

ELKINS

STREETSCAPE MASTER PLAN

FINAL PLAN REVIEW

Thursday, April 20th



PHOTO: ROBBIE SKINNER © 2019

PLAN AGENDA

ELKINS DOWNTOWN STREETScape MASTER PLANNING

City of Elkins | April 20, 2023



PUBLIC INPUT REVIEW



STREETScape MASTER PLAN



FOCUS AREAS



PHASING PLAN AND COST

PUBLIC INPUT REVIEW GROUP ACTIVITY REVIEW

ELKINS DOWNTOWN STREETScape MASTER PLANNING

City of Elkins | April 20, 2023

KEY POINTS WE HEARD!

- Intersections
 - Challenging pedestrian intersections along Randolph Ave.
 - Two way stops along Davis Ave could be improved by changing to four way stops.
 - Visibility concerns at intersections
 - Vehicles pulling into the crosswalk areas
 - ADA ramps are aged and no longer to code
 - Tablet Square is a wide “free for all” intersection - Challenging for vehicles and pedestrians.
 - Several people noted they have not seen the pedestrian beacon at Tablet Square.
- Sidewalks
 - Good amount of space within the main part of downtown
 - Received questions about who is responsible for maintaining sidewalks
 - Fragmented sidewalks on the south side of Randolph Ave.
 - Tripping hazards along the sidewalks
 - Noted some buildings have possible coal shoots and other basement access underneath the sidewalks
 - The city would like to have consistent details for sidewalk repair/ replacement
- Railroad Avenue
 - Varying right of way along Railroad Ave. Will require city/private partnerships in the development of the corridor
 - E-mailed recommendations of a one-way route
 - Was asked to consider a roundabout and dead ends at Tablet Square
 - Could parking be placed on Railroad Ave.
- Consider designated bike lanes throughout downtown
- Mixed reviews on the test block of 3rd Street.
 - Could the parking be designated differently?
- Individuals like the existing street furniture and are open to standard arrangements and outdoor dining
- Noted that there are several groups altering the streetscape
 - Community groups using city poles to hang decorations
 - Businesses installing their own lighting
 - Some sidewalks are heated and maintained by the adjacent property owner
- Create key gateways into Elkins to promote the city brand and downtown



