

Top right: Interactive public art, as seen in this photograph from Denver, CO, affords users the opportunity to become further involved in the experience of downtown.

Bottom right: Opportunities for public art, such as this from London, England, may exist on building facades in Calder Way.

THEME 3 – CONNECTING TO THE DISTRICT: CREATING A COMFORTABLE, COHESIVE AND ATTRACTIVE DOWNTOWN

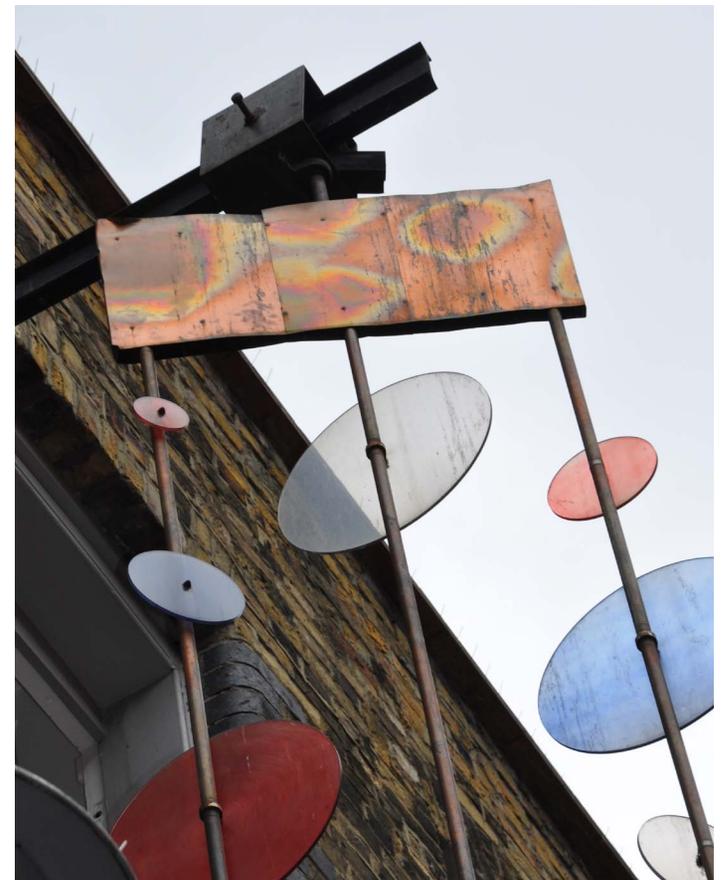
Overview

An attractive, vibrant public realm is critical for a successful downtown, not only in terms of aesthetics, but, more importantly, in terms of creating an environment where people prefer walking, further reducing dependency on the automobile. Public realm enhancements play an important role in the transportation-related recommendations as described under Theme 2, particularly in terms of connecting visitors to parking resources and supporting transit and bicycle usage. In addition, they are vital in supporting goals of enhancing the town-gown relationship between downtown and the Penn State campus.

It is important to understand that the elements that contribute to an attractive public realm are many and include great open spaces, vibrant streetscapes, public art, programming of activities and attractive architecture. This section of the report describes recommendations as they relate to public art, architectural design, open space opportunities and streetscapes. Vibrant streetscape environments are particularly important for State College which, with the exception of the University campus, lacks a significant open space network found in many downtowns. The streets, therefore, are the open spaces and should be very attractive and comfortable places for people to be.

Recommendations

For the recommendations listed below, the primary implementation partners (the organizations that takes the lead in implementation) are bolded and other potential supporting partners appear unbolded.



3-A: Downtown Public Art Program

Using the initial recommendations outlined in this plan and the PSU Public Art Master Plan as a guideline, develop a detailed master plan and strategy for providing downtown public art.

Implementation: Borough of State College, Design Review Board, Art in Public Places Committee

Penn State's Palmer Museum has expressed an interest in having more interaction with downtown and there is the opportunity to develop a public art master plan for downtown, similar to the one for campus. A master plan for public art might include the following elements:

Locations for Public Art: The plan should identify a hierarchy of locations for public art along with appropriate format (sculpture, mural, pavement, facade, etc.). Emphasis should be on highly visible sites that are at key pedestrian nodes/crossroads—particularly for art that is more iconic—as well as less public spaces such as building entrances and courtyards. Refer to *Exhibit 16: Proposed Open Space Network*.

Criteria: The plan should establish criteria related to quality of the public art and, in particular, require relevance to the site. “Plop art”—art that is put down simply to fulfill a requirement with no relation to context—should be avoided. Art that incorporates use of recycled materials and promotes sustainable practices should be encouraged.

Committee: The plan might outline an implementing organization in the form of a public arts committee. This could be an off-shoot of the existing public arts committee for Penn State or it could be a separate organization. If a separate organization, it should coordinate efforts with Penn State's committee to encourage opportunities to strengthen the town-gown relationship. The committee could include graduate students, art education students, merchant representatives, artists from the Centre Region and residents.

Several communities across the country (Bend, OR;



Left: Public art in Greenville, SC exemplifies materials compatible with those of the streetscape and are appropriately located so as to not inhibit pedestrian flow along the sidewalk.

Opposite: Exhibit 16 illustrates recommendations for improving and expanding the downtown open space network, taking into account key pedestrian nodes, proximity to public transit stops and opportunities for public art.

Austin, TX; and Greenville, SC) have an Art in Public Places Commission that is appointed directly to review art placement and design with an overarching goal to foster quality art in the community. Each of these communities' programs could be explored for model guidelines.

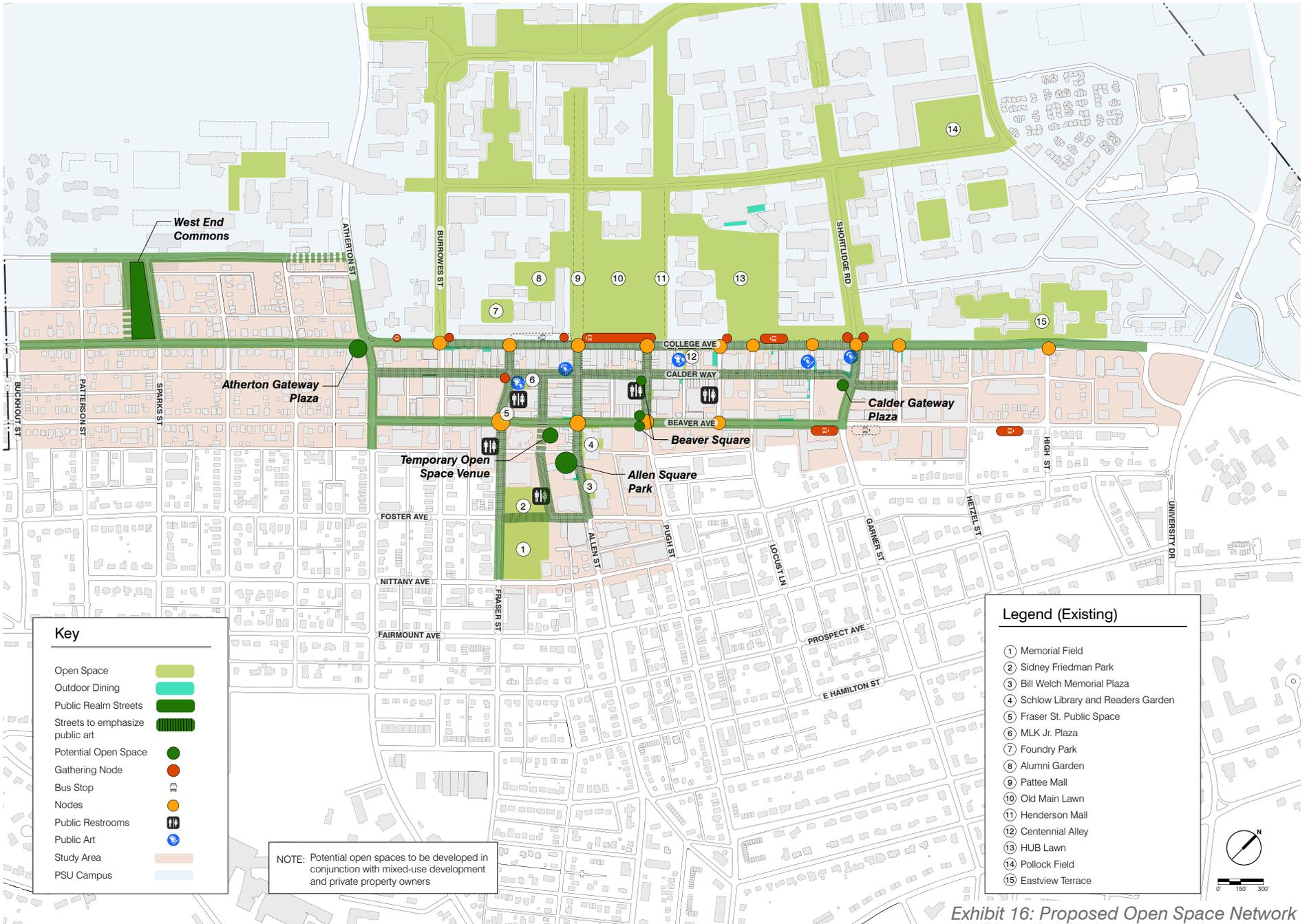
3-B: Downtown Open Space Network

Explore opportunities to incorporate a network of small gathering places downtown.

