

- Can be a public plaza
- Can be linear
- Include Art



**SKATE PARK / PLAZA**

*Figure 3.1 Potential Park Facilities Continued*

that the most western court be redeveloped into four handball courts, the central court be removed for a new pavilion, and the eastern court be relined to serve as one tennis court or 4 pickleball courts.

To provide a bridge of activity between the playground area and the hard court area a dog park is proposed for the area around the above ground water tanks.

In the mansion area restoration to the mansion garden and overlook plaza are proposed. At the bandshell the development of tiered seating, and the conversion of the ranger station to public restrooms are proposed. East of the Mansion the restoration of both water feature / fountains are recommended. Located at the former Greenhouse area the development of a community garden area with small parking lot is proposed. In the woods between the greenhouse and small brownstone a mountain bike pump track is proposed.

East of the Museum at the Flat Top Reservoir a multi-use field is proposed. In the far eastern portion of the site kickball fields with a parking area are proposed. Working with the roadway network a one-mile fitness loop is proposed along Concert Drive and National Civil War Museum Drive.

- Can be free play
- Create an community event
- Hot Cocoa / Coffee Truck
- Warming Tent



**SLEDDING**

**Circulation Plans**

An important park design issue are the pedestrian and vehicular conflicts within the park. In many parts of the park vehicular roadways offer the only walking and biking routes. Also the Greenbelt follows a one-way road within the park that is also often used for high speed motor vehicle cut-through traffic. The lack of a contra-lane along the greenbelt route requires users to ride against traffic. The existing roads system is narrow and the current amount of traffic passing through the park is not ideal or desirable for a shared bike / pedestrian / motor vehicle road system.

The master plan provides an opportunity to reevaluate the current vehicular routes into and through the park to create a safer cycling, pedestrian, and motor vehicle experience throughout the park. The park has five driveway entrances; two are currently gated. The numerous driveways provide for many alternative traffic patterns that can be developed in the park. Five concept plans were explored in an attempt to create the best circulation plan.

*Concept A*

Concept A proposes two entrances into the park. The main entrance is maintained at State Street along with the second entrance at Walnut and 18th Street.

- Potential reservoir theme
- Operates similar to swimming pool in terms of water quality – no life guards required
- Can be activated by button
- Can be whimsical and/or artistic



**WATER PLAY**

- Birds / Bat / Pollinator Boxes
- Selective management of woods to live 'snags' i.e. hollow trees



**WILDLIFE BOXES**

From State Street vehicles pass through the park via a two-way traffic along Concert Drive. National War Museum Drive is one-way out to Market Street. Access to the existing parking area along Walnut Street would be maintain via two-way traffic along Reservoir Drive terminating at the Capitol Region pump house parking area. Two-way access at the other end of Reservoir Drive would be maintained

from Walnut Street to the Art Village Brownstone. The Greenbelt portion of National Civil War Museum Drive is closed to vehicular traffic and serves as an off-road portion of the Greenbelt.

Concept A Advantages:

- Prevents the Market to State Street cut through traffic.

