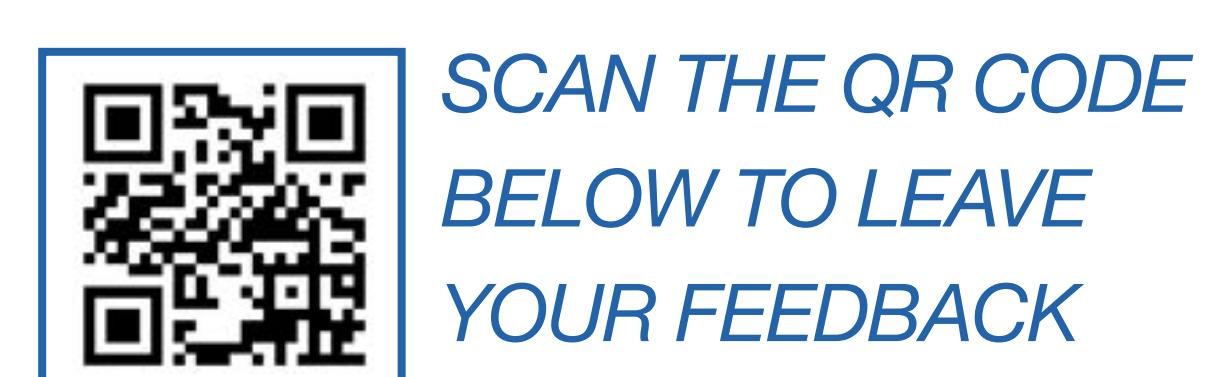
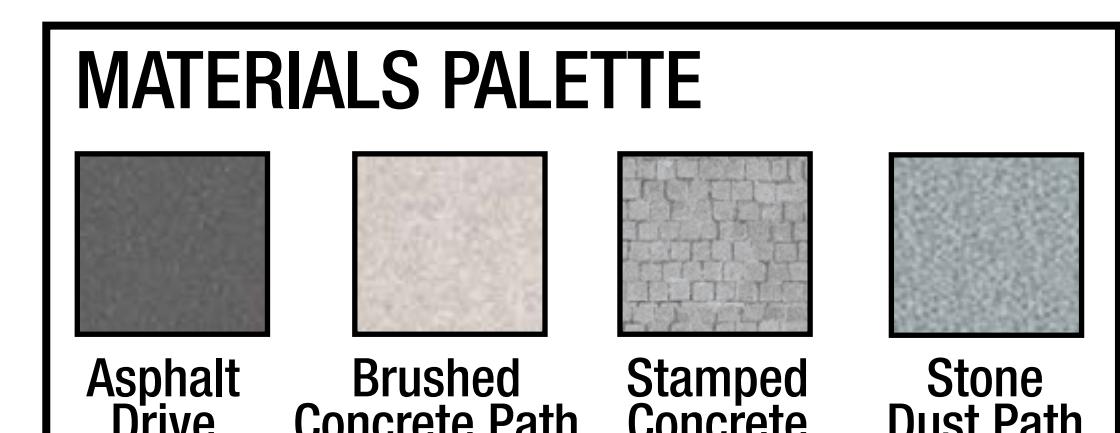
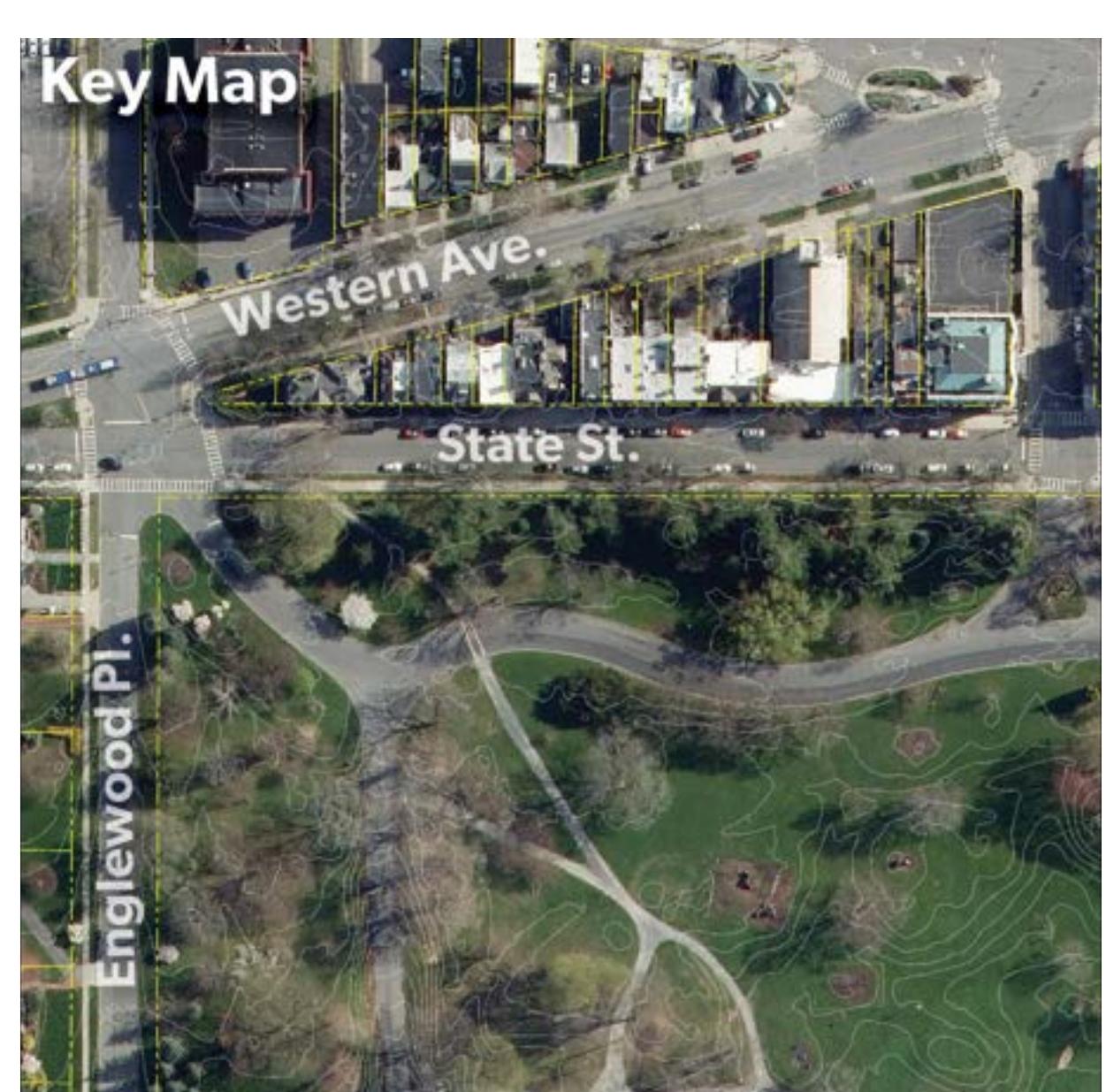
