

Washington Park Transportation and Pedestrian Improvements Project (City of Albany, 2025)

The following document includes a summary of the first public meeting for the Washington Park Transportation and Pedestrian Improvements project (the project) as well as a summary of the comments about the project received to date. The City of Albany and the Consultant Team have reviewed the comments, are considering ones relevant to the work, and have provided general responses in this document. A full list of comments received between October 1, 2025 and October 31, 2025, have been added to the back of this document as an appendix.

Public Meeting #1 – Open House

The first public meeting for the City of Albany’s **Washington Park Transportation and Pedestrian Improvements Project** was an open house held on Wednesday, October 15, 2025, from 5:00 pm to 6:30pm at 200 Henry Johnson Boulevard in the second-floor meeting room. Over 85 community members participated in the event. The public was invited to drop in anytime to learn about and discuss proposed transportation improvements to Washington Park. After a welcome from the Mayor, the consultant team gave a brief presentation on the history of the project, the goals the city is aiming to achieve, and the format of the meeting. People had the opportunity to provide detailed input on the recommended improvements by leaving sticky note comments at different stations around the room, provide general feedback on an open laptop containing the online survey, or email comments to the project email address:



albanycompletestreets@albanyny.gov. The displays at each station were staffed by consulting team members who provided more information and answered questions. Each display addressed one of eight designated zones for transportation improvements, identifying their location in the park, illustrating the proposed design components, and showing precedent images for what the design might look like. Participants were asked to add a sticky note to the comment poster at each display. A general feedback poster was also made available for participants to leave broader

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comments, including additional ideas for the park improvement project that weren't already considered in the eight zones.

In total, 220 comments were received, capturing a variety of opinions, feedback, and suggestions for the future of Washington Park.

Response to Comments

The city and the consultant team have reviewed all 220 comments received to date from the start of the project to October 31, 2025 (the close of the comment period). A significant number of commenters (91) stated they were generally supportive of the plans. Many comments expressed similar desires and concerns, and those with the greatest frequency have been grouped together below so the team can provide responses to those questions or concerns. All comments received via online comment form or email have been included in the appendix at the end of this document.

Lancaster Street (94 comments)

This topic was commented on the most, both at the meeting on October 15, 2025, and in the online comments and emails received after the meeting. Although there was noticeable support for closing Lancaster Street (usually noted as a clear way to minimize the impacts of cars in the park), many expressed displeasures at the idea of the street closing due to concerns about parking and traffic being pushed to other, already congested streets. In light of the number of comments from directly affected residents in the neighborhood that opposed the closure, the city has decided to advance a concept which keeps the Lancaster Street entrance to the park open but significantly reduces pavement width while leaving parking on both sides. This new design narrows the roadway significantly to slow traffic, providing a compromise between closing it completely and improving pedestrian safety. This new alternative design will still replace the traffic signal at Lancaster Street and Willett Street with an all-way stop to help increase pedestrian-vehicle visibility at all crossing points.

Requests for changed pedestrian accommodation (30 comments)

Comments were received about improving existing pedestrian crossings and/or adding new pedestrian crossings in specific places. Many simple solutions include shortening crossing distances, relocation of prior crossing points, increasing visibility at crosswalks, and introduction of raised crosswalks to make it easier for pedestrians to cross and encourage vehicles to slow down. These suggestions have been considered as design is progressing to strike a balance of providing raised crosswalks on roads without emergency vehicles, narrowing crossings where

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possible, and locating crossings at vehicle control points or mid-block crossings. All mid-block crossings of Washington Park Road (including the new crossing at Sprague Place to the new playground) and Henry Johnson Boulevard include rapid rectangular flashing beacons (RRFBs). At Madison Avenue and Knox Street, the proposed curb extensions, pedestrian refuge island, and RRFBs will greatly improve safety at that park entrance.

Concerns about loss of parking spaces (19 comments)

Multiple comments discussed how the project would reduce available on-street parking in and around the park. Most comments considered this reduction in parking a negative impact, though some commentors are in favor of reducing the presence of motor vehicles in the park. Those comments expressing concern about the reduction of parking were often tied to the closure of Lancaster Street and the changes to the intersection of Willett Street and Madison Avenue. The new design at Lancaster Street minimizes the losses there while the design team focuses on revising the traffic calming at Willett to affect as few spaces as possible. The city and the consultant team take both the pedestrian safety and livability concerns seriously. Following the goals of the project to reduce the presence of motor vehicles in Washington Park, the loss of on-street parking is an expected trade-off that will be balanced with improving mobility, safety, and access for all users, such as pedestrians and cyclists. To address the parking concerns raised, the design team will prepare a detailed parking summary for review and discussion at the next public meeting.

Requests for bike lanes or bike accommodation (12 comments)

The city and the consultant team are focused on making improvements that minimize the negative impacts of traffic, enhancing overall pedestrian and cyclist safety, and connectivity. Consistent with the original planning study, dedicated bike lanes will not be added to Washington Park Road. Based on feedback received, the consultant team is working on a design solution to replace the bollards and chains currently used to close the service roads to general vehicular traffic yet leave open access for cyclists and pedestrians. For zones where vehicular entries are being closed completely, the design team is considering the use of flush curbs, ADA compliant hardscape, and some type of vertical barrier to prohibit vehicles while still accommodating cyclists and runners.

Requests for additional traffic control at the Playground (11 comments)

This comment was the largest change considered by the Team and does not have a resolution yet. Since completion of the new Playground, several requests to reconsider eliminating or reducing most traffic from in front of the Playground have resurfaced. To try and flush out the benefits and potential drawbacks to this idea, the city has asked the consultant team to draft an alternative

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concept for Zone 1 that would close Washington Park Road at the intersection of Englewood Place and State Street but leave Washington Park Road open from the existing internal service road entrance to Sprague Place to facilitate Playground parking. To accommodate traffic from the west and north, Sprague Place would then remain open as the access point for the northwest portion of the park. The team acknowledges traffic currently utilizing the Englewood entrance will be rerouted onto Sprague Place (eastbound traffic) and the first block of State Street. To address some of the traffic diversion issues, another alternative to leave the Park roadway open as one-way westbound is also being developed. Since these concepts have not received full public review, they will be presented to the public at the second open house for additional feedback.

Concerns about loss of trees (6 comments)

Prior to the first public meeting, the consultant team conducted a site walk with the City Arborist to discuss the project and have been in communication with the city throughout the design phase. Although there will be tree removal, it will be minimal and limited to only when necessary to achieve the project goals, or in the case of unhealthy trees that were already identified for removal by the City Arborist. The project will aim to preserve all healthy trees and add new trees of appropriate species in the best locations. The city has discussed with the consultant team trees that should not be disturbed due to their historical significance, and based on public comment, the design of the new parking lane by Henry Johnson Boulevard has been modified to avoid impacting the large trees at the end. Ultimately the project will be increasing the number of healthy trees in the park.

Other specific comments

Other comments included recommendations or requests that have been considered but will not be part of the project at this time; some of which include designating Washington Park Road as resident only parking, adding metered parking to the park roadways, changing the direction of traffic on roadways, adding a community garden, adding sidewalks to Plan of Albany Way, adding automatic pedestrian recall phases to all traffic signals, adding speed cameras in parks, and eliminating all motor vehicles from the park. Although these other comments have not been incorporated at this time, this project does not prevent additional projects from being pursued in the future.

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APPENDIX – Public Comments Received

In total, 220 comments were received from the start of the project to October 31, 2025, which was the close of the comment period following the first public meeting. These comments consist of a variety of opinions, feedback, and suggestions for the future of Washington Park. Here is a breakdown of comments by methods:

- 84 comments collected via online comment form (Survey 123)
- 57 general comments recorded at the Open House
- 71 comments on a specific zone recorded at the Open House
- 8 comments received via email

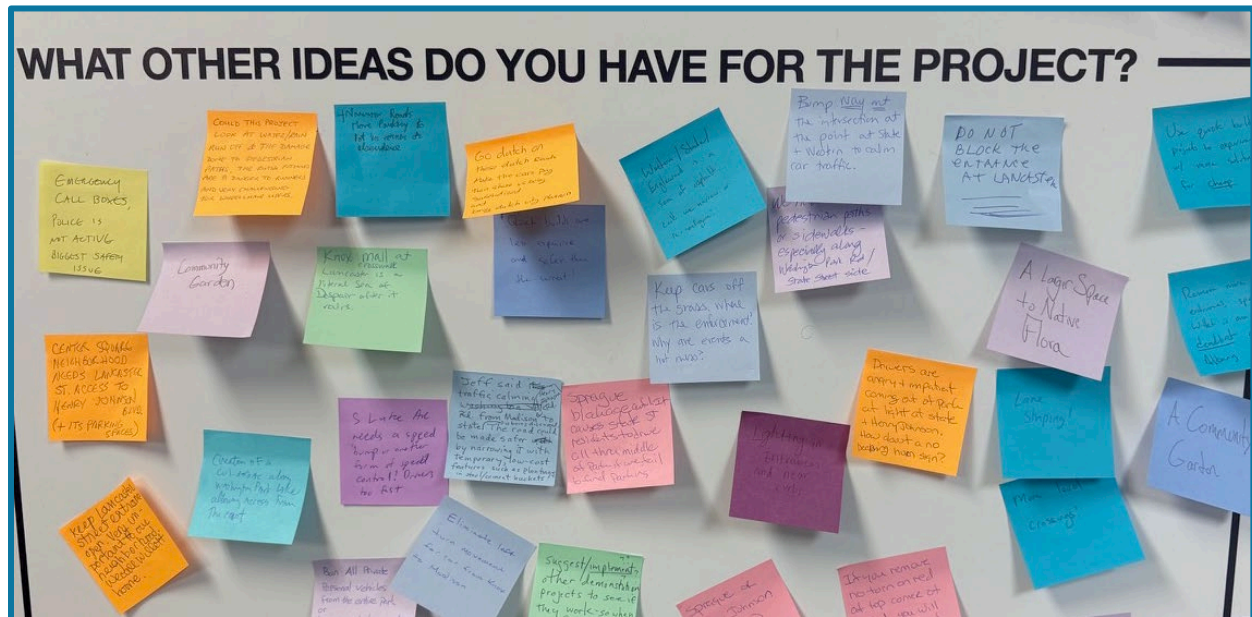
In total, 84 comments were collected via Survey123. These comments were generally more detailed and nuanced than the recorded in-person comments.