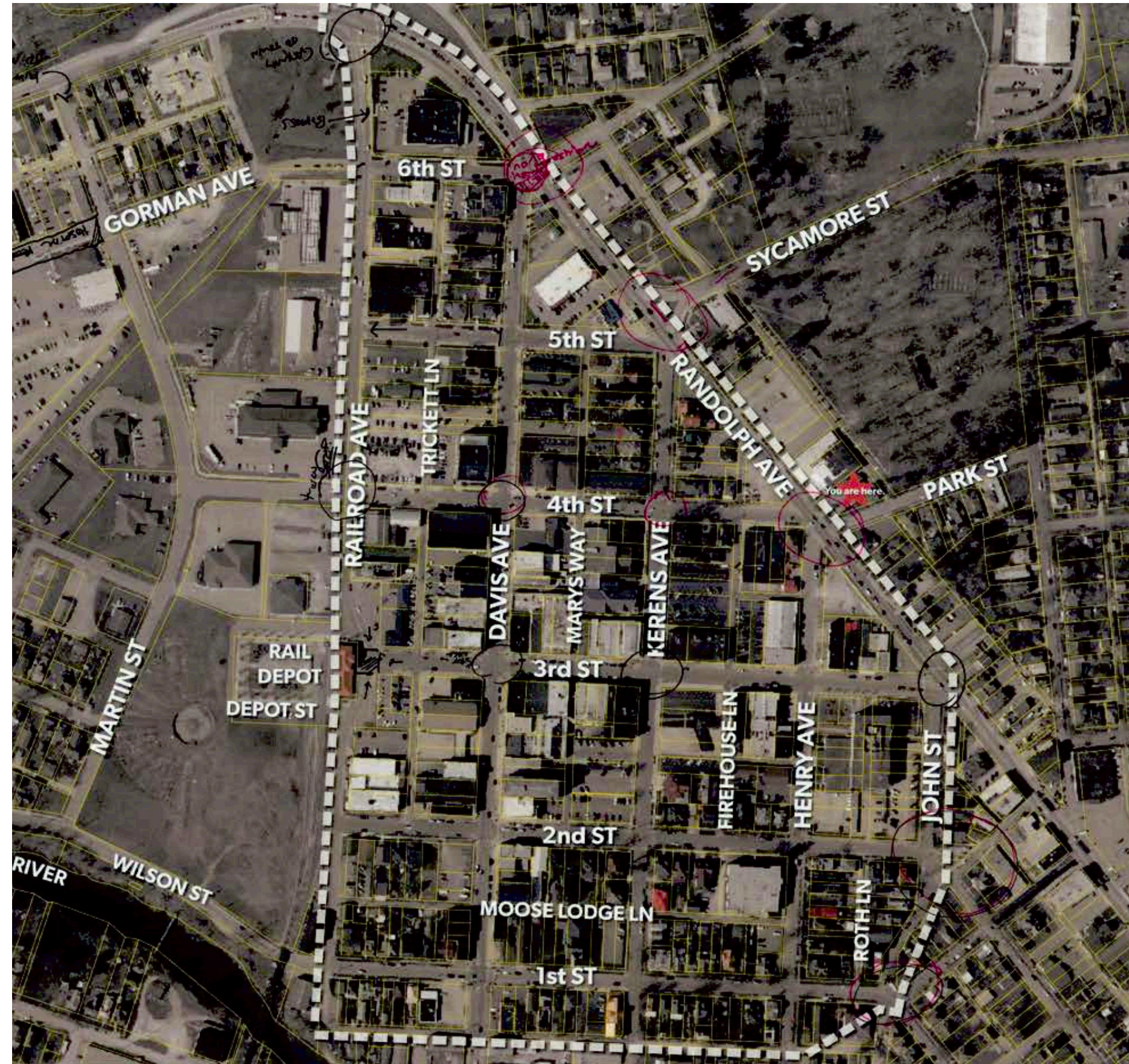
PUBLIC INPUT REVIEW GROUP ACTIVITY REVIEW

ELKINS DOWNTOWN STREETScape MASTER PLANNING

City of Elkins | April 20, 2023

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PUBLIC INPUT REVIEW

EMAIL ACTIVITY REVIEW

ELKINS DOWNTOWN STREETSCAPE MASTER PLANNING

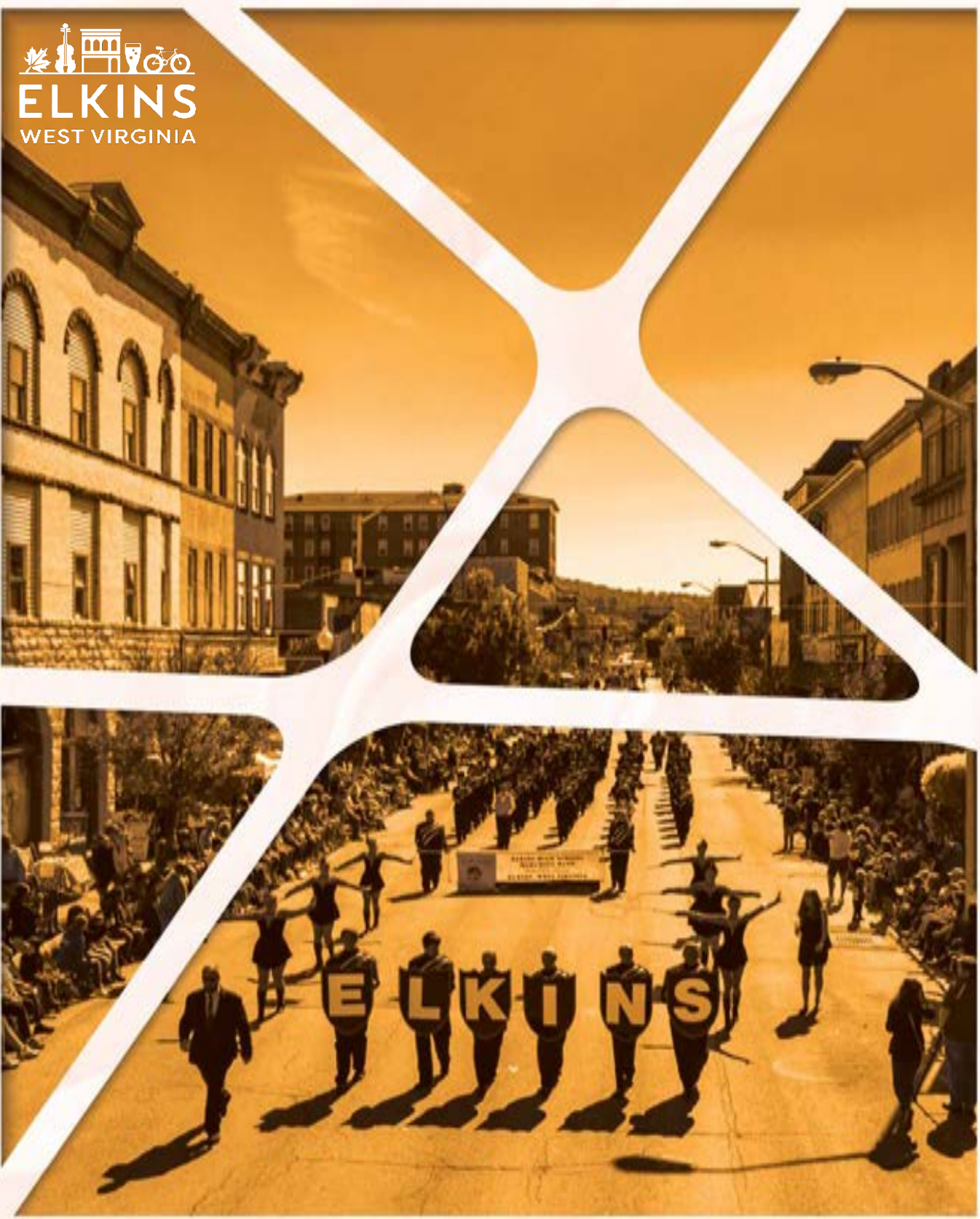
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DISCUSSION POINTS!







- "... concept to make Davis Avenue one way and Railroad Avenue one way – a one way loop."
- "I am against the idea of making Railroad Ave one way northbound and Davis Ave. One way southbound. One reason concerns tourist bus traffic to and from the railroad depot..."
- "The tour buses that drop off passengers for the train and the people who drive in to ride the train? Yes they have a 15 to 30 minute time frame to walk around!"
- "In the 1980's a "walkable downtown" was created by closing 3rd Street off from the corner of 3rd & Davis to the corner of 3rd and Kerens to allow people to walk across the street to shop. This space had benches, etc. It was not successful."
- "We have talked many times about having a shortage of parking spaces and this new traffic pattern would eliminate even more parking spaces."
- "It was mentioned to do away with stop lights and create 2 and 4 way stops. The removal of the stop lights at the YMCA corner and the corner at Citizens Bank have created dangerous intersections because you cannot see if traffic is coming until you have pulled into the intersection."
- "The intersection at the Veteran's Memorial is a major intersection. If traffic is prevented from going south on Railroad avenue, it will create a traffic back up on Harrison Avenue and N. Randolph Avenue..."
- "This new traffic pattern could also cause delays with first responders, which in some cases, seconds count in saving someone's life or house."
- "Discussion has taken place about the city having 4 different types of street lights. Many would like to have the black lamp post style, which is very eye appealing and they look historical."



*2018 TABLET SQUARE STREETSCAPE IMPROVEMENTS PROJECT



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STREETSCAPE MASTER PLAN INTRODUCTION

ELKINS DOWNTOWN STREETSCAPE MASTER PLANNING

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PLAN ORGANIZATION

This plan provides a framework for future streetscape enhancements to encourage design consistency within the urban area of Downtown Elkins while promoting the cultural character of the city. Improvements within the public realm will assist in the overall effort to revitalize the downtown core, improve the local economy, and help attract new businesses and visitors while increasing the quality of life for Elkins residents. The master plan report includes analysis, concepts, materials pallet, and recommendations for streetscape improvements. The plan also includes recommendations indicated through a designated streetscape hierarchy and provides a revised approach to Tablet Square at the Rail Depot.

VISION

PROMOTE FUTURE DEVELOPMENT WITHIN DOWNTOWN ELKINS USING A SAFE, AESTHETIC, AND FUNCTIONAL APPROACH TO STREETSCAPE DESIGN WHILE PRESERVING THE CULTURAL CHARACTER OF THE CITY.

Key considerations were created through input received from stakeholders and community feedback gathered through public engagement activities.

