



ELKINS
WEST VIRGINIA



ELKINS

**STREETScape
MASTER PLAN**

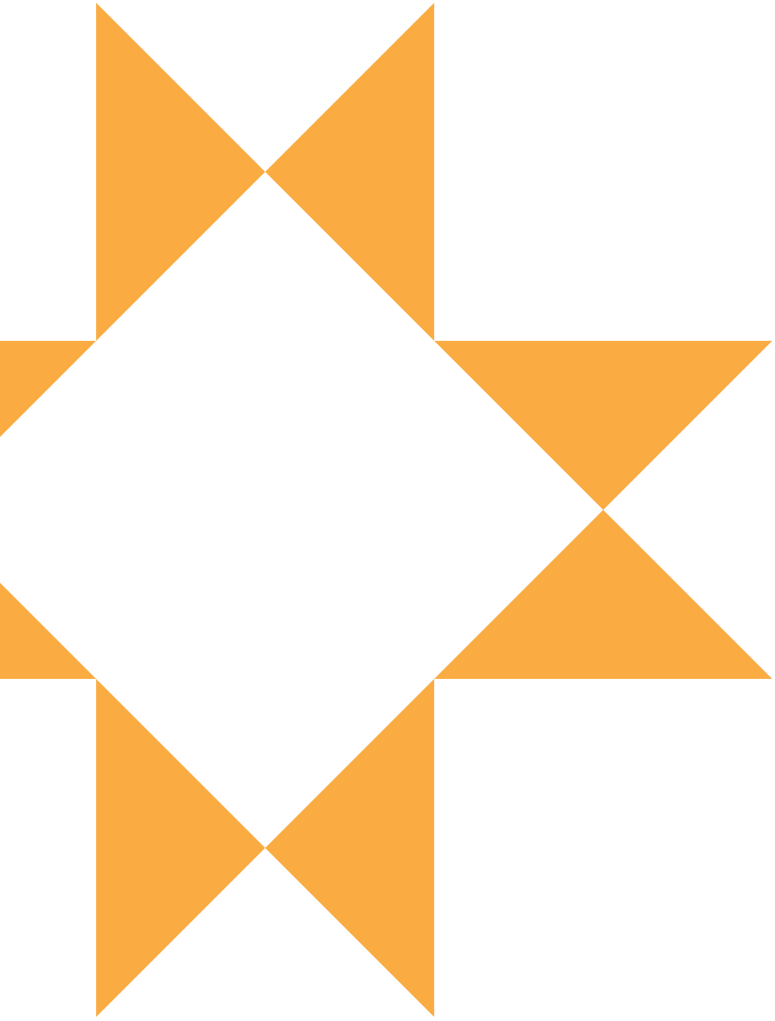
2023

Prepared by:



**COMMUNITY
SOLUTIONS
GROUP**





ELKINS STREETScape

MASTER PLAN

PREPARED FOR



IN PARTNERSHIP WITH



Participants

The City of Elkins would like to thank all the stakeholders involved with the development of the Elkins Streetscape Master Plan. A special thank you to the continued partnerships with Elkins Main Street and all those who participated in our public meetings.

This document was stewarded internally by the City of Elkins, focusing on creating a clear path for the future development the public realm within the downtown area of Elkins.

This plan was developed by the City of Elkins in collaboration with the Community Solutions Group of GAI Consultants. All maps and graphics were created by the consultant team unless otherwise noted.



gai consultants

**COMMUNITY
SOLUTIONS
GROUP**

Published in April 2023

CONTENTS







	1 Introduction	6
	Plan / Chapter Organization	8
	Vision	8
	Existing Conditions Analysis	10
	2 Master Plan	14
	Streetscape Typologies	16
	Accessibility	18
	Intersections	19
	Parking	22
	Wayfinding	23
	Safety	24
	Public Art	25
	Summary	26
	3 Focus Area Plans	28
	Focus Area One: <i>Tablet Square</i>	30
	Focus Area Two: <i>City Center</i>	32
	4 Materials	34
	Hardscape	36
	Furniture Selections	37
	Site Furnishing Placement	38
	Vegetation Recommendations	40
	Lighting	42
	5 Phasing and Cost	44
	A Appendix	48
	Public Participation	50
	Typical Details	54
	Unit Rate of Costs	65
	List of Figures	65



Image Source: Elkins-Randolph County Tourism



INTRODUCTION

INTRODUCTION

PLAN ORGANIZATION

This plan provides a framework for future streetscape enhancements by encouraging design consistency within the urban area of Downtown Elkins and promoting the rich 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, attract new businesses and visitors, and improve 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.

Figure 1.1 identifies the project area boundary and tax parcels.

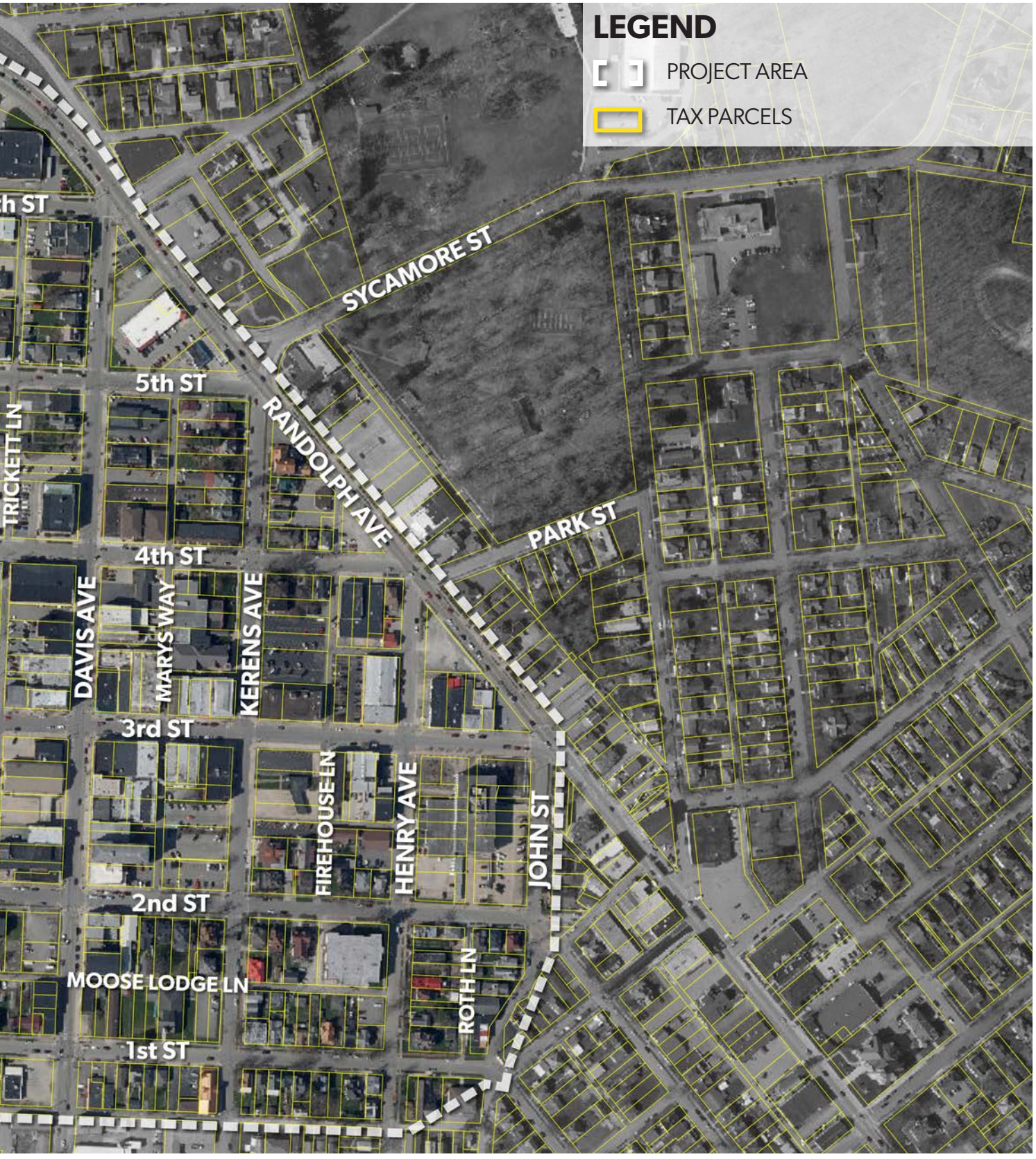
VISION

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 and 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





INTRODUCTION

EXISTING CONDITIONS

The project area of the Elkins Streetscape Master Plan encompasses a multi-block region bounded to the north/northeast by Randolph Avenue (WV92/US33), to the west by Railroad Avenue, to the south by 1st Street, and to the east by John Street. The streets are laid out in a grid pattern running generally north-south and east-west, which is typical of similarly developed cities within the region.

RIGHT-OF-WAYS

The right-of-ways, illustrated in [Figure 1.2: 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.

LANE WIDTHS

Traffic lanes throughout the project area are typical in width, ranging from 10' to 12' depending on the location. On-street parking is generally 8' wide, which is common in downtown streetscape areas. As the primary land use transitions from commercial to residential in the study area, roadways and parking lanes reduce to more narrow widths. As future improvements are planned for the project area, minor adjustments to lanes widths may provide more space for pedestrian or cyclists usage.

MULTI-MODAL TRANSIT CONNECTIONS

The City of Elkins receives public transit support from Country Roads Transit. Within the project area, the Elkins North Loop and the Elkins South Loop serve citizens. The Elkins North Loop provides service to the Elkins Senior Center and Railroad Avenue in the

northwestern portion of the project area. The Elkins South Loop provides service throughout the project area. Country Roads Transit bus routes operate as a flag down style system, where passengers can flag down a bus as it travels on a street to board and ride.

Currently, dedicated cycling access to the project area connects at the Rail Depot area west of Railroad Avenue. From there, cyclist share the road with motorist throughout the downtown region.

BASEMENT ACCESS POINTS

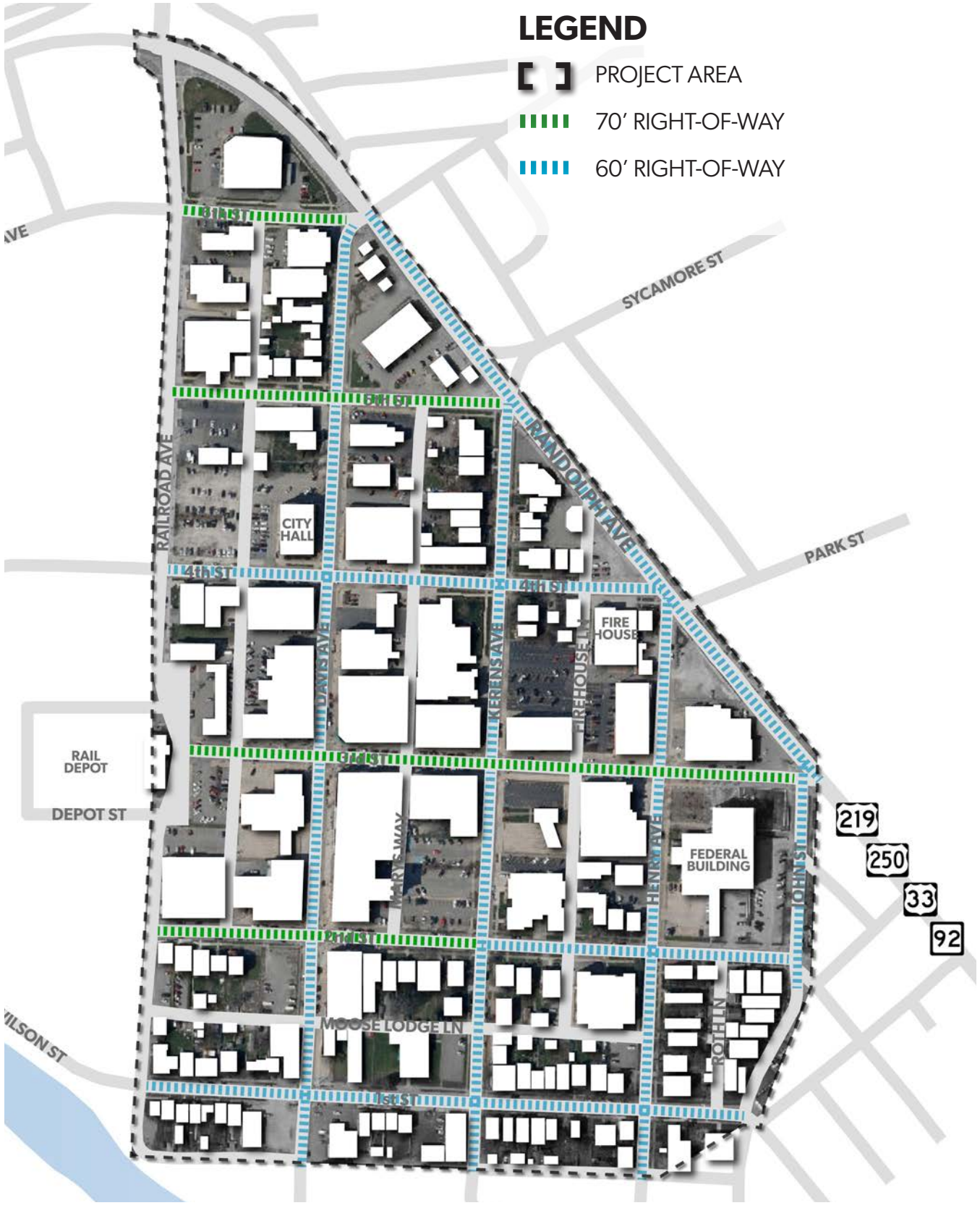
The presence of potential basement access points to existing buildings was noted during the site walk-through and audit. These vault-like structures in the sidewalk could be part of coal delivery chutes which were at one point common in urban structures, as coal was once a primary fuel for heating. As buildings have been updated, the need for coal chutes has diminished, but structures may remain. As sidewalks are updated, special care will need to be given in the area of these structures, as the building basement may be under the sidewalk.



A possible coal delivery chute noted at a business along Davis Avenue

LANDSCAPE

Within the project area are numerous species of street trees with varying planting details. The City of Elkins has been working to standardize planting details, though there are instances where private developers



LEGEND

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

INTRODUCTION



Undersized street tree blocking a street sign in front of City Hall on Davis Avenue

have planted their own trees. Additionally, some dated methods of tree plantings were observed.

Along Davis Avenue, smaller trees such as dogwoods, cherry trees, and Japanese maple trees were noted. These trees are typically not ideal for street tree use, as they grow lower and block pedestrian and vehicular areas. The city should work to develop a preferred list of street trees and create an ordinance for street tree planting and replacement. The use of raised timber planters was noted in several areas of the project. This style of planting may be acceptable for smaller trees, however it could negatively affect larger trees which need space for root systems to grow.



A large maple tree boxed in with a timber structure exhibits signs of restricted growth on 3rd Street.

The City of Elkins is working to standardize the use of tree grates for street tree planting. Tree grates are utilized to protect the root zone of the trees from pedestrians. It was observed that some of the tree grates do not have proper frames which are used to keep the grate level with the surface of the sidewalk and off of the tree roots. As new grates are installed, the installation details should be reviewed and upgraded as necessary.

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. [Figure 1.3: Existing Street Network](#) displays AADT data available through WVDOH.



Davis Avenue looking south

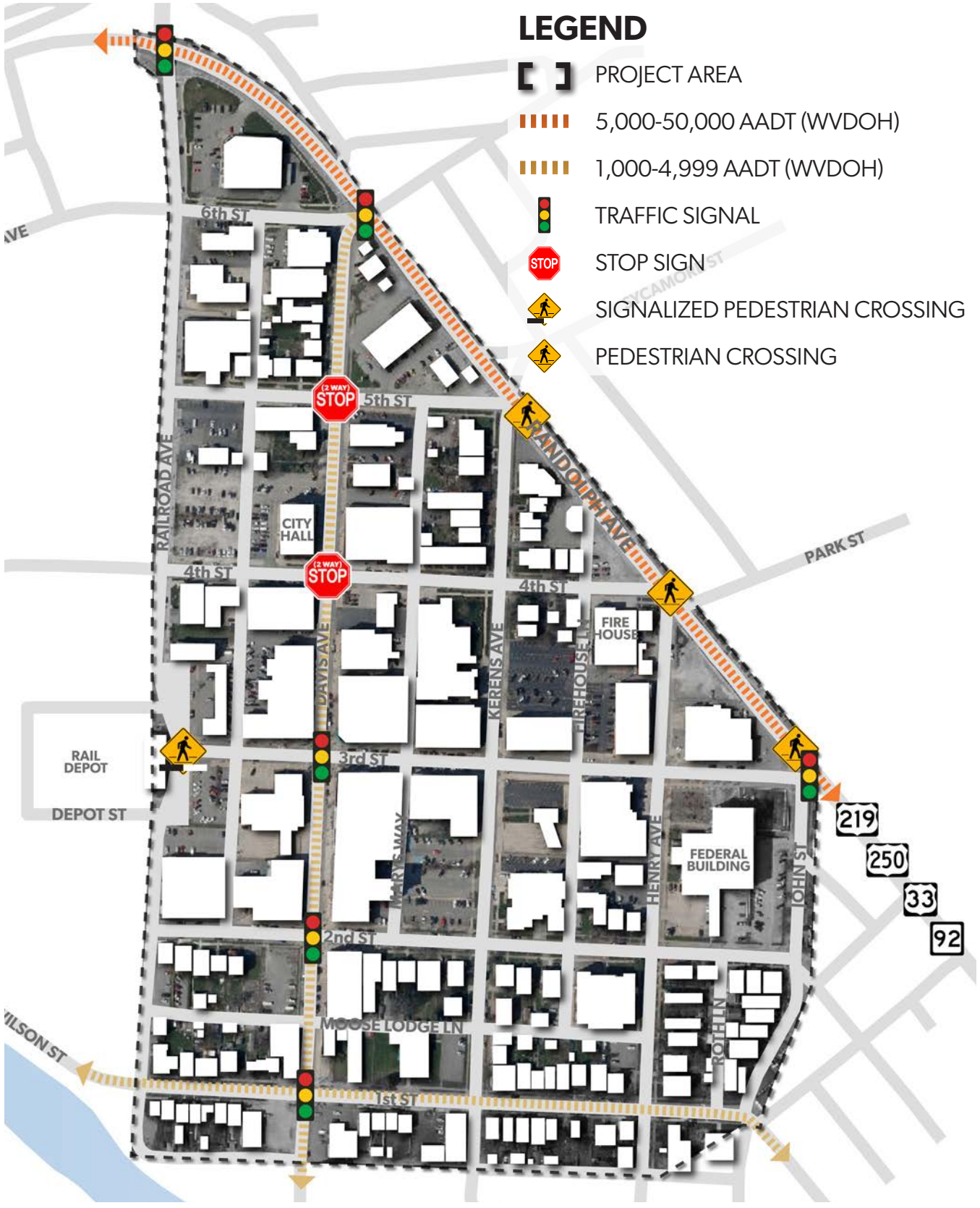




Image Source: Elkins Main Street



MASTER PLAN

2

MASTER PLAN

STREETSCAPE TYPOLOGIES

Defined through analysis, stakeholder, and staff, [Figure 2.1: 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 and allows 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 in nature and mostly serve local traffic.