- 80% of comments were generally supportive of the project, showing great support for the proposed changes
- 65% of comments were also supportive of the closure on Lancaster St.

In total, 57 general comments were made at the Open House. The most frequent comment was with regards to the closure on Lancaster St.:

- 53% of zone 4 comments opposed the closure of Lancaster Street
 - with 5 concerned about the potential loss of parking

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71 comments were also collected in-person using post it notes on boards showcasing proposed changes to 8 different “zones” around the park. The general comments also responded to two questions “What other ideas do you have for the project?” and “What ideas do you like best?”. Across all the zones, 12 comments showed explicit support for the proposed pedestrian infrastructure improvements or the want for more.

The two zones with the most comments were zones 4 and 7, receiving 17 and 15 comments, respectively.

- 53% of zone 4 comments opposed the closure of Lancaster Street with 5 concerned about the potential loss of parking
- Two zone 7 comments demonstrated concern about the proposal of chained bollards because they would restrict cyclist movement

8 comments were received via email which ranged from 2 comments opposing the removal of trees in the park to 2 comments concerned about more car parking being removed from the area.

Appendix - General Open House Comments

Question	Comment
What other ideas do you have for the project?	If you remove no turn on red at the top corner of Zone 1 you will diminish some of the inconvenience to State Street residents.
	Do not block the entrance at Lancaster.
	We need more pedestrian paths or sidewalks especially along Washington Park Road on the State Street side.
	Add lighting in the entrances and near curbs.
	Close Sprague or Henry Johnston - but not both (Please!).
	Bump way out at the point of State Street and Western Avenue to calm car traffic.
	Keep cars off of the grass. Where is enforcement? Why are events a hot mess?
	Sprague blockage is awful. It causes State Street residents to drive all through the middle of the park if we fail to find parking.
	Western and State Street: Englewood is a sea of asphalt. Could we narrow or reconfigure?
	Quick builds are less expensive and safer than the current condition.
	I suggest that you implement other demonstration projects to see if they work so when new funding comes you can implement the changes.
	Jeff said traffic calming on Henry Johnson Blvd. from Madison to State is being discussed road could be made safer by narrowing it with temporary low-cost features such as plantings in the steel or concrete buckets.
	South Lake Avenue needs a speed hump or another form of speed control. Drivers drive too fast.
	Eliminate left turn movements for cars from Knox to Madison.
	Ban all private personal vehicles from the entire park or have a very expensive congestion pricing system. Why compromise by allowing vehicles in the park?
	Knox Mall at Lancaster crosswalk is a literal sea of despair after it rains.
	Go Dutch on these Dutch roads. Make the cars pay their share vs. having improves subsidized and bring in Dutch City planners.
	Could this project look at water /rain runoff and the damage done to pedestrian paths? The ruts and potholes are a danger to runners and very challenging for wheelchair users.
	Willet Street speed humps!
	Women with their child should be able to bike/walk to the park safety. A safer park is great, but it exists in a dangerous City due to cars.
	Keep Lancaster Street entrance open. Very important to our neighborhood. We call Willett home.
	Center Square Neighborhood needs Lancaster Street access to Henry Johnston Blvd. and its parking.
	Add emergency call boxes. The Police are not active. That is the biggest safety problem.
	Add a community garden.

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	Larger space for native flora.
	Drivers are angry and impatient the light at State St. and Henry Johnston Blvd. How about a “No beeping your horn sign”?
	Create a Cul de sac along Washington Park that allows access from the east
What ideas do you like best?	Zone 3 is good
	Knox Street crosswalk at Madison for Park - South Pedestrian Access
	Love the Sprague Street closing and the raised crosswalks - many people cross that street. It would be much safer with the crosswalk.
	I Love the raised crosswalks. Don't stop with the park: all crosswalks in the entire City should be raised.
	Love the raised crosswalk for better pedestrian access to the park.
	Love crosswalk to Knox Street Mall on Madison.
	Ban parking throughout the Park. Is our greenspace a parking lot?
	State and Englewood Entrance - Would love to see this crosswalk addressed. Long crossing with poor visibility on the turn from the Park.
	Good to be informed. Thank you.
	Yes to closing Lancaster! Can we close Hudson too?
	Closing Lancaster eliminates one messy intersection in the park.
	Keep South Lake entrance to New Scotland Road closed to traffic. Make the park feel like a park.
	Tree preservation.
	Like the ideas for more controlled stops throughout the park.
	Make a grand pedestrian entrance at Lancaster.
	I love this plan. Keep Sprague closed.
	Close Lancaster.
	Account for parking loss. Possibly open up some other roads - too much access has been lost in recent years.
	More level crossings.
	Remove more car entrances. Willett is one of the deadliest corners in the City.
	Love the raised sidewalks for pedestrian access.
	Add sidewalks along roadways. Currently people walk in the roadway through the park.
	Sidewalks need to be plowed to keep people from walking on the road in winter.
	Removing entrances, narrowing roads, and prioritizing pedestrians.
	Great work! Please keep it up. Anything we can do to improve the pedestrian's experience makes the park nicer for everyone.
	Ala Carte improvements for planned progress.
	I love the zone 7 plans - much needed protection of walkers going from New Scotland into the park.
	Closing Lancaster Street entrance and improving Hudson Avenue will make it safer and more enjoyable to use the eastern side of the park.

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	Close Lancaster. Shorten walk length at Willett and Madison.
	Love that there is a demonstration project at Henry Johnston Blvd. and State Street to see if it works - It does!

Appendix - Zone-Specific Open House Comments

Board	Comment
General Introduction Board	Thank you for the opportunity to see everything and provide feedback.
	This is a great project. A public park should prioritize people instead of cars and parking. Please don't let the NIMBYs complaining about parking spots derail it. Keep up the good work. It's a park - not a parking lot.
	Over the years more paths and carriage trails have been restored, making this a great park for running and walking. But there are many more miles of potential restoration of trails, and many are contiguous to the existing trails. If restored the park will become a mecca for runners and walkers. Some existing trails are in need of gravel and crushed stone where they are prone to puddles and snow melt.
	The block of Madison Avenue between Robin Street and South Lake Avenue needs relief from congested parking. Currently the block provides the only parking for the tennis courts and the skateboard park. Normally the parking is congested as evidenced by "no parking" signs in the driveways of 634 and 654 Madison Avenue which are used for parking and also for drop-off and collection of users. During events the double- parking occurs to such an extent that only the turning lane can be used for BOTH eastbound and westbound traffic on Madison Avenue. Currently no parking is allowed on the park road around the South Side of the Park. Opening this road for parking would provide parking relief not only for the adjacent Madison Avenue but also Adjacent South Lake Avenue. The park roads on the north side of the park adjoining State Street and Willett Street are available for parking, providing much needed relief for the public streets. There is no justification for treating similarly situated park residents differently and not providing parking on the park road around the south side of the Lake. I can and will provide photographs on request. Do not hesitate to contact me if you have any questions or cannot read any portion of this comment card. Thank you for your attention to this matter. Jay Harold Jakovic, 622 Madison Avenue, Albany, NY 12208.
Zone 1	More traffic signs around the crosswalk!!
	This is 3 lanes, 2 traffic + 1 parking. People think it is only 2 lanes forcing people to drive in parking lane, striping would help
	Keep cars off the grass. The city does this in other parks, like Neatland Hills and Buckingham, by plants, boulders or gates. Why are people allowed to drive up the grass? Why are events in the park mismanaged?
	So many cars move the temporary barriers to get into the park. Please make the barriers more permanent.
	Add bike lanes
	Reduce lane width to decrease speeding. Add regularly spaced raised crosswalks to increase safety.
	Color crosswalks. Signaled crossings
	Love to see center line planted boxes to control u-turns
	Bike lane + sidewalk along roads
	Hopeful the WIDE intersection of State + Englewood can be addressed in this plan. Too much pavement!!!
	I [heart] WP