- Develop a welcoming gateway into the city for residents and tourists
- Enhance the pedestrian experience within the public realm to promote active and safe streets
- Create design consistency within the downtown area
- Promote sidewalk activation for business and local agencies
- Consider best practices for stormwater design integration and green infrastructure



STREETSCAPE MASTER PLAN

RIGHT OF WAYS

ELKINS DOWNTOWN STREETSCAPE MASTER PLANNING

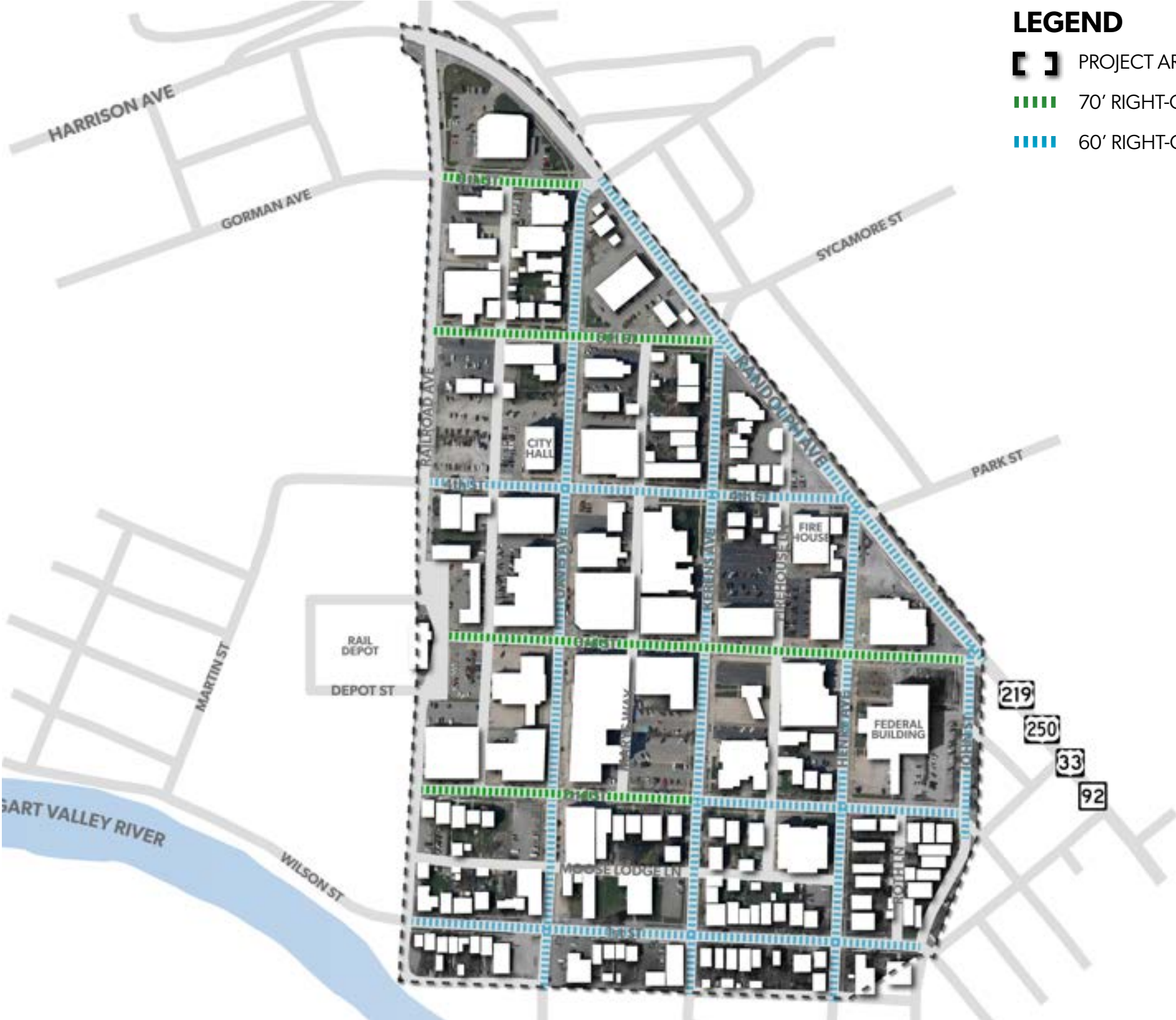
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RIGHT-OF-WAYS

The right-of-ways range between 60' and 70' on the majority of streets within the project area. This provides an area which runs from face of building across the street to the opposite face of building. The right-of-way areas provide space for sidewalks, traffic lanes, and other public amenities. Davis Avenue has a generally large pedestrian space with sidewalks extending as far as 15' from the face of existing buildings. This creates a comfortable pedestrian space conducive to increased safety, accessibility, and social interaction among sidewalk users.

As part of the master planning process, unique considerations for Elkins within the right-of-way include:

- LANE WIDTHS
- MULTI-MODAL TRANSIT CONNECTIONS
- BASEMENT ACCESS POINTS
- LANDSCAPE



LEGEND

- [] PROJECT AREA
- ||||| 70' RIGHT-OF-WAY
- ||||| 60' RIGHT-OF-WAY

STREETSCAPE MASTER PLAN

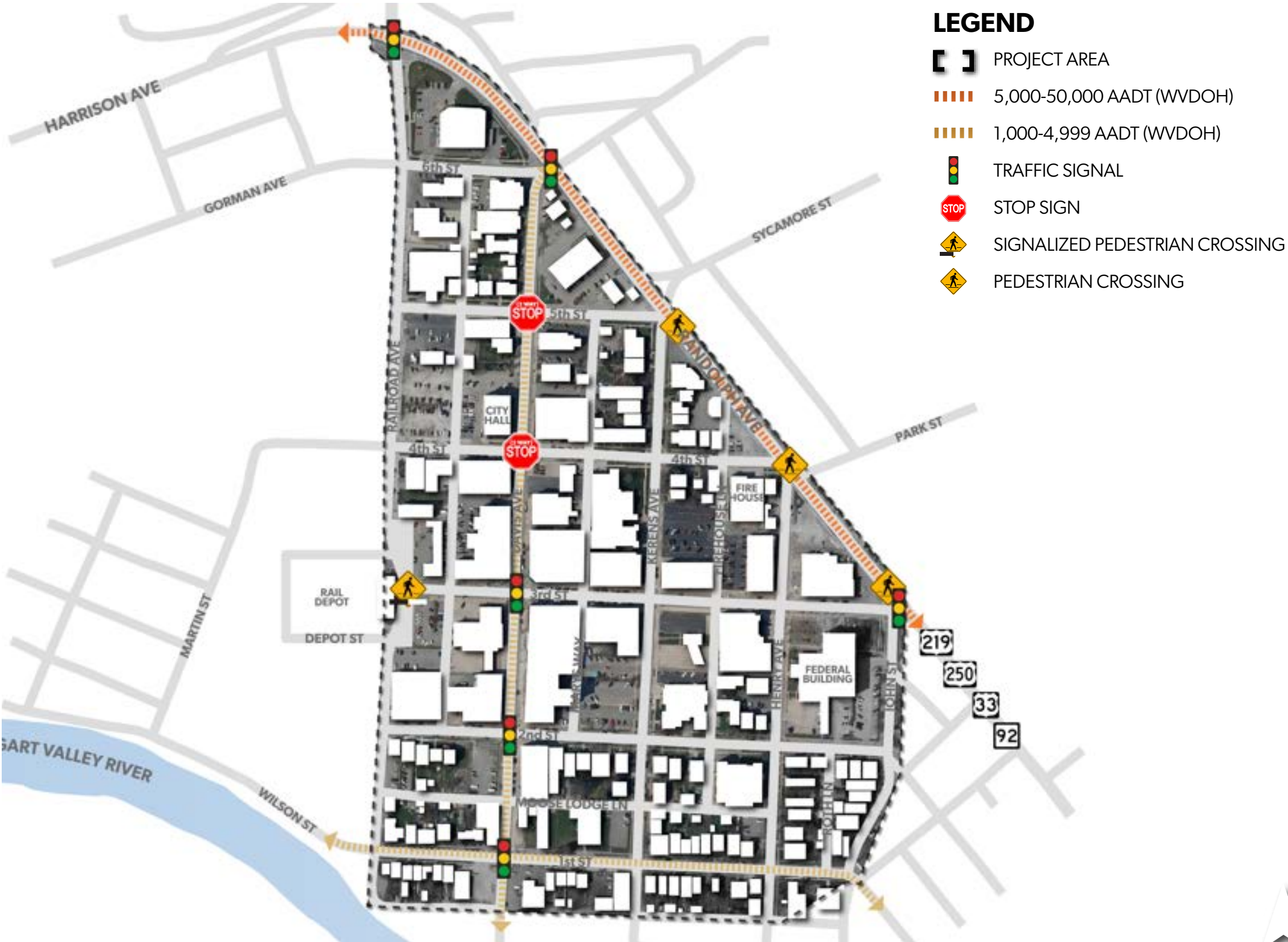
CIRCULATION

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AVERAGE ANNUAL DAILY TRAFFIC (AADT)

WVDOH has traffic AADT (annual average daily traffic) data for three roadways within the project area. Randolph Avenue has data which was last collected in 2020, showing an AADT of over 11,000 vehicles. Randolph Avenue is a major thoroughfare which is used by local residents traveling through downtown as well as motorists passing through the region. Davis Avenue data was last collected in 2020. An AADT of just under 4,000 vehicles was noted. Davis Avenue serves primarily for access throughout downtown and connects motorists to various points of interest, such as shopping and dining. 1st Street data was most recently collected by WVDOH in 2020. An AADT of about 2,600 vehicles was observed. 1st Street provides a method to travel from east to west within the study area.



STREETSCAPE MASTER PLAN

TYOLOGIES

STREETSCAPE TYPOLOGIES

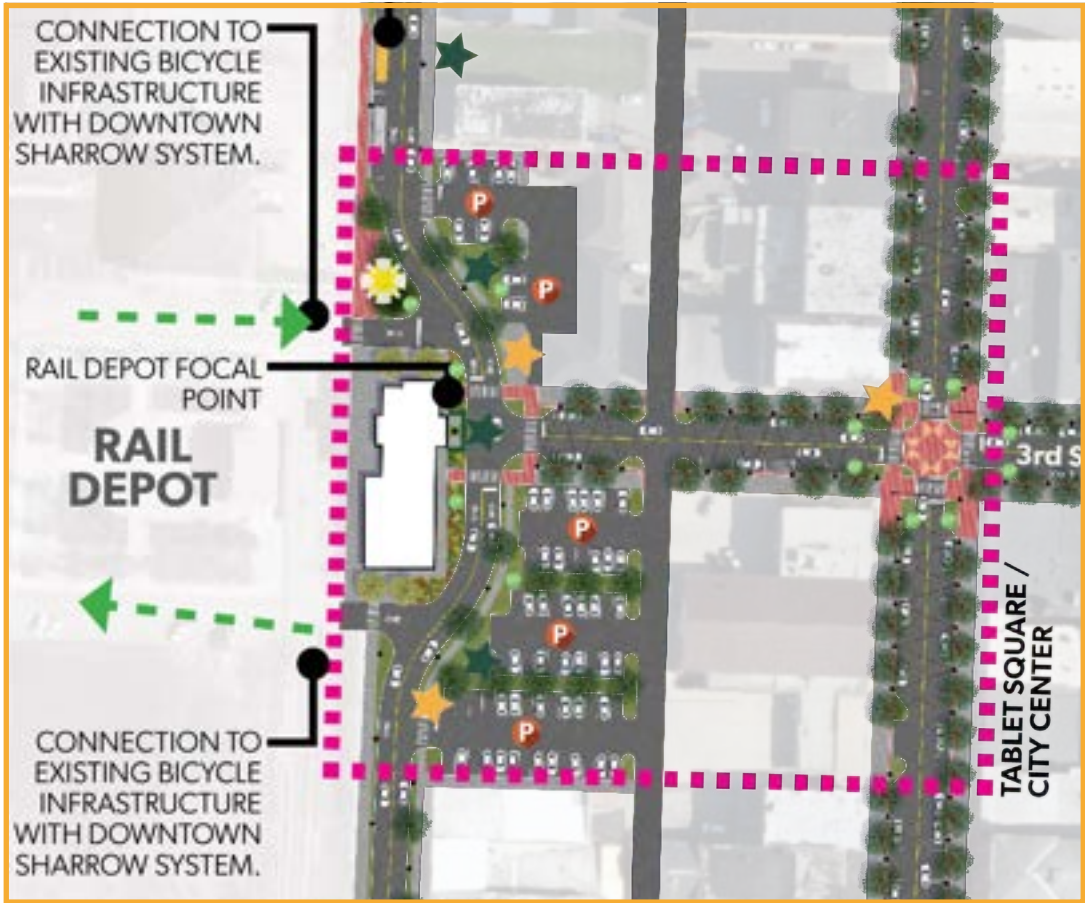
Defined through analysis, stakeholder, and city input, Streetscape Typologies provides the framework to categorize the downtown area into a hierarchy of streetscape types. Providing the city a tool to understand the level of design recommended for each area. Additionally, the typology categories function as a guide towards implementation and phasing to allow for the greatest impact to be developed with the downtown area of Elkins. The streetscape typologies are defined as:

- **Commercial Core:** Davis Avenue, 3rd Street, and Railroad Avenue are characterized by high-density buildings and a mix of larger-scale uses such as office and service buildings.
- **Transitional Blocks:** Randolph Avenue, Kerens Avenue and 5th Street, among others, serve to connect Downtown Elkins to its surroundings.
- **Residential Blocks:** Local Streets such as 1st Street and John Street are characterized as predominantly residential land use and mostly serve local traffic.