COMMERCIAL CORE

As urban centers continue to grow, it is important to create a vibrant and attractive downtown that encourages economic growth and community engagement. One way to do this is by introducing new materials that fit within the historic context of the area. By using consistent materials and finishes throughout the downtown, Elkins can create a cohesive and visually appealing environment. This can include materials such as brick, stone, and wood that complement the existing buildings and architecture.

Lighting: Improving lighting is also crucial for creating an attractive, safe and secure environment for residents and visitors alike. By strategically placing lighting fixtures and utilizing energy-efficient bulbs, Elkins can enhance visibility, add visual character, and create a safer environment.

Site Amenities: Street furniture such as benches, tables, and trash cans provide opportunities for rest and relaxation, as well as outdoor dining and socializing.

By incorporating these elements into the downtown landscape, Elkins can create a more welcoming and livable environment.

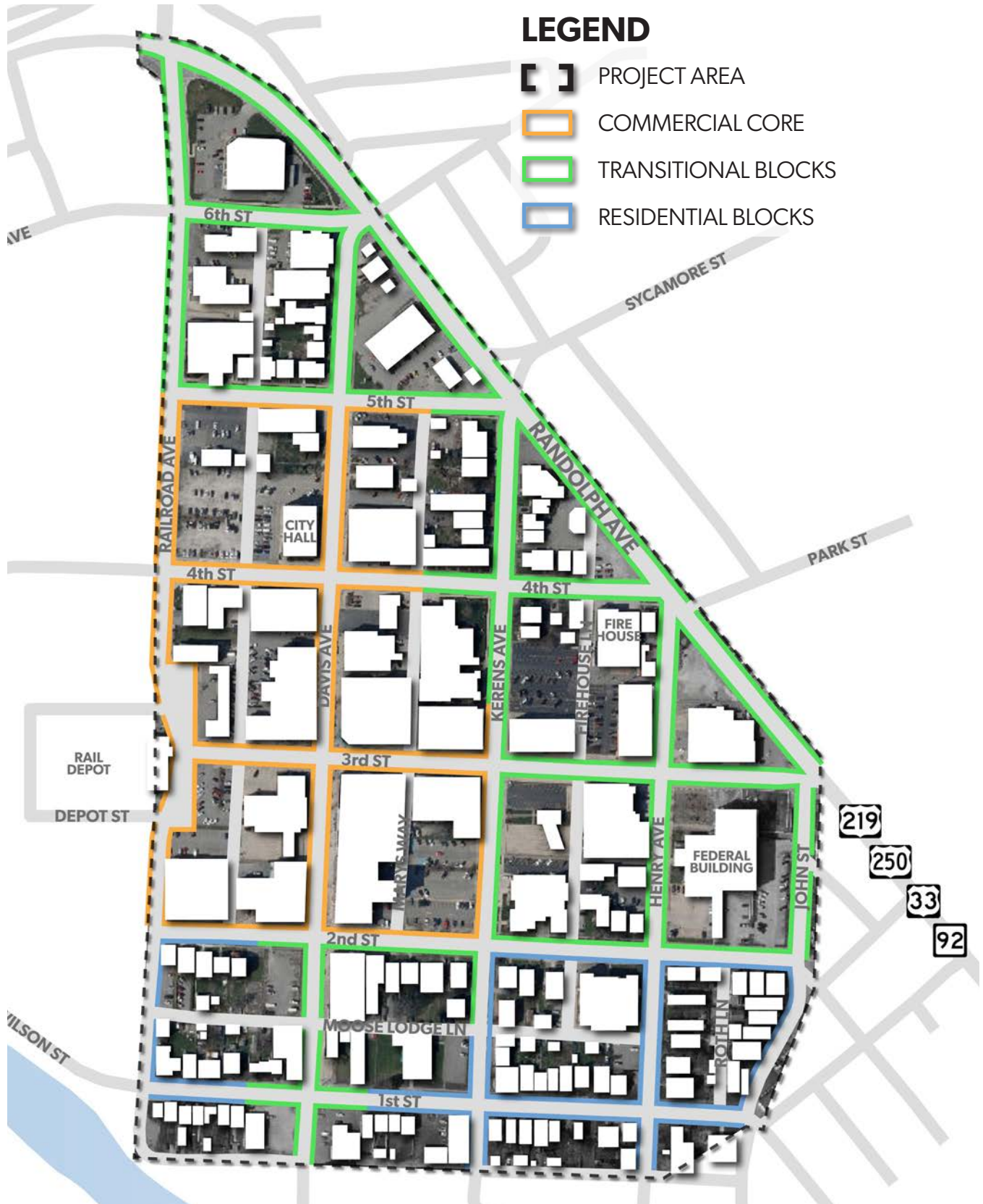
To create safer and more functional streets, Elkins can implement lane differentiation at the Rail Depot and utilize green infrastructure at intersection bump outs. Additionally, adding bike facilities, high visibility crosswalks, and pedestrian-friendly infrastructure will promote walkability and accessibility. By incorporating these strategies into the commercial core, Elkins can create a more active and attractive urban center that encourages economic growth, community engagement, and a higher quality of life for residents and visitors alike.

TRANSITIONAL BLOCKS

The transitional block should provide a seamless connection and consistency between the commercial core and surrounding areas. This can be achieved through the incorporation of key streetscape features, such as brick details, lighting, and plantings, where space permits. Additionally, it is important to maintain and reintroduce vegetated buffers between the sidewalk and roadway to provide a sense of visual relief and improve pedestrian safety. This can be achieved by adding more streetscape vegetation, as recommended in the master plan. To further improve pedestrian safety, drive entry openings should be narrowed to a maximum of 24 feet to limit conflicts between pedestrians and vehicles along the sidewalk. Finally, it is important to provide consistent sidewalks along all roadways to ensure a uniform pedestrian experience and enhance the overall streetscape.

RESIDENTIAL BLOCKS

Residential block design should strive to provide 6-foot minimum sidewalks with a 3-foot vegetated buffer wherever possible. A consistent vegetated buffer area will be maintained to include new and existing street trees with lighting that will complement the design aesthetic of the commercial core. This area shall maintain street parking and right of ways within the district while providing localized wayfinding signage to help orient people to the commercial core of Downtown Elkins.



MASTER PLAN

ACCESSIBILITY

Accessible streetscape design is a key element for the overall enhancements recommended as part of Elkins Streetscape Master Plan. Features such as ADA ramps, truncated domes, and high visibility crosswalks are crucial for creating a safe and inclusive environment for all pedestrians, including those with disabilities. Existing conditions throughout Elkins include varying ADA curb ramps, inconsistent sidewalks, and a mix of crosswalk styles and signalization. The more recent installation of pedestrian activated warning beacons at Tablet Square and pedestrian phasing incorporated within the traffic signals along Davis Avenue can make a significant impact, however these are only part of the enhancements needed within the downtown area. Future implementation of Elkins streetscape should look to:

- **Enhance safety:** Accessibility improvements are designed to enhance safety for all pedestrians, including those with disabilities. For example, truncated domes, also known as detectable warning surfaces, are required at the edge of curb ramps and other pedestrian areas to provide a tactile cue for visually impaired individuals. High visibility crosswalks increase visibility, making it easier for drivers to see pedestrians crossing the street, and for pedestrians to see oncoming traffic.
- **Promote independence:** Accessible streetscape design features allow people with disabilities to navigate the built environment independently without assistance. ADA ramps, for example, enable people using wheelchairs, walkers, or crutches to unimpeded access to sidewalks and crosswalks independently. This increases their mobility and autonomy, which can improve their quality of life.
- **Improve accessibility:** Accessible streetscape design features improve accessibility for people with disabilities, but they also benefit other groups, such as older adults, parents with strollers, and people carrying heavy bags. When streets and sidewalks are accessible, it is easier for everyone to move around and participate in community life.
- **Support inclusion:** Accessible streetscape design features support inclusion by creating an environment where everyone can participate in community life regardless of their physical abilities. By designing streets and sidewalks with the needs of people with disabilities in mind, Elkins sends a message that everyone is welcome and valued.

Recommended details are included within the Appendix of this report to help encourage accessible streetscape design for Elkins. By designing streets and sidewalks that are accessible to everyone, Elkins will become a more equitable and inclusive community.



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

INTERSECTIONS

Visibility at intersections was a reoccurring theme from the public and stakeholder input of Elkins. Added elements to the existing streetscape such as low vegetation, holiday decorations, and cluttered signage have added to the overall challenges facing multiple intersections within the commercial core. Recommendations to the physical features of the streetscape will help to remediate the issue, but additional city leadership and policy are needed to prevent further site line interruptions at these crucial areas.

Design changes to the main intersections include incorporation of intersection bump outs and green infrastructure into the design for Elkins which can provide numerous benefits for the community.

INTERSECTION BUMP OUTS

Bump outs are curb extensions that increase the sidewalk area at an intersection which reduces the crossing distance for pedestrians. They also help to slow down vehicles turning at the intersection, improving safety for pedestrians and cyclists. Additionally, by incorporating curb extensions, the placement of high visibility crosswalks and ADA curb ramps become present and more defined.

- **Increased pedestrian safety:** With shorter crossing distances and better visibility, pedestrians are less likely to come into conflict with vehicles turning at the intersection.



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

- **Improved accessibility:** Bump outs provide additional space for wheelchair users and those with strollers to wait at the intersection without blocking the sidewalk.
- **Traffic calming:** By narrowing the turning radius for vehicles, bump outs slow down turning cars, making the intersection safer for all users. Because of this, recommendations for alterations to intersection movements such as added stop signs and or signalization were not necessary and current traffic flows within the downtown area are sufficient for local traffic.
- **Enhanced streetscape:** Bump outs provide opportunities for street furniture, landscaping, and public art.
- **Striping:** All intersections within the project area should follow the WVDOH standard detail.



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



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

MASTER PLAN

GREEN INFRASTRUCTURE



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

The use of natural or engineered systems to manage stormwater can improve water quality, air quality and provide other environmental benefits. Incorporation of green infrastructure at intersection bump outs reduces the flow of stormwater entering the underground network leading to other waterways.

- **Improved stormwater management:** Green infrastructure can capture and filter rainwater, reducing the amount of water that flows into the storm sewer system and improving water quality.
- **Enhanced aesthetics:** Trees, planters, and other green infrastructure elements can improve the appearance of the streetscape, making it more attractive to residents and visitors.
- **Reduced heat island effect:** Trees and other vegetation can help to reduce the temperature in urban areas, making them more comfortable and healthier for residents.
- **Improved air quality:** Trees and other vegetation can help to filter pollutants from the air, improving air quality.

Overall, incorporating intersection bump outs and green infrastructure into the streetscape design for Elkins can provide numerous benefits for the community, including improved pedestrian safety, enhanced accessibility, traffic calming and environmental benefits. These features can also help to make the streetscape more attractive and welcoming for residents and visitors alike.



Curb apertures allow for direct stormwater flow into the bumpouts.



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

WEST VIRGINIA DEPARTMENT OF HIGHWAYS (WVDOH) COLLABORATION

Randolph Avenue defines the northeastern edge of the project area and is owned by the West Virginia Department of Highways (WVDOH). With an annual average daily traffic (AADT) of over 11,000 in the year 2020, Randolph Avenue is one of the more traveled roadways within Elkins and presents itself as the front door of the downtown area. While traffic patterns work efficiently to move vehicles through and beyond downtown, the roadway presents a challenge for most pedestrians, and creates a hard edge between the Central Business District and surrounding neighborhoods, parks, and Davis and Elkins College. Recommendations would be for Elkins to champion with WVDOH would be to review all intersections within the project area for better pedestrian signalization and include highly visible crosswalks at all signalized locations. The following intersections and recommendations should be a part of the dialog between the City of Elkins and WVDOH:

- Davis Avenue and Randolph Avenue:** Recommendations include new crosswalk striping, ADA ramps, and pedestrian activated traffic signals for safer crossings. These improvements help this intersection become a stronger link between Downtown Elkins and Davis and Elkins College. Wayfinding throughout the area should promote a preferred path for pedestrian movements.



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

- Kerens Avenue and Randolph Avenue:** This unsignalized intersection has pedestrian crossings marked and is the current main link between Davis and Elkins (D+E) College, City Park, and Downtown Elkins. Additional crosswalk striping at all streets are recommended. As these are unsignalized pedestrian crossing signage should be added to all approaches and consideration of pedestrian activated warning beacons should be used at the singular crossing point over Randolph Avenue.
- Henry Avenue and Randolph Avenue:** This unsignalized intersection was a focal point of conversation throughout the public meetings. With one existing crossing over Randolph Avenue, this challenging intersection was considered the least safe for pedestrians to maneuver. With 3rd Street and Randolph Avenue being a nearby signalized intersection, a fully signalized intersection at this point would be less likely. Recommendations for the Henry Avenue intersection would be to reestablish the pedestrian markings and add complementary striping with stop bars along the side streets. Additionally, the city should request for the pedestrian crossing over Randolph Avenue to receive a self activated pedestrian warning beacon, with this being the priority crossing for improvement. Lastly, improvements to the sidewalk approaches to this intersection are needed with standard ADA ramps.
- 3rd Street and Randolph Avenue:** This signalized intersection is recommended to receive updated pedestrian striping and stop bars at all points of crossing. Widening the sidewalk along the north side of 3rd Street will allow for safer pedestrian collection and connection.

In conclusion, all intersections and sidewalk improvements along Randolph Avenue will require strong communication between the City of Elkins and WVDOH. Sidewalks are widely inconsistent and new sidewalks are recommended with a 24-foot wide maximum curb cut for better pedestrian circulation. 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.

MASTER PLAN

PARKING

The discussion of parking from the public and stakeholders of Elkins centered less on the amount of parking available, but more about the need for education related to where parking is available and how to properly utilize the spaces designated for the public. This plan has reviewed the parking needs within the city and is found to be adequate for the city's needs. Parking is recommended to be fully striped within the commercial core of downtown and receive parking lot rearrangements near the Rail Depot. Additional parking is recommended along the eastern side of Railroad Avenue providing a net increase of parking within the commercial core. The city's website, cityofelkins.com summarizes parking regulations in the downtown Central Business District as follows:

- Parking is limited on most streets to three hours, Monday-Friday, 8 a.m.-5 p.m.
- The streets with a three-hour limit are marked green on the map (Figure 2.2 Parking in the Central Business District)
- There are no meters, but this time limit is enforced by city police

- Free parking is available in the lot behind city hall
- There is a 15-minute parking zone in front of city hall on Davis Avenue, which you can use for a quick visit
- No parking is allowed in alleys in the downtown, except for 30 minutes when actively unloading goods, wares, or merchandise

In addition to the free parking lot behind city hall, the city operates two paid parking lots where parking spaces can be rented for \$15 a month. The finance department administers the parking space rentals. The first paid parking lot is located at Seneca Mall, near the intersection of Second Street and Kerens Avenue, marked as "1" on the map. The second paid parking lot is located at the intersection of Third Street and Railroad Avenue, marked as "2" on the map. As part of the overall master plan, the second paid parking lot near the Rail Depot has been reconfigured. It is noted that a partnership between the City of Elkins and the Davis Trust Company would be needed to achieve these improvements. By rearranging the two parking lots, a more consistent curb line can be created along Railroad Avenue. This also provides additional green space within the Tablet Square area and promotes better pedestrian circulation.



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

WAYFINDING

Developing a comprehensive wayfinding and signage master plan is critical to ensuring that visitors feel comfortable and informed while navigating downtown Elkins. The following steps can help in creating an effective wayfinding system in conjunction with the streetscape master plan:

- **Conduct an Assessment:** The first step is to assess the existing wayfinding network and signage to identify gaps in information and usability. The assessment should focus on identifying the key destinations, attractions, and resources that visitors would need to navigate around the city.
- **Identify Key Destinations:** Based on the assessment, identify the key destinations that need to be highlighted on the signage. This includes nearby neighborhood business nodes, civic destinations, libraries, and parks. The signage should provide visitors with clear directions and distances to these locations.
- **Develop Signage Hierarchy:** Once the key destinations are identified, develop a signage hierarchy to prioritize the information that needs to be displayed on each sign. This should include the destination name, directions, distances, and any additional information such as hours of operation or local tips.

- **Determine Signage Locations:** Placement recommendations have been identified within the master plan and include gateway signage and general kiosks. Additional recommendations should be determined using the master plan to identify the most effective locations for wayfinding signs. This should include access points, intersections, and other high-traffic areas.
- **Design the Signage:** Utilize the proposed design within [Figure 2.3 Proposed Wayfinding Signage](#). Once all locations are identified, design the signage to be clear, easy to read, and consistent with the City of Elkins branding. The signage should be visually appealing, and should use clear and concise language to convey information.
- **Implement the Signage:** Once the signage is designed, it should be implemented in phases, with priority given to the most heavily trafficked areas. The signage should be regularly maintained to ensure that it remains legible and up-to-date.

Overall, an expanded wayfinding and signage master plan can greatly improve the visitor experience in Elkins, and can help to attract new visitors by highlighting the city's key destinations and resources. By following these steps, Elkins can develop a comprehensive and effective wayfinding and signage system that meets the needs of all visitors.