Implementation: Property Owners

Few opportunities exist in Downtown State College to create a significant and successful open space or “town square.” Additional open spaces and gathering spaces should primarily be achieved through the creation of bulb-outs at street intersections, expanded sidewalks where possible and through the use of “shared space”—streets that emphasize the pedestrian can be closed for special events or during certain times of the week.

Consider short and long-term opportunities to continue to expand the downtown open space network with the addition of pocket parks, plazas and courtyards that connect with the public sidewalk network. As these spaces are developed, there is an opportunity to use these spaces as showcases for sustainable practices and may include innovative storm



Key

- Open Space
- Outdoor Dining
- Public Realm Streets
- Streets to emphasize public art
- Potential Open Space
- Gathering Node
- Bus Stop
- Nodes
- Public Restrooms
- Public Art
- Study Area
- PSU Campus

NOTE: Potential open spaces to be developed in conjunction with mixed-use development and private property owners

Legend (Existing)

- 1 Memorial Field
- 2 Sidney Friedman Park
- 3 Bill Welch Memorial Plaza
- 4 Schlow Library and Readers Garden
- 5 Fraser St. Public Space
- 6 MLK Jr. Plaza
- 7 Foundry Park
- 8 Alumni Garden
- 9 Pattee Mall
- 10 Old Main Lawn
- 11 Henderson Mall
- 12 Centennial Alley
- 13 HUB Lawn
- 14 Pollock Field
- 15 Eastview Terrace



Exhibit 16: Proposed Open Space Network

water management practices, rainwater capture from adjacent buildings (particularly if the open space is created in conjunction with new development), use of recycled materials, native plantings and educational interpretation. Opportunities for significant spaces are limited and related to redevelopment of private property, however, the following should be considered, as described below and identified on *Exhibit 16: Proposed Open Space Network* (previous page).

Allen Square Park: This site is located at the southwest corner of South Allen Street and West Highland Avenue. Currently it is occupied by the former Verizon Building (owned by the Borough) and a bank. While the bank has no plans to relocate, this property should be considered in the long term. It connects with Schlow Library and the Municipal Building, it is located at the high point along Allen Street so could be visible from College Avenue and it could be activated by future development on the post office property and the Beaver Avenue surface parking lot. In addition, it could also provide a connection to Sidney Friedman Park. This concept is illustrated in theme four.

Beaver Square (Potential): This site is located at the southwest corner of Beaver Avenue and Pugh Street where the existing CVS and parking lot are located. The site is connected to College Avenue along Pugh Street and is visible from College as well as centrally-located within the downtown. This site also has great potential as a redevelopment site for mixed-use development on its own or in conjunction with the Pugh Street Garage site and will be examined during Phase II of the master plan. Should this site be utilized for future development, consideration should be given to the potential for a small gathering space at the corner of Pugh and Beaver in conjunction with the development as illustrated in Theme 4. Similarly, any redevelopment of the Pugh Street Garage site should consider integrating a small gathering space, potentially at the corner of Beaver and Pugh or Pugh and Calder Way, also illustrated in Theme 4.

Calder Gateway Plaza (Potential): This is the southwest corner of Garner Street and Calder Way and has been



Milford, PA (top right) offers an example of a small plaza space/pocket park.

identified in previous master plans as a plaza opportunity and “gateway” to Calder Way. It would need to be incorporated into plans for the private development of that site and incentives might be offered to make it feasible for the property owner.

This site would be highly visible and well connected to College and Beaver Avenues. With the addition of bike lanes along this block of Garner Street, as discussed above, a small plaza area here should consider bicycle accommodations. This plaza will be explored further in Phase II as part of a redevelopment concept for the entire site. This concept is further illustrated in Theme 4.

West End Commons: The West End Revitalization Plan identified several alternative approaches to creating a park commons north of College Avenue in the vicinity of Sparks Street and West Campus Drive. This is a valid recommendation to create a central focus to the West End, particularly when considering that State College lacks any kind of “town square” space like this. The recommendation of this master plan is to continue to include this open space in the revitalization of the West End.

Atherton Gateway Plaza: New mixed-use development is planned for the southwest corner of Atherton Street and College Avenue. With this highly visible corner, there is an opportunity to work with the property owner to incorporate a small plaza area at the corner.

Temporary Open Space Venues (Potential): The existing Beaver Avenue surface parking lot, on the south side of Beaver Avenue and west of Allen Street, is quite pleasant with the abundant tree cover throughout the lot. This space could be an attractive venue for downtown events.

3-C: Cohesive Design

Adopt a cohesive family of design elements to use throughout the downtown streetscapes.

Implementation: Design Review Board, Property Owners

Design elements should be appropriate to the streetscape type (described above) to reinforce the downtown identity and establish continuity within the public realm. State College is already using many standards and these should be formally adopted. These and other recommended standards are described in Appendix C: Design Guide and should be incorporated into the DRB's design guide update.

3-D: Streetscape Typologies

Establish a hierarchy of street typologies to incorporate into the DRB's design guide update and help guide streetscape design decisions and priorities.

Implementation: Design Review Board, Property Owners

While the public realm of all downtown streets is important, this hierarchy recognizes that all streets should not be treated equally in terms of pedestrian function and design. The most important streets should receive the highest level of investment while less important streets should receive a base level of design. The ultimate goal, however, should be that all streets are clearly part of a cohesive public realm network, regardless of their level in the hierarchy. Below is a summary of the proposed hierarchy, which is also illustrated in *Exhibit 17: Streetscape Typologies (page 100)*. A detailed design description for each typology is provided in Appendix C: Design Guide.

Type A: These streets are the most important in terms of establishing the downtown public realm image and framework and receive the highest level of design treatment, going above and beyond what has already been completed downtown. This category includes the core of College Avenue (Between Atherton Street and University Drive) and Allen Street (between College and Beaver Avenues). Conceptual design for "Allen Street Promenade" and the core of College Avenue are illustrated and described in detail on the following pages

Type B: These streets are important streets that define the downtown core. Some streetscapes along these streets have already been completed (portions of Allen and Fraser Streets and portions of Beaver Avenue) or are in the process of being implemented (a portion of Atherton Street and a portion of Pugh Street) and have set the materials standard for all of downtown. The following additional street segments should also receive this same or similar treatment to complete the downtown core network: portions of Beaver Avenue (between Atherton and Garner Streets), Fraser Street (between Beaver and Foster Avenues), Pugh Street (between Beaver and Foster Avenues) and Garner Street (between College and Beaver Avenues). A design concept for Beaver Avenue is illustrated and described in detail on the following pages. Additionally, recommendations for refinements to the Pugh Street streetscape are also illustrated and described in Recommendation 3-K.

Type C: These streets represent the east and west extensions of College and Beaver Avenues (and the connecting portions of High and Buckhout Streets) but are outside of the downtown core and do not warrant the same level of design as Type A and B above. They should, nonetheless, be compatible in design.