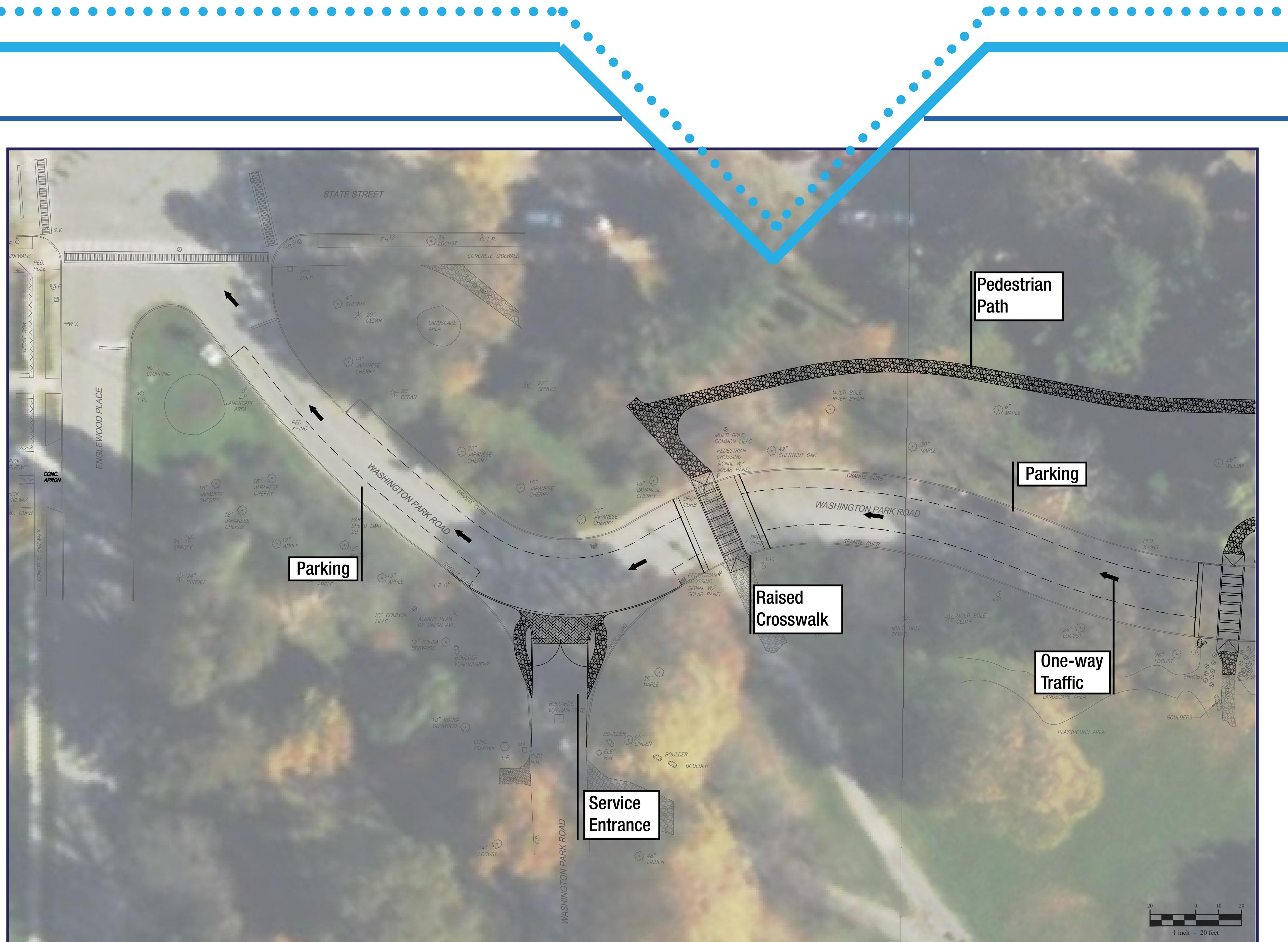
Washington Park Transportation & Pedestrian Improvements Project