CONSIDERATIONS

- ACCESSIBILITY
- INTERSECTION DESIGN
- GREEN INFRASTRUCTURE
- WVDOH COLLABORATION
- PARKING
- WAYFINDING
- SAFETY
- PUBLIC ART
- MATERIALS PALETTE



CONSIDERATIONS

ACCESSIBILITY

INTERSECTION DESIGN

GREEN INFRASTRUCTURE

WVDOH COLLABORATION

PARKING

WAYFINDING

SAFETY

PUBLIC ART

MATERIALS PALETTE

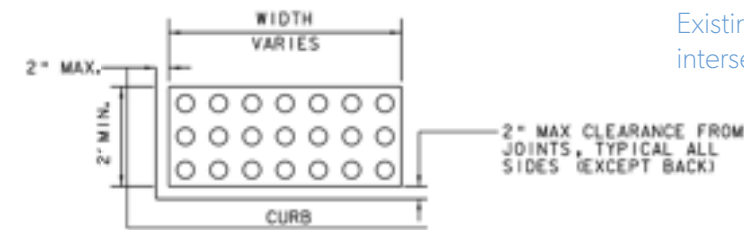
ACCESSIBILITY

RELATED GUIDING PRINCIPLES

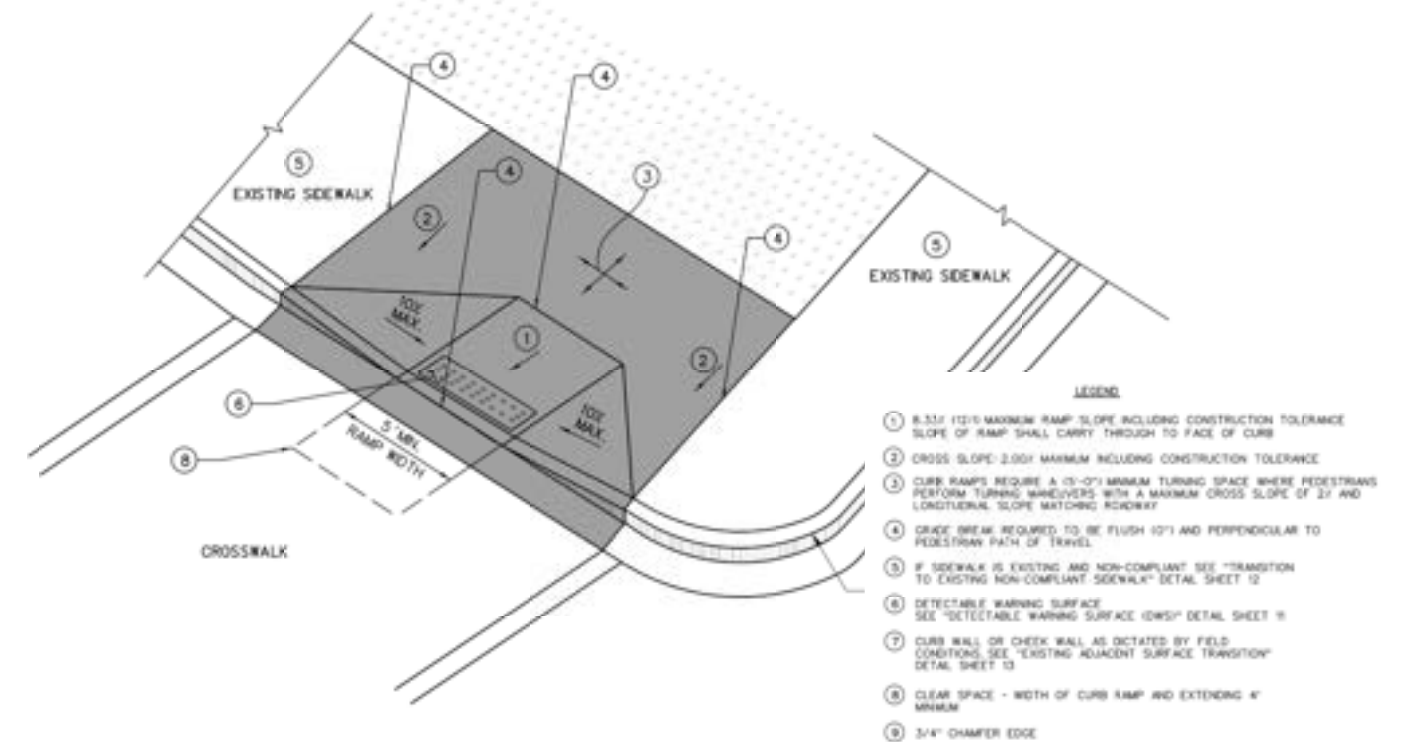
- Utilize typical details for pedestrians
- Enhances safety
- Promotes independence
- Prioritize ADA-accessibility
- Supports inclusion



Existing crosswalk and ADA curb cuts with ramps at the intersection of Davis Avenue and 4th Street.



Detectable Warning Surface (Truncated Domes). Source: WVDOH Standard Details Volume 1



Type I Curb Ramp. Source: WVDOH Standard Details Volume 1

CONSIDERATIONS

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GREEN INFRASTRUCTURE

WVDOH COLLABORATION

PARKING

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INTERSECTIONS

RELATED GUIDING PRINCIPLES

- Bump out design
- Increased pedestrian safety
- Improved accessibility
- Traffic calming
- Enhanced streetscape
- Striping



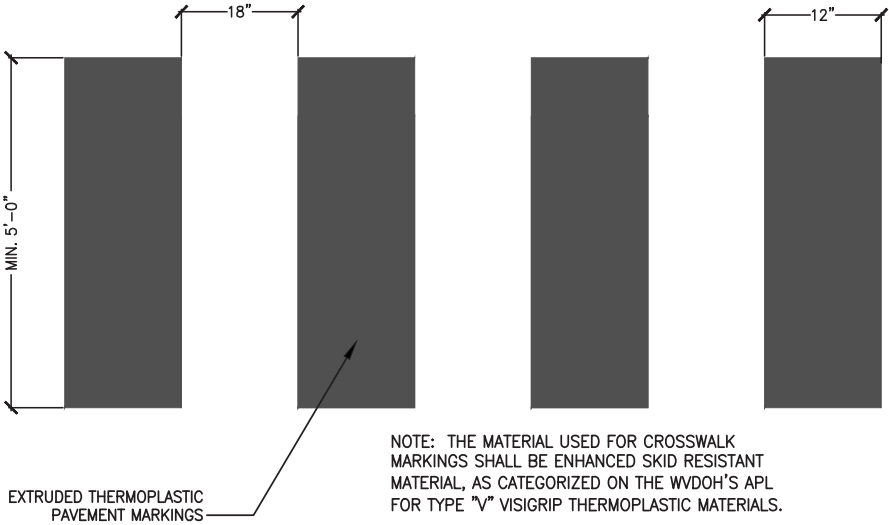
Intersection upgrades at 3rd Street and Railroad Avenue show a reimagined street alignment.



Intersection upgrades at 3rd Street and Davis Avenue include a paver intersection infill.



Intersection upgrades at 4th Street and Davis Avenue highlight paver sidewalk detailing and new striping.