Appendix - Zone-Specific Open House Comments

Zone 2	I support preventing regular vehicle traffic from accessing the "archway" space between Albany Plan of Union Ave and State St
	Make [State St and Sprague Pl intersection] a moveable gate, especially needed during events or when there is something happening on State St
	[RRFBs] should be stop signs instead, many drivers do not respect [RRFBs]
Zone 3	Do not need turn around @ HJ Blvd + Monument. Cars are navigating 3 point turn now.
	The quick-build is great! Please continue the progress!
	Put car chargers along park side of State St
	Automatic Ped. crossing at Henry Johnson please
Zone 4	Do not close Lancaster entrance
	Closing Lancaster brings more traffic to neighborhood + creates logjam at Lark + State
	Close Lancaster. The park is not a parking lot
	Please DO NOT implement the Lancaster St closure: 1) gridlock at Willett/State and State/Lark 2) Loss of parking spaces. Because our neighborhood has Tuesday/Thursday street cleaning and we need the parking spaces. Thank you!
	If Lancaster entrance closed, it should return to lawn/landscape, not pave surface
	Please enact as designed (or add lawn!) We need more continuous park space!
	We NEED Lancaster access road to ring road, traffic reasons, parking !!
	Please keep Lancaster Street open.
	Closing Lancaster street at Willett Street is a very bad idea. About 16 parking spaces will be sacrificed in a neighborhood that does not have any extra space for them. Also we need the park for overflow parking. Otherwise, a parking garage needs to be built by the City in our historic district for Center Square and Hudson Park. Cars are a reality of life. In the 1960's one side of the street was a fire lane with no cars. At that time the homes were owner occupied families. Now there are mostly renters - all with a car.
	Keep Lancaster open
	Add sidewalks along the Lancaster St extension, but don't close it!
	We need Lancaster open! (AND its parking)
	[Washington Park Rd/HJ Blvd intersection] is super dangerous to walk/bike through, glad to see improvements proposed! Like the idea of adding stop signs
	I support another pedestrian crosswalk across HJB to connect the Lancaster pedestrian path to the pedestrian path that leads to the monument
	Love the Grand Entrance concept on Lancaster connecting the park and Lark St
	I support the use of flower beds to prevent unwanted/unsafe pedestrian crossings
	Will cars still be able to park on roads during a snow emergency?
Zone 5	Traffic calming!
	One-way in should have a stop sign. Painted dedicated lane by HJB and Hudson Ave
	Raised crosswalks would be great. Any way to make these crosswalks better... more traffic signs etc. cars don't stop
	Enhanced crosswalk. Bumpouts or colorful? way to enforce yield to ped?
	Cars don not stop with the light up crossing. They speed up.
	Make it more clear you can make a left

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Zone 6	Please put raised crosswalk! Cars can't see pedestrians or flashing crosswalk lights until last moment. There was a fatality at west crosswalk on Washington park Rd.
	Remove dead trees in park. Willet path to HJB
	Path is a dead end? Crosswalk across Willett?
	Path currently leads to ISI and in middle of HJ crosswalk
	Pedestrian crossing sign at median
	Cheapest change at Knox + Madison crosswalk
	Consider routing the new walkways such that the bus stop is easier to reach. Move the crossing from the island over Washington St closer to Willett St
Zone 7	Better sync up the signage
	Can this stay open to a Cul-de-sac for parking? Could this service road be converted to natural material
	Wider crosswalk at madison?
	Could we move the bus stop to other side?
	Don't use chains on bollard that blocks bikes
	S. Lake - replace signal w all way stop
	New Sightlines. She likes the new defined crossing
	Don't want push buttons - want ped automatic
	make sure cyclists can do a loop on this road.
	BERM something physical
	I love all of this! I think what you're doing is great
	Love the pavement difference
	Advise against realk Bel. block, bad for bikes
	For Washington park Rd and Madison: 3 lanes, 1 in, 2 out (R, LT)
	Stabilized stone dust W Romex
Zone 8	[Runoff landscape] treatment in lots of places. Tennis courts.
	Bollards w/o chains, chains at Hudson aren't great use plawb, allow bikes
	Currently very dangerous to cross as a human. Ppl slow for dogs but not walkers. Perhaps and all-way stop. [S. Lake Ave intersection]
	Make road barriers much more substantial

Appendix - Online Comments

Date	Name	Comment
10/15/2025	Terra Dahlia	A Community Garden and a Larger space dedicated solely to local flora
10/15/2025	Chris DeMarco Cervera	Do not block off the entrance at Lancaster St. Besides losing parking it will be a great inconvenience to leave my house ...having to go over Willitt and State and already over crowded lark to get anywhere.
10/15/2025	Andrea Nix, 216 Lancaster St	Hi, Thank you for the opportunity to comment. My husband Jonathon and I are strongly opposed to the closing of the Lancaster St entrance, for two reasons: 1) There will be gridlock at Willett/State and at State/Lark, and it will be much harder for people from our neighborhood to get to the hospital area or Delaware Ave area. We know this will happen because now, whenever there is an event in the park and access to Henry Johnson from Lancaster is closed, the above-mentioned gridlock happens. 2) We have parking restrictions on Tuesdays and Thursdays, forcing many cars to find spaces at those times, and the loss of the approx.16+ spaces on Lancaster will be a further hardship. I estimated that about 60 households will be impacted by that loss of parking on a regular basis.
10/15/2025	Andrew Harvey, President, Park South NA	At our Sept 24, 2025 meeting, the group discussed the loss of overnight parking due to the closure of any access to the roadway south of Washington Park Lake. The Complete Streets Study did not grapple with this matter. One option to alleviate this would be to create a cul-d-sac, with entry from the eastern end of the Lake near New Scotland Ave, to accommodate a critical mass of cars that are in need of such. This recommendation should not be terribly invasive towards the goal of increasing the swath of the Park that is devoid of cars. Other communities have faced this issue and compromised with the creation of a cul-d-sac. E. G. Berkeley CA. Please examine the possibility of adopting this into the new & improved Washington Park!
10/15/2025	Ben MacKrell	Fairly happy with the traffic plan as is, please do not make any changes in order to support further vehicular movement or storage. Fear of change is the first step of any positive change.

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10/18/2025	Erica Schneider	As a cyclist and resident of the Washington Park/Park South neighborhood, I am so thrilled to see the improvements planned for Washington Park! I am very pleased to see that Lancaster Ave is proposed to be closed to thru traffic from Willet. This is a very dangerous intersection to walk through or ride on a bike and closing it will improve safety. I would like to elevate the concern that all service entrances have permeability for bikes and provisions that make it easy to access the park by bike and not be blocked entrance.
10/18/2025	Kiran Aziz	<p>I support closing the Lancaster entrance to Washington Park to cars. I also would love to see more bike friendly paths in the park, with new paths built being wide enough for bikes and pedestrians.</p> <p>I appreciate the improvements so far made in the park, especially with blocking Washington Park Road at Henry Johnson since that is a dangerous place to cross. I have personally known someone who got hit by a car in the area, and hope nobody else experiences that.</p>
10/18/2025	Bruce Mastorovich	Please close Lancaster to cars and make Washington Park a place to enjoy rather than a shortcut to blow through.
10/19/2025	Jackie Gonzales	<p>The Lancaster St entrance should be closed, per the recommendations in the study. I live in the neighborhood and this will affect my ability to drive in that direction and I still support it. The study considered effects to traffic volume and flow and found that this change could still be made -- we should make it while we are making changes, and not water down the plan. Many other residents of the neighborhood feel this way, despite what our elected official is arguing for.</p> <p>The main road needs to have significant traffic calming measures along it -- please follow the recommendations like additional tree plantings and either an on-road trail or narrowing of the road overall to slow cars down on this major thoroughfare.</p> <p>Please do all that you can to not harm existing trees, and include new tree plantings along roadways to slow traffic, per the study's recommendations.</p>
10/20/2025	Beth Natali	Keep the plan that includes closing Lancaster Park entrance to make the park more pedestrian friendly

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10/20/2025	Andrew Neidhardt	<p>Thank you for these proposed changes. As the many public comment opportunities over the last several years have demonstrated, there is widespread public support for this project, and I urge you to implement it as proposed, while keeping the "future scope" items on the to-do list for a future time.</p> <p>I understand some neighbors have organized about the Lancaster St. closure. I want to register my SUPPORT for the closure. It is very important that we reduce cut-through traffic in the park. If it is terribly inconvenient for the handful of homes on Lancaster between Lark and Willet, I would suggest reversing the one-way direction on that block so they can easily exit the neighborhood. The fact is that almost all of us in Center Square have to circle a block to get "out"--this is just a function of one-way streets. The dozen residents on that block should not veto a park improvement that will benefit hundreds of visitors every week.</p> <p>Please implement as much of the plan as possible!</p>
10/20/2025	Amy Orr	I support closing the Lancaster Street entrance to Washington Park, that intersection is not safe in its current form. The City should work on ideas for routes that bypass the park so the park is not used as a shortcut or pass through for vehicles and the whole park can be pedestrian friendly.
10/20/2025	Ashley Cummins	I think the closing of Lancaster street entrance is a great improvement to Washington Park. It creates more green space and changes an intersection which is not great for anyone. People speed through trying to beat the light. Stop signs and one less entrance to the park will increase safety.
10/20/2025	Dustin Moore	<p>I support full implementation of the study. If certain parts are too expensive, it could be good to do less-expensive quick-build barricades or planters to save on expenses.</p> <p>Closing the Lancaster Street entrance will help make the southeastern part of the park feel more continuous and welcoming.</p> <p>I am a parent of a 1 year old and we are very excited for a safer and better-connected park, I do not want to compromise safety for the sake of vehicular traffic.</p>
10/20/2025	Brendan Woodruff	Keep the planned closure to vehicular traffic from Lancaster Street into the park. This will make the park experience more pleasant by cutting down on people speeding through the park and using it as a cut through.