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.



CONCEPT RENDERING



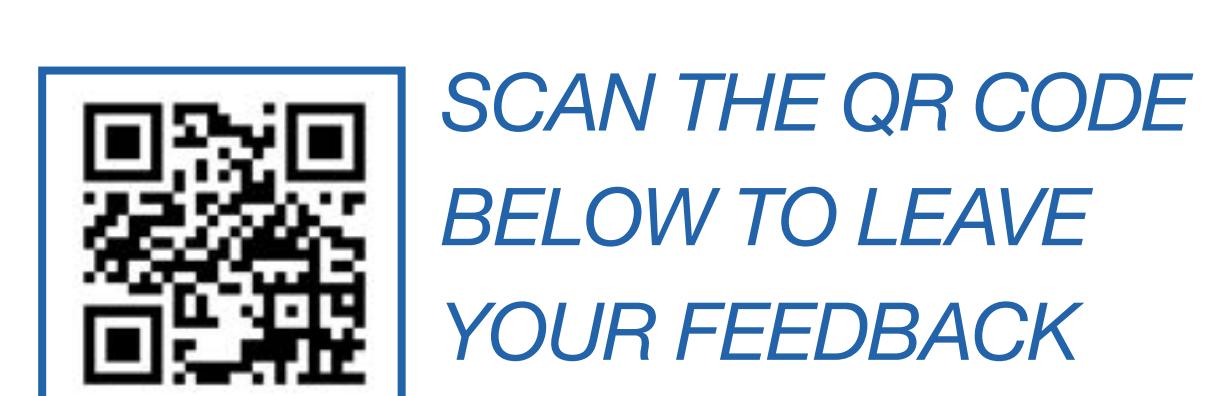
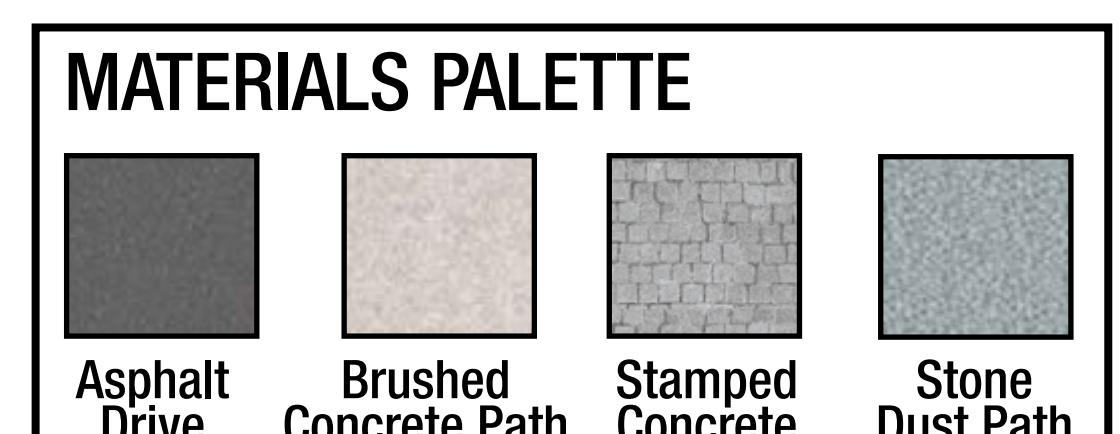
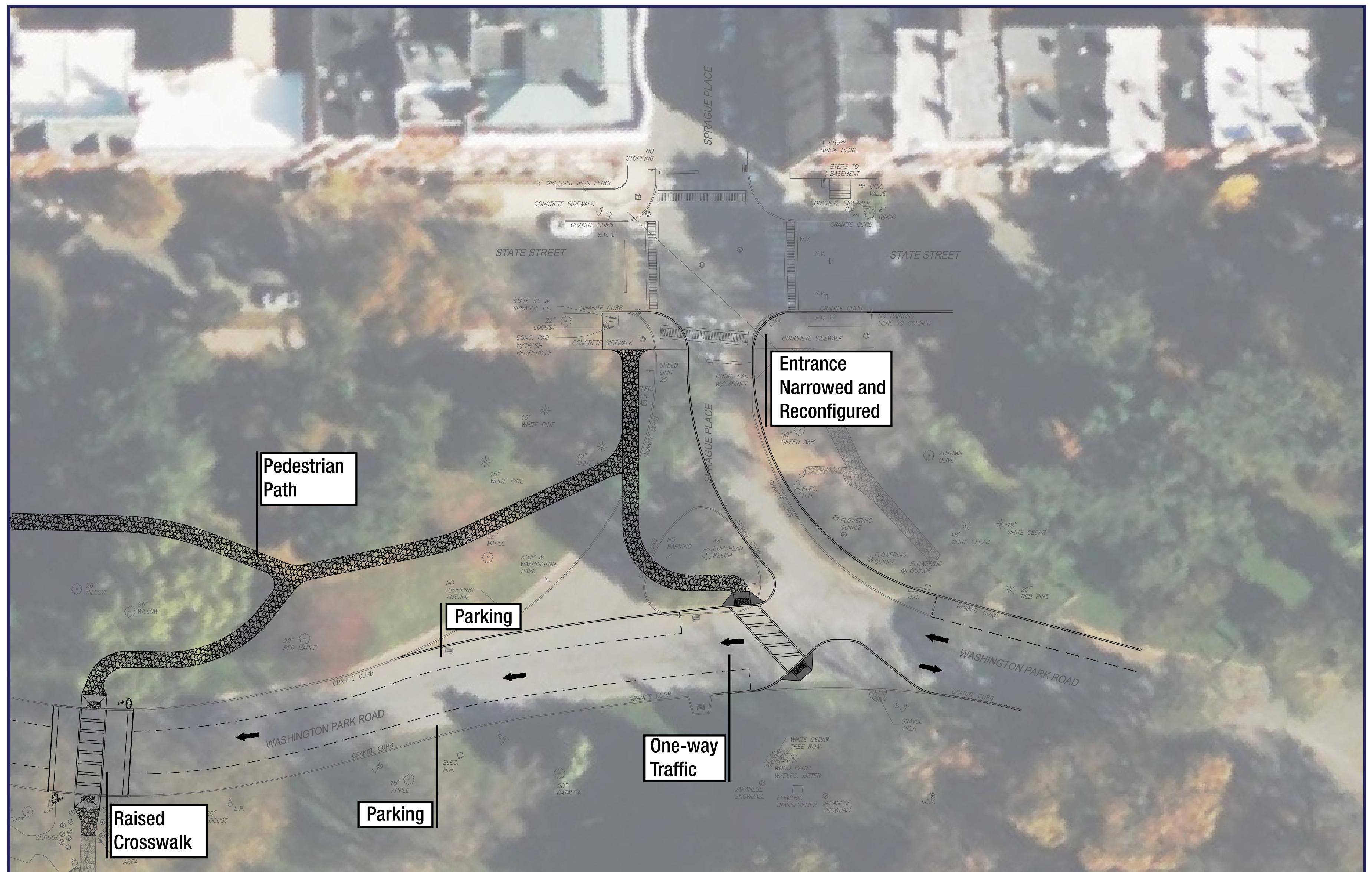
DESIGN INSPIRATION



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.



DESIGN INSPIRATION



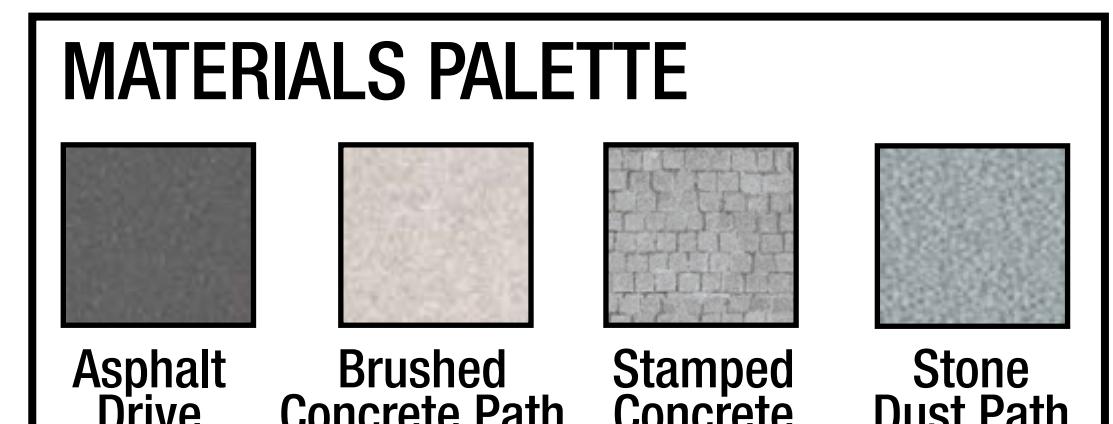


Washington Park Transportation & Pedestrian Improvements Project

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.