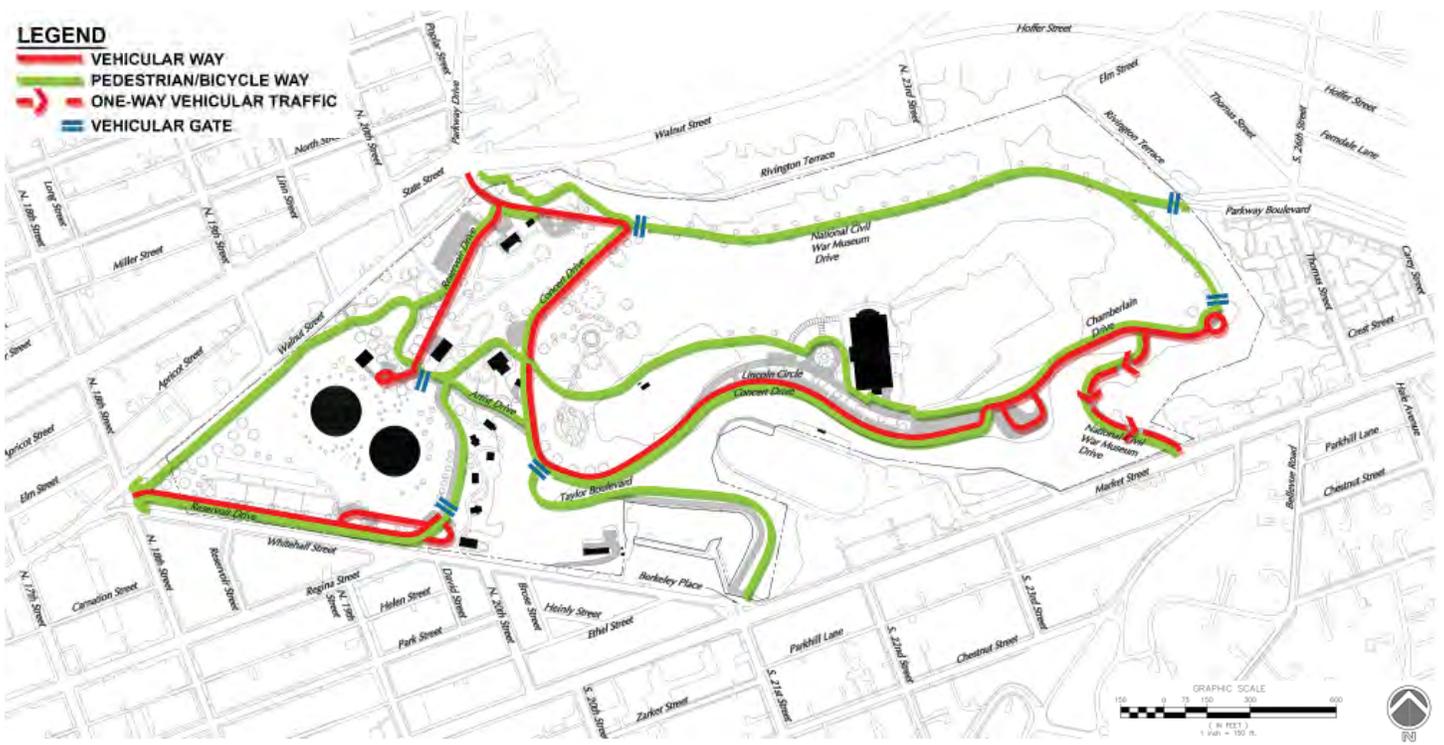


Figure 3.5 Circulation Concept Plan A

- Creates an off-road section of the Greenbelt.
- Maintains the existing main park entrance at State Street.
- Restarts the road network around the Mansion and Arts Village to pedestrian and bicycle access

Concept A Disadvantages:

- Two-way road system would require widening the roadway bench along Concert Drive to allow for two-way traffic and a pedestrian / bicycle facility.
- Closing of Greenbelt portion of National Civil War Museum Drive to vehicular traffic could reduce the number of “eyes” in the eastern section of the park (and park user “security”)
- Making National Civil War Museum Drive one-way “out” would close a local neighborhood entrance into the park.

Concept B

Concept B proposes two entrances into the park. The main park entrance is maintained at State Street

along with the second entrance at Walnut and 18th Street. Access to the existing parking area along Walnut Street would be maintain via two-way traffic along Reservoir Drive terminating at the Capitol Region pump house parking area. Access to the Mansion is provided by two-way traffic along Concert Drive terminating at the Mansion parking area. The second entrance at Walnut Street provides access to the basketball courts, Arts Village, the National Civil War Museum. Two-way access at Reservoir Drive is maintained from Walnut Street to the Art Village Brownstone from there one-way access continues onto Concert Drive and out National War Museum Drive to Market Street. The Greenbelt portion of National Civil War Museum Drive is closed to vehicular traffic and serves as an off-road portion of the Greenbelt.

Concept B Advantages:

- Prevents the Market to State Street cut-through traffic in both directions.
- Creates an off-road section of the Greenbelt.



Figure 3.6 Circulation Concept Plan B

- Opens up limited road network around the Mansion to pedestrian use.
- One-way road system opens options for shared pedestrian / bicycle roadway within the existing road paving width.

Concept B Disadvantages:

- Vehicular Traffic to the national Civil War Museum would need to enter the park at Walnut and Eighteenth Street.
- Closing of Greenbelt portion of National Civil War Museum Drive to vehicular traffic could reduce the number of “eyes” in the eastern section of the park (and park user “security”)
- Making National Civil War Museum Drive one-way “out” would close a local neighborhood entrance into the park.