Figure 2.3 Proposed wayfinding signage for the City of Elkins.
Source: City of Elkins and Elkins Main Street

MASTER PLAN

SAFETY

LIGHTING

Elkins is considered a safe city where visitors and residents feel comfortable walking and enjoying local amenities throughout the day. This was vocalized by the stakeholders during the public engagement activities, but recommendations of enhanced lighting can elevate the overall safety and perception of the downtown area in the evening hours. Enhanced lighting throughout the project area not only assist with the perception of safety, but also provides protection for pedestrians and cyclists in areas where they may routinely come in conflict with motorists. Properly illuminated sidewalks and crosswalks help ensure that pedestrians can safely navigate the streets of Elkins, and reduce the risk of accidents and injuries. Adequate lighting also makes it easier for drivers to see pedestrians and avoid collisions. A well-lit and well-maintained streetscape can create a welcoming and attractive environment for visitors, enhancing the overall appeal of the area. Visitors are more likely to spend more time and money in a place that looks clean, safe, and inviting.

It is recommended that the existing low pressure sodium cobra head street lighting be replaced with a standard light post fixture that fits with the city's historic character. The replacement should use an LED fixture that is dark sky rated and has a color temperature of 3000k or lower. This will not only improve the safety of the area, but also enhance its aesthetic appeal.

Furthermore, it is suggested that accent lighting be added throughout the commercial core to highlight architectural detailing and catenary lights be installed across the main street of Davis Avenue. These elements can further enhance the area's visual appeal and create a unique sense of place.

If implemented, the recommendations for lighting in Elkins has the potential to greatly benefit the safety, perception, and economic activity of the downtown area.



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

PUBLIC ART

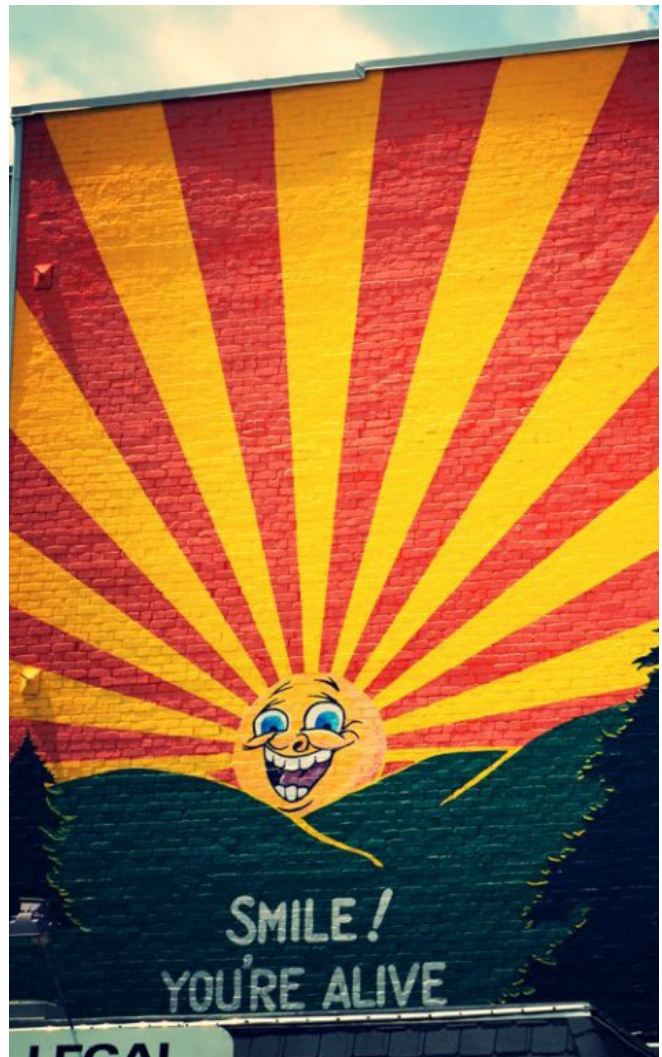
Public art plays an essential role in shaping the cultural and aesthetic identity of a city or community. Elkins has already begun developing a strong public art initiative throughout the city. As new opportunities present themselves, it is recommended for the city to continue its partnership with local artists to develop beautiful expressions of art throughout the community. Art can unify a community through the following:

- **Beautification:** Public art adds beauty and color to public spaces and improves the visual appeal of a city or community.
- **Cultural expression:** Public art can express the culture, history, and values of a community, creating a sense of place and identity.
- **Community engagement:** Public art can engage and involve the community in the creation and enjoyment of art, providing opportunities for public participation and dialogue.
- **Education:** Public art can educate the public about art and its role in society, as well as about specific cultural or historical events.
- **Economic benefits:** Public art can contribute to the local economy by attracting visitors, increasing property values, and creating jobs.
- **Social commentary:** Public art can serve as a form of social commentary, addressing political, social, or environmental issues and stimulating public discourse.

Overall, 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. By filling the alleyway with original works of art the destination of an artist alley becomes an opportunity to pull visitors into the downtown area to support the local economy and quality of life.



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



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

MASTER PLAN

SUMMARY

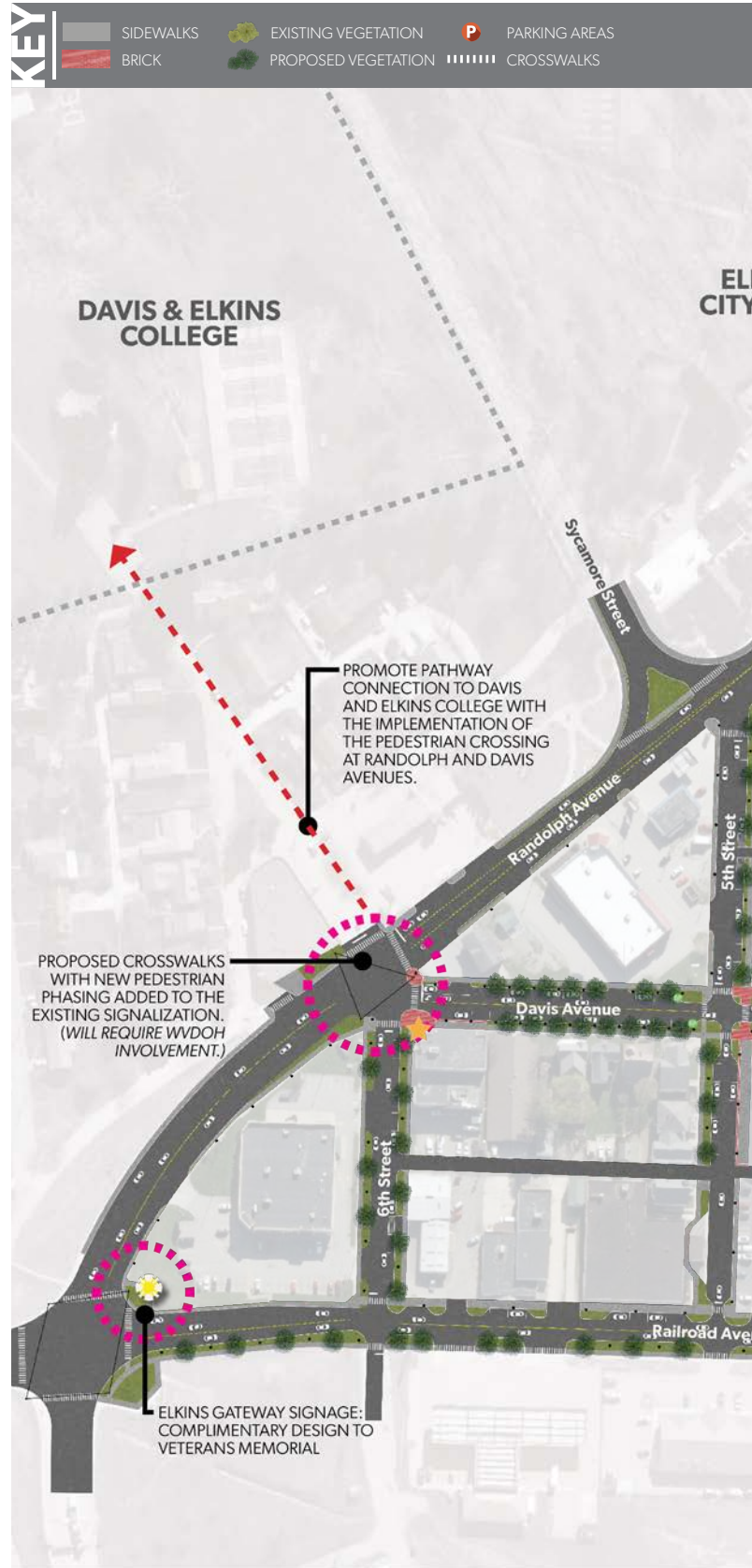
This project framework aims to build upon the existing assets of Downtown Elkins and incorporate design strategies that support the vision for the streetscapes of the area. In order to better define the areas recommended for streetscape improvements, a classification of street typologies were developed to respond to the diverse roles and responsibilities of each district.

- Commercial Core
- Transitional Blocks
- Residential Blocks

Davis Avenue, 3rd Street, and Railroad Avenue, are part of the commercial core streets and initial implementation phase, where the community can gather, shop, celebrate, and play. These streets are designed to have a distinct sense of place and identity that is uniquely Elkins. To further unify the streetscape beyond the commercial core, a paver band is incorporated into the streetscape where possible and transitions down to a standard streetscape design built for a residential neighborhood. Additional design elements designed for Elkins incorporate the city's quilted emblem through brick detailing with the central intersection of 3rd Street and Davis Avenue provide as the defining moment within the design.

Gateways at key intersections help to bring visitors into downtown and provide a sense of arrival. They serve as key identifiers for a unique downtown and provide guidance to visitors as they approach their destination. Additional considerations along Randolph Avenue in regards to pedestrian connections should be made in coordination with West Virginia Department of Highways (WVDOH). The master plan calls for new crosswalk striping, stop bars, and continuous sidewalks along this corridor. Pedestrian phasing signalization with the traffic signals would warrant additional traffic studies to be completed and are recommended as part of this plan in order to safely connect the community and the students of Davis and Elkins College. Overall, this project aims to enhance the streetscapes of Downtown Elkins and meet the needs of the city by creating a distinct sense of place and identity for the community to enjoy for years to come.

Figure 2.4 Elkins Downtown Streetscape Master Plan



- STREET LIGHTS
- ⚡ CATENARY LIGHT
- ★ WAYFINDING SIGNAGE
- 🌳 VEGETATED BUFFER AREAS
- 🔴 TRAIL CONNECTIONS
- 🚦 TRAFFIC SIGNALS
- ⚡ GATEWAY SIGNAGE
- ★ PUBLIC ART OPPORTUNITIES
- 🌳 BEST MANAGEMENT PRACTICE AREAS
- 🚴 BIKE CONNECTIONS



WAYFINDING LOCATION OPPORTUNITIES (TYP.)
BUS PARKING AT RAIL DEPOT

PEDESTRIAN IMPROVEMENTS TO MARY'S ALLEY

RAIL DEPOT FOCAL POINT

CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE WITH DOWNTOWN SHARROW SYSTEM.

CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE WITH DOWNTOWN SHARROW SYSTEM.

CONTINUE PEDESTRIAN CONNECTION TO PROPOSED RIVERFRONT DEVELOPMENT



Image Source: Elkins-Randolph County Tourism



FOCUS AREA PLANS

ELKINS, WEST VIRGINIA | ELKINS STREETScape MASTER PLAN

FOCUS AREA 1

TABLET SQUARE

The Elkins Streetscape Master Plan includes several recommendations for improving Tablet Square, which is an important area that attracts visitors from around the region and serves as a first impression for the City of Elkins. One of the main challenges in this area is the lack of safe pedestrian crossings, causing pedestrians wishing to travel by foot into the city to cross approximately 55 feet of open road to access local shops and dining. As an initial way to address this issue the city has installed a pedestrian activated warning beacon to assist with safe crossings. While this may ease some of the concerns while crossing Railroad Avenue, the beacons are lost to motorists along the expansive roadway and not effectively solving the challenge at hand.



Existing pedestrian crossing with self activated warning beacons.

The design team has developed a working concept that includes several strategies for improving Tablet Square. These strategies include better delineation of Railroad Avenue with a 24-foot-wide roadway with traditional curbed edges that would be accentuated with vegetated buffers and new sidewalks for better pedestrian circulation. The design allows for a reimagined parking lot near the Demonte Market that would provide 10 off street spaces, as well as an additional 5 spaces within the existing right-of-way connected to the Station Square Office Complex providing for a net increase of four parking spaces for this area.

Opposite Railroad Avenue is an expanded pedestrian plaza near the newly designated bus parking (2) on the western edge of Railroad Avenue. This plaza would provide visitors a safe place to gather and review the proposed Elkins wayfinding or historical signage reflecting the Rail Depot's past. This area would also direct the visitors to look east along 3rd Avenue where the design calls for the creation of a strong pedestrian ceiling with the use of new street trees and overhead catenary lights. To help lead visitors into the city, the design calls for newly delineated crosswalks and pedestrian warning beacons to help increase the level of safety as visitors journey into downtown.



Sternberg lighting recommended to cross over 3rd Street.

In order to mirror the design of Tablet Square from north to south, the design team recommends rearranging the parking lots owned by the Davis Trust Company. This would require the City of Elkins to work in partnership with the private entity to enhance the safety and aesthetics of Tablet Square. The proposed changes include changing the parking alignment to match the city-owned lot to the south and provide a singular vehicular entry from Railroad Avenue with internal vehicular movement taking place within the adjacent alley. This change would provide room for new sidewalks and vegetation for stormwater management while creating a continuous self-guided circulation system that benefit both motorists and pedestrians.

Finally, the design includes a proposed sharrow bike system to create a looped network around and through the city to allow for a mix of transportation throughout the city. Overall, the improvements recommended for Tablet Square are designed to enhance safety, aesthetics, and circulation for both pedestrians and motorists, and to create a strong first impression for visitors to the City of Elkins.

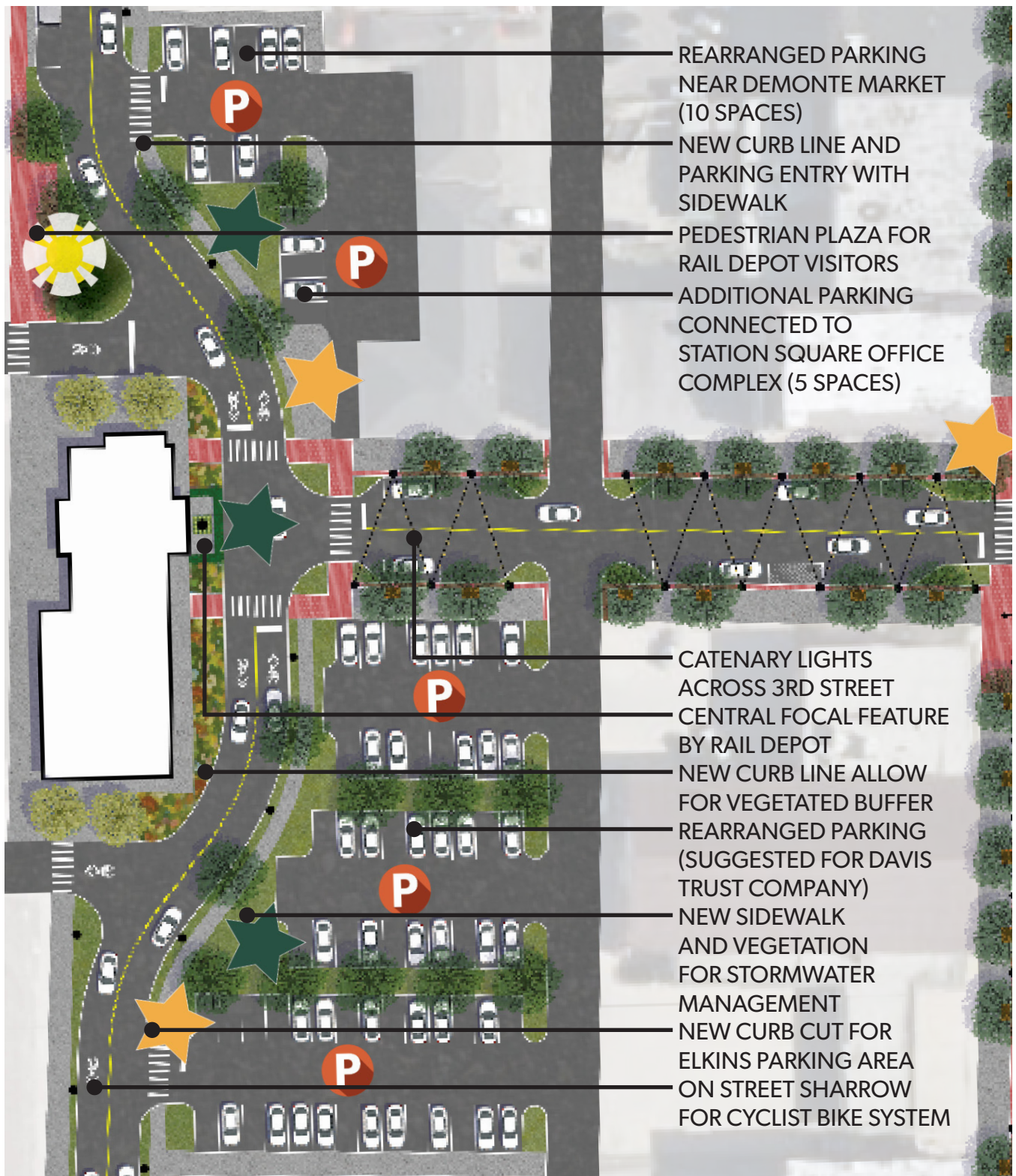


Figure 3.1: Tablet Square Concept Master Plan

FOCUS AREA 2

CITY CENTER

The creation of a premier street in Downtown Elkins was a key part of the overall Elkins Streetscape Master Plan. As the city hosts regional events and parades, such as the Forest Festival, providing the city an opportunity to showcase their downtown to tourist and residents. It was imperative to create an iconic streetscape that would be considered uniquely Elkins by utilizing elements present within the existing streetscape. The design team developed a concept to express Elkins through the use of historic materials, distinctive branding imagery, and enhanced lighting to develop a strong sense of place.



Existing intersection at 3rd Street and Davis Avenue

Elkins has taken initial steps in developing a unique streetscape through the use of locally fabricated tree grates which will continue as part of the refurbished streetscape design. Street trees and their custom grates are proposed to be used throughout the district in a more consistent fashion and tighter spacing of 30'-0" on center to create strong tree lines along the streetscape. New street trees shall reference the recommended street tree list included within the materials chapter of the full master plan report. Proper tree planting and care and maintenance are included within the Appendix.

Simple and easy to maintain concrete sidewalks are recommended as the base for the streetscape revitalization throughout the commercial core. The addition of a 2-foot brick band is included within this



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

area to connect the streetscape to the overall aesthetics of downtown. Brick pavers are to be laid on a concrete base with an asphalt setting bed to allow for design longevity with a detail included as part of this Appendix of this report.