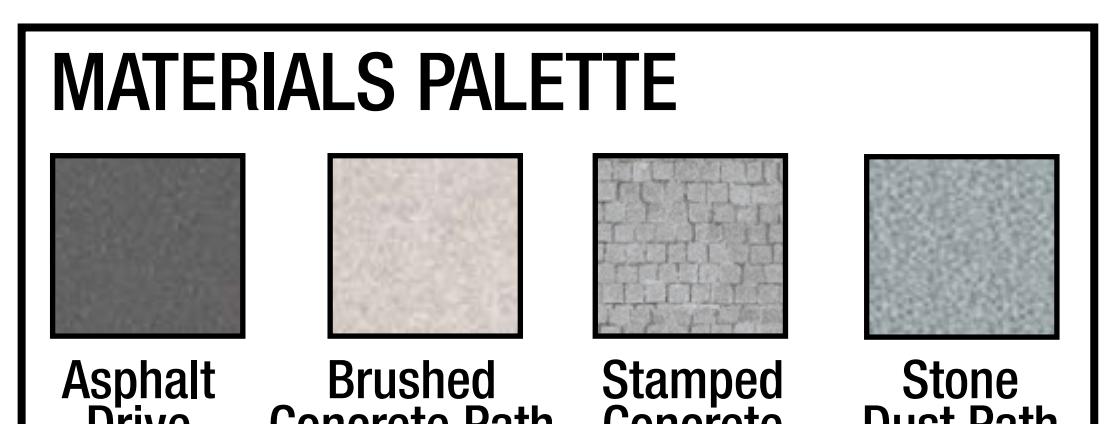
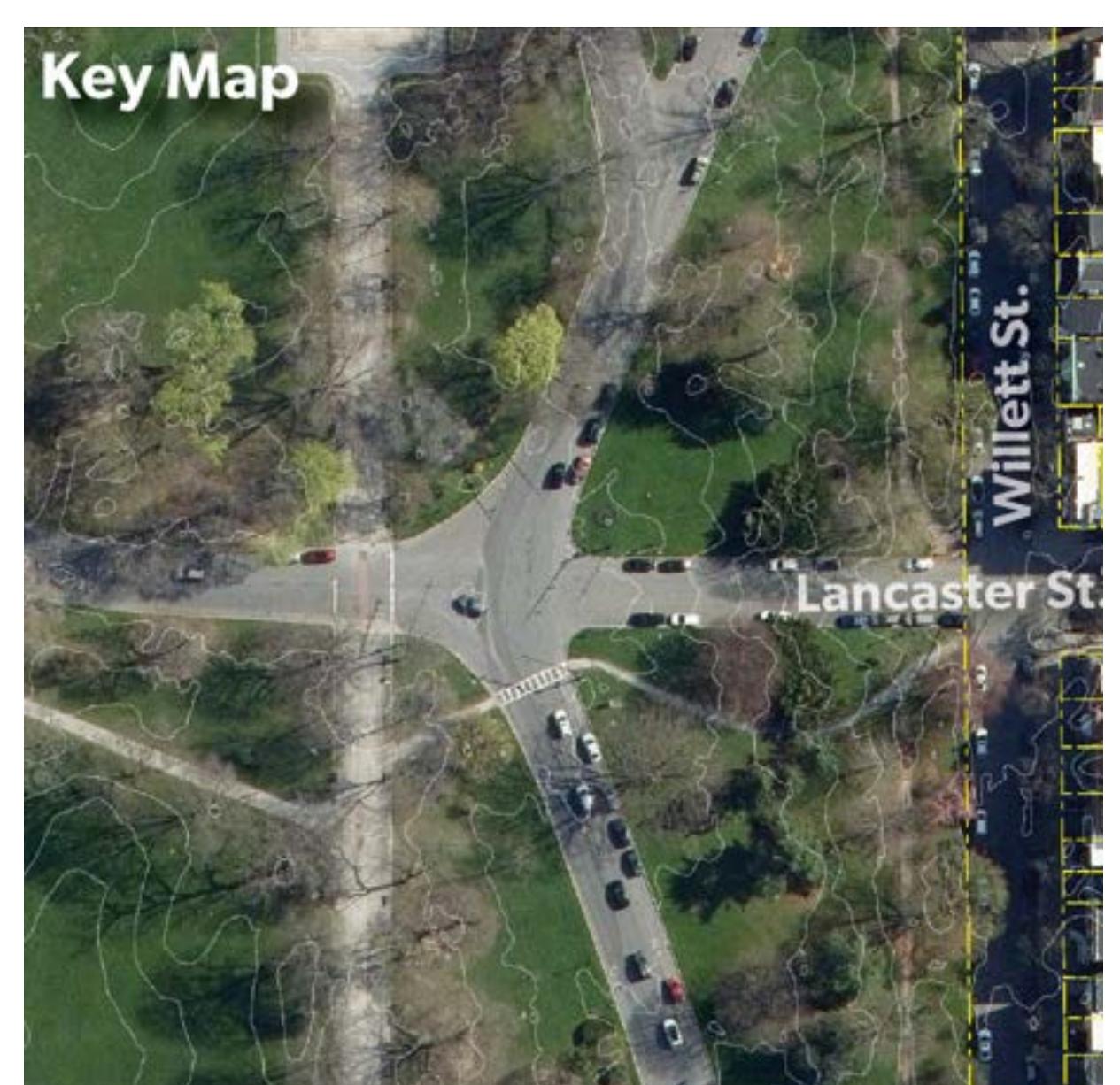
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CONCEPT RENDERING