**Concept C**

Concept C proposes three entrances into the park. The main park entrance is maintained at State Street

with a second entrance maintained at Walnut and 18th Street. The entrance at State Street leads into a one-way loop that flows counter clockwise along Reservoir Drive to Concert Drive and out National Civil War Museum Drive. This loop provides access to parking and the Mansion. The entrance at Walnut Street provides two-way access to the basketball courts, and Arts Village terminating at the Art Village Brownstone. The third entrance, the reopening of Taylor Street provides access to the National Civil War Museum. A proposed one-way loop runs counter clock wise from Taylor Street to Concert Drive and out National Civil War Museum Drive to Market Street. The Greenbelt portion of National Civil War Museum Drive is closed to vehicular traffic and serves as an off-road portion of the Greenbelt

Concept C Advantages:

- Prevents Market to State Street cut through traffic in both directions.
- Creates an off-road section of the Greenbelt
- Opens limited road network around the Mansion



Figure 3.7 Circulation Concept Plan C

and Arts Village to pedestrian use.

- Vehicular Traffic to the National Civil War Museum would be relocated to a signalized entrance.
- One-way road system opens options for shared pedestrian / bicycle roadway within the existing road paving width.
- More “eyes” on the park at the Taylor Boulevard entrance

Concept C Disadvantages:

- Closing of Greenbelt portion of National Civil War Museum Drive to vehicular traffic could reduce the amount of “eyes” in the eastern section of the park (and park user “security”)
- Vehicular traffic would be rerouted to Taylor Boulevard

**Concept D**

Concept D proposes four entrances into the park to open the park up to motor vehicle access substantially as much as possible. The main park

entrance is maintained at State Street. From State Street vehicles pass through the park via a two-way traffic along Concert Drive through to National War Museum Drive to Market Street. Access to the existing parking area along Walnut Street is maintained via two-way traffic along Reservoir Drive terminating at the Capitol Region pump house parking area. Two-way access at the other end of Reservoir Drive is maintained from Walnut Street terminating at the Art Village Brownstone. The fourth entrance, the reopening of Taylor Street provides one-way access to Concert Drive. The Greenbelt portion of National Civil War Museum Drive is closed to vehicular traffic and serves as an off-road portion of the Greenbelt.

Concept D Advantages:

- Creates an off road section of the Greenbelt.
- Opens road network around the Mansion and Arts Village to pedestrian use.
- Vehicular traffic along Market Street has an option of using a signalized entrance.