Type D: This street type represents alleys designed as shared space, with a heavy emphasis on accommodating pedestrians. The street type is anchored by Calder Way (between Atherton and Sowers Streets), Kelly Alley and D Alley (between West Highland Alley and Foster Avenue). Should the Beaver Avenue parking lot be redeveloped,

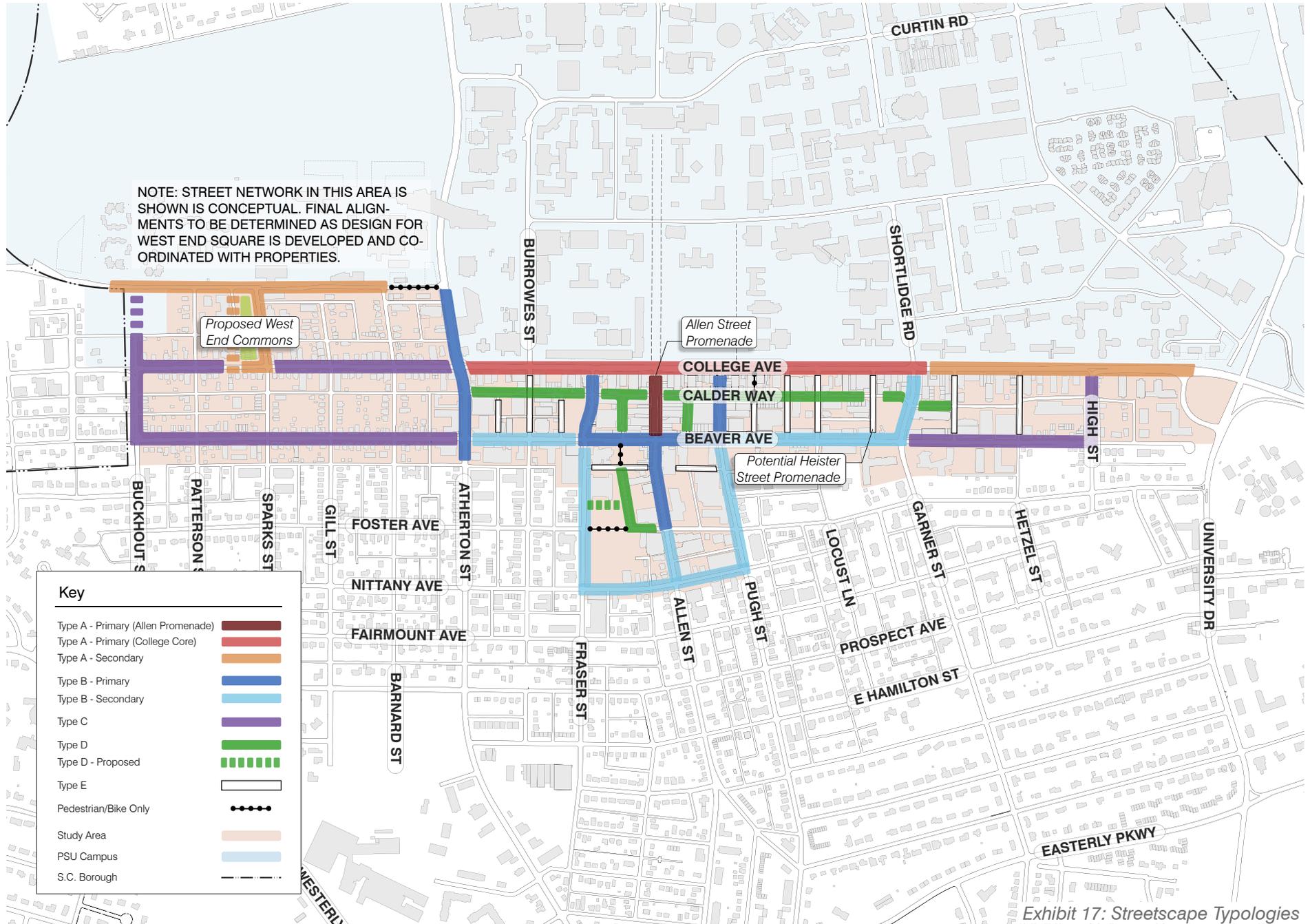


Exhibit 17: Streetscape Typologies

Opposite: Exhibit 17 shows the recommended streetscape typologies for downtown. Establishing a hierarchy for downtown streets as it relates to pedestrian function and design will help focus improvement efforts and guide design decisions.

consideration should be given to providing a pedestrian link connecting Kelly and D Alleys. A design concept for Calder Way is illustrated and described in detail on the following pages.

Type E: This street type represents all other streets within downtown and will include base level of treatment. Sidewalk paving would be predominantly concrete and the Borough standards for lights, street furniture, tree grates, etc. would be used.

Focus and Catalyst Projects

Implementation of the public realm enhancements described in this chapter will occur over many years. It is important, however, to establish Catalyst project as an initial phase; one that will make a significant positive impact on downtown. Several streetscape projects are described on the following pages as "focus projects", many of which (or a portion of which) comprise a significant Catalyst project. These focus projects include the Allen Street Promenade (from College Avenue to Beaver Avenue), College Avenue (from Atherton Street to University Drive), Calder Way (from Burrowes Street to Garner Street), Beaver Avenue (from Atherton Street to

High Street), Pugh Street (from Beaver Avenue to College Avenue)and High Street (from Beaver Avenue to College Avenue). Of these focus projects, the following projects or portions of projects are included in the Catalyst project:

- Allen Street Promenade, including the intersection with College Avenue
- Pugh Street, with the exception of the Pugh Street Garage frontage
- Calder Way, between Burrowes and Heister Streets
- Beaver Avenue, between Miller Alley and Pugh Street (sections that are currently incomplete)

These streets have been identified as part of the Catalyst project because of their adjacencies to already completed streetscapes such as Fraser Street, Allen Street (south of Beaver), and portions of Beaver Avenue (between Fraser and Pugh Streets); they were already in design (Pugh Street); their proximity to significant development/redevelopment opportunities (Fraser Centre and Pugh Street Garage) and/or their location within the downtown core. Refer to *Exhibit 18: Focus and Catalyst Projects*, below.

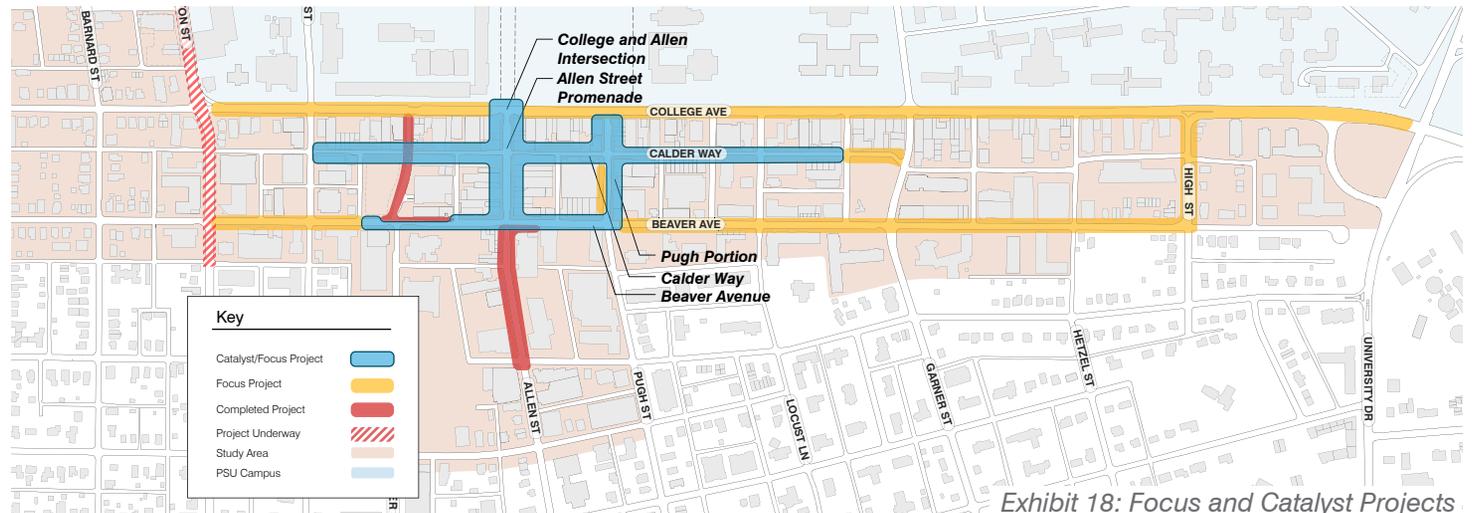


Exhibit 18: Focus and Catalyst Projects



Allen Street Promenade

Focus Project 1 (Catalyst)

3-E: Allen Street Promenade

Reinforce the 100 block of Allen Street, including the intersection with College Avenue, as the center of downtown and establish it as downtown's "town square." Implement as part of Catalyst project.