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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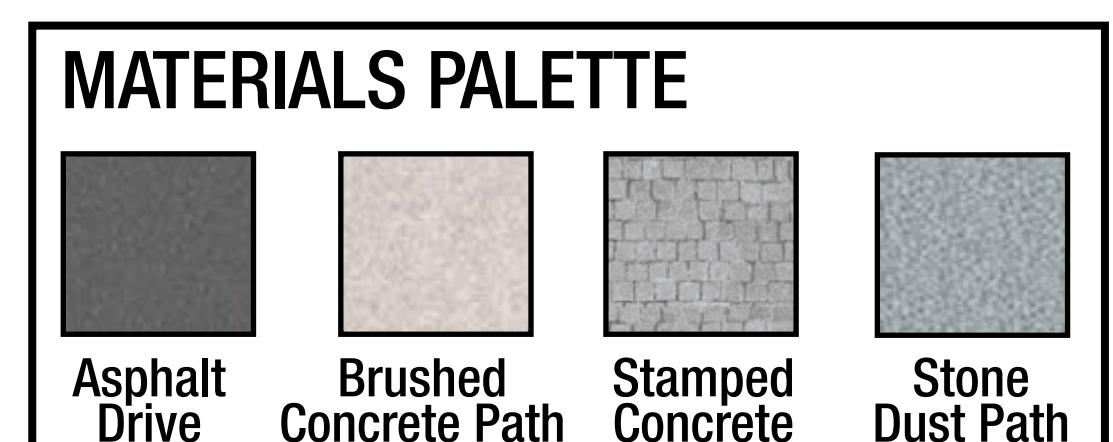
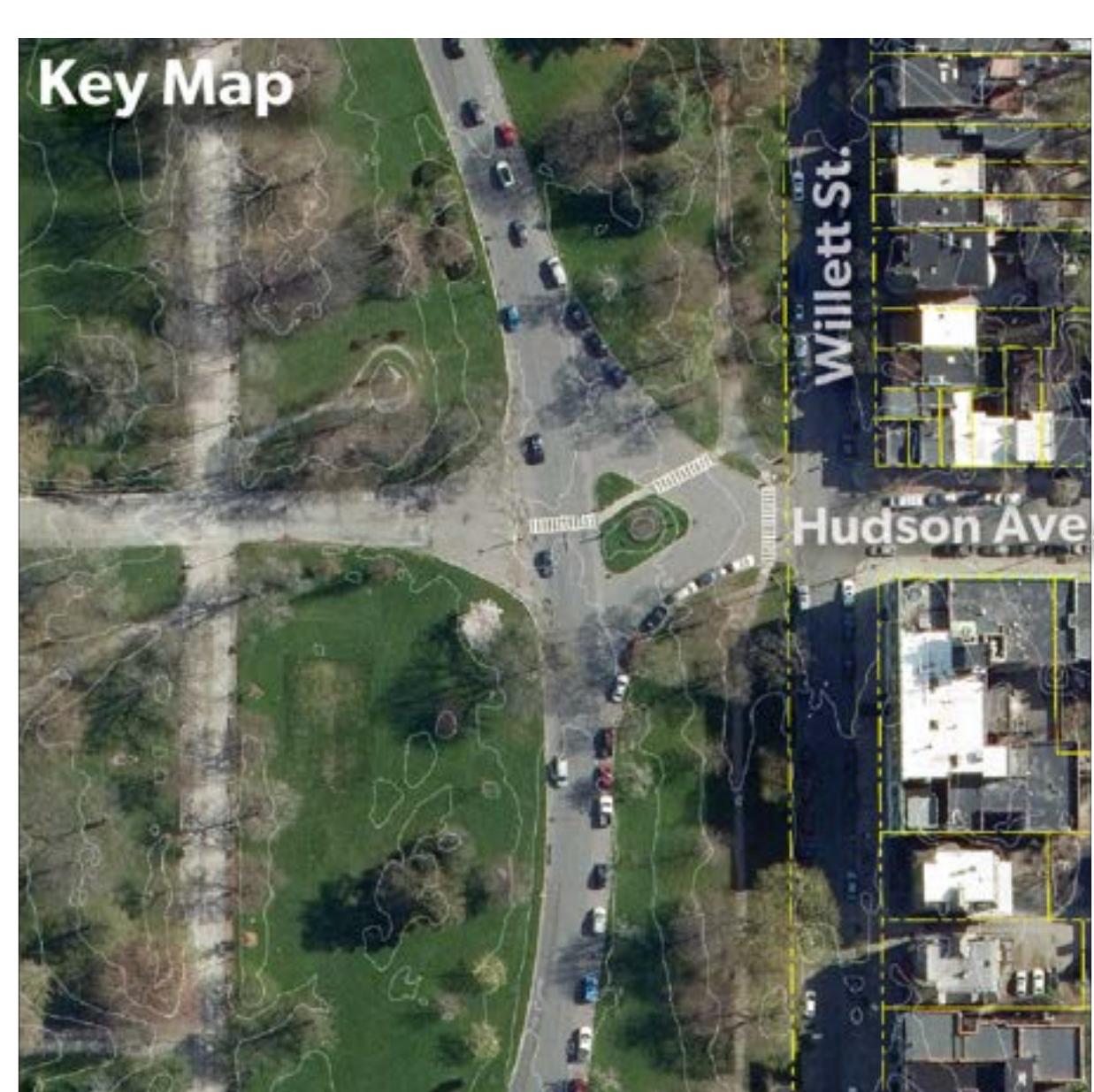
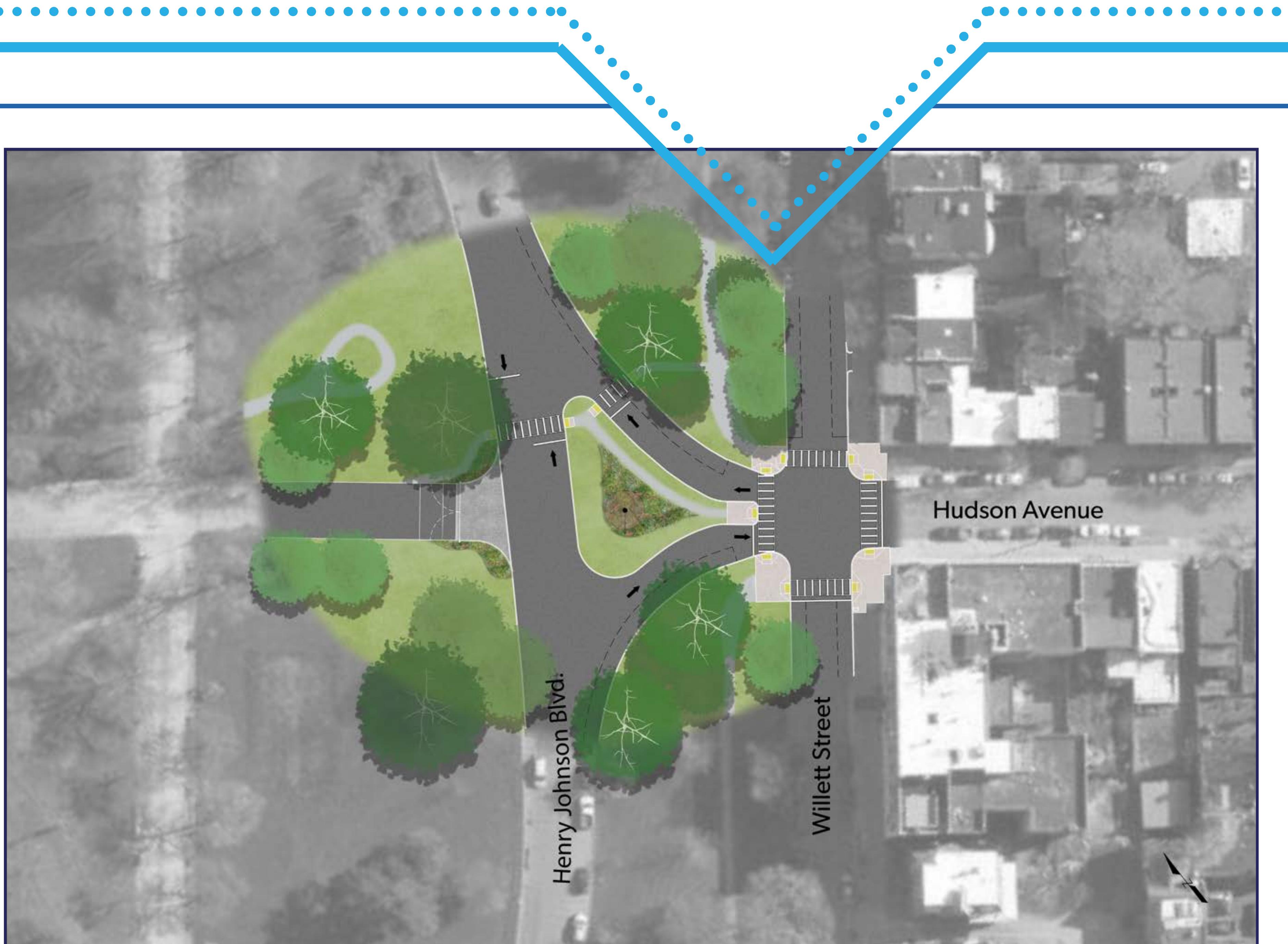