Extruded Thermoplastic Crosswalk Pavement Markings

CONSIDERATIONS

ACCESSIBILITY

INTERSECTION DESIGN

GREEN INFRASTRUCTURE

WVDOH COLLABORATION

PARKING

WAYFINDING

SAFETY

PUBLIC ART

MATERIALS PALETTE

GREEN INFRASTRUCTURE

RELATED GUIDING PRINCIPLES

- Improved stormwater management
- Enhanced aesthetics
- Reduced heat island effect
- Improved air quality



Low vegetation within bumpouts for stormwater filtration and clear sight lines.



Vegetated buffers along sidewalks can filter stormwater from the roadway through a series of curb apertures.



Curb apertures allow for direct stormwater flow into the bumpouts.



CONSIDERATIONS

ACCESSIBILITY

INTERSECTION DESIGN

GREEN INFRASTRUCTURE

WVDOH COLLABORATION

PARKING

WAYFINDING

SAFETY

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MATERIALS PALETTE

WEST VIRGINIA DEPARTMENT OF HIGHWAYS (WVDOH) COLLABORATION

AREAS OF IMPROVEMENT

- Davis Avenue and Randolph Avenue Intersection
- Kerens Avenue and Randolph Avenue Intersection
- Henry Avenue and Randolph Avenue Intersection
- 3rd Street and Randolph Avenue Intersection

New sidewalks are recommended with a 24-foot wide maximum curb cut for better pedestrian circulations. In order to complete this effort it should be noted that an MM-109 Permit will need to be taken into account for completion of future projects and be considered for planning of implementation.



Intersection upgrades at Davis Avenue and Randolph Avenue serve as the prime link to D+E College



Intersection upgrades at Kerens Avenue and Randolph Avenue serve as the vehicular link to D+E College



Intersection upgrades at Henry Avenue and Randolph Avenue



Intersection upgrades at 3rd Street and Randolph Avenue

CONSIDERATIONS

- ACCESSIBILITY
- INTERSECTION DESIGN
- GREEN INFRASTRUCTURE
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PARKING

RELATED GUIDING PRINCIPLES

- Central Business District existing parking
- Enhanced parking near Rail Depot
- New parking along Railroad Avenue
- Full parking striping within the Commercial Core and extents of Davis Avenue and 3rd Avenue

Implementation of parking meters is to be determined by the City of Elkins. Considerations for meters should incorporate card readers payment method at either an individual meter per space or select pay kiosks.



Designated parking along Railroad Avenue and 4th Street



Figure 2.2 Parking in the Central Business District
Source: City of Elkins

CONSIDERATIONS

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WAYFINDING

RELATED GUIDING PRINCIPLES

- Implement a robust wayfinding system utilizing the developed signage palette
- Delineate access points
- Create unique gateways
- Avoid visual disturbance of the roadway
- Provide connection points for pedestrian throughout downtown



- ★ WAYFINDING SIGNAGE
- ☀️ GATEWAY SIGNAGE



Figure 2.2 Proposed wayfinding signage for the City of Elkins.
Source: City of Elkins and Elkins Main Street

CONSIDERATIONS

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SAFETY

RELATED GUIDING PRINCIPLES

- Enhanced lighting
- Sidewalk replacement
- Intersection upgrades and bump out design
- Clear pedestrian and vehicular sight lines
- Limit design clutter



Pedestrian warning beacons - similar to those at 3rd Street and Railroad Avenue



Sternberg 3330 Gateway Poles are a great fit for Elkins as they come in a variety of scales and assortments to fit each are of the project area. Source: Sternberg Lighting



Custom poles for traffic light assemblies. Source: Sternberg Lighting

CONSIDERATIONS

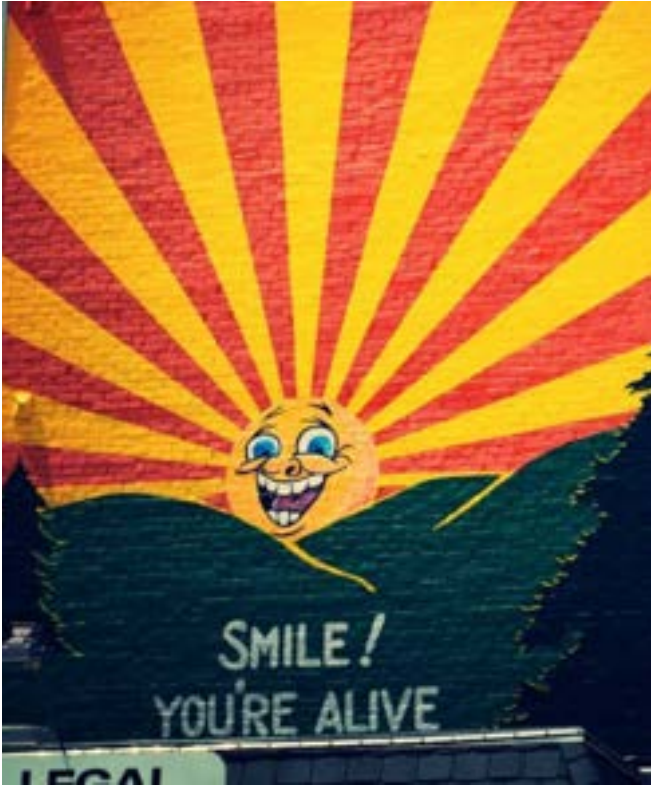
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PUBLIC ART

RELATED GUIDING PRINCIPLES

- Community beautification
- Cultural expression
- Community engagement
- Education opportunity
- Economic benefit
- Social commentary

Public art is an important part of any community, and its benefits extend beyond its aesthetic and cultural value to include social, educational, and economic benefits. Continuation of art within Mary’s Alley would present itself as a potential destination.



Existing mural on the side of the old Talbott Glass Building provides a bright greeting into downtown.



Existing public art at the intersection of 3rd Street and Mary’s Alley.