*Implementation: **Borough of State College, Downtown Improvement District, Downtown Businesses, Property Owners***

Streetscape Type A - Primary

Concept: The overall concept for the Allen Street Promenade supports recommendations from previous master planning efforts to treat this block of Allen Street as a "great place"—one that clearly portrays itself as being the "town square" for State College. It is important to note that the proposal is not to designate this block of Allen Street as a "pedestrian mall"—a space that is permanently closed to automobiles. Rather, the design for this block of Allen Street allows great flexibility in how the block functions. Most of the time, the block will function as it currently does with two-way traffic and on-street parking. Other times, it could be closed to accommodate events or increased volumes of pedestrian traffic. It could be closed entirely (College Avenue to Beaver Avenue) or in segments (College Avenue to Calder Way or Calder Way to Beaver Avenue).

Initially, the block might only be closed a few times a year. Downtown Improvement District and the Borough could continue to experiment with regular closings certain evenings of the week, certain weekends or specific seasons, depending on on-going evaluation of the success of the closings and programming of the space. As the use of the space is evaluated, it will be important to involve the business community, particularly the Allen Street businesses.

Top right: The gates to Pattee Mall on the University campus serve as the most profound marker in downtown of the relationship between "town" and "gown."

Bottom right: Allen Street already functions as the location for special events downtown, which sometimes require street closure between College and Beaver Avenues. The master plan seeks to build on this positive experience of place by further establishing Allen street as downtown's "town square."



Events such as "Lunch 'n' Learn" and "Lunch Break" could occur in this space as could new festivals that emerge as described earlier under Recommendation 1-F.

Specific design enhancements include the removal of the curb to create a flush paved surface of predominantly brick. While brick paving is recommended, concrete unit pavers or stamped concrete may also be considered but should be determined at the time of detailed design. Different use areas (parking, travel lanes, etc.) will be defined by bollards, planters, street trees, ornamental lighting and pavement markings. Electrical service and water hook-ups will also be

provided to accommodate performance venues. While this block will be open to traffic most of the time, it will “feel” like a space where pedestrians are the primary user and vehicles are secondary users. At the time of detail design, the spacing of these elements will need to be coordinated with businesses and their delivery requirements to accommodate this important function.

Other design elements will include kiosks, signage and banners to reinforce the downtown community brand, bicycle accommodations and public art. Earlier master plans suggested overhead “string lights” as a way to further enliven the street. While this would certainly enhance the atmosphere of the street, it is important to maintain the view to the Allen Street gates and Pattee Mall and avoid overhead elements that would detract from this view. Instead, these should be reserved for Calder Way as described later in this report.

An additional early opportunity for this block is to experiment with “pop-up cafes” or “parklets” in place of some of the parking spaces. These would allow the expansion of the pedestrian zone in some areas without having to close the street to vehicles and parking. This concept is employed throughout the world to accommodate outdoor dining, additional seating areas, vendor carts or merchant display areas for certain seasons, while allowing the space to revert to parking during other times of the year. There are a number of ways that this can be managed. In New York City, these outdoor seating areas are open to anyone and shared among businesses since they are located within the public right-of-way. In Frederick, Maryland, individual businesses can obtain a permit to use the space for their business and patrons (outdoor dining or display space), provided there is unobstructed pedestrian access along the sidewalk. The Borough and Downtown Improvement District could experiment with this concept even before the new streetscape is constructed. Frederick, Maryland allowed two pop-up cafes as a multi-month experiment in 2012.

With the complete reconstruction of the street and removal of the curb, there is an opportunity to incorporate innovative



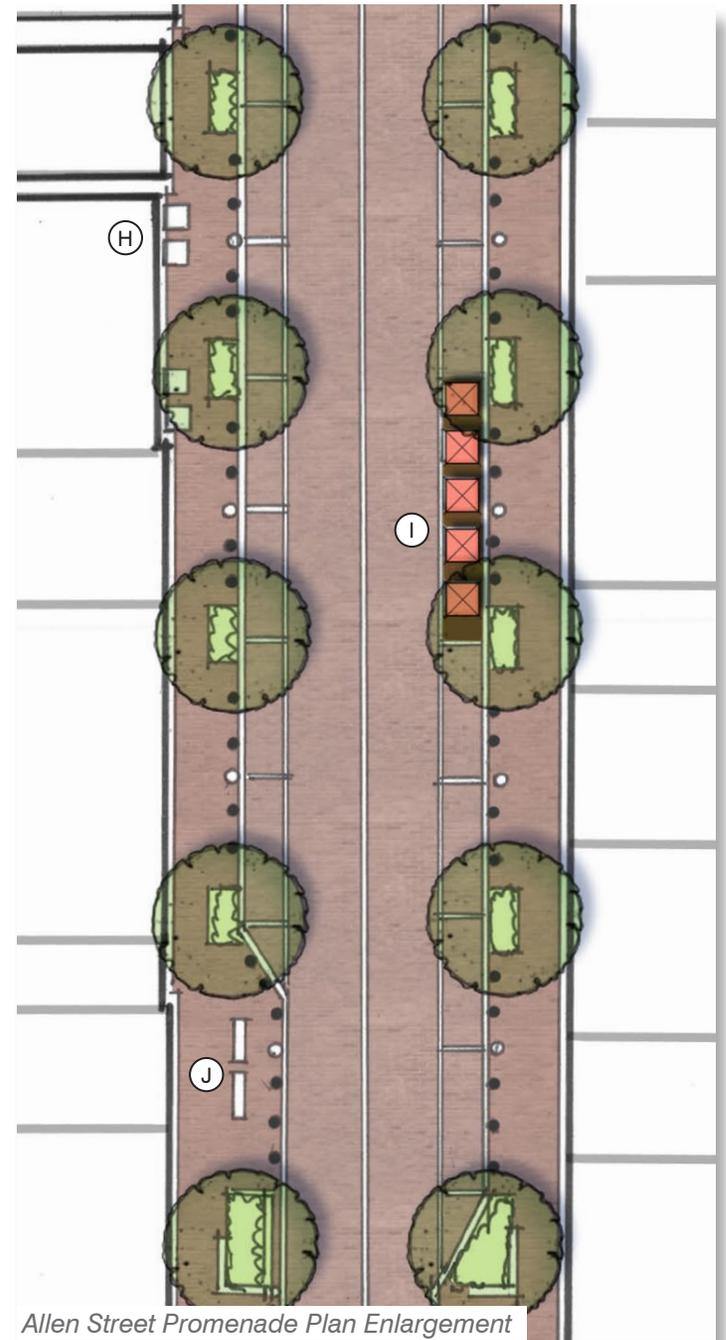
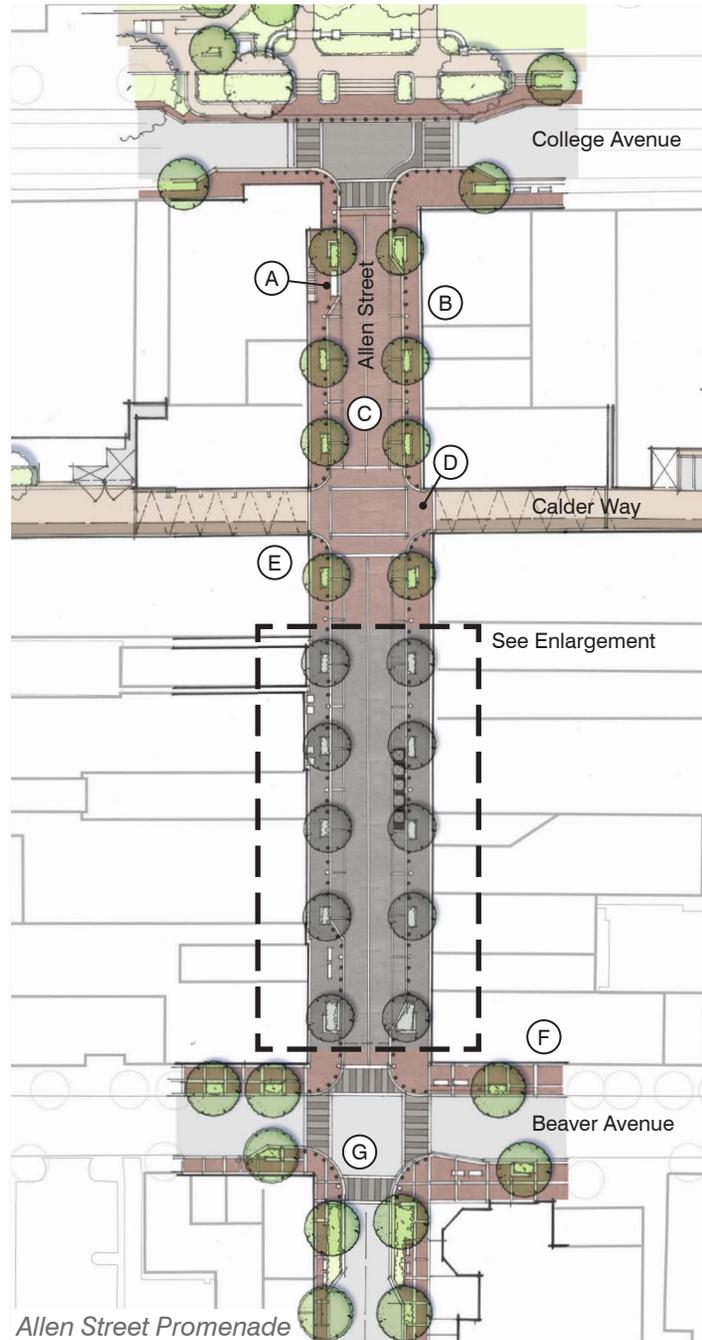
Many precedents exist for continuous brick paving along urban streets and adjacent sidewalks. Court Street in Greenville, SC (top left) shows how bollards can be used to separate vehicular and pedestrian zones. The roadway as seen in Annapolis, MD (bottom left) sits below the sidewalk as part of a typical street section, but the uniformity of materials conveys a pedestrian-oriented space while still facilitating vehicular access to commercial uses.