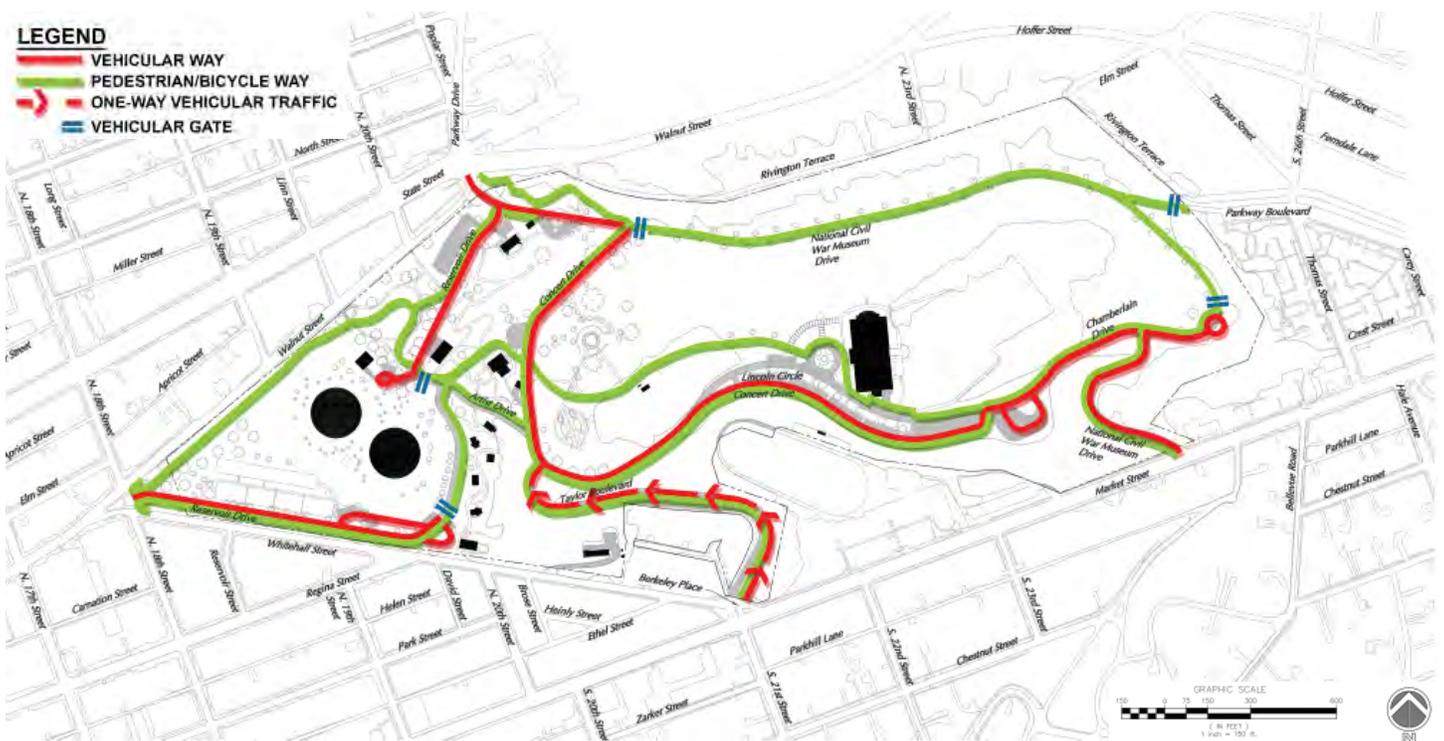


Figure 3.8 Circulation Concept Plan D

- More “eyes” on the Park at the Taylor Boulevard entrance.

#### Concept D Disadvantages:

- Two-way road system would require widening the roadway bench along Concert Drive to allow for two-way traffic and a pedestrian / bicycle facility.
- Market to State Street cut through traffic is not restricted
- Closing of National Civil War Museum Drive to vehicular traffic could reduce the amount of “eyes” in the eastern section of the park (and park user “security”)
- Vehicular traffic would be routed along Taylor Boulevard

Each concept has its advantages and disadvantages. As with any reworking of a roadway system there will be push back from community members that are accustomed to certain traffic routes, and there may be unforeseen consequences on traffic patterns. However, the use of lockable/removable bollards allows for a relatively low cost method for testing different traffic patterns.

Discussion of the closing of the Greenbelt to vehicular traffic posed safety concerns for both sides – ultimately it was decided that creating a vehicular free greenbelt far outweighed the advantage of depending on vehicular traffic to provide eyes on the eastern section of the park. It was determined that other aspects of the master plan could address the surveillance needs that currently exist in this area. Lastly, option D originated from an idea to look towards the highest and best option without being constrained by high cost. It should be kept in mind that the a short term solution may look at one-way shared road routes with a long term solution of creating two-way vehicular traffic and bike lanes and separate pedestrian facilities.

## Preferred Draft Plan

Based on public, City staff, and committee input a Preferred Draft Plan was developed considering both site circulation and Facilities.

## Site Circulation

A refinement of Circulation Concept Plan C was developed into the Preferred Site Circulation Plan (see foldout after page 55 for full plan). The plan would create 4 park entrances. The main park entrance is maintained at State Street with secondary entrances at Walnut and 18th Street, Taylor (ingress only) and National Civil War Museum Drive.