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10/20/2025	Dalton Thompson	I'd want that segment of Lancaster to still let bikes through. A CDPHP bike station might be useful there. I would also like a new third crosswalk on the north of the intersection. All crosswalks might benefit from curb extension. The Knox St crossing absolutely needs better drainage.
10/20/2025	Lily Mercogliano Easton	I love the steady improvements being made to Washington Park! As a lifelong resident, it's a very welcome change to see traffic calming measures finally be put in place. I am strongly in favor of closing the Lancaster entrance- this is exactly the kind of limits to cars that should be included in all development projects for the future of the park. Pedestrians should be prioritized at every literal turn. I live within walking distance of the park and often bring my children to the park- they are mystified as to why so many cars would be allowed to drive so fast through our cities most treasured park. Lastly, the new playground is lovely and should be included in the thinking of the future- even more people will be attracted to the already popular park, and therefor any and all alterations that can be made to simplify traffic- such as closing or redesigning roads and entrances- should be on the table so that the park can serve our modern city. Thank you!
10/20/2025	Jim Maximowicz	Washington Park is such an integral part of our city. It's a place where we gather together, share music and culture, or just stroll with a friend. It is also a place for kids to explore and play. The magic of this park is how much we all feel connected when we spend time in it. The presence of vehicles, however, has always been a major disruption to the wonderful magic of this park, to say nothing of the outright danger they bring to a place that should feel safe and free. If we can't yet eliminate all through traffic in the park, I fully support the measures presented in the redesign. Closing off the Lancaster entrance to cars is an especially important piece to this project. I've personally witnessed several close calls between pedestrians (children) and negligent drivers while entering the park on foot from Willet/Lancaster. Any loss of convenience for drivers is far outweighed by the obvious and immediate safety improvements for pedestrians approaching from the Lark St area.
10/20/2025	Caryn Bower	I support the plan, especially closing the entrance at Lancaster.

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10/20/2025	Kelli McCarthy	<p>As a local resident who goes to the park pretty much daily, I love the proposed improvements. I moved here 7 years ago and have lived on lark and now state street the entire time. I always felt like the park was broken up and the entrances were not welcoming. Now as a parent to a toddler I am increasingly aware of how the park needs to be safer for people who are actively using it.</p> <p>The raised cross walks are a fantastic idea and will make vehicles more aware of the pedestrian traffic in the park.</p> <p>I support closing Lancaster because I walk to the park near that entrance and it would feel much more connected this way.</p> <p>Especially while going to events like the farmers market where I cross at that crosswalk.</p>
10/20/2025	Lola Grillo	<p>I support any efforts to make Washington Park more pedestrian and bicycle friendly. I support the proposal in which the Lancaster St entrance is closed and the Henry Johnson Boulevard intersection is configured as a stop controlled y-shaped intersection. I support the Washington Park Complete Streets improvements.</p>
10/20/2025	Max Mitchelson	<p>I am resident of center square and I support all of the proposed changes. I would especially like to see the vehicle traffic removals (proposed) on zone 3 and 4. All of these changes will have massive impact on the safety and beauty of Washington Park. This is a once in generation chance to rethink of our public space to make a better, safer park for all Albany residents not just those who choose to drive. Removing these unnecessary lanes and adding ped improvements will make a more liveable city for all, with little to no impact on of Albany drivers.</p>
10/20/2025	Kevin R.	<p>I support the Washington Park complete streets project that will make the park safer for people. I urge the city to implement all proposed improvements, especially the closure of Lancaster Street to vehicular traffic in the Zone 4 proposed improvement. The park should be for people and not cars.</p>
10/20/2025	Abbey Marr	<p>Please please stick to the plan of shutting down car access to the Park as much as possible, including via Lancaster. I am a homeowner and resident on Madison across from the park, and then improvements that have been made so far have made it feel so much safer and more pleasant to be in the park and enjoy it the way it should be enjoyed - not to mention to walk around my neighborhood more in general. Yes, there may be a few fewer parking spots, but if that's the price a more vibrant and safer neighborhood, I'll take it.</p>

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10/20/2025	Ben Mastaitis	I support the plan. I think reducing car traffic in Washington Park is important for safety and environmental reasons, and for people to have a more enjoyable park experience.
10/20/2025	Eric Moring	Please implement the Lancaster street closure to access Washington Park. Drivers are so dangerous here and I don't feel safe walking my dog or visiting the park.
10/20/2025	Lily	Please keep the plan. Less car traffic in the park please.
10/20/2025	JJ Nix	It's not a shortcut for two-thirds of Willett Street and all of upper Lancaster Street drivers. It's the only way out of our neighborhood without getting tied up in gridlock during and after any event in the park. And it's our only access to parking in the park when the neighborhood streets fill up with cars every evening. I'm an enthusiastic daily walker throughout Ward 6, and I'm all in favor of a walkable Albany -- but I wouldn't inflict a hardship on my neighbors to achieve a marginal and unnecessary change. I suggest you take a look at closing Hudson St. and leaving Lancaster open. Then everyone in the neighborhood would have access to Washington Park Road.
10/20/2025	Jorge Rivera Agosto	I'm a Lancaster Street resident and I think this is a wonderful idea.
10/20/2025	Mahalia Cummings	I support the Lancaster street project along with other ideas focused on increasing walkability in the park. As a disabled person I appreciate the safer access to the park. I also note the reduction of noise pollution that makes the park a more tolerable place to be. When we have public spaces that are reducing the stress from cars, we ultimately have calmer residents who appreciate the time to decompress. It is key to a healthy city
10/20/2025	Samantha Shipherd	Block the entrances that are not open to the general public, and block the bridle paths that cars routinely drive on. Use boulders, like the city does with other parks, like Westland Hills and Buckhimham Pond. Why can't APD or DGS properly police Washington Park? Cars, including city employees in their personal vehicles, routinely unhook the chains and don't put them back. Car drive on the grass and the police or DGS don't do anything. Making these changes could happen now, you don't need to wait.
10/20/2025	Tom Eberhardt-Smith	I support this plan. Closing the Lancaster Street vehicular entrance to the park will make it safer for pedestrians and improve the park overall. Our park should not be a shortcut for cars!

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10/20/2025	Jack McCormack	The safety of pedestrians in and around Washington park should not be sacrificed for the convenience of a few residents. I support the proposal for Lancaster street.
10/20/2025	Elissa Halloran	The Lancaster street section into the park does a great job of dispersing traffic to three separate directions. I live and work on lark street . It is very busy and congested already. This proposal would push all traffic off Lancaster onto willet, then state, then Lark. The lark street reconstruction project got rid of a whole lane of parking coming onto it from Washington Ave / there are many problems here because delivery trucks and vehicles double park in this lane. It is difficult enough already to deal with traffic on Lark. Why make it more hectic?
10/20/2025	Daniel Plaat	<p>I attended the open house on Oct 15th and gave input there. I am part of the chorus of neighborhood members who want expansion of walking and biking infrastructure and less driving space and copious traffic clamming; in effect the plans from the perilous traffic study. This includes the closure of Lancaster and any and all reduction of regular through traffic, sidewalks or walking space on Plan of Albany Way, and striped space for bikes. Traffic blockers need to be tough enough to actually stop cars otherwise bad actors will cause damage to any and all improvements.</p> <p>I also what to draw attention to the lack of a curb cut in the NE corner of the park from the path off of state and Willet and onto the small road loop. If this is ever filled in ensure ADA accessibility onto the road surface for bikes and and mobility devices.</p>
10/20/2025	Andrew Matrai	I'd like to see more thru traffic closures and pedestrianization of the park like the closure of the lancaster entrance to vehicles. I've been almost hit multiple times in washington park despite following all the 'rules' of safety. Plus the noise of cars speeding by just sucks and makes me not want to spend time there.
10/20/2025	Rose Costello	I hope the City will move forward with the plan to close the Lancaster St entrance to the park to drivers. We need the park to prioritize recreation and safety, not motor vehicle convenience.

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10/20/2025	Medina	Hi, I live directly in front of Washington Park, I also drive and pass through the park frequently. I fully support please the proposal for Lancaster St and any additional proposal that will remove cars from the park. Many parks around the US have removed car passage ways and, while the proposal is good, I don't think it goes far enough. Parks should be for people, pets, and children to walk, play and feel safe. It's really crazy to me that I have to share a park with drivers who tend to speed in these passage ways and who pose a threat to families enjoying the park. Not to mention the car pollution that's in the park
10/20/2025	Karsten Beckmann	Please reduce the width of the roads and put visual, physical breaks along the street parking. Why do we need dead ends in a park can't those be removed?
10/20/2025	Karsten Beckmann	As resident of Albany, please remove the Lancaster St. entrance and keep the re-design in the plans.
10/20/2025	Duncan Lindsay	I'm a center square resident I commute to work by walking through the park daily. I'm really excited about this traffic calming measure and having an additional safe crossing for pedestrians.
10/20/2025	Daniel Katz	Calming traffic through the park is a fine idea, but please don't close the Lancaster Street entrance. It helps to take some of the traffic off of Lark from both directions and would seriously disrupt moving through the City.
10/20/2025	Tim Farley	Great idea, will pay off to make Albany safer. Must consider making a passage to cross Hudson River, for train station, on foot. Currently impossible, but not prohibitively expensive.
10/20/2025	Michael Heinel	Hi, my biggest concern is in reference to the closing of Lancaster Street and making Hudson Avenue the only street from Lark to Willett Street AND the park. This is going to increase traffic on an already busy street. Please consider closing Hudson Avenue into the park as well as installing speed humps. If closing Hudson entering into the park isn't an option perhaps reversing the direction of traffic on Hudson would be. Thank you.