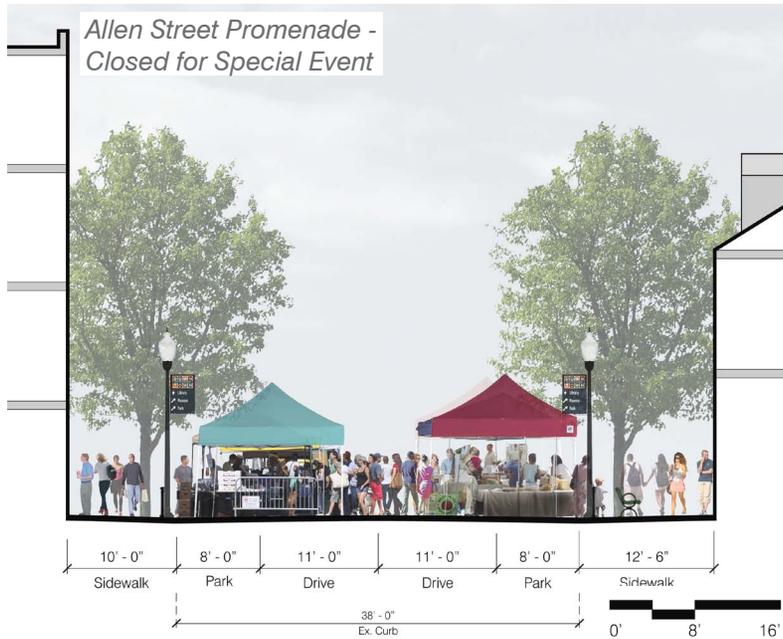
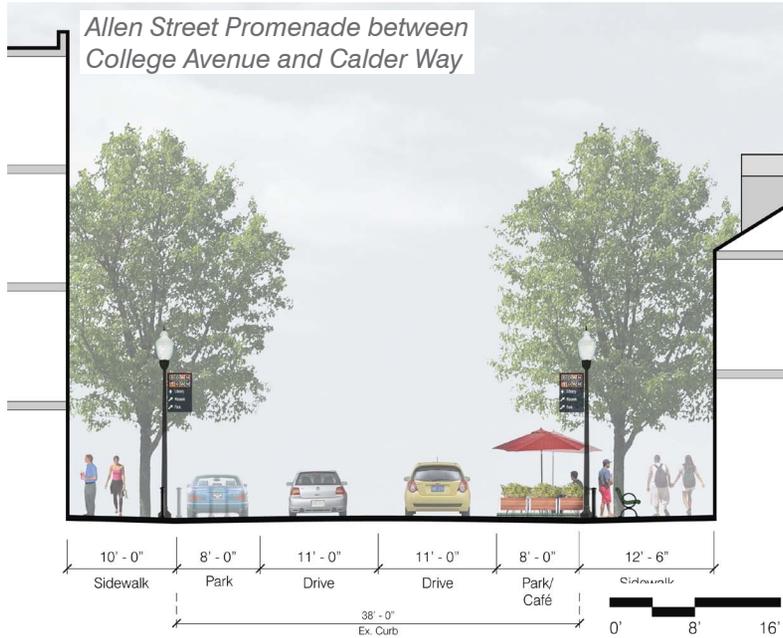


storm water management practices into the streetscape design. In particular, water from building downspouts might be directed to new interconnected tree planting pits or collected for irrigation of planter pots. Similarly, tree planting pits may be interconnected to utilize storm water runoff from the street. However, because of the limestone geology, geotechnical surveys will need to be conducted during the design phase to determine any techniques that might be appropriate.

Additional design recommendations and materials are outlined in Appendix C: Design Guide. The design concepts for the intersection with College Avenue is described and illustrated on the following pages under “College Avenue.”

- A. *Enlarged Bulb-Out and Bicycle Storage*
- B. *Brick Sidewalks; Bollards Between Sidewalks and Street*
- C. *Brick Paving in Street; Flush with Sidewalk Grade*
- D. *Brick Crosswalks at Calder Way*
- E. *Relocated or New Street Tree, Typ.*
- F. *Brick Paving Along Beaver Avenue to Match Existing Borough Standard Adjacent to Schlow Library*
- G. *Stamped Concrete Crosswalks to Match Treatment Along College Avenue; Center of Intersection Remains Asphalt*
- H. *Outdoor Seating/ Merchandise Display Opportunities*
- I. *"Pop-Up Cafes" or "Parklets" in Parallel Parking Zone; May Be Temporary or Permanent and May Rotate Locations*





"Pop-up cafes" or "parklets" utilize space typically devoted to parallel parking to expand the pedestrian environment of the street. These spaces can be temporary or permanent and have the flexibility to rotate locations so that businesses can share in the opportunity to service more clients. This strategy could be implemented on Allen Street to add activity and color to the street as well as offering outdoor gathering and/or dining spaces that do not currently exist downtown.

(Top left: Old San Juan, Puerto Rico; Bottom left: Baltimore, MD)