### *State Street Entrance*

The entrance at State Street would maintain two-way traffic to both the existing park ranger parking area along National Civil War Museum Drive and the existing Reservoir Drive parking area entrance (west of the Bandshell). An expanded parking area (88 spaces) would maintain the same entrance and allow for two-way traffic flow with egress at two points. The first is a centrally located one-way drive leading back out to Reservoir Road. Park Egress from this point would be provided by one-way traffic flow north along Reservoir Road towards the State Street Park entrance. A second drive located at the southern end of the expanded parking area would align with Artist Drive. Park egress from this point would be provided by one-way traffic flow east along Artist Drive, continuing north along Concert Drive and west along National Civil War Museum Drive towards the State Street Park Entrance. The portion of Reservoir Road located between the two driveways (west of the pavilion) would be closed to vehicular traffic by locked removable bollards. Access to the Capital Area Regional Water Pump House and the Mansion Parking area would be via the Reservoir Drive parking area and one-way traffic loop along Artist Drive and Concert Drive. With a reduced amount of traffic on



**Figure 3.9 State Street Entrance - Preferred Site Circulation Plan Excerpt**

Artist Drive and Concert Drive, a portion of the road paving can be designated for pedestrian and cyclist use.

### *Walnut Street Improvements*

To simplify the traffic circulation at the Walnut and 18th Street entrance a traffic circle married with revisions to the one-way street network are proposed. A traffic circle is a road intersection at which traffic moves in a counter clockwise direction around a central island. Right-of-way into and out of the circle is controlled by yield signs. The benefits of traffic circles include calming traffic speeds and eliminating turning conflicts.

It is also recommended that Walnut Street become one-way southwest from State Street to 18th Street. This would allow for the development of many additional parking spaces on the east side of Walnut Street. The addition of planting islands will help define parking spaces, and manage and treat storm

water helping to control runoff water along this edge of the park.

To maintain access to the homes and businesses along Walnut Street the following revisions to the city grid are suggested:

- N. 20th Street from State Street to Walnut Street would reverse from one-way north to one-way south
- Linn Street from State Street to Walnut Street would reverse from one-way south to one-way north

The following streets would remain the same:

- 19th Street from State Street to Walnut Street would maintain two-way traffic
- 18th Street from State Street to Walnut Street would maintain one-way traffic north.

With the changes to the one-way system the option to eliminate the existing Walnut Street entrance at State Street should be explored with local business owners. This would help to simplify traffic flow into the Park at State Street.

### *Walnut and 18th Street Entrance*

The entrance at Walnut Street would be maintained as two-way access to the basketball courts, and Arts Village terminating at the Art Village Brownstone. The driveway would terminate at the Brownstone drop off loop. A new parking area (54 spaces) would align with the existing parking area and drop-off loop. The portion of Reservoir Road from the Brownstone drop-off north to Artist Drive would be closed to vehicular traffic with the use of locked removable bollards at both ends.