Intersections throughout the commercial core shall be kept clear of all high level vegetation and street decorations such as flags and signs. This will help to increase visibility of pedestrians and motorist who need to safely cross at the designated intersections. Additionally, new crosswalk striping and stop bars are to be utilized in order to help prevent vehicles from entering into the intersection at crossing locations. Lighting changes can produce the strongest vertical change to the streetscape. It is recommended to unify the selection of lighting elements within downtown to a singular pole, base, and light fixture. A recommended light is included within the materials pallet that plays off of the local character of Elkins, and serves as a connection point for festival sound systems and overhead catenary lights to be strung over the roadway. The creation of a strong pedestrian ceiling helps to add comfort and sense of place to the streetscape design, while increasing the safety and overall ambiance of the area during the evening hours.

Lastly, to truly represent Elkins, a quilted intersection center piece is included at the intersection of 3rd Street and Davis Avenue. Sitting as the center of town, this symmetrical intersection is well situated as the key identifier of Downtown Elkins.

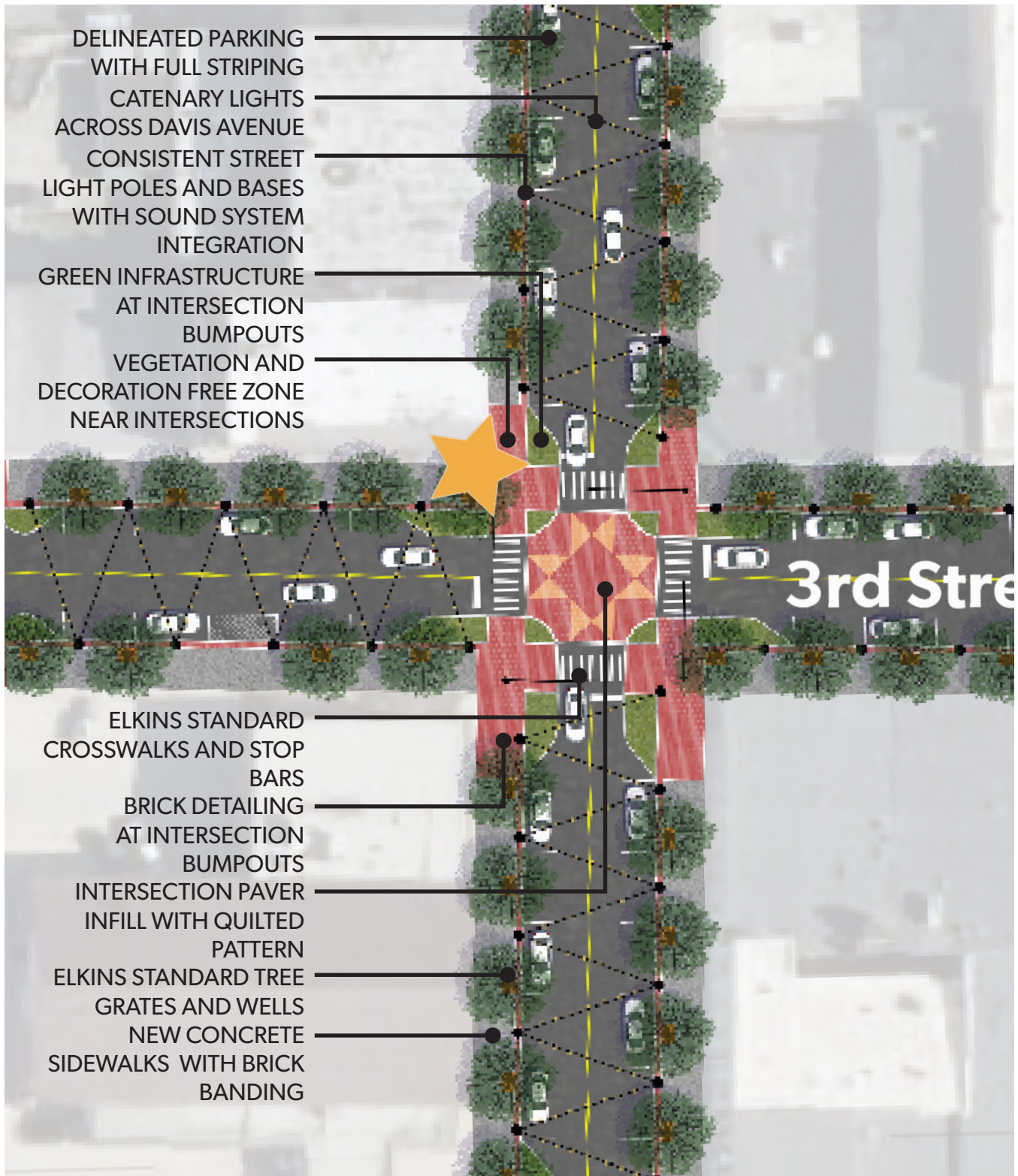


Figure 3.2: City Center Concept Master Plan

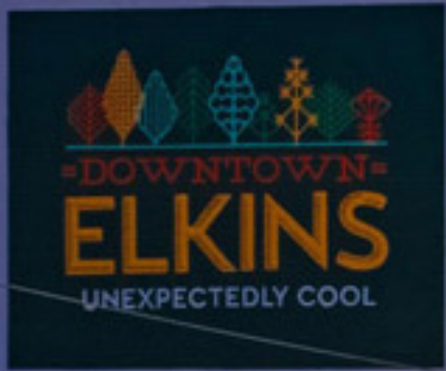


Image Source: Robbie Skinner 2019



MATERIALS

ELKINS, WEST VIRGINIA | ELKINS STREETScape MASTER PLAN

4

MATERIALS

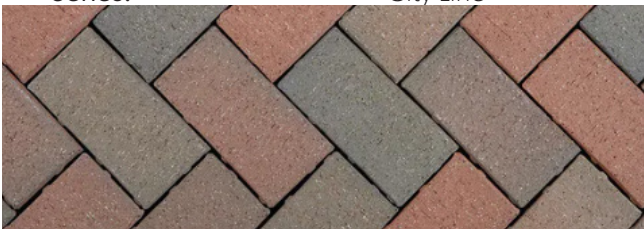
HARDSCAPE

The ground plane of a streetscape project provides the opportunity to add color and texture creating charm and appeal to the overall project. Downtown Elkins offers a mix of architectural materials, but predominately features a blend of red and blond brick and stone and wood accents. These materials have lead to a traditional approach for a historic streetscape design, while utilizing the city's brand imagery to create unique features throughout the district.

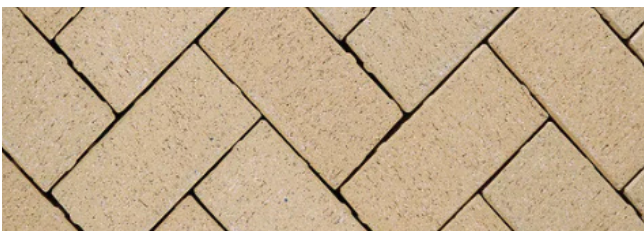
BRICK PAVERS

Standard brick pavers are recommended for use within sidewalk banding, small plaza areas, bump outs, existing brick sidewalk replacement, and intersection (vehicular grade) pavers at 3rd Street and Davis Avenue. Recommended vehicular pavers should add to and contrast with the pedestrian paver color with added thickness per the manufacturers specification. The addition of the Buff color selection allows for the quilted design within the intersection.

- **Type:** Paver
- **Color:** Red and Buff
- **Texture:** Wire Cut
- **Manufacturing Method:** Extruded
- **Series:** City Line



Admiral Full Range Pavers: Red
Source: Belden Brick Paver Company



Admiral Full Range Pavers: Buff
Source: Belden Brick Paver Company

CONCRETE

Traditional brushed concrete is recommended to be used throughout the streetscape master plan where traditional sidewalks are identified. Details for construction are included with the appendix of this report. Implementation of new sidewalks throughout the project area are recommended as the current sidewalks present tripping hazards and are aging. Additionally, potential vault and historic coal chutes or basements may extend under sidewalks of many city streets. It is recommended to work with a structural engineer when bridging these areas for a final sidewalk design. Additional attention should be used when construction activities take place in these instances. This would include before and after pictures within the underground areas to verify new construction did not alter structural walls and or create drainage issues within privately owned structures.



Traditional brushed concrete sidewalks

FURNITURE

To continue the efforts of the Elkins Main Street organization, the recommended street furniture would build upon the 2020 Street Furnishing Guidelines.

BENCHES (PER ELKINS MAIN STREET)

Main Street recommends that the City-procured furnishing be placed in the appropriate zone and those privately placed furnishings be evaluated from the standpoint of condition and patron safety. Those posing a hazard should be removed by the owners after a discussion with Main Street explaining the rationale and concern.



Bessemer Bench With Back
Source: Keystone Ridge Designs

- Length: 48 in.
- Width: 26 3/4 in.
- Height: 33 5/8 in.
- Weight: 160lbs
- Color: Black

LITTER RECEPTACLES (PER ELKINS MAIN STREET)

As the new containers are being placed, it is recommended that Main Street meet with downtown businesses adjacent to these containers and remind them that the containers are placed for the convenience of pedestrians and patrons, not for the disposal of the business' trash. It has been noted that several downtown businesses have used the existing containers for this purpose.

- Length: 28 in.
- Width: 28 in.
- Height: 27 1/2 in.
- Weight: 112lbs
- Color: Black



Harmony Litter Receptacle
Source: Keystone Ridge Designs

BIKE BOLLARDS (PER ELKINS MAIN STREET)

In an effort to promote other modes of travel besides vehicular and to encourage cyclists arriving at Welcome Center Depot to explore our downtown, the City has acquired 10 additional bicycle bollards (2 were acquired previously and will be placed in the vicinity of City Hall) to provide for a safe lock-up site to secure the visitor's bikes.



Bellevue Bollard with Bike Loops
Source: Keystone Ridge Designs

- Length: 9 3/4 in.
- Width: 8 in.
- Height: 63 3/4 in.
- Weight: 95lbs
- Color: Black

MATERIALS

SITE FURNISHING PLACEMENT

Spatial configuration of site furniture is an important consideration for streetscape design. Each element should be carefully placed in order to provide a comfortable and accessible pedestrian realm along sidewalks, while also not interfering with vehicular or bicycle traffic. Configurations can vary depending on the surrounding land use, in particular in areas where street dining for adjacent restaurants is required.

The graphics in this section identify preferred minimum space needed for various street furnishing scenarios and should be used as a general guideline for spatial creation. Where these dimensions are not attainable, the city should work with property owner(s) to provide additional sidewalk easements.

Special consideration should be given for any area that is intended to be used as a transit stop. [Figure 4.1: Site Furnishings at Transit Stops](#) demonstrates general dimensions for a transit stop with relation to site

furnishings. Though the current bus system in the City of Elkins operates without formal stopping locations, future growth may necessitate the creation of bus stops. In these areas, a minimum 5'x8' pad should be left open for accessible boarding and departing of buses. Additionally, site furnishings should be kept a minimum of 5' from the back of the curb to allow space for passenger congregation. The area should include an approximately 30' long clear space along the curb with no street trees or lighting to permit a bus to easily pull up to the curb.

Bench placement is an important consideration in streetscape design, as it can greatly impact the comfort and accessibility of a public space. Benches should be strategically placed in areas where people are likely to need or want to take a rest, such as at transit stops, near retail areas, or in parks and plazas. Benches should be placed on level ground, with adequate space around them to allow for easy access and maneuvering by wheelchair users and other pedestrians. A 6' wide walkway area is preferred adjacent to bench placement. [Figure 4.2: Bench Placement](#) illustrates proper placement of benches along a streetscape.

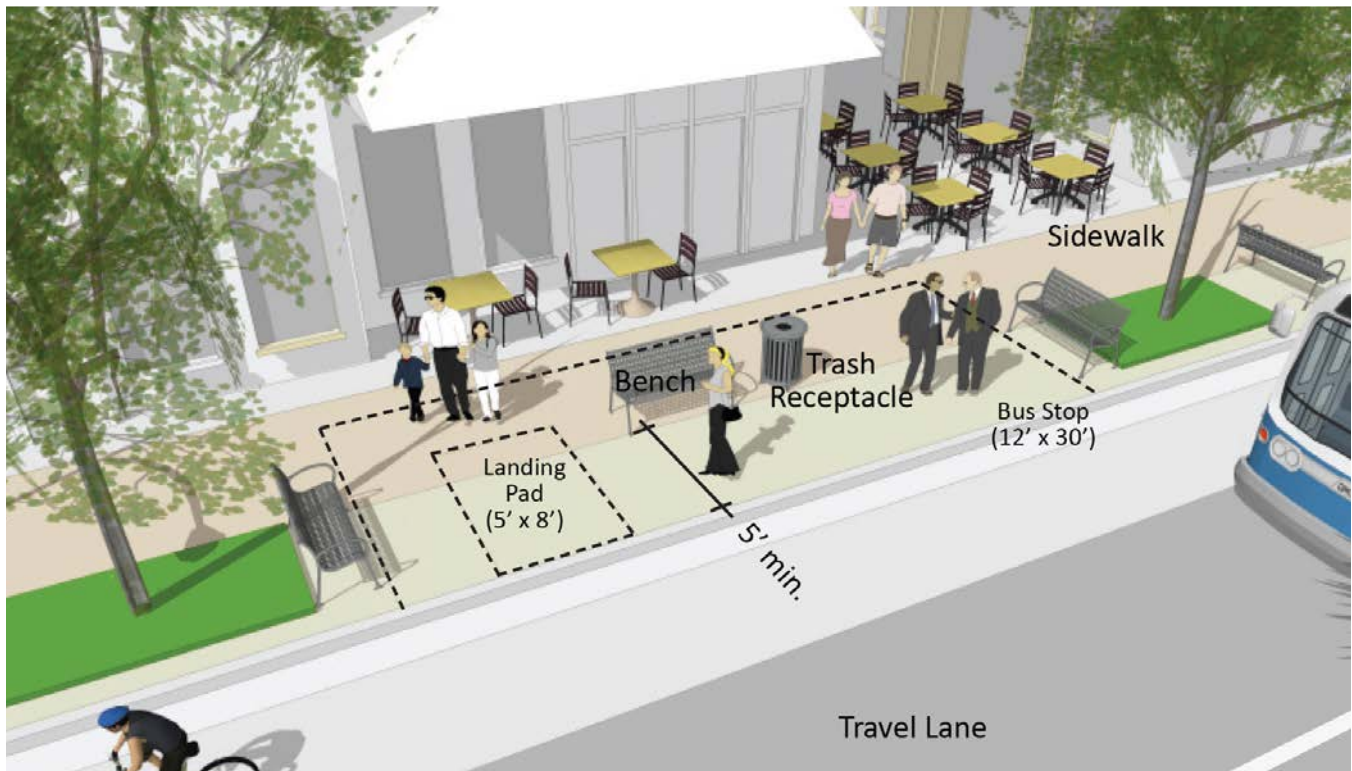


Figure 4.1: Site Furnishings at Transit Stops

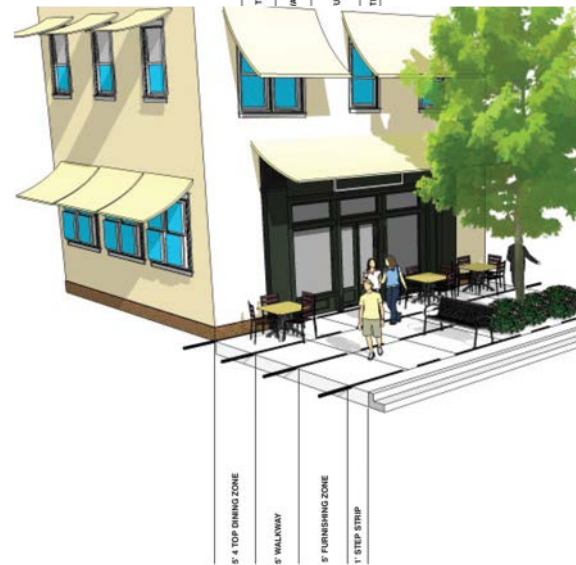


Figure 4.2: Bench Placement

Figure 4.3: Dining Placement

Proper placement of outdoor dining areas along a streetscape is important to ensure a comfortable and safe experience for diners and other pedestrians. Outdoor dining areas should be placed in a location that provides adequate space for seating, table placement, and pedestrian traffic. Tables and chairs should be situated away from areas with heavy foot traffic, such as busy sidewalks or intersections, to reduce the risk of accidents. Outdoor dining areas should be located in areas that provide adequate shade and protection from the elements, particularly in hot or rainy climates. Adequate space for a pedestrian

walkway through the dining area must be provided, with a minimum 5' walkway being required. Once a walkway has been delineated, the remaining space can be used for table and chair placement. In wider areas, larger 4 top tables can be utilized where as 2 top tables would work best along more narrow sidewalks. The above [Figure 4.3: Dining Placement](#) illustrates outdoor dining arrangements.

MATERIALS

STREET TREE RECOMMENDATIONS

SPECIES SELECTION

Selecting the right tree species is an essential aspect of creating a healthy and sustainable urban forest in the City of Elkins. The ideal tree species should be well-suited to the local climate and environmental conditions, resistant to common pests and diseases, and able to thrive in urban environments. The use of tree species native to West Virginia is generally preferred, however some non-native species have shown to be appropriate selections for urban environments. Below, [Figure 4.4 Street Tree Recommended Species](#) list several street trees which may be appropriate selections for the City of Elkins.

Scientific Name	Common Name	Comments
<i>Acer rubrum</i>	Red Maple	Multiple cultivars available
<i>Amelanchier</i> spp.	Serviceberry	Small, can be used under power lines
<i>Betula nigra</i>	River Birch	'Heritage' cultivar preferred
<i>Carpinus caroliniana</i>	American Hornbeam	
<i>Cercis canadensis</i>	Eastern Redbud	Small, can be used under power lines
<i>Crataegus</i> spp.	Hawthorn	
<i>Diospyros virginiana</i>	Common Persimmon	
<i>Ilex opaca</i>	American Holly	Evergreen
<i>Magnolia virginiana</i>	Sweetbay Magnolia	Small, can be used under power lines
<i>Nyssa sylvatica</i>	Black Gum	Salt tolerant
<i>Plantanus occidentalis</i>	American Sycamore	Can be weak wooded
<i>Taxodium distichum</i>	Bald Cypress	Tolerates wet soils, storm-water
<i>Tilia cordata</i>	Littleleaf Linden	

The West Virginia Division of Forestry publishes a more thorough list of street trees which should be referenced when selecting species.