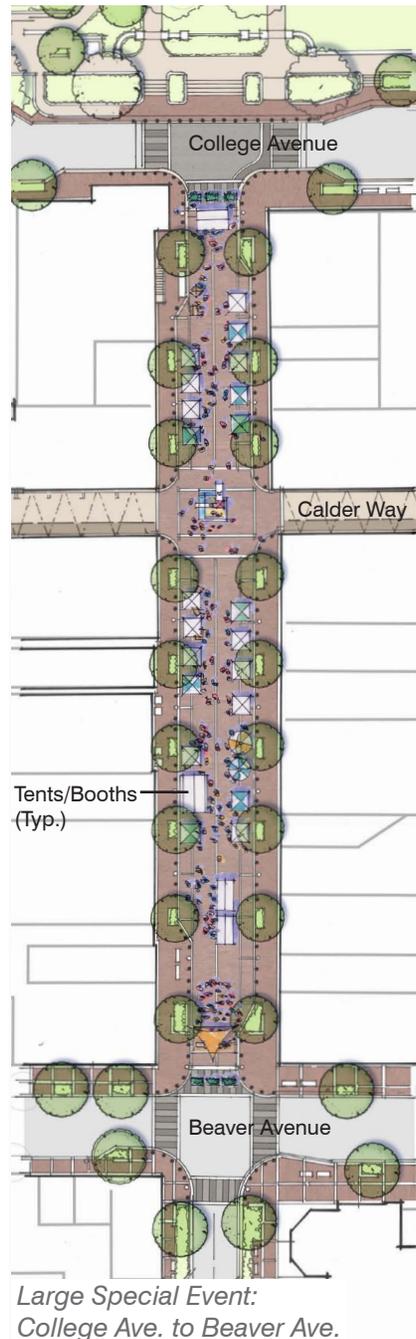


Large Special Event

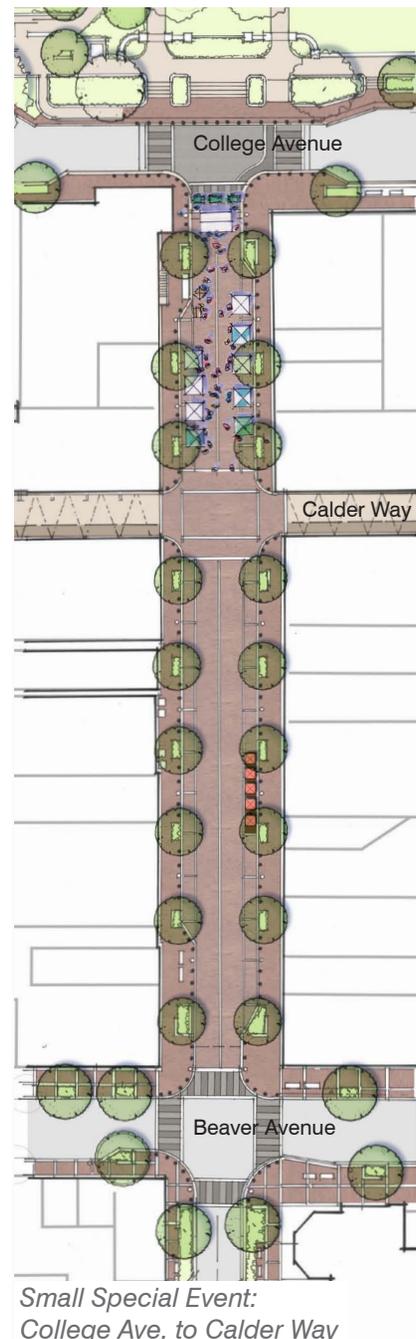
- Performance Space at College Avenue and Beaver Avenue
- Activity Node at Calder Way
- Vendor Spaces and Outdoor Dining Located in Parallel Parking Zone

Small Special Event Options

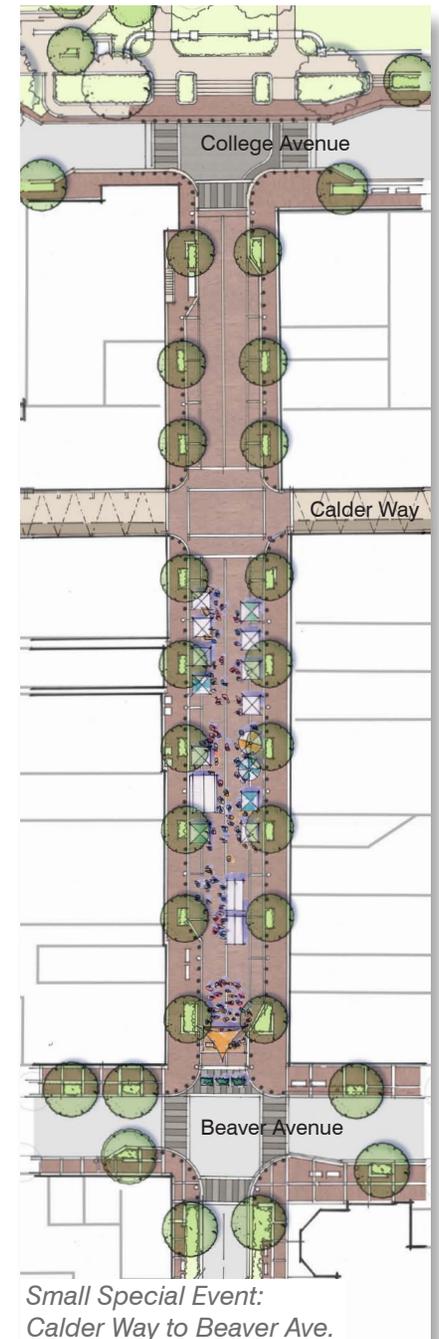
- Performance Space at College Avenue or Beaver Avenue
- Vendor Spaces and Outdoor Dining Located in Parallel Parking Zone
- Intersection with Calder Way Remains Open to Allow for Vehicular Circulation



*Large Special Event:
College Ave. to Beaver Ave.*



*Small Special Event:
College Ave. to Calder Way*



*Small Special Event:
Calder Way to Beaver Ave.*



College Avenue

Focus Project 2 (Catalyst - Allen Street Intersection)

3-F: College Avenue

Enhance College Avenue as a great street that reinforces its town-gown role of integrating Penn State University with Downtown State College. Implement the Allen Street intersection as part of the Catalyst project.

*Implementation: **Borough of State College, Penn State University***

Streetscape Type A - Primary and Secondary

(The concept and design details described below are feasible under PennDOT guidelines; however, more flexibility may be possible if the Borough participates in PennDOT's Turnback Program. See Recommendation 3-G for a complete description of this alternative.)

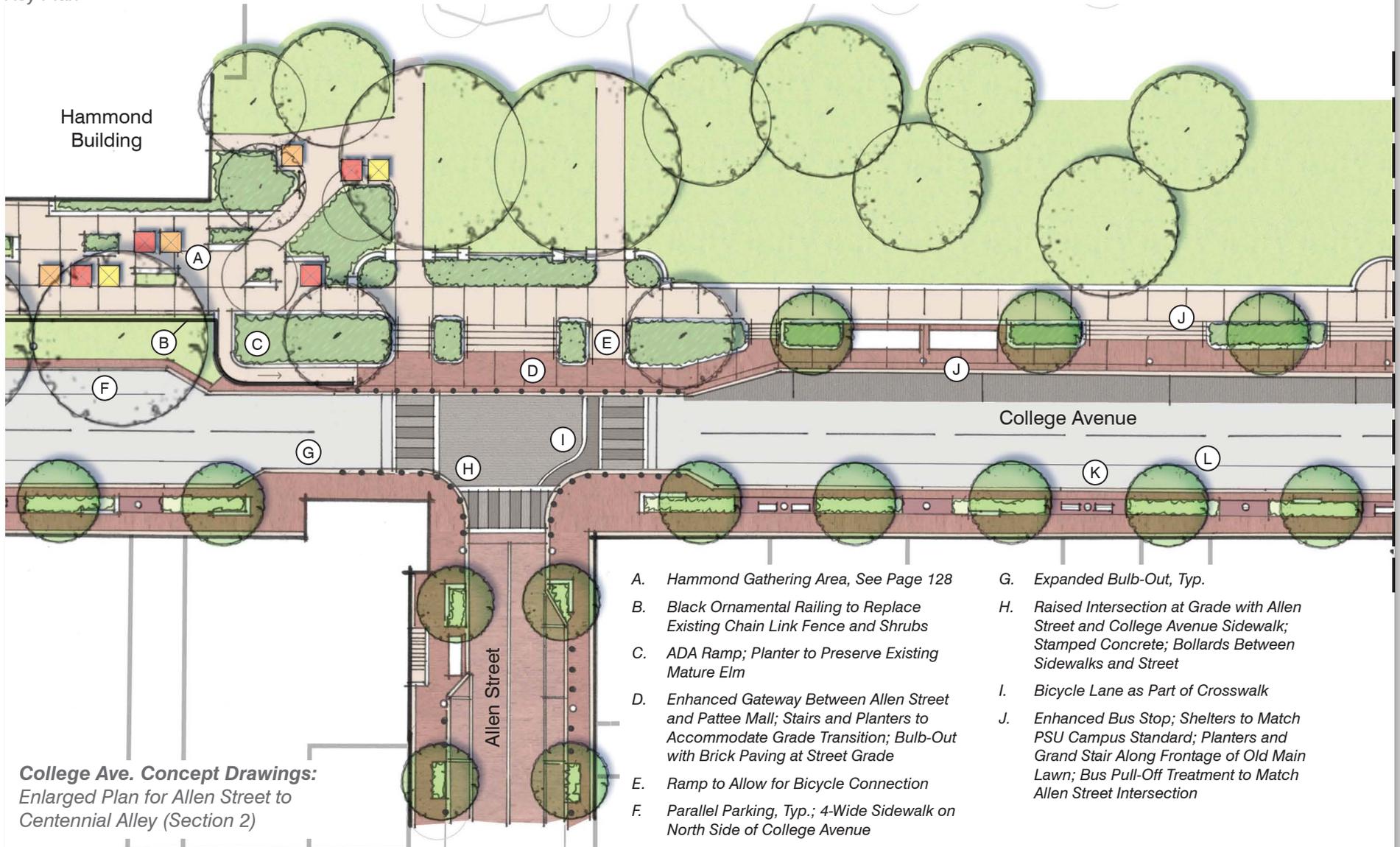
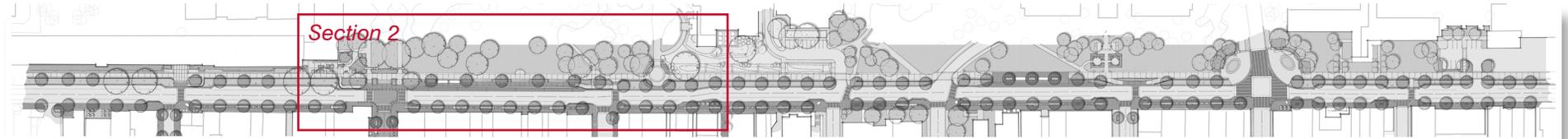
Concept: The overall concept for College Avenue is to create a distinct brand, safe and comfortable pedestrian environment and unified streetscape image that complements the unique qualities of each side of the street: the broad lawns and traditions of the Penn State University campus and the vibrant college town environment of downtown State College. While the land uses are very different on each side, unified streetscape elements and materials will provide for a cohesive image that reinforces the town-gown role of this important street. The highest level of design will occur within the segment between Atherton Street and Garner Street (the College Avenue Core or Streetscape Type-A Primary). The section between Garner Street and University Drive (Streetscape Type-A Secondary) will utilize the same family of materials as the Core but will include less intensive paved pedestrian areas (the south side sidewalk will not be expanded and parking will remain on both sides where it currently exists); however, a narrow brick sidewalk will be added along the north side parking curb. The segment between Atherton Street and Buckhout Street