Washington Park Transportation & Pedestrian Improvements Project

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

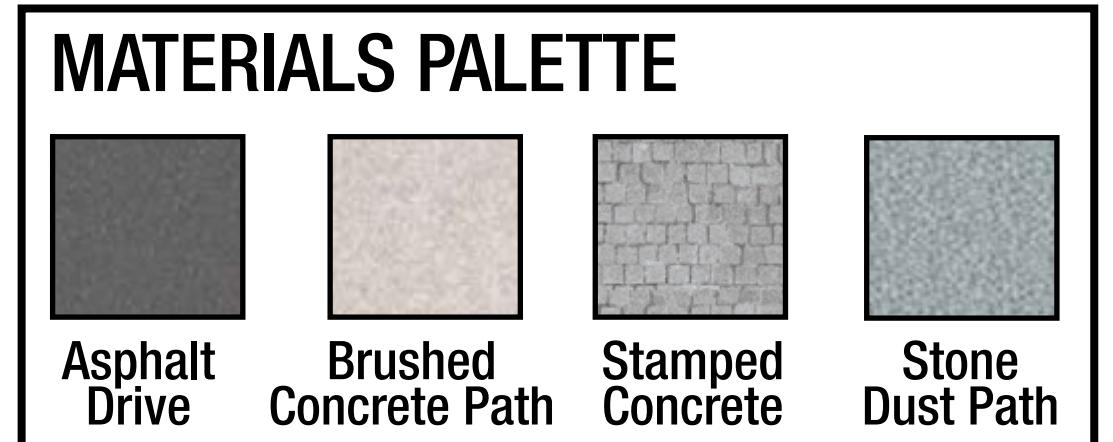


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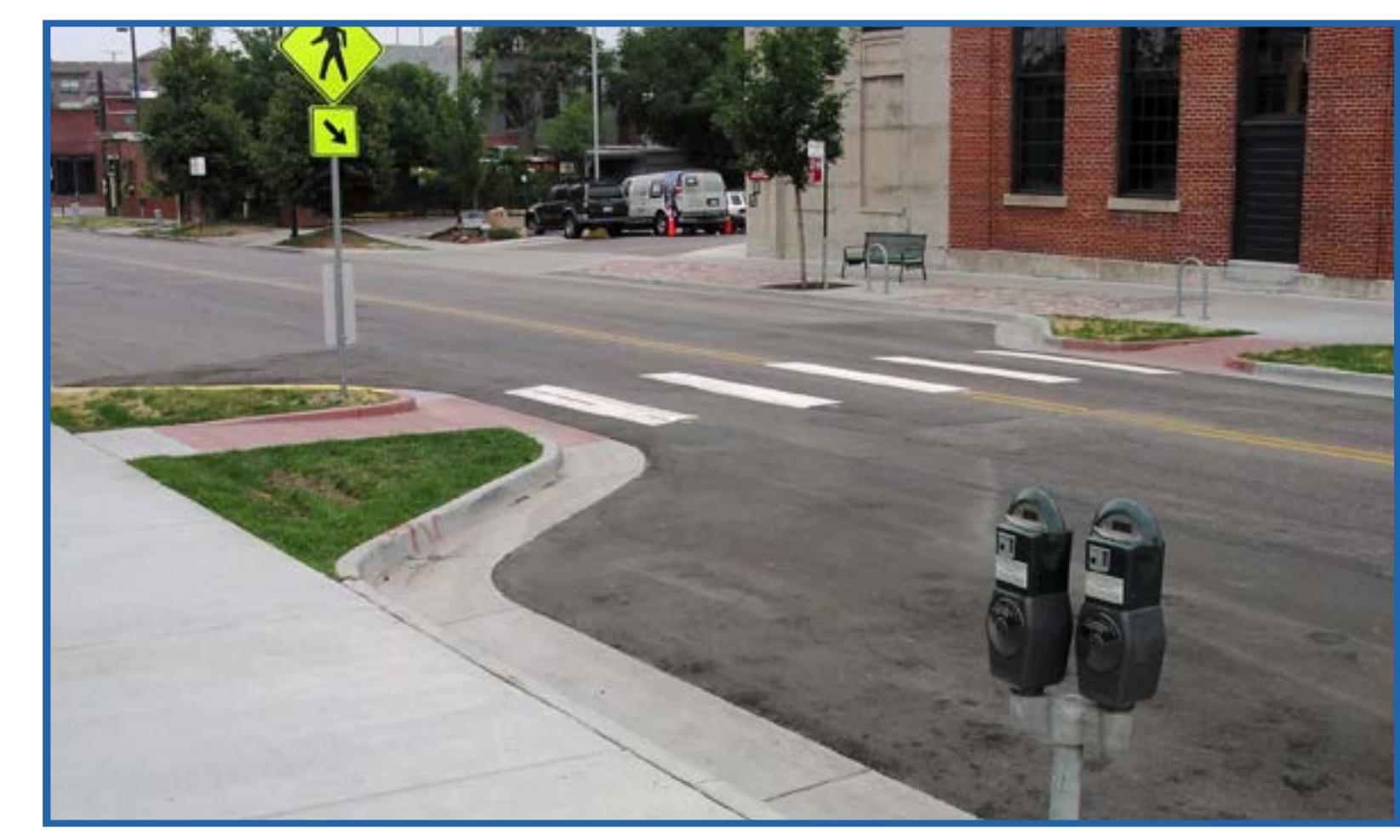
ZONE 6 GOALS