TYPICAL TREE PLANTING

Proper street tree planting is essential for creating healthy and long-lasting urban forests. One key consideration is the removal of a minimum area of 24 square feet (4'x6') from the concrete sidewalk area to permit tree planting. This provides adequate space for the tree roots to grow, helping to ensure healthy and vigorous growth.

Before planting the tree, the designated area should be excavated to a minimum depth of 30 inches to provide enough space for the tree roots to expand. It is important to ensure that the area is free of any utilities or other obstructions that could interfere with root growth or cause damage to the tree.

Proper planting techniques are also important, such as backfilling the hole with a mixture of soil and organic matter and watering the tree regularly to ensure adequate moisture. Staking the tree may also be necessary to prevent wind damage during the early stages of growth. Proper street tree planting is essential for creating healthy and sustainable urban forests that provide numerous benefits, including improved air quality, reduced urban heat island effect, and increased property values.



Existing street tree in a City of Elkins branded tree grate along 3rd Street

Tree grates should be utilized on street trees which are surrounded by concrete. Tree grates help improve the overall health and longevity of a tree by providing adequate space for roots to grow and allowing water and air to reach the roots. Without tree grates, trees are more likely to be damaged by soil compacting from foot traffic or other activities.

Tree grates also provide a number of aesthetic benefits, as they can help to create a more attractive and cohesive streetscape design. The City of Elkins has a preferred tree grate design which is repeated in numerous locations throughout the project area. Additionally, tree grates can serve as a wayfinding element, directing pedestrians to safely navigate around the trees and making the overall streetscape more user-friendly.

Finally, tree grates can help to reduce maintenance costs by preventing soil erosion and reducing the need for repairs to sidewalks and other infrastructure. By protecting trees and improving their overall health, tree grates can help to ensure that street trees continue to provide numerous environmental and social benefits for years to come.

STRUCTURAL CELL SYSTEM PLANTING

A structural cell system is a modular underground framework that is used to provide adequate soil volume and support for street trees. This system consists of interlocking panels or crates that create a hollow space beneath the sidewalk, which is then filled with soil, gravel, and other materials to support healthy tree growth.

Some of the benefits of a structural cell system for planting street trees include:

- Increased soil volume: A structural cell system allows for a larger volume of soil, which promotes healthy root growth and can improve tree health and longevity.
- Improved stormwater management: The hollow space created by the structural cell system can also function as a stormwater retention area, reducing runoff and improving water quality.
- Reduced damage to sidewalks: Traditional tree planting methods can cause damage to sidewalks as roots grow and expand. A structural cell system can prevent this damage by containing the roots.

- Enhanced pedestrian safety: By preventing sidewalk damage and uneven pavement caused by root growth, a structural cell system can improve pedestrian safety and reduce trip hazards.
- Improved utility conditions: Structural cell systems can be modified as they are installed to work around existing utilities. This reduces the risk of a tree root impacting a vital utility such as a sanitary line or gas line.

Overall, a structural cell system for planting street trees can provide numerous benefits to communities, including improved tree health, reduced sidewalk damage, and enhanced stormwater management.



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

MATERIALS

LIGHTING

Site observations and stakeholder engagement called attention to the diversity of lighting styles present in Downtown Elkins. Spanning years of development by agency or private installations, the lighting types range from cobra head taller mast poles to a mix of traditional black acorn style lighting. It is recommended as part of this master plan to unify the street lighting to a singular light post that offers a range of heights needed throughout the city. In order to blend with the architectural character of Elkins, a traditional Sternberg light was selected. This light offers a traditional styling while being black sky rated and fitted with efficient LED's. As Elkins looks to incorporate the newer light fixture, it should be noted that a maximum of 3000k should be used to not over pollute the downtown and surrounding areas with excess light.

STREET LIGHTS

Mast heights and additional connections, such as sound system and banner mounts shall be selected within the final design selections during construction.

- **Type:** E350LED
- **Color:** Black
- **Mast:** To be Selected (TBS)
- **Mounting:** To be Selected (TBS)
- **Series:** EURO

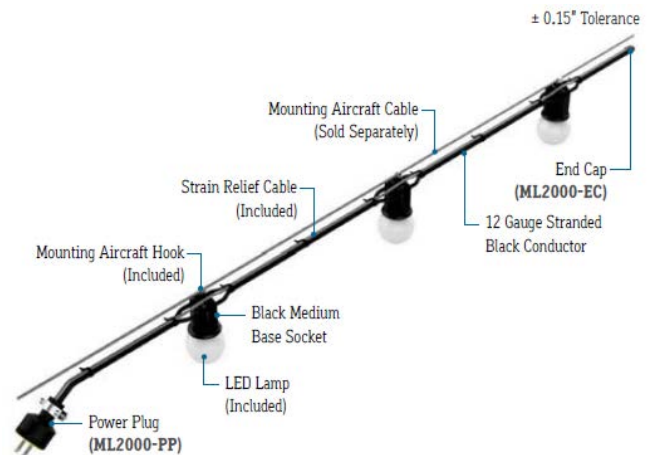


E350LED / E360 EURO Series
Source: Sternberg Lighting

CATENARY LIGHTS

As part of the premier street design along 3rd Street and Davis Avenue, catenary lights spanning the area highlighted within the master plan add to the overall effect of place and add safety and security to the plan. Catenary, or string lights, should be mounted high enough for delivery truck traffic to move throughout downtown.

- **Listing:** Outdoor (WET)
- **Dimming:** Forward Phase (DM)
- **Lamp:** 2.7K-GSR 5.0K GSFL
- **Spacing:** 18"
- **Series:** ML2000
- **Fixture Length:** 170' per strand



ML2000 Catenary Light
Source: CALI (California Accent Lighting Inc.)



E350LED / E360 EURO Series
Source: Sternberg Lighting



ML2000 Catenary Light



Image Source: Elkins-Randolph County Tourism



PHASING AND COST

PHASING AND COST

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 bump outs
- 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.

Figure 5.1 Elkins Streetscape - Tablet Square Cost Review



- STREET LIGHTS
- ⚡ CATENARY LIGHT
- ★ WAYFINDING SIGNAGE
- 🌳 VEGETATED BUFFER AREAS
- 🔴 TRAIL CONNECTIONS
- 🚦 TRAFFIC SIGNALS
- ⚡ GATEWAY SIGNAGE
- ★ PUBLIC ART OPPORTUNITIES
- 🌳 BEST MANAGEMENT PRACTICE AREAS
- 🟢 BIKE CONNECTIONS



WAYFINDING LOCATION OPPORTUNITIES (TYP.)
BUS PARKING AT RAIL DEPOT

CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE WITH DOWNTOWN SHARROW SYSTEM.

RAIL DEPOT FOCAL POINT
RAIL DEPOT

CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE WITH DOWNTOWN SHARROW SYSTEM.

CONTINUE PEDESTRIAN CONNECTION TO PROPOSED RIVERFRONT DEVELOPMENT



Image Source: Elkins-Randolph County Tourism



COUNTY COMMUNITY
CENTER
EST. 2001

APPENDIX

APPENDIX

PUBLIC AND STAKEHOLDER INPUT SUMMARY

As part of the master planning process, input from the community was sought by the consultant team through stakeholder meetings as well as a public workshop. Stakeholder meetings engaged various community members including business owners, politicians, and representatives from local groups which utilize downtown. The public workshop was held to inform community members of the master planning process and to engage with these individuals to gather concerns, needs, and desires for the future of Elkins Streetscapes. Information and ideas gathered during all meetings were taken into consideration when developing the final master plan.

During both the stakeholder and public meetings, participants were divided into smaller groups to discuss two key components of the streetscape improvements; pedestrian and vehicular opportunities and challenges. Additionally, at their own pace, participants were asked to take time to write out their big ideas to be placed on a wall at the meeting. The following is a synopsis of feedback gained from all aspects of the meetings.

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 chutes 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?

ADDITIONAL COMMENTS FOR CONSIDERATION

- 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



Figure A.1 Stakeholder / Public Participation map scanned from the meeting held November 15, 2022.

APPENDIX

Due to inclement weather meeting participation was lower than desired for the public and stakeholder outreach sessions. City stakeholders shared the meeting presentation and asked for additional feedback from city and community members to gain further understanding of the needs of the master plan. Comments received from this activity are as follows:

EMAIL COMMENTS

- "... 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."

INITIAL MASTER PLAN REVIEW EMAIL SHARED FEBRUARY - MARCH 2023

- "Elkins Depot Tower - Historically, the depot did not have a tower facing towards Third Street. We feel that constructing a new tower in the proposed location would negatively impact the historic appearance of the depot when viewed from Third Street or Davis Avenue. The tower is also likely to block the public's view of the Western Maryland Railroad (W.M.R.R) sign which is a key character defining feature of the depot. We propose constructing a tower further away from the depot, and perhaps on the backside of the building."
- "Wayfinding Opportunities - Overall, we feel that the proposed locations of wayfinding signage throughout downtown would be a benefit and we support the idea. However, we feel that the proposed location at the corner of Third and Davis is too small to accommodate the sign and maintain adequate sidewalk width."
- "Crosswalk and Intersection Improvements - We fully support the installation of brick sidewalks at the crosswalk intersections throughout downtown. We also fully support the proposed beautification of the actual roadbed at the Third and Davis intersection."
- "Parking improvements across from depot - We fully support the proposal to improve parking across from the depot. The addition of green space and plantings to visually breakup the parking lot would be an improvement to the existing conditions and appearance."
- "An overhead sign on 3rd st at the alley where Davis Trust parking lot is. Historic Downtown Elkins to attract train passengers."
- "Tablet Square. New parking is provided in front of the Delmont. It appears some of the new parking is boxed-in with no way to get in or out."
- "Green Spaces. All greens spaces look nice in the pictures. Does the City plan on maintaining these spaces?"
- "Trees. Trees look very nice in the pictures. The reality of the trees is different. Currently there seems to be more trees being cut than trees being planted."
- "Gambill Setup. Historically Gambill Amusement

has placed rides in Tablet Square during Forest Festival. The additional Tablet Square green spaces and parking makes this seem unlikely in the future.”

- “Stop Lights. While difficult to tell from the drawings – one individual hopes the stop lights remain.”
- “Charging Stations. Has there been any thought to placing automobile charging stations in the downtown area?”
- “Intersection “Bump Outs”. These are nice to slow traffic – and to make the pedestrian crosswalk shorter.”
- “String Lights. It appears string lights have been placed over sections of Third Street and Davis Avenue. This is a nice addition.”
- “Bus Parking. Parking for 2 buses have been added along Railroad Avenue. This is another nice addition.”
- “Elkins Gateway signage. Another nice addition at the corner of Railroad Avenue and Randolph Avenue.”
- “Green Space in front of Depot. Another nice addition. Would make the Depot seem more friendly.”
- “Intersection Emblem. Large emblem place at the intersection of Davis Avenue & Third Street. This will be another nice addition. Only question is maintenance to ensure it is kept looking nice.”
- “Street Lights. With intersection “Bump Outs” the downtown traffic will be slowed, and the town will be more pedestrian friendly. It would seem that Stop Signs would be sufficient rather than Street Lights.”
- “Federal Courthouse. It appears there is no “bump out” on the Federal Courthouse side of Henry Avenue and Third Street?”
- “It is my understanding Elkins Streetscape will be primarily funded with TIF proceeds. “Bump Outs’, Green Spaces and similar items which will last for 30 years should be funded with 30-year bonds. String lights, charging stations, etc. which have a shorter life should not be included in a 30-year bond. In other words, the City should be cautious about financing a new car as part of a 30-year house mortgage.”
- “The Fourth and Randolph Ave. intersection needs

pedestrian improvements. Currently working on this.”

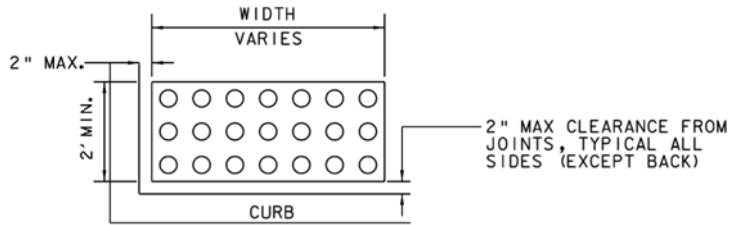
- “Not sure pedestrian improvements to Mary’s Alley are a priority.”
- “Are there recommendations regarding increasing Stop signs at 4th/Davis, Kerens/3rd which have cited in many other studies, etc. ?”
- “Is there any language addressing the pedestrian connection to D&E? I’ve always wondered what path students actually take.”
- “Love the brick crosswalk treatment at 3rd /Davis intersection. What is the plan for the area in front of the depot? Shouldn’t that echo it?”
- “Has the whole parking meter mess been addressed?”

The City of Elkins and the consultant team would like to thank everyone for their participation and input into the development of the Elkins Streetscape Master Plan. Every comment received was considered and processed thoroughly. If any idea did not make it into the final version of the master plan, the idea has been shared as part of the Appendix so that when individual phases of the project are released for construction development they can be considered and reviewed as part of the final planning document.

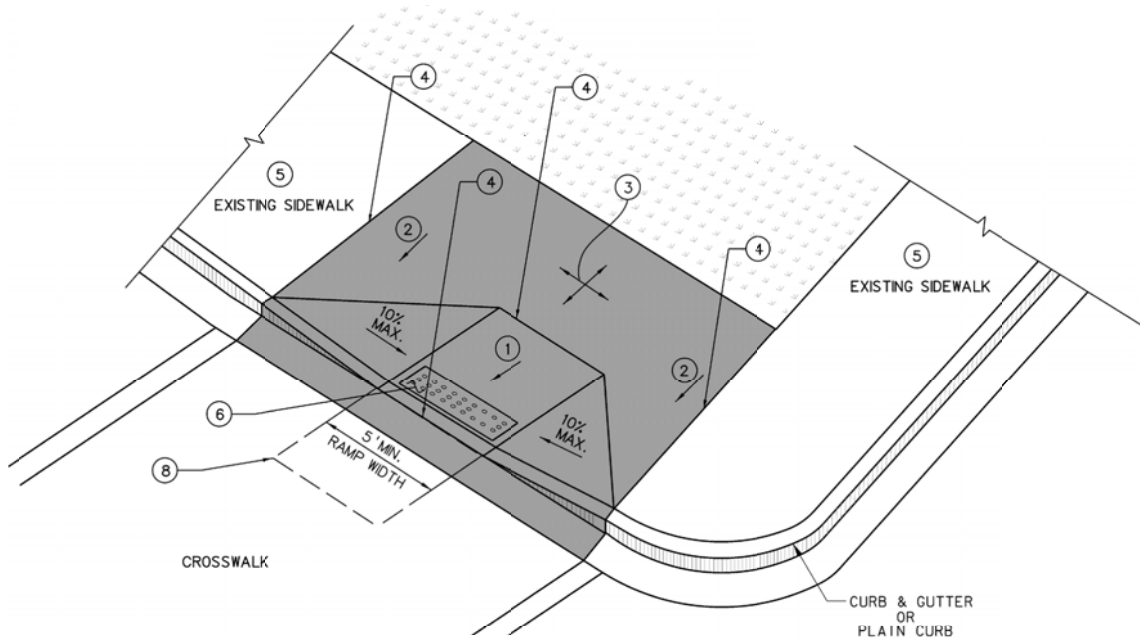
APPENDIX

TYPICAL DETAILS

*All details are for information purposes only and are not intended to be used for construction.



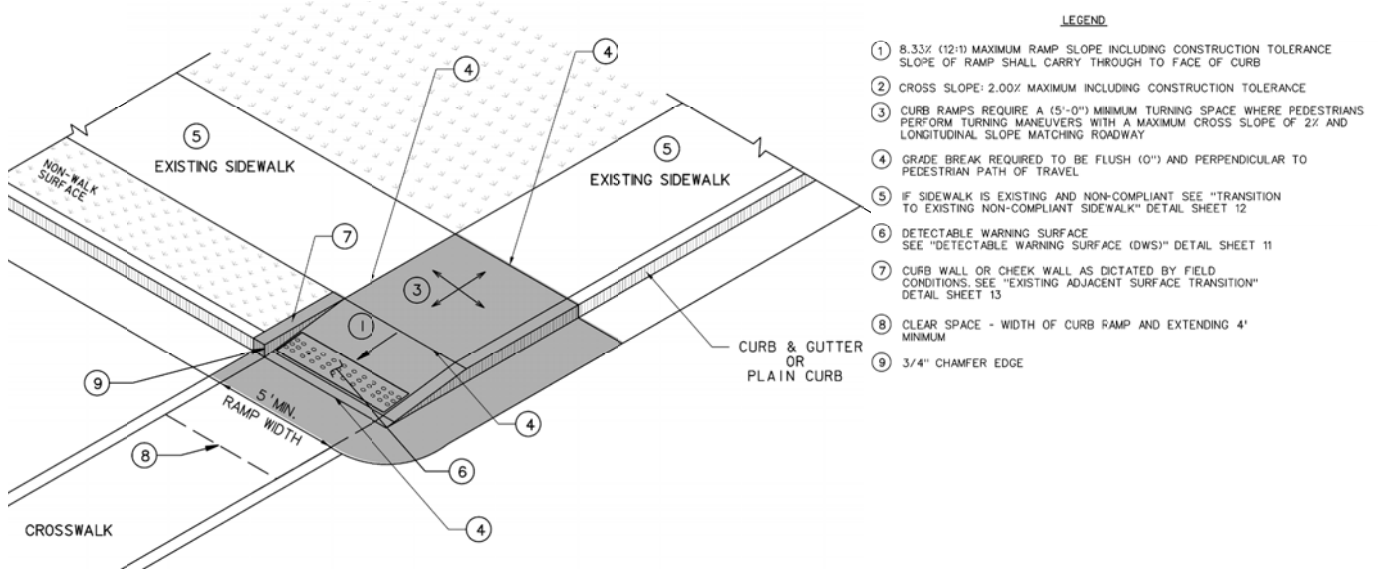
Detectable Warning Surface (Truncated Domes). Source: WVDOT Standard Details Volume 1