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10/20/2025	Lydia Brassard	<p>Thank you for the public meeting last week! Based on my conversations with planners and community members, I want to advocate for the following:</p> <p>1. Zone 8: transitioning from a traffic light to an all-way stop. I live across the street from this zone and watch cars blow through the red light multiple times a day. It is difficult to see if the street is safe to cross, you have to peer out from behind cars (and hope your dogs don't pull you or themselves into the street).</p> <p>2. Zone 5 (is missing from the slide deck, FYI): The current flashing light crosswalk is ineffective during the day and night. Drivers resent having to stop so they speed up when they see the lights flash. I know we can't implement speed bumps because of emergency vehicles, can the city place stop signs there? Or traffic cameras akin to the school cameras? Relying on the kindness of drivers is unsafe.</p>
10/21/2025	Rasheed Anderson	Please keep the proposed plan. This will make the park safer for pedestrians, cyclists and everyone not in cars. Thank You.
10/21/2025	Justin rucci	Please close the park to cars in as many entrances as possible
10/21/2025	Phillip Gardinier	The park is for people, events and emergency snow parking; in that order. Put people first and build the intersections and crosswalks so cars cannot ignore the pedestrians. In my extreme opinion you should sacrifice the willet street side of the park, widen it as a two way and close all park roads. Make it walk and bike only. Open it up for emergency snow parking that one time a year we need it and then for the rest of the year have the best city park north of Manhattan. Give it a chance and you'll see positive change. Gurantee it.

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10/21/2025	Amy Conley	As a resident of Willett street I am appalled at the lack of consideration for residents in the proposed Zone 4. Taking away Lancaster, the predominant means of egress from the neighborhood, should never be considered. It's marginal with regards to the contribution of park traffic but vital to the lives of people who live next to the park. Also many residents are not able to afford off street parking and the spaces on Lancaster are essential- this plan includes no alternative parking for these people. I am all for a more walkable park but not at the expense of the working people of the neighborhood - whose needs should not be ignored for visitors, guests. The appalling traffic that Willett Street endures every year when the CDPHP Workforce Challenge routes cars crossing the park into Willett will now be a daily torture. Residents have the right to be considered- what is to park guests their playground is our home. Lancaster must remain open.
10/21/2025	Kelli Jo Hall	As a resident on this very intersection, I support the proposed changes to keep pedestrians safe!
10/21/2025	Edmund Doyle	I would like to see most of the entrances on the east side of the park to be closed, especially the Lancaster Street exit where I have crossed hundreds of times and almost been hit half a dozen times. I also think the Madison avenue exit should be closed to to the difficulty that intersection creates in accessing the park
10/21/2025	Scott Terwilliger	Prioritize pedestrian traffic. We need to prioritize multimodal transportation and improve air pollution.
10/22/2025	K. Geiger	Please do not cut off more streets through the park. There is no easy way to get from southwestern Albany (think New Scotland elementary area) to downtown. Going through the park cuts several minutes of drive time from the total. Otherwise you deal with congestion from the hospital, people getting backed up going down Madison, and just the overall poor traffic light system. I can't tell you how much time I've wasted as a driver stopping at a red light with absolutely zero cross traffic. Washington Park is big enough that there is plenty of space for visitors to go without being by any of the roads that go through it. Besides, being able to drive through the park is the highlight of anyone's daily commute.

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10/22/2025	Rob Hayes, 323 State Street	I fully support all of the proposals in the Washington Park Plan to decrease the presence and speed of cars in the park and increase pedestrian/cyclist access and safety. I especially support the proposal to close the Lancaster Street park entrance to vehicular traffic and turn it into a pedestrian boulevard. I am also excited about redesigning the Madison Avenue/Willett Street intersection to shorten the pedestrian crossing.
10/22/2025	Martin Hawkes-Teeter	Personally, I think the park should be completely car-free. The emergency vehicle route seems like a red herring, if they're coming from anywhere north of the city they'd come down 787 and up Madison to get to Albany Med, and if they're coming from inside Albany it should be easy enough to go around the park. Besides having speeding emergency vehicles in an area with large numbers of pedestrians is a recipe for disaster anyway. At a minimum, the proposed removal of the Lancaster St entrance and reconfiguring of the Willett St/Madison intersection would be hugely beneficial to make the park more accessible for myself and my dog.
10/22/2025	Sachin M	I live within a mile of the park, off New Scotland Ave. I go through the park nearly every day on my commute to UAlbany's Downtown campus. I usually go through the park by bike. My least favorite part about Washington Park is that it is open to cars. I don't understand why cars are needed in a park - rare public green space intended for city residents to enjoy - when roads are already easily accessible across the rest of the city. I drive in Albany as well, and I rarely ever need to drive through Washington Park. I also have not once used it for parking when visiting nearby Madison, Lark, or Central Ave. I support the closing of Lancaster St, and I think the northern section of the Wash. Park Rd should be closed to cars also. When navigating the park today it is unclear in what ways traffic is supposed to flow. That should be incorporated into the new design. Also PLEASE close the roads using modal filters that still allow for bikes to easily enter (i.e. bollards not gates or chains).
10/23/2025	Ronald Simeone	220 Lancaster Street. The next time that an ambulance comes to pick me up I'll be dead before I make it to Albany Med. Use the money to increase salaries for police. Maybe then they'll be able to attract some recruits.

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10/23/2025	Simo Krneta	<p>This is all great progress, but it makes resident parking even more difficult.</p> <p>Suggestions:</p> <p>Resident Parking Only on Washington Park Road – Designating this stretch for residents would help alleviate the current parking shortage. A dedicated entrance for residents from Henry Johnson Boulevard could also be considered, with strict towing enforcement for non-residents.</p> <p>Reverse Traffic Flow – Traffic on State Street should run in the opposite direction to reduce congestion in the neighborhood and redirect through-traffic toward Western, Central, and Madison Avenues.</p> <p>I fully support making the area more pedestrian-friendly, but it shouldn't come at the expense of residents' ability to park and access their home.</p>
10/23/2025	Ben M.	I fully support the proposed project to make Washington Park more pedestrian safe and friendly. I would even go further and say it should be completely vehicle-free.
10/23/2025	Justin king	Love the improvements. No cars should be allowed in the park
10/24/2025	Eric Moring	<p>I support all initiatives in Washington Park that contribute to pedestrian safety (speed bumps, road closures, road narrowing). I oppose all initiatives in Washington Park that prioritize parking for motorists and that prioritize speed or higher traffic flow through a a given intersection. I also support one-way spike strips on Willett St. that would prevent people driving the wrong way down the street. I have seen multiple vehicles do this and countless cyclists and motorcyclists.</p> <p>Installed at each intersection with cross streets, this would protect pedestrians in the neighborhood around Washington Park.</p>

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10/24/2025	Michael Steidle	I think the vision as-is is great! It follow many elements of Zero Vision, Strong Towns, New Urbanism etc. which have proven positive affects on multiple determinents of health, happiness, economy etc. I am asking to not give in to a request which has recently been spread on social media that is asking to revert the flow of state street. State street is already a car-sewer as is with the direction of traffic. But people are proposing to send traffic on state westward, which would contribute to congestion, especially during the mass exodus from DT albany at the end of workdays. This would exacerbate pollution, create even more pedestrian vehicle conflicts, and further degrade QOL for Washington Park area residents, and especially visitors.
10/24/2025	Lucas Nathan	My family and I have lived at 298 Washington Ave., between Henry Johnson Blvd. and Sprague Pl., for five years. We fully and enthusiastically support all of these proposed design elements, especially the closure of the Sprague entrance to the park and related improvements. We hope this will set the stage for future investments and pedestrian-friendly interventions for the park.
10/24/2025	Joseph w Galu	<p>The report appears to exclude the 'users' who drive cars and attempt to park.</p> <p>Blocking traffic from exiting the park onto Madison Avenue near Willett will have a terrible effect on people try to get from Henry Johnson to Madison and Delaware and will greatly increase traffic on Madison.</p> <p>The number of parking spaces to be eliminated is essentially ignored. It ignores the impact on people who live and park around the park, especially those who work into the evening or past midnight.</p> <p>The context is absent. There is no consideration of the parking spaces eliminated already on Madison, New Scotland and Robin and the closing of the South Park Road. We have houses that have not sold, a 40-year established business folded and the proposal, while well-intentioned, is tone deaf.</p> <p>The elimination of seven spaces on Willett achieved nothing, since that is the easy part of the street to cross. We do not need a city with great pedestrian safety, even less parking and fewer viable business.</p>
10/24/2025	Stephen McDonnell	Please keep up the good fight to improve pedestrian access and safety! I'd love to see the park be fully pedestrianized some day, it is already a jewel in Albany but has the potential to be so much more!