College Avenue's unique character stems from its vibrant college town environment on the Borough side (top right) and its rich campus image on the University side (bottom right).



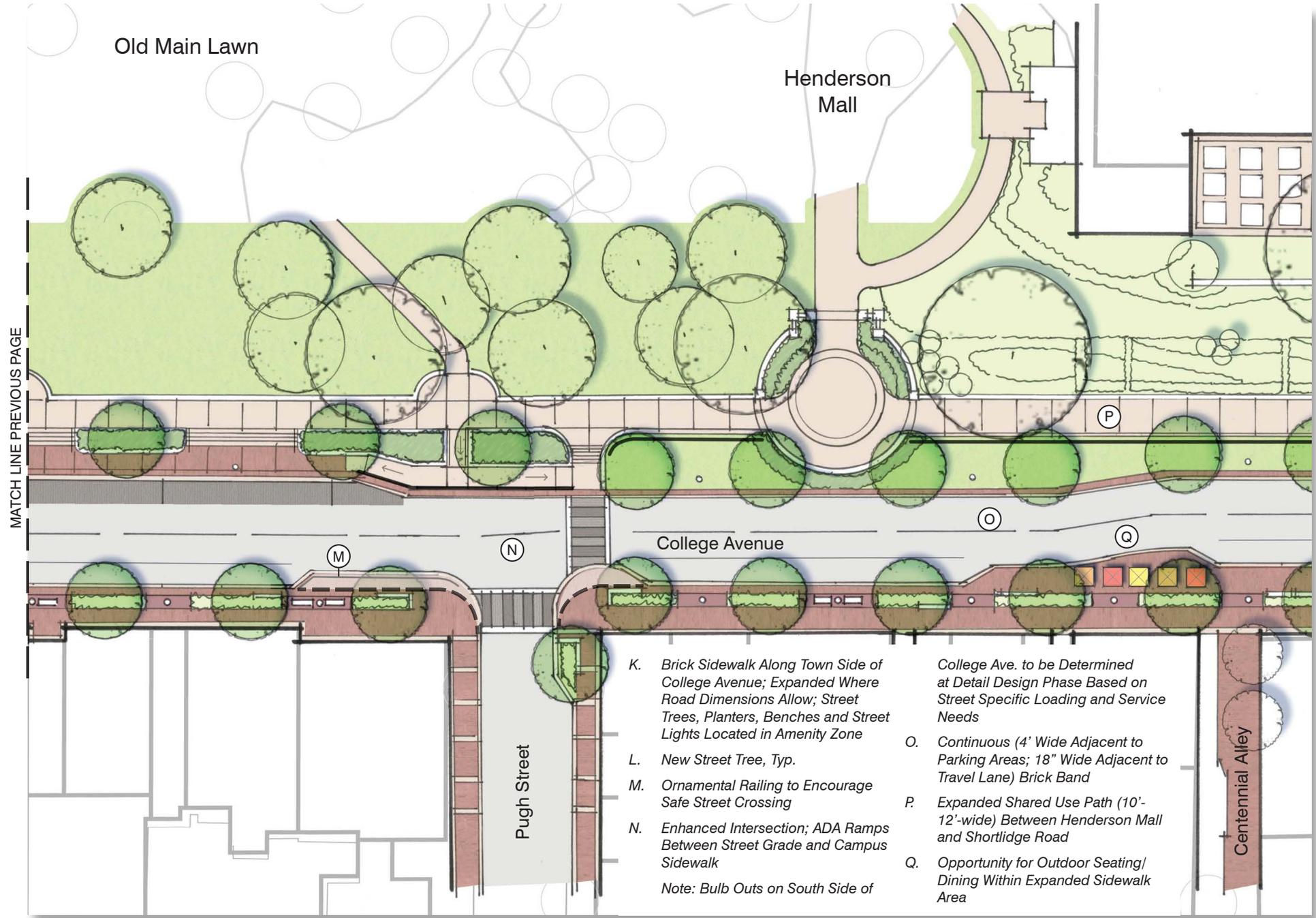
will utilize the same family of materials, but will not be as extensive. This section of College Avenue is described later in this section of the report.

Key components of the College Avenue streetscape are illustrated in the concept drawings on the following pages, and describe in the narrative following that.



College Ave. Concept Drawings:
 Enlarged Plan for Allen Street to Centennial Alley (Section 2)