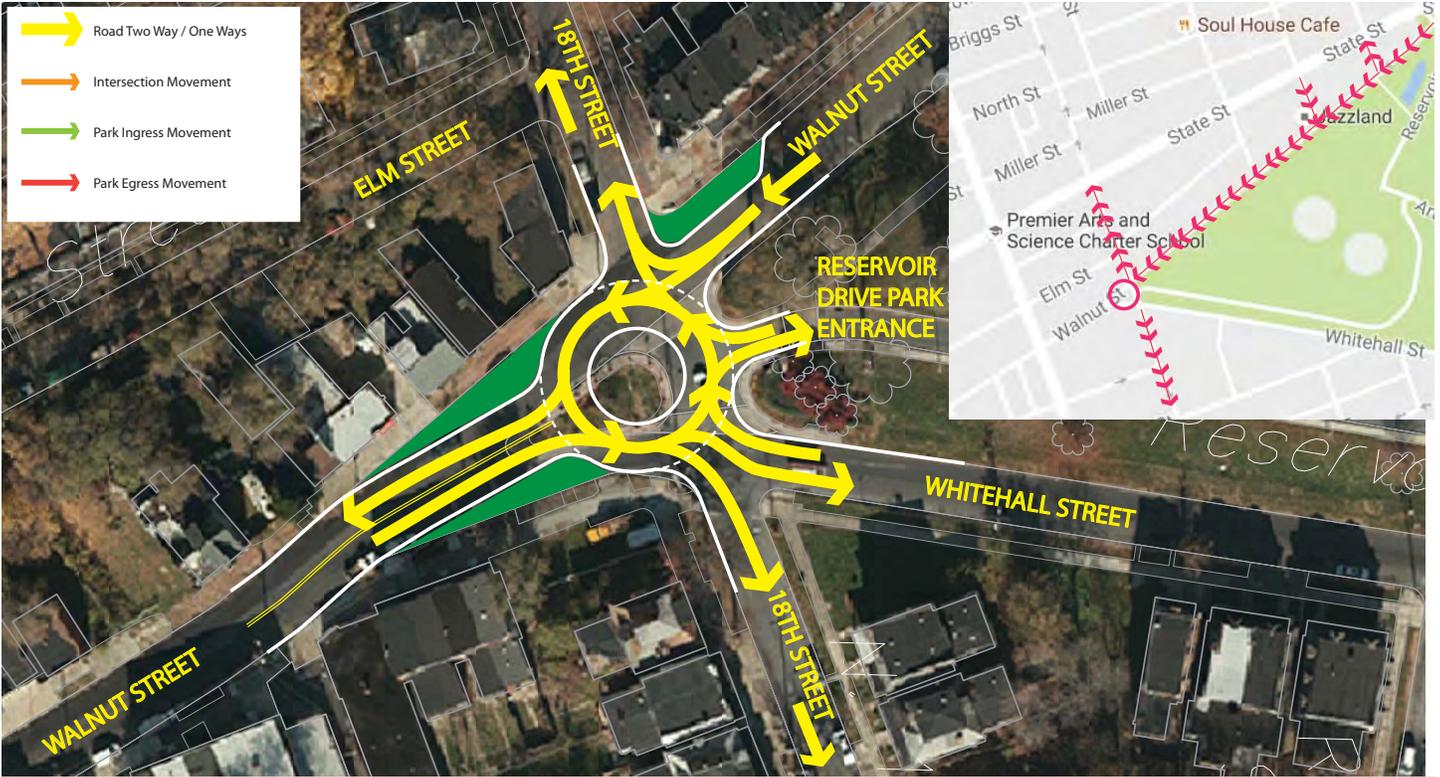


Figure 3.10 Conceptual Traffic Circle Design for Walnut and 18th Street Intersection



Figure 3.11 State Street Entrance - Preferred Site Circulation Plan Excerpt



Figure 3.12 Taylor Street and National Civil War Museum Drive Entrance - Preferred Site Circulation Plan Excerpt

### *Taylor Boulevard Entrance*

The re-opening of Taylor Street provides a front door arrival to the National Civil War Museum from a signalized intersection off of Market Street. Leading into the Park, Taylor Street would be limited to one-way traffic leading to Concert Drive and through to the National Civil War Museum parking area. One-way traffic would continue east along Chamberlain Drive to National Civil War Museum Drive.

The portion of Concert Drive from Artist Drive to Taylor Boulevard would be closed to vehicular traffic by locked removable bollards at both ends creating a small pedestrian plaza area. With the closure of this portion of Concert Drive the east bound park cut through traffic will be eliminated. With traffic along the Taylor Boulevard / Concert Drive entrance reduced to park users and Museum patrons a portion of the

road cartways can be designated for pedestrian / cyclist use.

### *National Civil War Museum Entrance*

The entrance at National Civil War Museum and Market Street would be maintained for two-way traffic and serve as a neighborhood entrance into the park. From Market Street, two-way traffic would continue north east and terminate at a new small parking area of 6 to 10 spaces. Traffic from this entrance would not be allowed to travel west toward the Museum along Chamberlain Drive.

### National Civil War Museum Drive / Capital Area Greenbelt

The Park is located in a 7.6 mile segment of the Capital Area Greenbelt from Derry Street in the southeast to Industrial Drive in the Northeast where 80% of the route is off-road. Of the remaining 20% of the trail, 1.2 miles of shared road falls within the park and the street approaches to the park, creating a major gap in this off-road portion of the Greenbelt. The one-half mile of the shared road greenbelt route within the park is considered a hazardous route due to blind curves and the high vehicle speeds along this one-way stretch of National Civil War Museum Drive.

The plan proposes to close National Civil War Museum drive from the proposed parking area to Concert Drive. This would create a one-half mile vehicular free zone for runners, bikers, strollers, cyclist and greenway users. At Concert Drive the

Greenbelt route would run parallel to the road along an improved pathway bringing users to the State Street intersection. This 10 foot wide pavement would allow for two-way traffic flows eliminating the need for greenbelt users to travel along Concert Drive when heading east.