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10/25/2025	Karen Strong	<p>As a Center Square resident, I walk or drive through Washington Park a few time a week, and need to park there occasionally. People drive too fast and don't always stop for pedestrians. Slowing vehicles and simplifying the complicated intersections is essential for safety. I think the raised crosswalks and intersections will help too. I often use the Lancaster Street entrance when driving uptown, so I'm a little conflicted about closing it. It will worsen the traffic on Lark Street, But ultimately any park should be primarily for people, not cars, and I think closing that road and narrowing the intersection will make the park safer for all. I always have a hard time crossing the park road opposite New Scotland, so I'm glad to see a new crosswalk proposed there. Overall, you are on the right track and we will get used the changes PS. The new 2-way stop at Chestnut and Dove makes for a better experience as a driver and as a pedestrian, and I look forward to seeing the others upgraded.</p>
10/25/2025	Ed Brennan	<p>I was hit and run while bicycling north on Washington Park Rd at Hudson by a left turning vehicle. I went over the vehicle and landed head first. My helmet saved me splitting my head open, but I will always have limited neck motion. I hope the proposed intersection improvements will help prevent crashes at this and other intersections. I'd ask the legislature to allow speed cameras in our parks like those by our schools. Narrowing Washington Park road by adding bike lanes would also help reduce speed.</p>
10/26/2025	William Fitzgerald	<ul style="list-style-type: none"> - Lancaster should absolutely be closed. -Parking should be metered and restricted within the park. Washington Park is not a parking lot--as many of its roads currently are--and it is not the responsibility of the Park to provide free parking for residents and businesses in the surrounding area. - Automatic pedestrian signals at all crossings, especially at Madison and New Scotland (park side) and State St and Henry Johnson (entering the park). <p>Thank you.</p>

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10/27/2025	Julie Maynes, 482 Madison	<p>I live near the entrance/exit to the park and willet, probably the most dangerous crosswalk, several people have been hit by cars flying out of the 20 mph park. It is used as a cut through. The center section has already been dug up and extended with a pedestrian landing area. Making the area more narrow will be more dangerous. No one will stop for pedestrians at knox and madison. The center turn lane is used for driving from New Scotland to willet. The intersection at madison, lark and Delaware was also dug up and redone. Wasnt it done right the last round? It's a waste of taxpayer dollars redoing concrete work. I used to walk to work at the plaza. Madison at the park entrance nearest willet is the worst. Parking is also bad around the skate board part. Having areas that attract more people requires more parking. Building 40 units with no parking due to cheapness is idiotic.</p> <p>It's only getting worse.</p>
10/30/2025	Julia Battista	<p>I am a center square home owner (336 State Street) that relies on off-street parking, I support the full implementation of the study. Pedestrian safety supercedes parking convenience. If we are to view the park as an egalitarian space, we cannot prioritize cars over people.</p> <p>Raised crosswalks and the closure of the Lancaster St. entrance will significantly improve conditions for pedestrians and those using non-motorized modes of transportation. As a parent of a 3 and 6 year old, I am thrilled with the new playground, and it is my hope that they can one day walk to it safely and independently. Let's seize this moment and further improve park access for all visitors.</p>
10/30/2025	Nicole z	<p>I need pedestrian FIRST infrastructure for my family. Not just friendly but putting pedestrians at the center of the infrastructure. Cars last. Protect people and the walk ability of center square</p>
10/30/2025	Robert MacNary	<p>Daily walker and resident for 11 years on Willett st. This is an absolutely terrible idea for the park.</p>
10/30/2025	Glenn Sandberg	<p>The Lake Street bike-pedestrian exit from Washington Park, at Hudson Ave, needs to retain a full-fledged traffic light. Reason: cyclists and walkers exiting the Park need a safe way to cross, or turn left, onto Lake Street - which is a major local arterial.</p>

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10/31/2025	Jason DiNovi	<p>I commend the City of Albany for initiating the Washington Park Complete Streets study and look forward to its full implementation as a part of the Safer Streets initiative to drive the goal of ZERO Injuries, ZERO Crashes and ZERO Endangered Lives.</p> <p>I live close to the Park and rely on street parking and experience the occasional frustrations of driving and parking here, but I also know it comes with the territory when living in a dense, amenities-rich urban neighborhood. Like many other residents who call this neighborhood home, it's the walkability and historic character that drew me to live here.</p> <p>I particularly applaud the design elements that restore areas of the Park to its historic design such as eliminating vehicle entrances at Lancaster and Sprague which never included carriageways at these locations. According to the study, the only negative consequence to these closures will be "minor traffic diversions". There is no reason not to implement all elements of this plan.</p>
10/31/2025	Elissa Halloran	<p>WA spearheaded the 3 million dollar "pedestrian friendly " redo of lark street, which has made the block less safe for pedestrians. With the cobblestones gone , there is nothing to slow drivers down. The narrowing of the intersections with the bumpouts does NOTHING to slow traffic- lark street is a speedway. If a traffic study was done now, I think they would find that cars go 10-15 mph faster than before. Because there are so many delivery trucks and grub hub drivers parking , people speed around them, causing quite a few accidents . Drivers seem completely unaware that people in crosswalks are something to look out for ., There are lights and crossing mechanisms in the park which make it safe to people to cross. I would say it's safer for pedestrians in the park than on Lark street. Bringing all of the traffic to Lark just brings so much more unnecessary congestion to Lark Street. Shouldn't the taxpayers that live in the area have more say than an organization like WA?</p>
10/31/2025	Ernesto Porcari	<p>I support the plan and support any proposal that closes all vehicle traffic to Washington Park, parks are for people not cars.</p>
10/31/2025	Evan z	<p>I support the full implementation of the pedestrian safety plan and to continue the routine closing of Park roads to cars on weekends</p>

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10/31/2025	Ira Share	Bike Lanes along Washington Park Road would be very helpful. A traffic signal at South Lake would help get everyone in and out of the park in a safer manner.
10/31/2025	Lucie Rochat	<p>Please close Lancaster Street. The whole stretch of park between Washington Park Rd and Willett is unusable for pedestrians because of all the traffic and crossings. Closing Lancaster would make a big difference for the park, and it would be really disappointing if parking took precedence over pedestrians in this decision. Parking should not be the priority here. There is PLENTY of parking in this area (I live and park around here too).</p> <p>Along Madison, crossing Washington Park Rd where it leaves the park should be an automatic pedestrian crossing (not beg button). This crossing takes forever because if you get there when Madison is green (which it usually is), you have to wait another full round of traffic.</p> <p>Along State St, crossing Henry Johnson where it enters the Park should also be an automatic pedestrian crossing.</p> <p>Lastly, there should be raised cross walks along Washington Park Rd. Ambulances can go over them. It's not a speed bump. Crossing Wash Park Rd needs to be safer.</p>
10/31/2025	Lacey Wilson	As a resident of Center Square, I often park in the park when there are no spots on my block. I know that visitors to the park would likely go out of the park if the Lancaster entrance ended to make it just a walk or bike-focused. It would be better for the air in the park, more community-focused, and would enhance our neighborhood in several ways. While I do occasionally park there, I think that closing that entrance would be better for more of us.
10/31/2025	Adam	I support the pedestrian safety plan.

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10/31/2025	Stephen Holt	I strongly support the Complete Streets project and the efforts to improve safety and access for pedestrians and cyclists. I support closing the Lancaster entrance to cars. The intersection is often dangerous for pedestrians and cyclists and will only minimally affect traffic flow.
10/31/2025	William Brandow	I would like to see the road closed near the playground, in lieu of the Lancaster Street closure, the historic location of the Hudson Ave crosswalks reinstituted, the retention of the existing crosswalk at HJB and New Scotland, and the elimination of the large turn around at the end of the parking-only road just west of the S&S monument. I would very much like to meet with the CM staff and City folks to discuss these ideas in greater detail.
10/31/2025	Jeff Crumpton	<p>During the public meeting there was a recommendation of leaving Lancaster St open and moving the budget/work to close off the street by the playground. It would cul-de-sac the street so that guests can still park and open a portion of Sprague for entrance/exit to the park. This would remove through traffic by the new play ground.</p> <p>Also, the sidewalk that goes in the Hudson circle at the birdhouse should be moved to the north to align to the original park path plan.</p> <p>Finally, there shouldn't be a cul-de-sac at Soldiers and Sailors. The closed street should dead-end to maintain parking. The removal of healthy, mature trees should be prioritized over a turn around. The existing trees lining the street provide a wonderful view shed and should not be removed.</p>

Appendix - Emailed Comments

Date	Name	Comment
10/6/2025	Ken Crowe	<p>Questions:</p> <p>Why is there nearly no publicity for the Oct 15 meeting?</p> <p>Were any follow up studies for the initial Creighton Manning study done?</p> <p>Has any study been made on closing Sprague place entrance to park on impact to emergency vehicles that used less traveled interior park road instead of being rerouted down State St?</p> <p>Has the stoplight timer for Washington Park Road and State St (northwest park entrance been lengthened?</p> <p>What are snow removal plans for the park road closed at Henry Johnson?</p> <p>Why weren't pedestrian street crosswalk improvements and signage made before taking the step of closing the intersection with Henry Johnson?</p>
10/13/2025	Melanie McCulley	<p>Good morning,</p> <p>I'm writing on behalf of residents on Willett and Madison Avenue who have been expressing concerns about the loss of further parking spaces on Willett St. after we were promised that would not occur again, following the loss of all the parking spaces in the Madison Ave. "road diet." At that time, the "island" between Willett and Henry Johnson was also extended for pedestrians so that area was already addressed.</p> <p>I own a home at the intersection of Willett and Madison facing the Willett entrance and I observe that intersection for many hours a day as I have my home office in front of a window facing it specifically. As other neighbors have also expressed, there is not an issue to warrant eliminating any critically needed parking spaces. We have also confirmed with the Albany Police Department that there has been only one pedestrian related incident on Willett in at least the last two years.</p> <p>Willett is a one way residential street with parking on both sides. It is not an interior park road. It's the same as State Street. How many parking spaces is State losing to slow or reduce traffic, because drivers are not slower there? What about the two lane, two direction Lake Ave. bordering the other side of the park where there is an actual issue with speeding including with dirt bikes? Why is Willett being targeted when it does not have an issue, is not a park roadway, and after residents were promised further parking would not be eliminated in this area after all of the spaces lost previously on Madison?</p>

In addition to where my house is located, I have walked in this area and the park almost every day of the year for nearly 11 years, and fairly routinely for the 20 years preceding that. The issues are not at Willett. They are at the entrance to the park near the monument at State and Henry Johnson and at the Henry Johnson and Madison entrance. Yet, those entrances have not been narrowed nor do they even have a speed bump. We have also never been able to get the City of Albany to correct the traffic signal at Henry Johnson and Madison. For years, cars exiting the park at Madison and Henry Johnson, get a green light to turn onto Madison at the exact same time pedestrians get the walk signal to cross Madison stepping out right in front of those turning vehicles with the green light. Yes, there is a small sign that says yield to pedestrians, but very few people pay any attention to that. Instead, they often aggressively drive right up to pedestrians crossing the street and lay on their horns, and scream profanity, as though the pedestrians are in the wrong. It's been dangerous for years, but instead of addressing genuine issues, plants are blocking critical residential parking at a location that is not a problem.