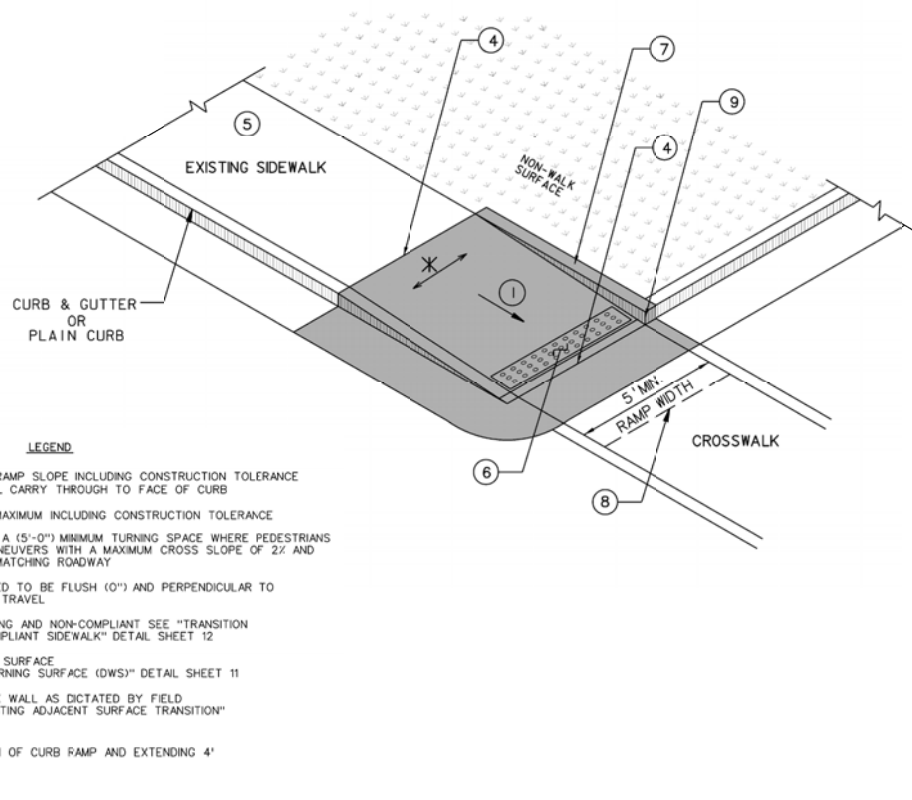
- LEGEND**
- ① 8.33% (12:1) MAXIMUM RAMP SLOPE INCLUDING CONSTRUCTION TOLERANCE SLOPE OF RAMP SHALL CARRY THROUGH TO FACE OF CURB
 - ② CROSS SLOPE: 2.00% MAXIMUM INCLUDING CONSTRUCTION TOLERANCE
 - ③ CURB RAMPS REQUIRE A (5'-0") MINIMUM TURNING SPACE WHERE PEDESTRIANS PERFORM TURNING MANEUVERS WITH A MAXIMUM CROSS SLOPE OF 2% AND LONGITUDINAL SLOPE MATCHING ROADWAY
 - ④ GRADE BREAK REQUIRED TO BE FLUSH (0") AND PERPENDICULAR TO PEDESTRIAN PATH OF TRAVEL
 - ⑤ IF SIDEWALK IS EXISTING AND NON-COMPLIANT SEE "TRANSITION TO EXISTING NON-COMPLIANT SIDEWALK" DETAIL SHEET 12
 - ⑥ DETECTABLE WARNING SURFACE SEE "DETECTABLE WARNING SURFACE (DWS)" DETAIL SHEET 11
 - ⑦ CURB WALL OR CHEEK WALL AS DICTATED BY FIELD CONDITIONS. SEE "EXISTING ADJACENT SURFACE TRANSITION" DETAIL SHEET 13
 - ⑧ CLEAR SPACE - WIDTH OF CURB RAMP AND EXTENDING 4' MINIMUM
 - ⑨ 3/4" CHAMFER EDGE

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

TYPICAL DETAILS



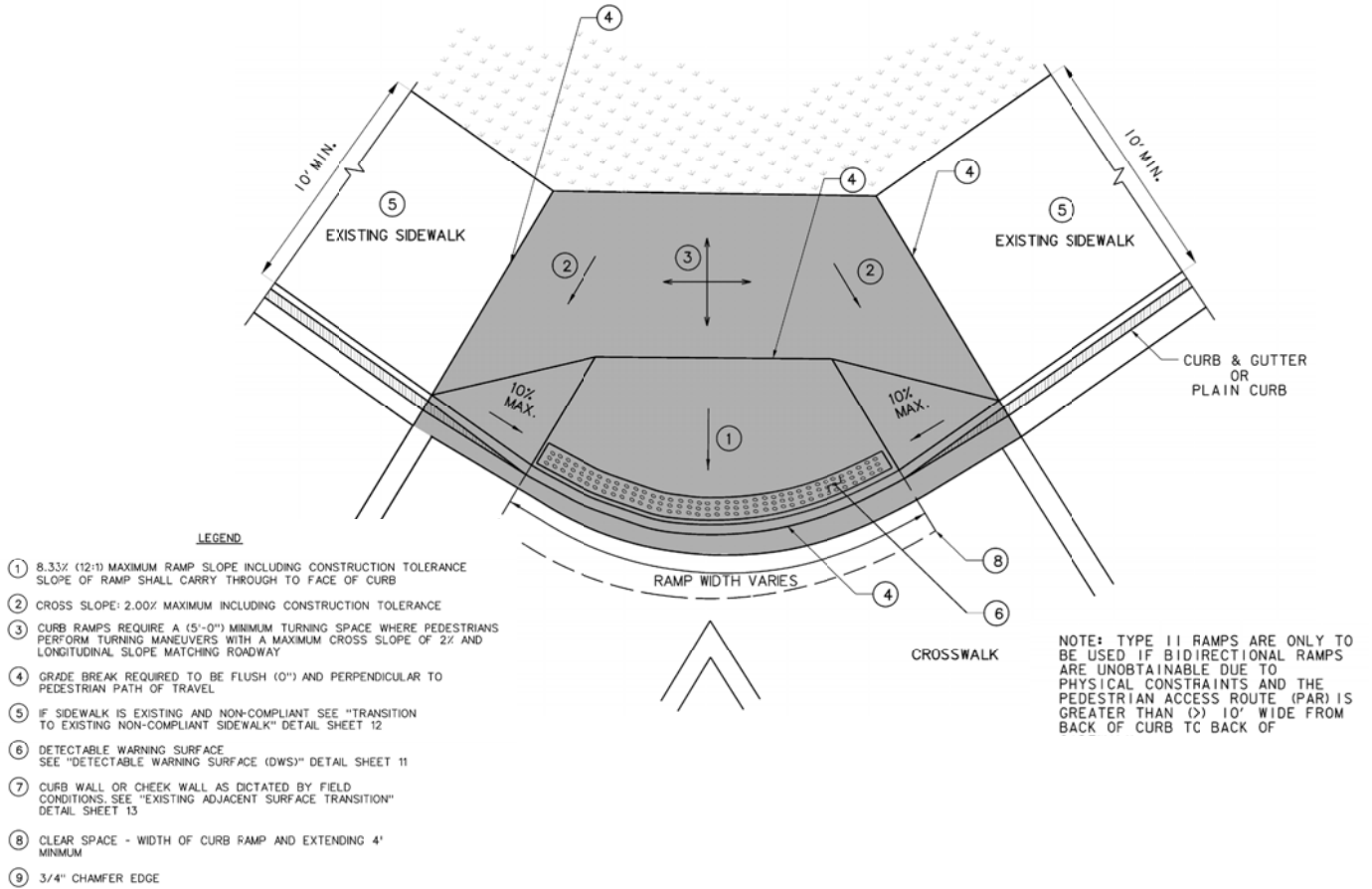
Type IA Curb Ramp. Source: WVDOT Standard Details Volume 1



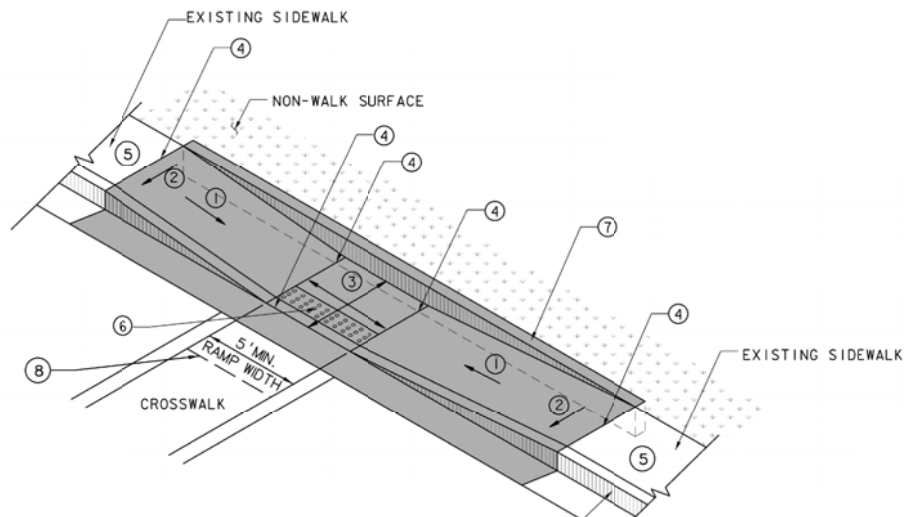
Type IB Curb Ramp. Source: WVDOT Standard Details Volume 1

APPENDIX

TYPICAL DETAILS

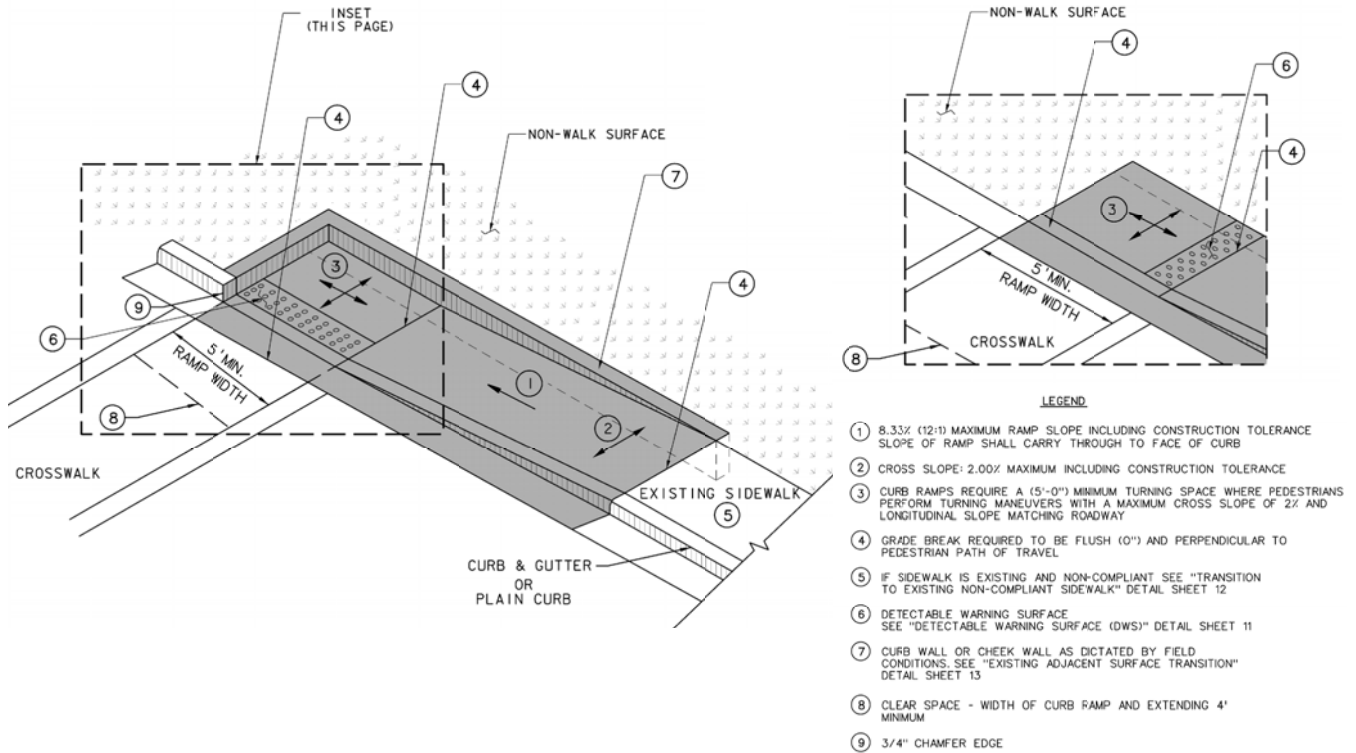


Type II Curb Ramp. Source: WVDOH Standard Details Volume 1

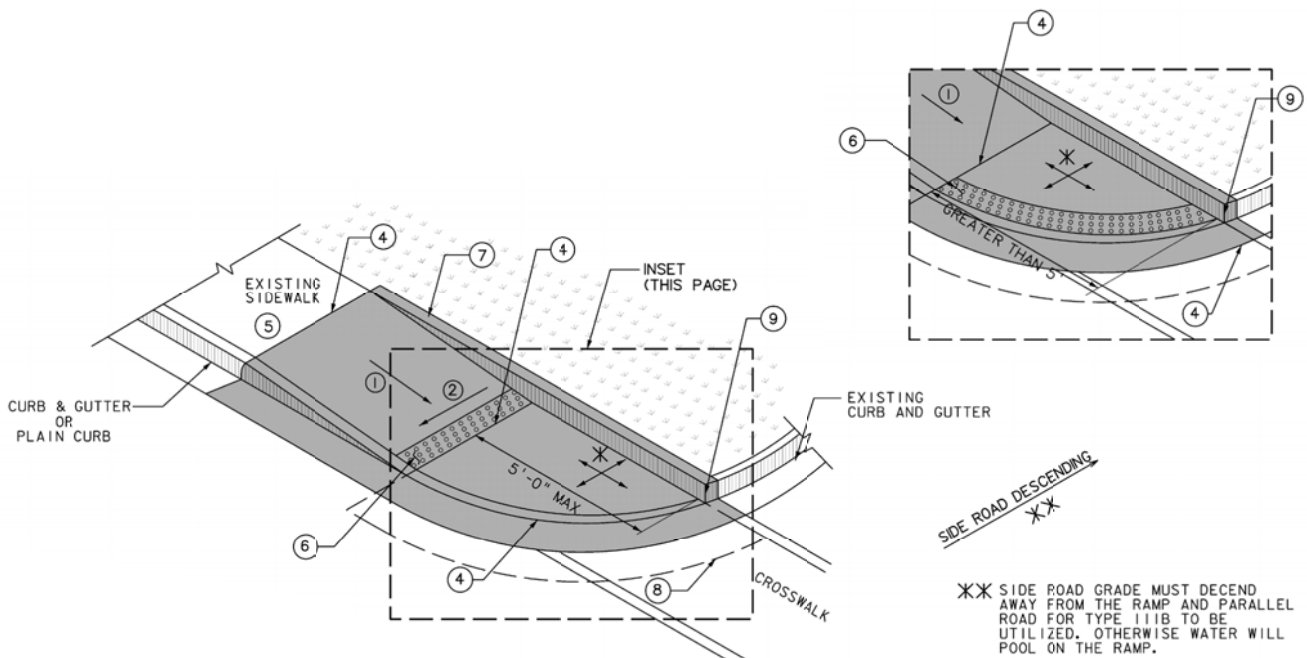


Type III Curb Ramp. Source: WVDOH Standard Details Volume 1

TYPICAL DETAILS



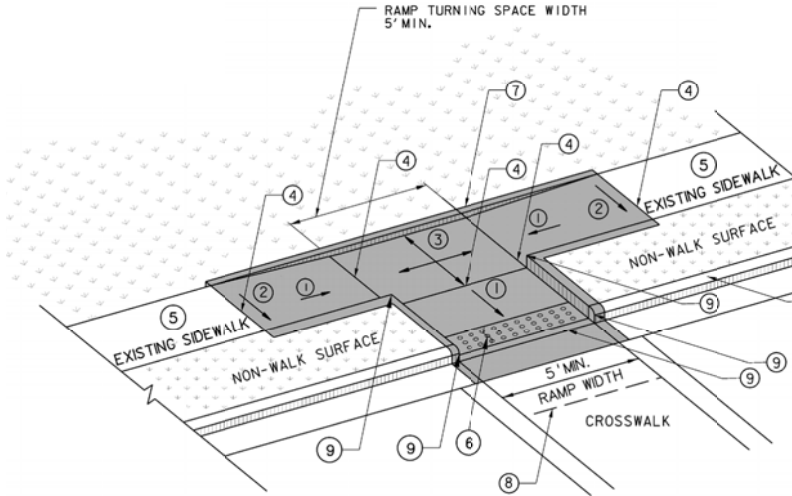
Type IIIA Curb Ramp. Source: WVDOT Standard Details Volume 1



