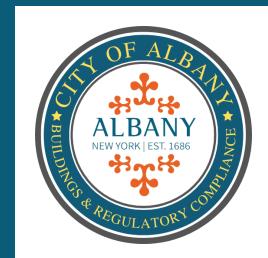




## Washington Park Area **Complete Streets Study**

Draft Report

Prepared for:



May 2022

By:



## Executive Summary

The City of Albany initiated this study to 1) identify transportation network enhancements that honor the historic nature of Washington Park, 2) reduce or minimize the negative effects of traffic in the study area, and 3) consider mobility and access for park users of all abilities including pedestrians, bicyclists, motorists, emergency access, parking impacts, and special events.

### Existing Conditions

The Washington Park Area is centrally located within the City of Albany and sits between several major trip generators and the regional highway network. Although highway construction plans were developed in the 1950s to alleviate congestion in the Washington Park Area via a Mid-Crosstown Arterial, the highway was not fully constructed and traffic converges in the Washington Park Area today without the envisioned roadway network, ultimately contributing to conflicts in Washington Park. The Park is generally bounded by higher classification collector roadways and arterial streets with Henry Johnson Boulevard and New Scotland Avenue terminating at the Park, resulting in a major thoroughfare through Washington Park that provides a convenient route to area hospitals for emergency vehicles and employees. It is the funneling of arterial and collector road traffic into the Park that contribute to the need for this study. A review of traffic volumes shows the consequence of this historic street design as average daily traffic volumes north-south through the Park are comparable to the City streets in the area.

Based on the historical context, traffic volume data, and multimodal infrastructure, it is apparent that north-south traffic volumes through the park are inconsistent with the original purpose of the Park. Pedestrians also need to cross higher volume roadways while traveling to/from and within Washington Park. While there are numerous signalized pedestrian crossings surrounding the Park, not all of them have pedestrian accommodations. There is a need to calm traffic in Washington Park to promote access for all users without impacting the surrounding neighborhoods, and vehicle and emergency service operations.

### Recommendations

A series of transportation enhancements recommendations were developed to address concerns identified within the Washington Park Area based on stakeholder feedback and public input. In many instances, the concerns were related to safety and quality of life; and therefore, the proposed improvements focused on mitigation measures that address these issues. Incorporating a number of enhancements will calm traffic in the Park and support the City's efforts to balance the competing needs of all park users, without diverting significant traffic volumes into adjacent neighborhoods. Figure ES-1 shows the overall study recommendations which generally fall within the following four categories:

1. Circulation changes to reduce the volume of traffic in Washington Park.
2. Intersection modifications to reduce pedestrian-vehicle conflicts and improve pedestrian comfort.
3. Traffic calming elements to minimize the negative effects of traffic in Washington Park.
4. Service entrance treatments to reinforce compliance with existing vehicle restrictions in the park.



- 1 Install pedestrian countdown timers.
- 2 Reconfigure Western Avenue/Englewood Place/State Street/Washington Park intersection to reduce conflicts.
- 3 Construct raised crosswalk to calm traffic on the segment of park road adjacent to the playground.
- 4 Close Sprague Street park entrance to vehicle traffic. Construct raised crosswalk and path connection.
- 5 Construct turnaround at Henry Johnson Boulevard/Knox Street Mall and incorporate gateway features.
- 6 Close Lancaster Street park entrance and reconfigure the Washington Park Road intersection as a raised stop controlled Y-shaped intersection.
- 7 Construct chicanes and plant additional street trees on Washington Park Road to calm traffic.
- 8 Reduce pavement on minor legs and convert to one-way. Include raised crosswalk on Washington Park Road.
- 9 Close the road south of Washington Park Lake to vehicle traffic and provide enhanced crossing on Lake Street.
- 10 Extend the curb to calm traffic and better define pedestrian space.
- 11 Construct an enhanced pedestrian crossing at the Madison Avenue/Knox Street intersection including curb extensions and pedestrian refuge island.
- 12 Provide enhanced pedestrian crossing on the internal park roadway by adding a curb extension and raised crosswalk at the Knox Street mall.
- 13 Reduce pavement width on the minor triangle approaches and convert to one-way traffic.
- 14 Reconfigure the Madison Avenue/Willett Street intersection to shorten the pedestrian crossing. Add leading pedestrian interval.
- 15 Construct curb extensions at Madison Avenue/Delaware Avenue/Lark Street intersection. Add LPI to traffic signal operation.
- S Re-design service entrances to provide a consistent appearance with textured pavement and gates/ bollards to reduce unwanted access.
- G Remove unwarranted traffic signals. Conduct further study to confirm all-way v.s. two-way stop control.