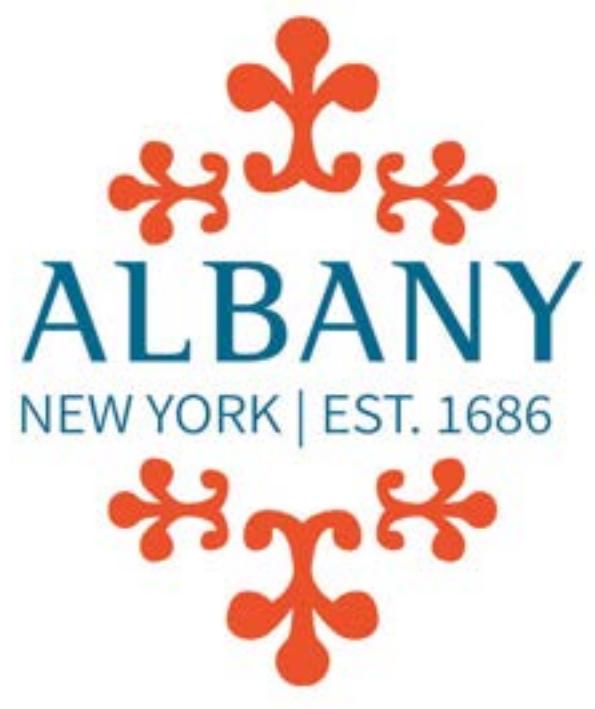
- ▶ Construct an enhanced pedestrian crossing at the Madison Avenue/ Knox Street intersection with a raised median for pedestrian refuge.
- ▶ Reduce pavement width on the minor triangle approaches and convert to one-way traffic.
- ▶ Reconfigure the Madison Avenue/ Willett Street intersection to shorten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



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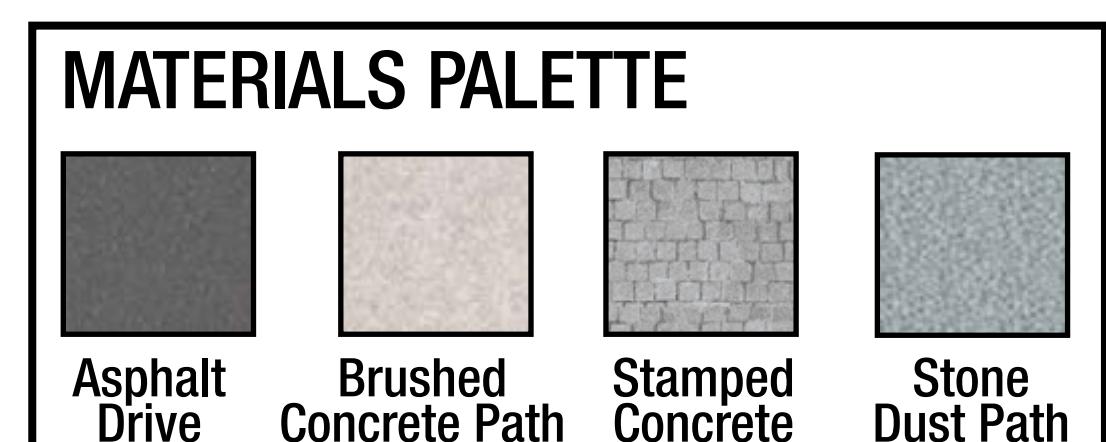
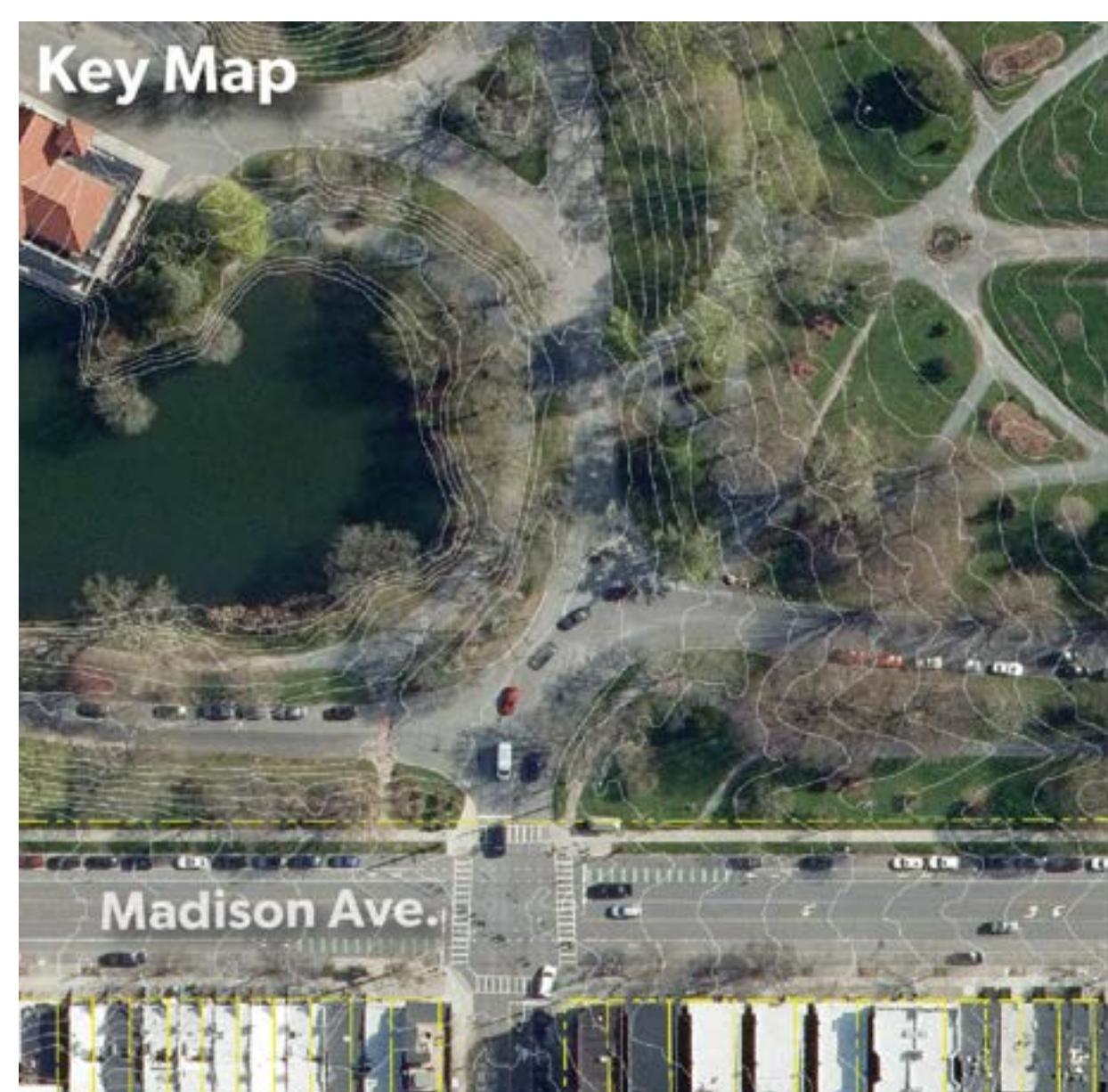