Type IIIB Curb Ramp. Source: WVDOT Standard Details Volume 1

APPENDIX

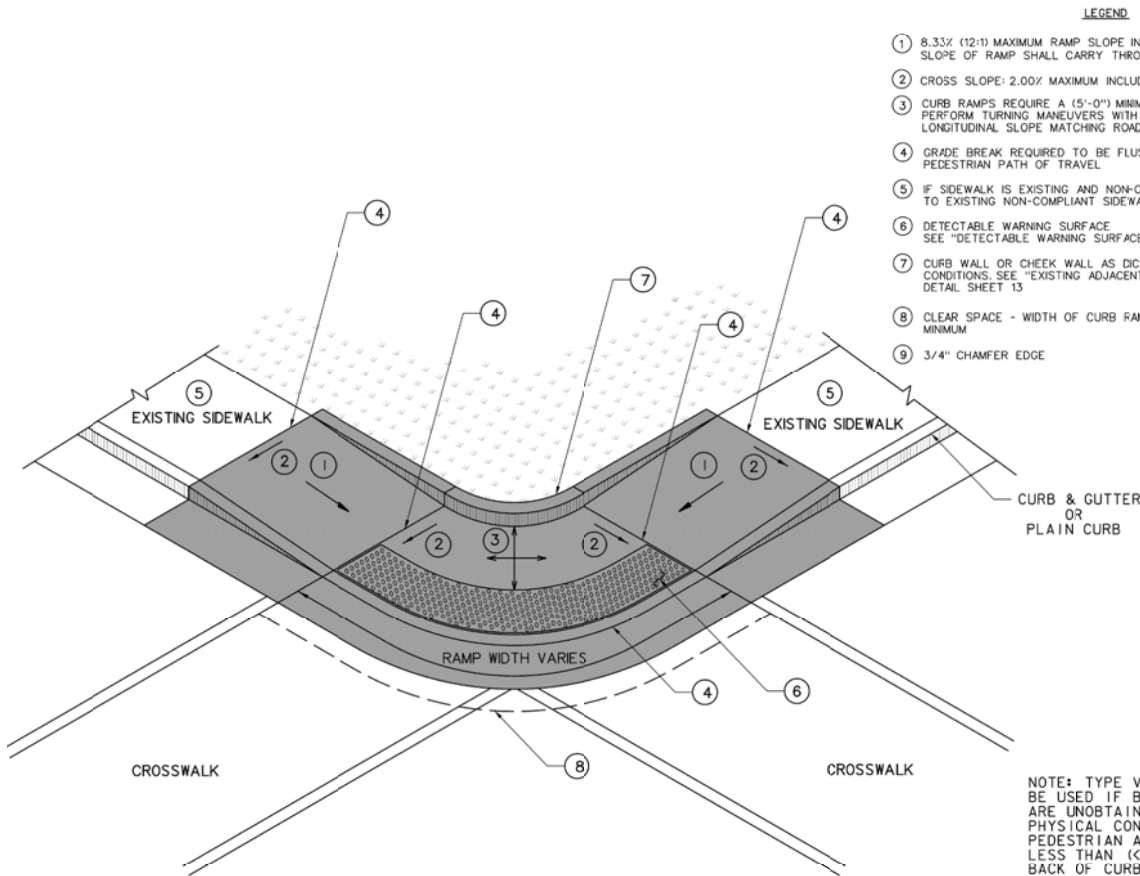
TYPICAL DETAILS



LEGEND

- ① 8.33% (12:1) MAXIMUM RAMP SLOPE INCLUDING CONSTRUCTION TOLERANCE SLOPE OF RAMP SHALL CARRY THROUGH TO FACE OF CURB
- ② CROSS SLOPE: 2.00% MAXIMUM INCLUDING CONSTRUCTION TOLERANCE
- ③ CURB RAMP REQUIRE A (5'-0") MINIMUM TURNING SPACE WHERE PEDESTRIANS PERFORM TURNING MANEUVERS WITH A MAXIMUM CROSS SLOPE OF 2% AND LONGITUDINAL SLOPE MATCHING ROADWAY
- ④ GRADE BREAK REQUIRED TO BE FLUSH (0") AND PERPENDICULAR TO PEDESTRIAN PATH OF TRAVEL
- ⑤ IF SIDEWALK IS EXISTING AND NON-COMPLIANT SEE "TRANSITION TO EXISTING NON-COMPLIANT SIDEWALK" DETAIL SHEET 12
- ⑥ DETECTABLE WARNING SURFACE SEE "DETECTABLE WARNING SURFACE (DWS)" DETAIL SHEET 11
- ⑦ CURB WALL OR CHEEK WALL AS DICTATED BY FIELD CONDITIONS. SEE "EXISTING ADJACENT SURFACE TRANSITION" DETAIL SHEET 13
- ⑧ CLEAR SPACE - WIDTH OF CURB RAMP AND EXTENDING 4' MINIMUM
- ⑨ 3/4" CHAMFER EDGE

Type IV Curb Ramp. Source: WVDOT Standard Details Volume 1



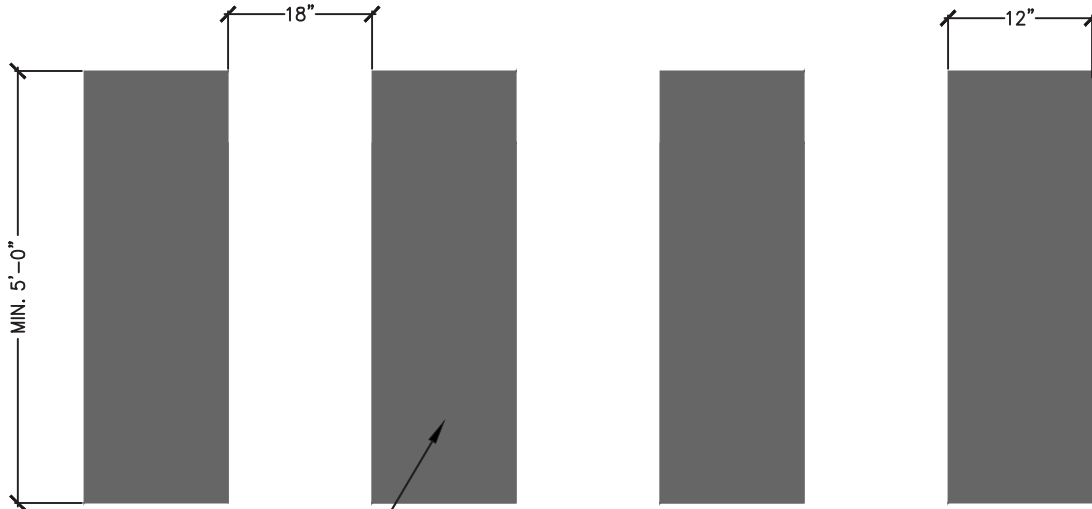
LEGEND

- ① 8.33% (12:1) MAXIMUM RAMP SLOPE INCLUDING CONSTRUCTION TOLERANCE SLOPE OF RAMP SHALL CARRY THROUGH TO FACE OF CURB
- ② CROSS SLOPE: 2.00% MAXIMUM INCLUDING CONSTRUCTION TOLERANCE
- ③ CURB RAMP REQUIRE A (5'-0") MINIMUM TURNING SPACE WHERE PEDESTRIANS PERFORM TURNING MANEUVERS WITH A MAXIMUM CROSS SLOPE OF 2% AND LONGITUDINAL SLOPE MATCHING ROADWAY
- ④ GRADE BREAK REQUIRED TO BE FLUSH (0") AND PERPENDICULAR TO PEDESTRIAN PATH OF TRAVEL
- ⑤ IF SIDEWALK IS EXISTING AND NON-COMPLIANT SEE "TRANSITION TO EXISTING NON-COMPLIANT SIDEWALK" DETAIL SHEET 12
- ⑥ DETECTABLE WARNING SURFACE SEE "DETECTABLE WARNING SURFACE (DWS)" DETAIL SHEET 11
- ⑦ CURB WALL OR CHEEK WALL AS DICTATED BY FIELD CONDITIONS. SEE "EXISTING ADJACENT SURFACE TRANSITION" DETAIL SHEET 13
- ⑧ CLEAR SPACE - WIDTH OF CURB RAMP AND EXTENDING 4' MINIMUM
- ⑨ 3/4" CHAMFER EDGE

NOTE: TYPE V RAMP ARE ONLY TO BE USED IF BIDIRECTIONAL RAMP ARE UNOBTAINABLE DUE TO PHYSICAL CONSTRAINTS AND THE PEDESTRIAN ACCESS ROUTE (PAR) IS LESS THAN (<) 10' WIDE FROM BACK OF CURB TO BACK OF SIDEWALK.

Type V Curb Ramp. Source: WVDOT Standard Details Volume 1

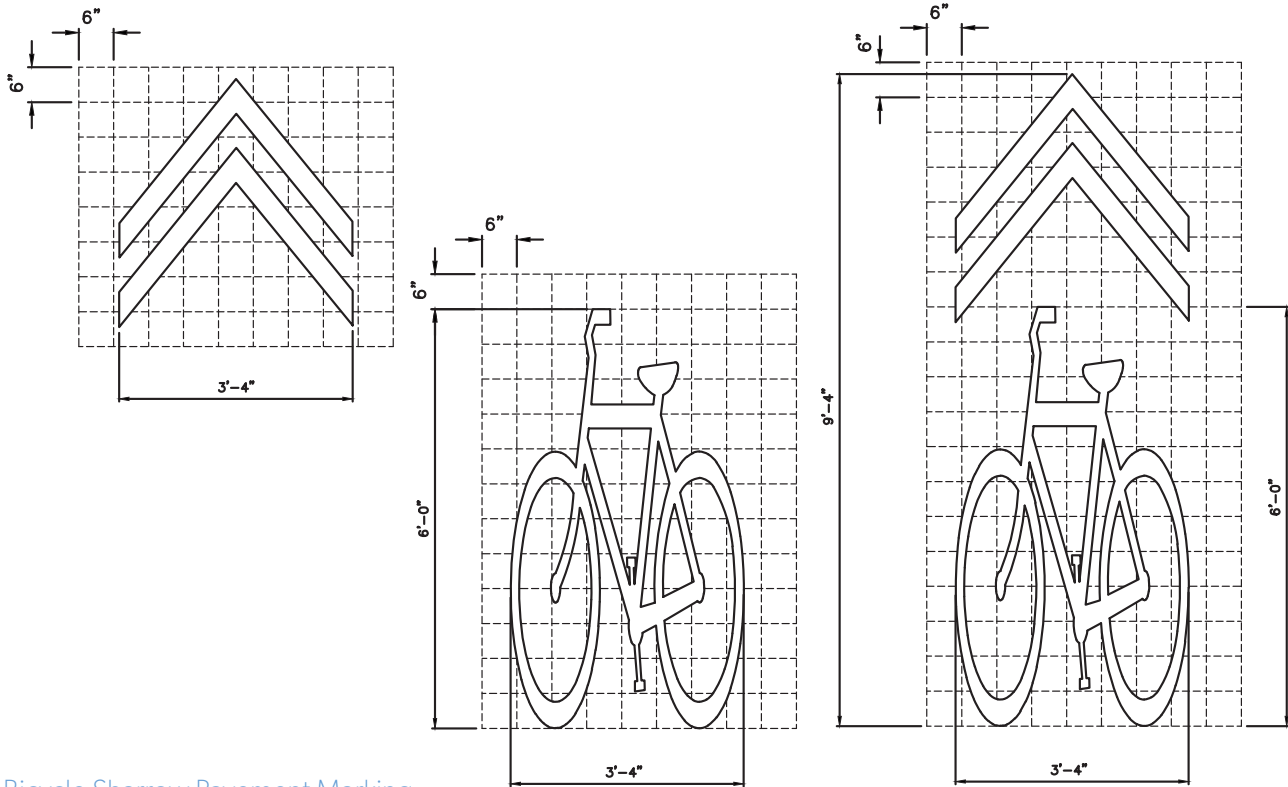
TYPICAL DETAILS



EXTRUDED THERMOPLASTIC PAVEMENT MARKINGS

NOTE: THE MATERIAL USED FOR CROSSWALK MARKINGS SHALL BE ENHANCED SKID RESISTANT MATERIAL, AS CATEGORIZED ON THE WVDOT'S APL FOR TYPE "V" VISIGRIP THERMOPLASTIC MATERIALS.

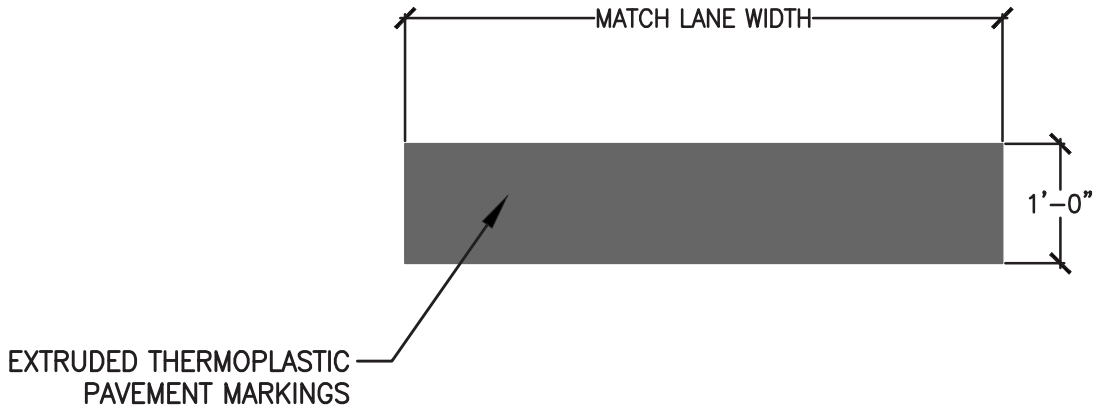
Extruded Thermoplastic Crosswalk Pavement Markings



Bicycle Sharrow Pavement Marking

APPENDIX

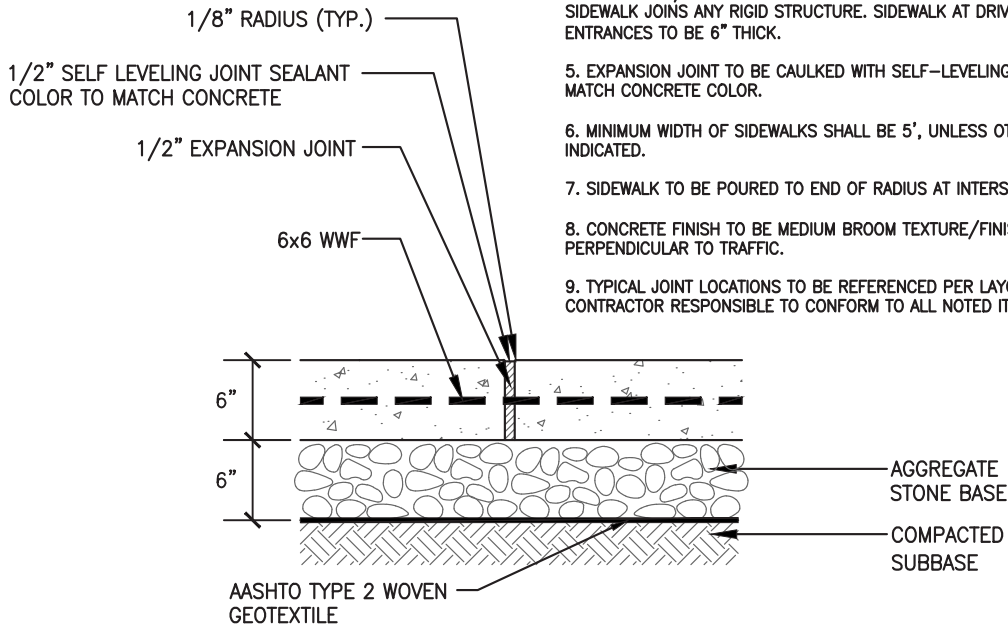
TYPICAL DETAILS



Stop Bar Pavement Marking

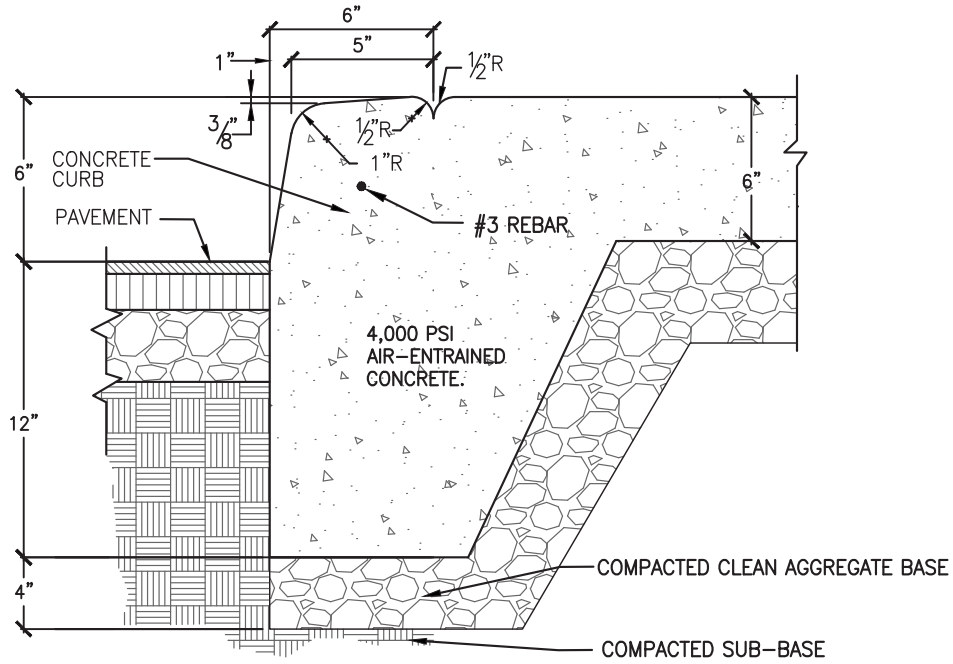
NOTES:

1. CONCRETE SHALL BE AIR-ENTRAINED WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI. IN 28 DAYS.
2. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SHALL BE REQUIRED IN THE CONCRETE SIDEWALK AT 5' INTERVALS, OR AS SHOWN ON PLANS.
3. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 20' INTERVALS (NOT TO EXCEED 30') AND MATCHING EXPANSION/CONSTRUCTION JOINT IN ADJACENT CURB.
4. A SEALED 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE. SIDEWALK AT DRIVEWAY ENTRANCES TO BE 6" THICK.
5. EXPANSION JOINT TO BE CAULKED WITH SELF-LEVELING SEALANT TO MATCH CONCRETE COLOR.
6. MINIMUM WIDTH OF SIDEWALKS SHALL BE 5', UNLESS OTHERWISE INDICATED.
7. SIDEWALK TO BE POURED TO END OF RADIUS AT INTERSECTING STREETS.
8. CONCRETE FINISH TO BE MEDIUM BROOM TEXTURE/FINISH PERPENDICULAR TO TRAFFIC.
9. TYPICAL JOINT LOCATIONS TO BE REFERENCED PER LAYOUT PLAN, CONTRACTOR RESPONSIBLE TO CONFORM TO ALL NOTED ITEMS ABOVE.