Why is Willett being included at all, given it's not a park road and this project is not negatively impacting parking on State or Lake? What are the actual facts that residents/taxpayers can review (not hearsay and assumptions or narratives without verifiable documentation), to warrant further elimination of parking on Willett and what facts indicate this is not equally needed on State Street and Lake? As area residents and businesses have also stated, if speed is really believed to be an issue on Willett, install a speed bump and leave the parking alone as has been done on other streets.

This is an untenable situation for people living here as there are already not enough parking spaces for the population. Additionally, we compete for residential parking with business customers and employees as well as delivery trucks, people visiting the park, every park event, guests in an increasing number of AirBnBs on Madison, the residential parking needs of people living near Albany Medical Center as the City has allowed Albany Med to use residential parking for their valet parking everyday after Albany Med promised they would only use their own parking lots and garages and this pushes residents from that area onto streets like Madison and Willett. Where do the planners of these projects expect people to go? Even a few spots make a significant difference here. People being able to park where the planter barriers currently are, could mean those vehicles don't park in the crosswalk and the bus stop as so often happens since the planters blocked those spaces and as shown in several of the attached photos of what parking is like here.

Washington Park is in the middle of a city. It is not a suburban park and there are very real logistics that people have to accept such as parking being a necessary part of the infrastructure in this densely populated area.

So many of the people who express opinions and make decisions about such projects don't live where they themselves have an issue finding parking and don't demonstrate an understanding of what it's like to live and park here without a designated spot within a reasonable distance from your residence. This challenge includes: the number of events per year that impact residential and general parking; residents having to walk long distances due to parking in unsafe areas at night to get home from a late shift, for example; residents of all ages and physical abilities trying to carrying heavy groceries or other large items from long distances, parents carrying babies and all of their supplies, assisting an elderly or disabled friend or relative into their residence when you can't park anywhere nearby; digging our car out of the snow when it had to be parked blocks from our house-- dragging shovels, ice melt, etc. -- only to have it plowed back in by the time we walk back home, change for work and slog back to our car; not being able to have friends and family visit because they can't find parking, turning down invitations and opportunities or incurring Uber costs because it's so difficult to find parking if we leave the area; and even the challenge of the majority of week days being alternate parking days here for street sweeping and garbage collection.

Appendix - Emailed Comments

		<p>This is not only about losing 7 more spaces. It's about those spaces, on top of all the spaces already lost in the Madison Avenue reconfiguration/road diet that we never recovered from, and the parking eliminated around the lake forcing even more people on to Madison and Willett. Residents in this area keep being treated like collateral damage. Neither Madison Ave. nor Willett receive the same considerations some other streets and residents in this area receive. It's treated as a nonresidential area without any noticeable awareness of how many people call Madison Ave. and Willett home and are negatively impacted daily by shortsighted or ill-informed decisions, or the negative consequences of good intentions.</p> <p>Even the concept of public comment begs some questions when the opinions of those who don't live here, don't understand what it's like to live here, and won't ever be impacted, are given equal weight/consideration to those who are burdened every day.</p>
10/13/2025	Dan Fitzgerald	I am going to be out of town when this meeting occurs. Can I submit feedback in another way?
10/14/2025	Gregory Brown	<p>I am a 6-year resident of 399 State Street and, since the informational open house tomorrow evening does not seem as if the purpose is to receive opposition opinions, I submit these here:</p> <p>Sprague Place(1st photo): When I asked a DGS supervisor a year or more ago why this was closed off, he advised that it was out of concern for speeding near the playground, since undergoing enhancements. This made little sense to me because anyone exiting there was doing so from a STOP compared to thru traffic on Albany Plan of Union Avenue, invariably moving faster. The effect of this for anyone living on the 400 block of State Street between there and HJB coming from the South is to either travel on HJB to Washington Avenue and make a left turn at the light through typically dense oncoming traffic or enter the park at Lancaster Street and travel to the Englewood Avenue/Washington Avenue light(2d photo) where we cannot even turn right on red. That light turns green for a mere 15 seconds to allow such but 60 for the other directions. If Sprague Place is going to remain closed off, at least allow right on red. It is a vast intersection with no visibility obstructions and no viable reason why this should not be endorsed.</p>

Appendix - Emailed Comments

		<p>Closing off the East end of the "park road" paralleling State Street at HJB at the Veterans' Memorial(3d, 4th photos). Again, with this blocked off, residents of the 400 block of State coming from the North of the Park must either enter at the terminus of State Street at Englewood and Washington Avenue or, again, enter at Lancaster Street off HJB to get onto State Street. The residents who rely on this section for parking must then execute a 3-point turn to exit, even more onerous in some winter conditions. This area is also patronized on Tuesday and Thursday mornings by State and Willett Street residents during the NO PARKING hours 9AM-12PM, now made more difficult to access.</p> <p>I predict this "revitalization" of the playground and the inconveniences made to residents to accommodate an anticipated patronage is overestimated. This isn't a [Hoffman's Playland] to attract masses from afar. I've lived around here and walk the park daily to know by now that people didn't travel by vehicle to this part of Albany just to use it and I doubt will even in its "revamped" condition.</p> <p>Only a few used the old playground and most walked to it. I think time will show it to be a colossal waste/investment. My "2 cents worth."</p>
11/2/2025	Gregory Brown	<p>To Parties Concerned:</p> <p>As a resident of the 300 block of State Street, like others of the last three blocks to Englewood & Washington Avenues, I have an interest in the proposed/planned reconfiguration of the park roads, namely Sprague Place and the section paralleling the 400 block to HJB, to wit:</p>

Appendix - Emailed Comments

		<p>This past weekend, I went up to the playground area, curious to see how much patronage it attracted took several photos of the parking situation along the section from Sprague Place to Englewood Avenue. I cannot include herewith for lack of a sansdisc adapter which I'll have tomorrow and will send but the parking of vehicles on both sides of the "park road," Albany Plan of Union Avenue creates a backup chokepoint/bottleneck for thru traffic and then backups. People going into and out of the playground just step out into the street where their vehicle is, not using the one crosswalk provided, to the risk of being struck. Others, as the photos will show, open their vehicle door(s) into the street for inordinately long periods, again, narrowing the passable space for two-way traffic. In discussing this dynamic with another resident of the 400 block, that is, between HJB & Sprague Place, he suggested closing the park road to thru traffic at Sprague Place but how would that be indicated to alert drivers? This, of course, would necessitate re-opening Sprague Place which, closed, only creates more thru traffic past the playground which doesn't seem to have been considered. It also shows no consideration of the residents of that block who for the last year have been compelled to either enter State Street from Washington Avenue or at Lancaster Street then, again, drive past the playground to get to the 400 block. At rush hours in the evening, Washington Avenue is already congested as hell.</p> <p>In sum, the situation as it is now is [an accident waiting to happen]. Granted, the coming season will render this moot until springtime but will surely resurface then. G. Brown</p>
10/15/2025	Gregory Brown	<p>To Whom Concerned:</p> <p>We who reside in this area surely hope there is no intention to raze either of these magnificent, shade-bearing and wildlife-nesting ash or oak trees to accommodate a proposed "turnabout" at the terminus of that branch of Albany Plan of Union Avenue paralleling State Street. Since the closing off of this street a few weeks ago, patronized by State & Willett Street residents, especially during the no parking zones of Tuesday and Thursday mornings, the elimination of "thru" traffic does not justify a turnabout and certainly not to the loss of this foliage, inter alia.</p>

Appendix - Emailed Comments

		<p>Additionally, the change made detracts from the centerpiece of the Civil War Veterans Memorial and a turnabout would only add to this. From the information dispensed on this subject, it seems the reason or one, anyway, was concern for vehicular mishaps caused by drivers entering the park on HJB unsure of which way to turn but in six years of residing at 399 State Street, I've never seen such a mishap there. More were risked by DGS personnel parking vehicles at the apex of the left turn where you see this dope fiend, feet out into the street, in 4th photo, creating a choke point for two-way traffic and entitled morons who cross there, not checking for traffic and expecting cars to slow or stop for them despite the absence of a crosswalk.</p>
10/16/2025	Heidi Tell	<p>Message 2: It has now been a day shy of 2 weeks that I sent the first email to albanyscompletestreets. We were told to send questions to this address. Is anybody monitoring this address? Also, at a neighborhood meeting, the Mayor said she can be contacted with any issues. It should not take a week to get a response. It is not a difficult question. Thank you.</p>
10/29/2025		<p>Message 1: Hello. I have watched the video of the street study. I have a question about where the turnaround will be at the intersection of HJB and Washington Park Rd. There are 2 big beautiful trees that look like they will be in the way of the turnaround. As a tree and squirrel lover, I really hope that there are no plans to remove these trees. Please advise as to what the plan is. Thank you.</p>
10/20/2025		<p>The closure of Lancaster Street is a terrible idea for those of us who live here. Please don't do it!</p>



Appendix - Letter from Washington Park Conservancy

October 31, 2025

Dear Review Committee,

BOARD OF DIRECTORS

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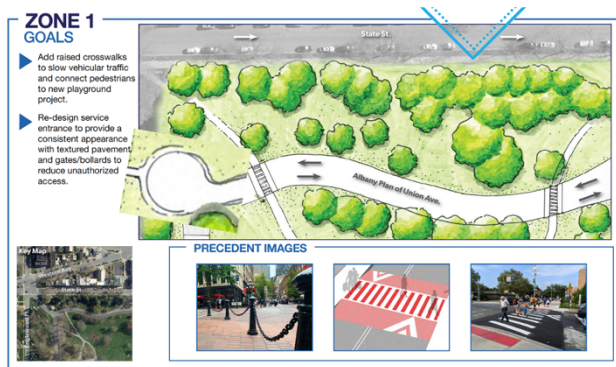
Thank you for the opportunity to provide feedback on the proposed recommendations for the Washington Park Transportation & Pedestrian Improvement Project. As we've expressed during the other periods of public comment, we're enthusiastic supporters of the plan that will provide traffic calming improvements for guests of Washington Park and for the surrounding community.