CONSIDERATIONS

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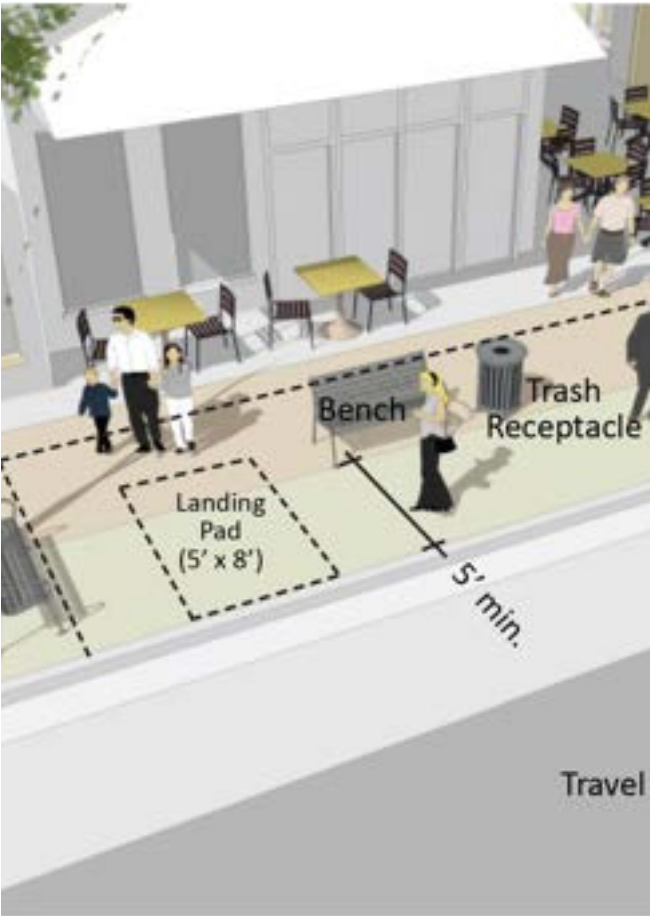
MATERIALS PALETTE

RELATED GUIDING PRINCIPLES

- Ease of maintenance
- Use of existing materials
 - Ground plane texture - Brick and concrete
- Utilize Elkins Main Street furniture guidelines
- Follow placement guidelines for street furniture
- Street tree recommendation list
- Consistent lighting selection



E350LED / E360 EURO Series
Source: Sternberg Lighting



Street furniture placement guidance



3D Visualization of a structural cell system used for street tree planting

STREETSCAPE MASTER PLAN

FOCUS AREA #1

ELKINS DOWNTOWN STREETSCAPE MASTER PLANNING

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FOCUS AREAS

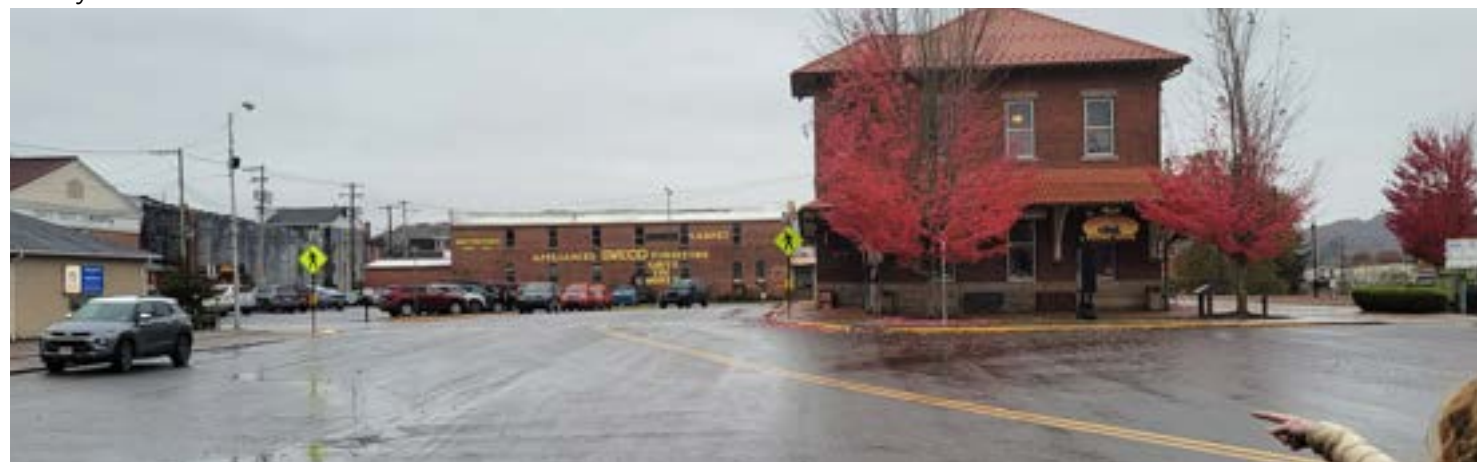
TABLET SQUARE

DESIGN INTENT

- Attract visitors from Rail Depot into downtown
- Create safe pedestrian crossings
- Roadway delineation
- Vegetate expansive asphalt area
- Enhance sidewalk connections
- Park lot reconfigurations
 - Need for public / private partnerships
- Expanded pedestrian plaza at depot
- Bus parking
- Wayfinding and placemaking signage
- Expand bike network with sharrow system



Sternberg lighting recommended to cross over 3rd Street.



Existing pedestrian crossing with self activated warning beacons.