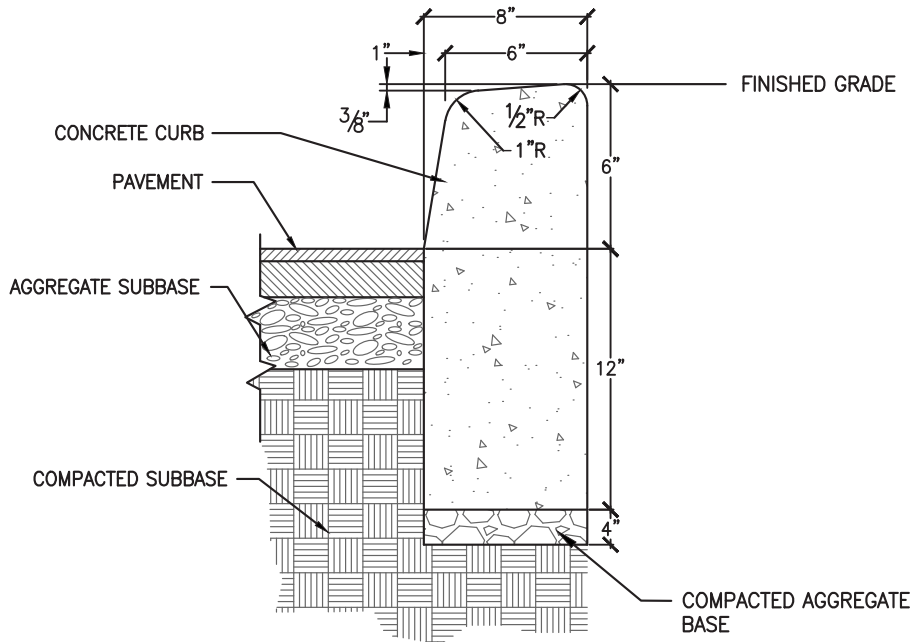


Concrete Sidewalk

TYPICAL DETAILS



Monolithic Curb and Sidewalk



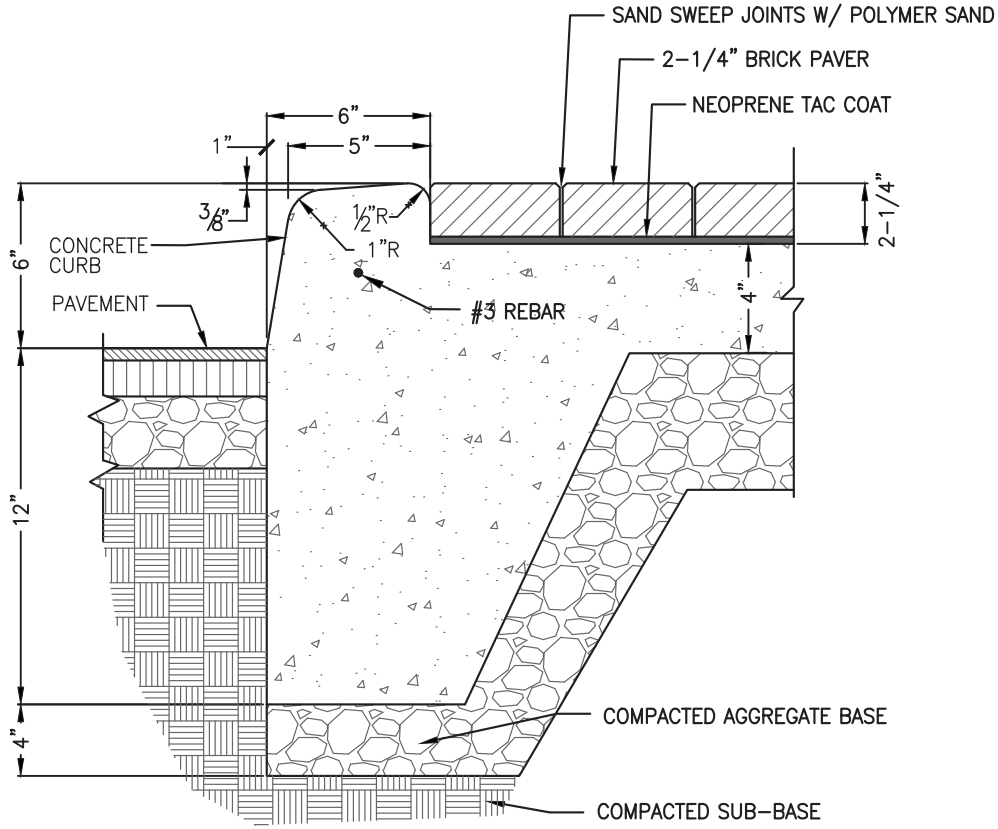
NOTE: CURB TO BE 4,000 PSI AIR-ENTRAINED CONCRETE.

TYPICAL 6" CURB

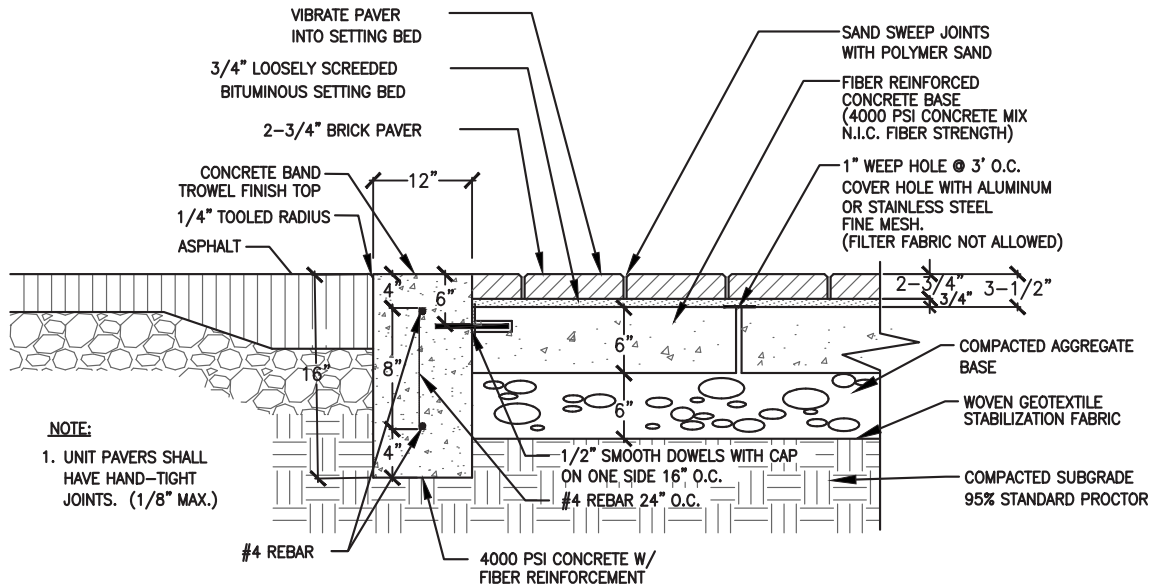
Full Depth Concrete Curb

APPENDIX

TYPICAL DETAILS



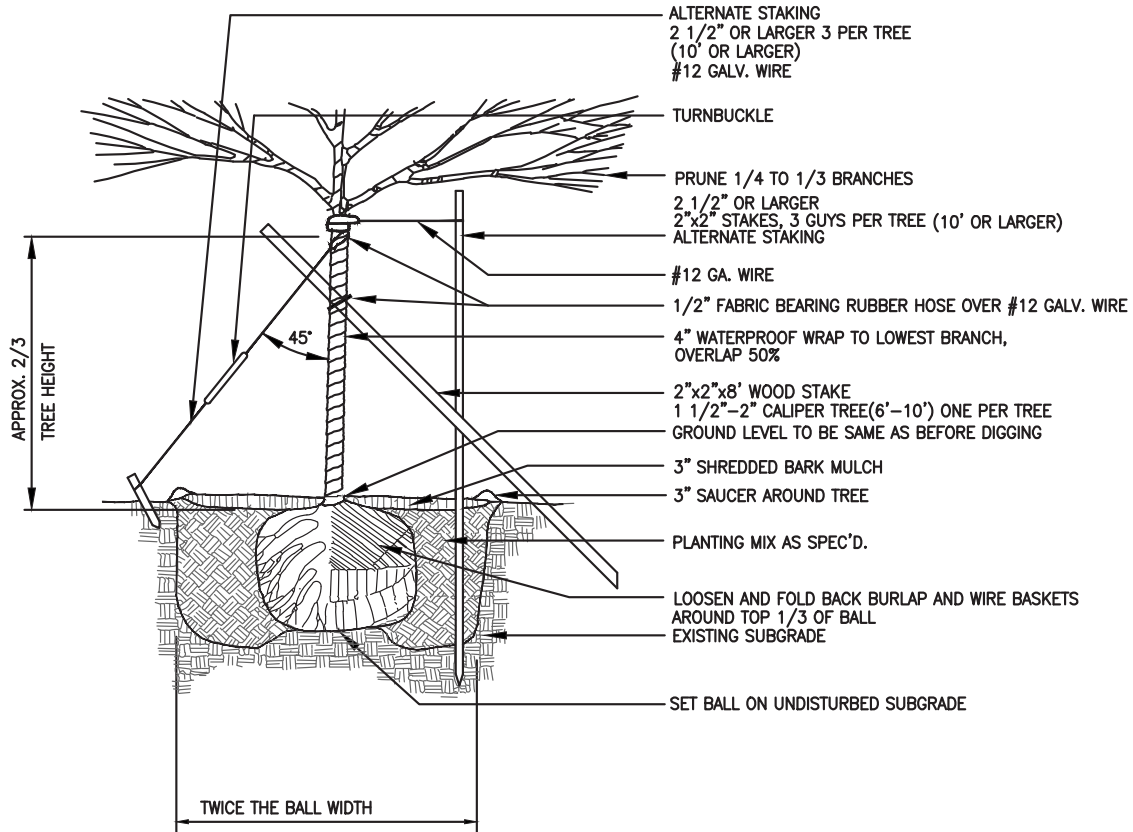
Brick Pavers Sidewalk Banding with Concrete Curb



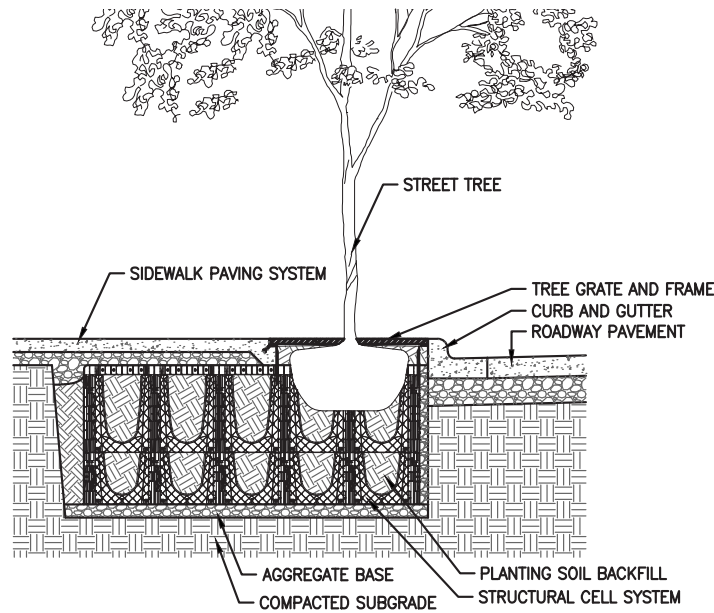
NOTE:
1. UNIT PAVERS SHALL HAVE HAND-TIGHT JOINTS. (1/8" MAX.)

Vehicular Brick Pavers on Concrete Base with Bituminous Setting Bed

TYPICAL DETAILS



Deciduous Tree Planting



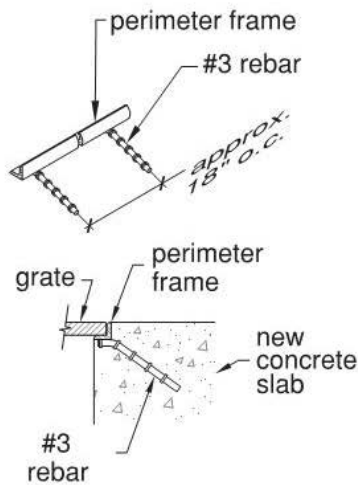
Deciduous Tree Planting with Structural Cell System

APPENDIX

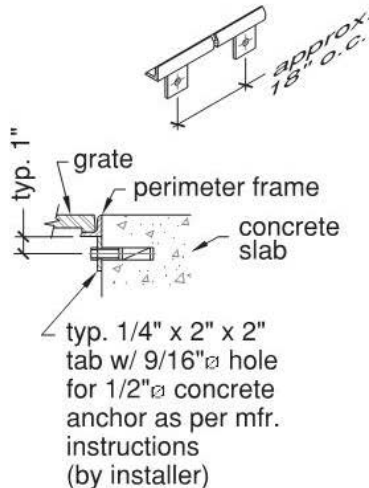
TYPICAL DETAILS



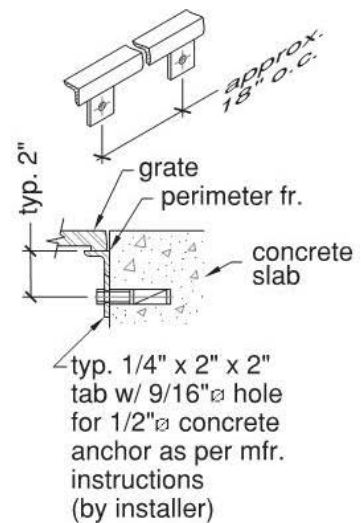
City of Elkins Branded Tree Grate Design



Type E: Embed in new concrete



Type R: Retrofit to existing concrete



Type IR: Retrofit to existing concrete

Tree Grate Frame Installation Options. Source: Iron Age Designs

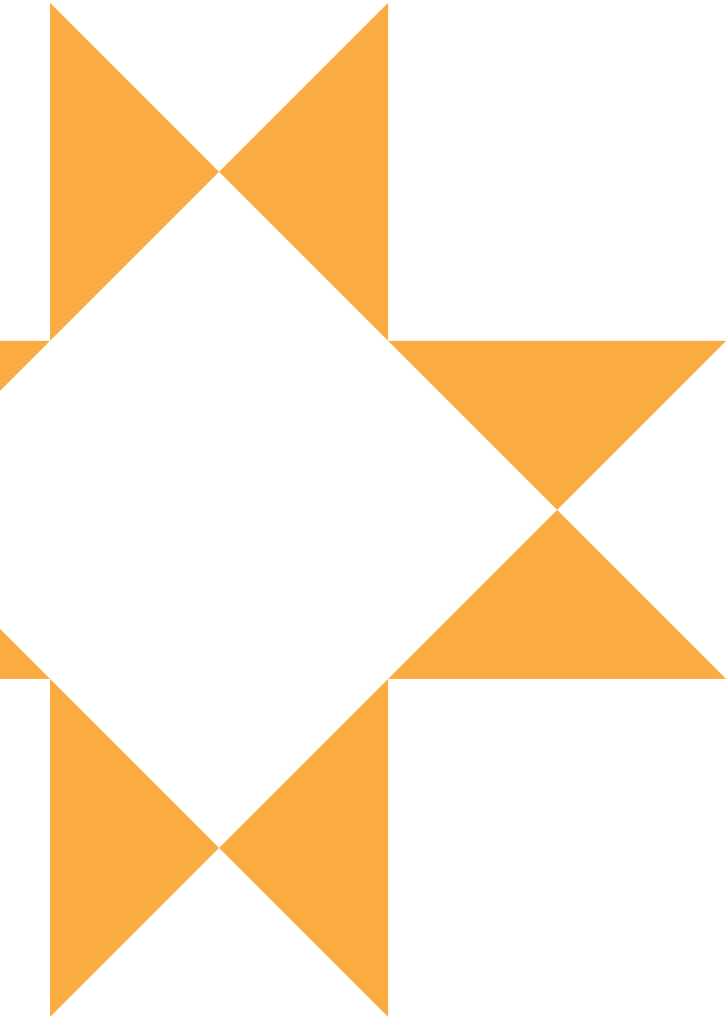
UNIT RATES OF COST

Preliminary cost estimates for the project are included for Phase One: Tablet Square and City Center. They include a 30% swing to account for contingencies in final design. It should be noted that cost estimates are 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 shown below. These are meant as a guide to help determine possible cost of future phases with an adjustment factor of 3% to use based on year to year inflation.

ITEM	DESCRIPTION	UNIT	UNIT COST
Utilities - Site:			
	6" SDR-35	LF	\$24.00
	6" Underdrains	LF	\$12.00
	12" Storm sewer line	LF	\$40.00
	Inlet structures	EA	\$3,500.00
	SDR-35 sanitary sewer service lateral	LF	\$36.00
	Miscellaneous utility adjustments	LS	\$50,000.00
Utilities - Electrical / lighting			
	Specialty Lighting / uplights	LS	\$50,000.00
	Catenary lighting	LF	\$160.00
	Street Lights	EA	\$6,500.00
	Catenary specialty posts	EA	\$5,500.00
	Underground electrical service conduit (pull cords only)	LF	\$75.00
	Underground Data conduit bank (pull cords only)	LF	\$32.50
	Electrical Panels/Transformer Controlers	EA	\$25,000.00
Sitework:			
	Concrete flatwork	SF	\$13.00
	Standary duty asphalt paving (parking + roadway patching)	SF	\$6.00
	Full - depth concrete headers	LF	\$40.00
	Vehicular pavers on concrete	SF	\$105.00
	Pedestrian pavers on concrete	SF	\$65.00
	Pavement striping	LS	\$45,000.00
Landscaping:			
	Landscape budget	LS	\$125,000.00
	Soil amendments / mulch	LS	\$30,000.00
Site Amenities - Miscellaneous Site Furnishings			
	Benches (stone)	EA	\$2,500.00
	Patio chairs	EA	\$540.00
	Patio tables	EA	\$1,130.00
	Bistro chairs	EA	\$630.00
	Bistro tables	EA	\$1,170.00
	Bike Racks	EA	\$470.00
	Bench	EA	\$1,890.00
	Trash receptacles	EA	\$900.00
	Elkins tree grates	EA	\$2,500.00
	Landscape planters	EA	\$2,500.00

LIST OF FIGURES

- **Figure 1.1** Identifies the project area boundary and tax parcels.
- **Figure 1.2:** Right-of-Ways
- **Figure 1.3:** Existing Street Network
- **Figure 2.1:** Streetscape Typologies
- **Figure 2.2** Parking in the Central Business District
- **Figure 2.3** Proposed wayfinding signage for the City of Elkins.
- **Figure 2.4** Elkins Downtown Streetscape Master Plan
- **Figure 3.1:** Tablet Square Concept Master Plan
- **Figure 3.2:** City Center Concept Master Plan
- **Figure 4.1:** Site Furnishings at Transit Stops
- **Figure 4.2:** Bench Placement
- **Figure 4.3:** Dining Placement
- **Figure 4.4:** Street Tree Recommended Species
- **Figure 5.1** Elkins Streetscape - Tablet Square Cost
- **Figure A.1** Stakeholder / Public Participation map scanned from the meeting held November 15, 2022.



ELKINS STREETScape

MASTER PLAN