There are a few areas that we would like to provide additional feedback.

Zones 1 & 2 | Playground Focus

We have spoken with our community partners and are in support of the community-initiated recommendation impacting Zones 1 & 2 in the draft plan.

- With the opening of the new playground, there is expected to be an increase in playground guests.
- The recommendation of closing the roadway leading to State St/Englewood Pl/Western Ave and installing a cul-de-sac where the service road connects to the interior roads would increase pedestrian safety for these new guests.
- This would require that a portion of Sprague St circle be reopened for traffic to be able to exit the park.
- It would also shorten the crosswalk between State St and Englewood Terrace without the future modification of this intersection, as originally proposed.
- We understand that this would probably require the Lancaster St closure to be removed from a budget perspective.



Reconfigure Street at the Playground

1. Cut off Albany Plan of Union Ave's access to State St and Englewood Terrace.
2. Install a cul-de-sac
3. Traffic would remain two-way
4. Would provide a way for playground visitors to turn around
5. Would provide first responder access to the playground with enough radius for large firetrucks to turn around.
6. Provides further Service Entrance reduction to prevent traffic in the park



Sprague Circle Recommended Changes

1. Reopen the right side of the Sprague traffic circle
2. Keep stop light in place on State St
3. Close traffic to the left side of the Sprague traffic circle
4. Allows traffic to exit the park without going by the new playground area.
5. Will require some signage to call out: "No Through Traffic"

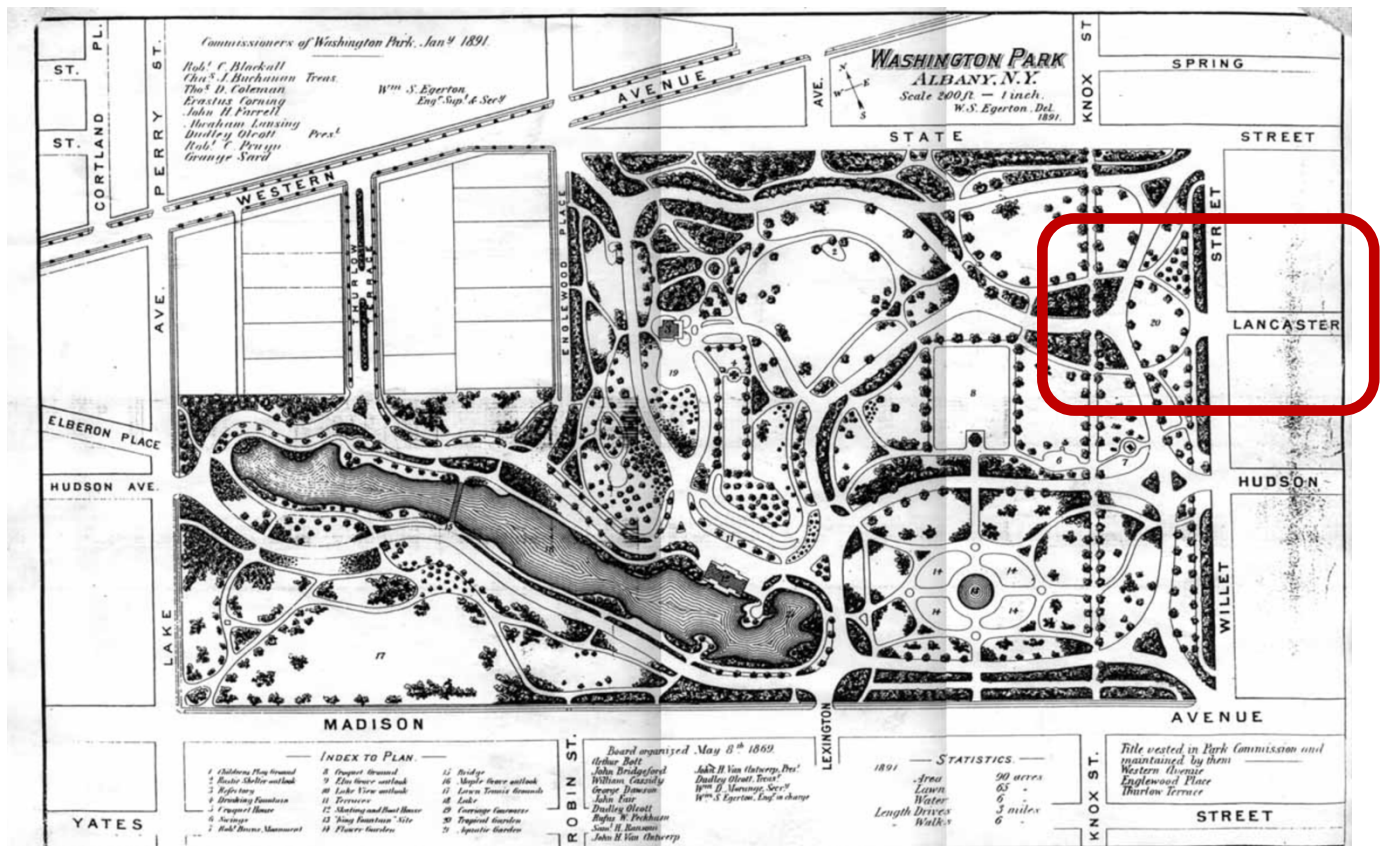
Zone 3 | Sailors & Soldiers Closure

We are in support of most of the changes recommended at this location. The pilot project from Capital Roots has generated much positive feedback and improved safety for pedestrians using this area.

- We are not in support of the cul-de-sac installation which would remove several large, healthy, mature trees that would be removed to make way for this feature.
- We think a simple dead-end with curb and the removal of the street between the closure and the main roadway would be sufficient for any car to be able to turn around.

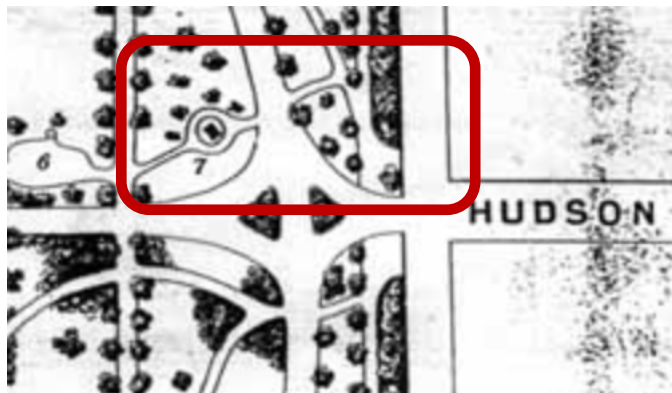
Zone 4 | Lancaster Closure

Given our support of the modifications to Zone 1 & 2, we think the investment should be prioritized to improve playground guest safety. If this area is included in the final plan, we feel that the roadway and curbing should be completely removed with no 'grand entrance' included since the original park plan does not include this feature. Park pathways should have consistent materials and feel. The grade of the lawn should be brought up to the same level as the parks on either side with a regular sized sidewalk/path to connect to the original park layout. (See 1891 map)



Zone 5 | Hudson Ave/Birdhouse Circle

As stated in our earlier recommendations, we feel that the sidewalk shouldn't bring pedestrians into the traffic circle. Rather, the sidewalk should be reconnected to the original layout north of the circle so that pedestrians are connected to the Robert Burns statue.



Zones 6, 7, 8

No additional recommendations. The plan as submitted meets with our approval.

Service Entrance Treatments

We are in full support of the hardening of these entrances for general traffic while maintaining access for the city of Albany maintenance crews. We feel that there are probably two solutions that can be used in tandem to maximum effect while holding costs lower:

- Understand the need for potential motorized bollards with key car access. We feel these should only be deployed at main service entrances – New Scotland, Hudson/Birdhouse, and Englewood Place.
- Other service entrances should deploy a simpler, gated/padlocked system since they wouldn't be for daily use but used for special events to encourage pedestrian safety in these areas.

As the motorized bollard system would require additional electrical infrastructure to be added to these locations, we think this should be used sparingly and only at main entrances to prevent overbuilt structures.

Removal of Roadways

It is our recommendation that for any road surfaces that are eliminated, they should be fully removed and replaced with soil and landscaping.

Thank you so very much for your consideration and please let us know if you have any questions.

With Kindest Regards,

Jeffrey B. Crumpton
Board President
Washington Park Conservancy