STREETSCAPE MASTER PLAN

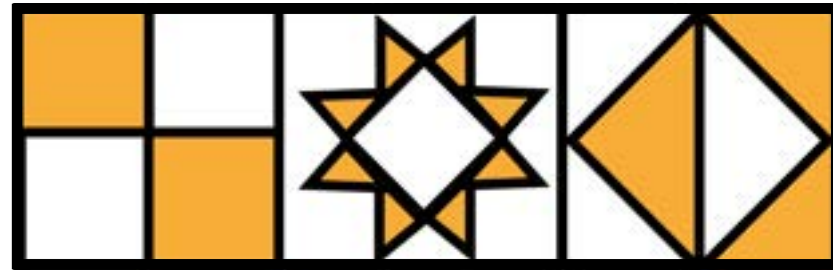
FOCUS AREA #2

FOCUS AREAS

CITY CENTER

DESIGN INTENT

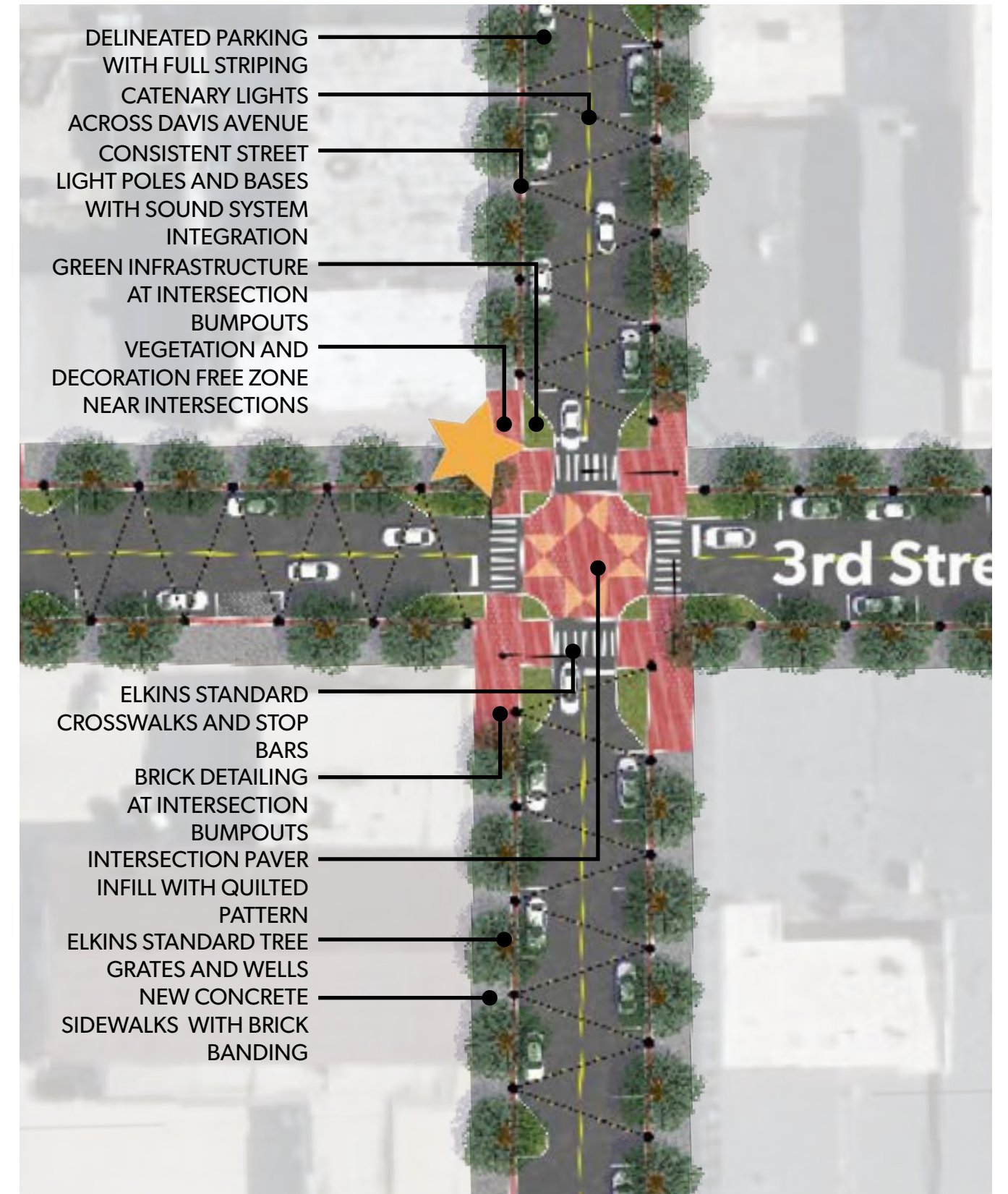
- Create a premier street for downtown
- Utilize existing materials while adding new historic details for design consistency
- Enhanced lighting
- New street light poles
- New street tree with tighter placement
- Utilize a street tree list for consistent and proper planting
- Clean up sight lines and limit clutter
- Use brick detailing within sidewalks and key intersections



Overhead catenary lighting to create a strong pedestrian ceiling and evening ambiance.



Existing intersection at 3rd Street and Davis Avenue



STREETSCAPE MASTER PLAN PHASING PLAN

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IMPLEMENTATION

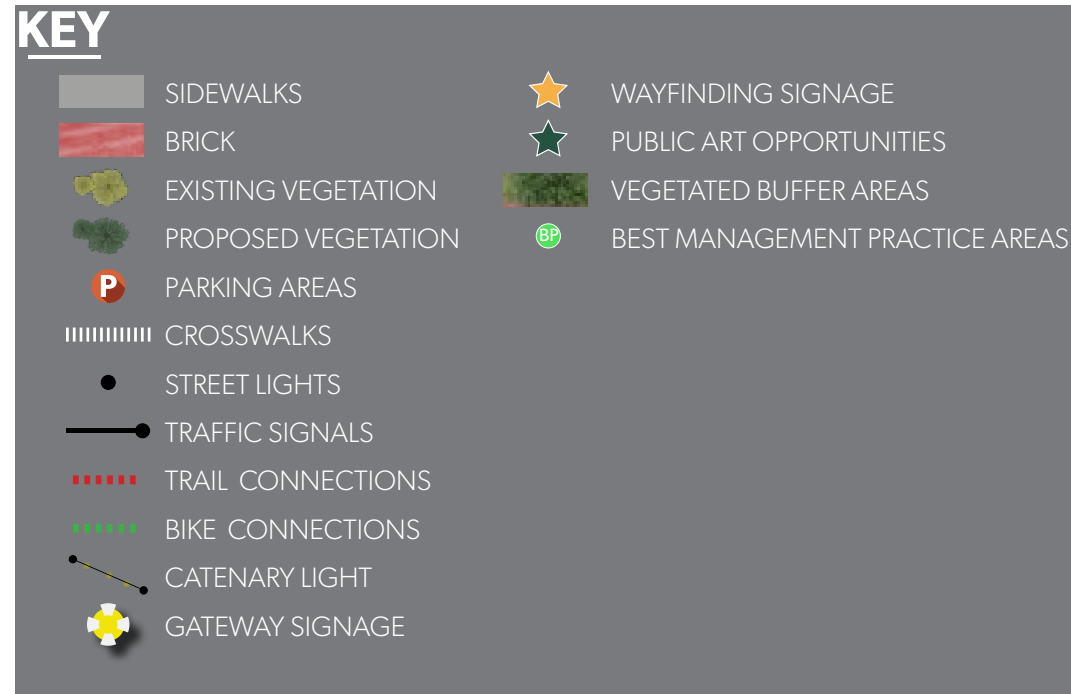
A phased approach was developed to break the overall concept into a manageable project for the City of Elkins to implement. A cost opinion has been developed for the first phase of the conceptual plan while noting phases are subject to change pending funding opportunities.

PHASE ONE: Tablet Square and Elkins Commercial Core

- Pavement striping of lanes and parallel parking
- Sidewalk replacement
- Street tree replacement and custom Elkins tree grates
- Green infrastructure systems within bumpouts
- 2' Brick paver banding along sidewalk edge
- Brick paver sidewalks at intersections
- Street furniture
- Intersection at 3rd Street and Davis Avenue
- Catenary lighting along 3rd Street and Davis Avenue
- Parking reconfiguration at Tablet Square
- Landing plaza near bus parking at rail depot
- Landscape treatment at rail depot
- Rail depot
- Street lighting

CONCEPTUAL RANGE OF COST: \$3.5M - \$4.6M

Preliminary cost estimates for the project have a 30% swing to account for contingencies in final design. It should be noted that these are cost estimates based on conceptual design and further estimating will be required as the plans are advanced. As the project encompasses a large area of downtown Elkins, unit costs were prepared for the city to utilize as future projects become available from the master plan and are included within the Appendix. These are meant as a guide to help determine possible cost of future phases with an adjustment factor given to use based on year to year inflation.



THANK YOU! ELKINS

STREETSCAPE MASTER PLAN

FINAL PLAN REVIEW

Thursday, April 20th