Washington Park Transportation & Pedestrian Improvements Project

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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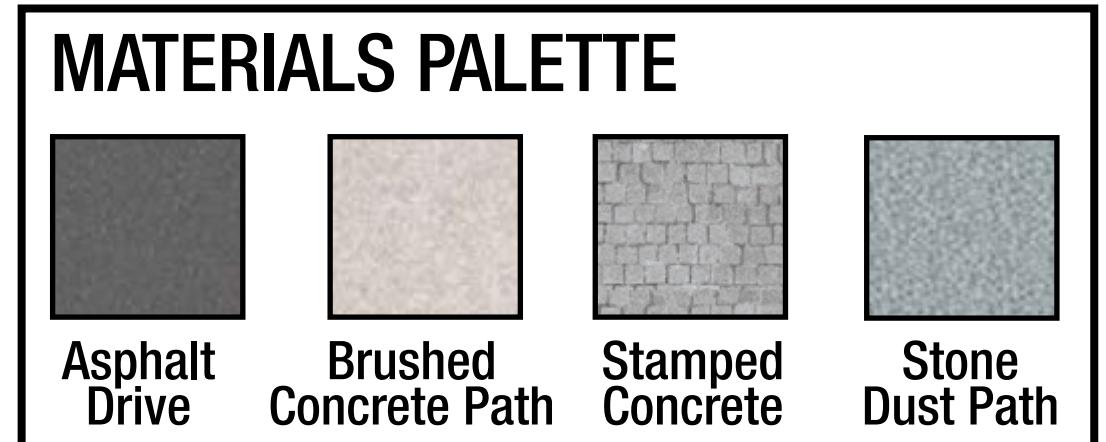
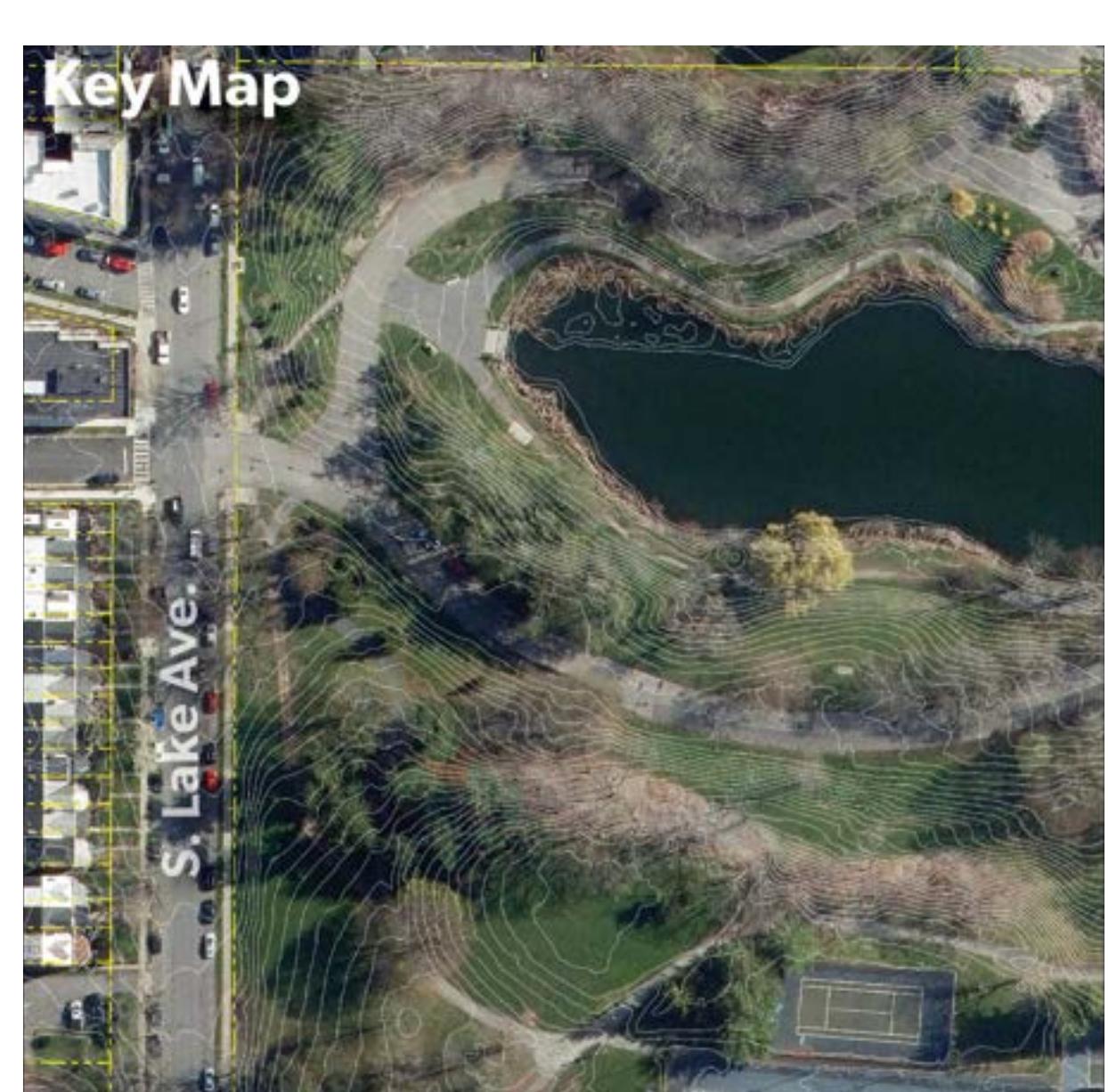


DESIGN INSPIRATION



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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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.