This change along with future planned improvements along Parkway Drive from the Park west to Edgemont Road would create a near continuous off-road route with two small on-road areas: 0.3 miles of Parkway Blvd leading into the eastern end of the Park and 0.2 miles of shared road along Stanley Road to the west of the Park. Future improvements to these route sections could create a safe off-road route Greenbelt joining the Paxtang Greenway with Reservoir Park and Wildwood Lake

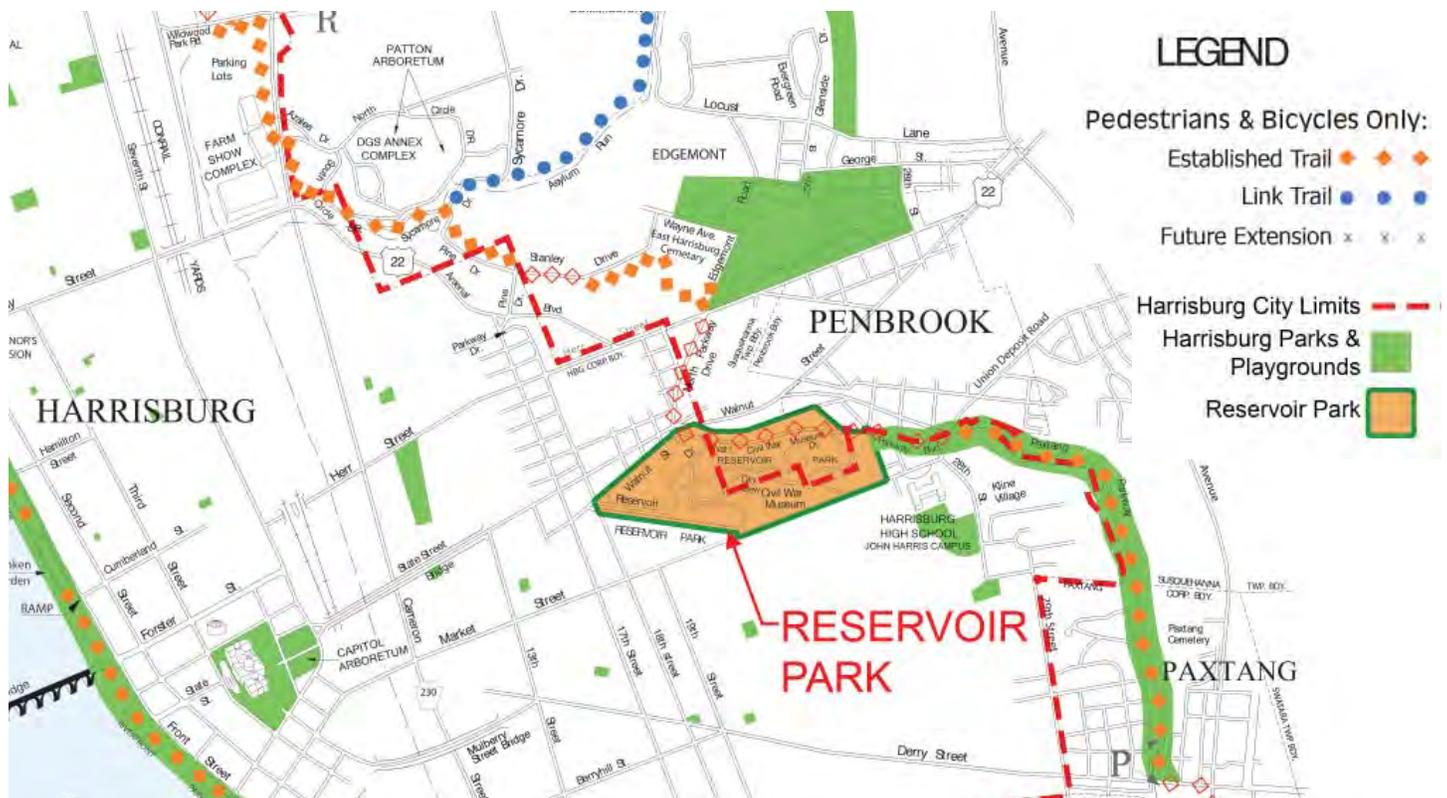


Figure 3.13 Capital Area Greenbelt in the Reservoir Park Area