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Old Main Lawn

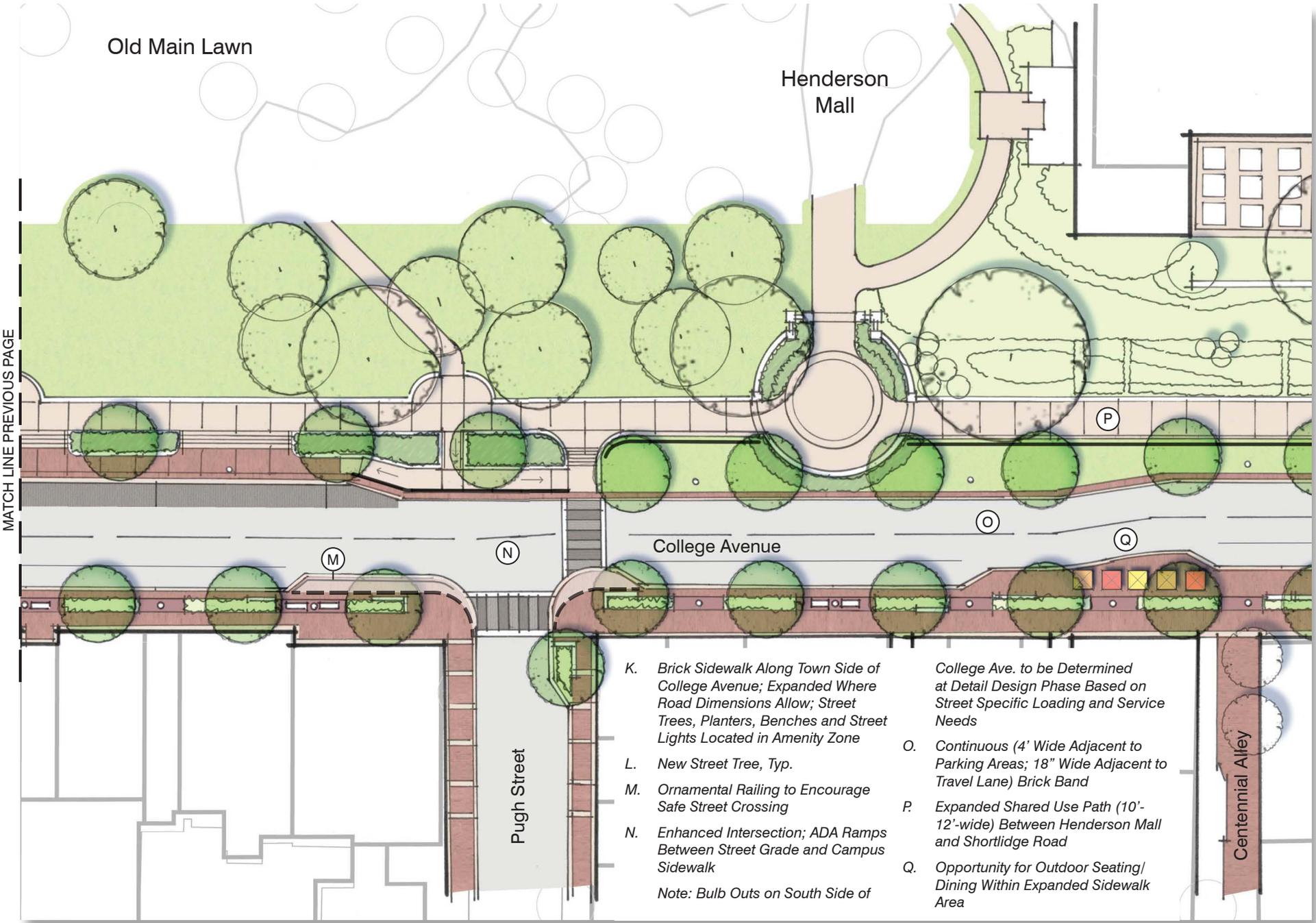
Henderson Mall

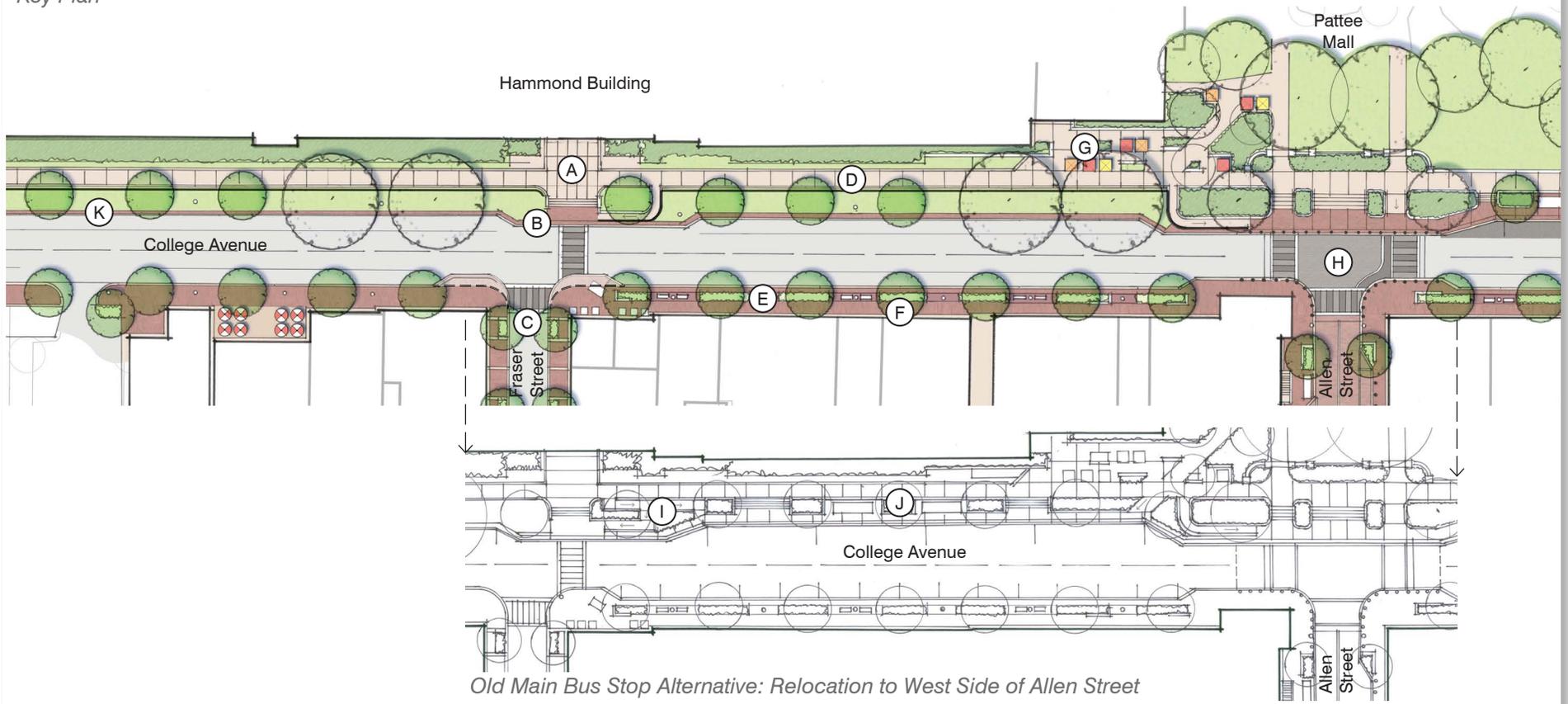
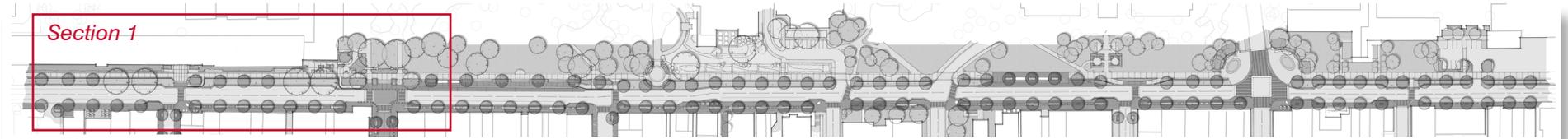
College Avenue

Pugh Street

Centennial Alley

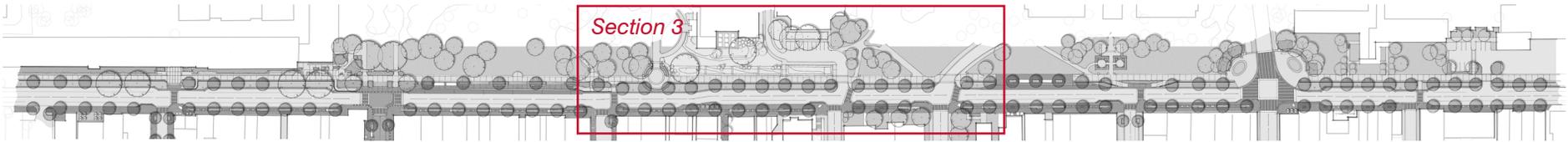
- K. Brick Sidewalk Along Town Side of College Avenue; Expanded Where Road Dimensions Allow; Street Trees, Planters, Benches and Street Lights Located in Amenity Zone
- L. New Street Tree, Typ.
- M. Ornamental Railing to Encourage Safe Street Crossing
- N. Enhanced Intersection; ADA Ramps Between Street Grade and Campus Sidewalk
- Note: Bulb Outs on South Side of College Ave. to be Determined at Detail Design Phase Based on Street Specific Loading and Service Needs
- O. Continuous (4' Wide Adjacent to Parking Areas; 18" Wide Adjacent to Travel Lane) Brick Band
- P. Expanded Shared Use Path (10'-12'-wide) Between Henderson Mall and Shortlidge Road
- Q. Opportunity for Outdoor Seating/ Dining Within Expanded Sidewalk Area



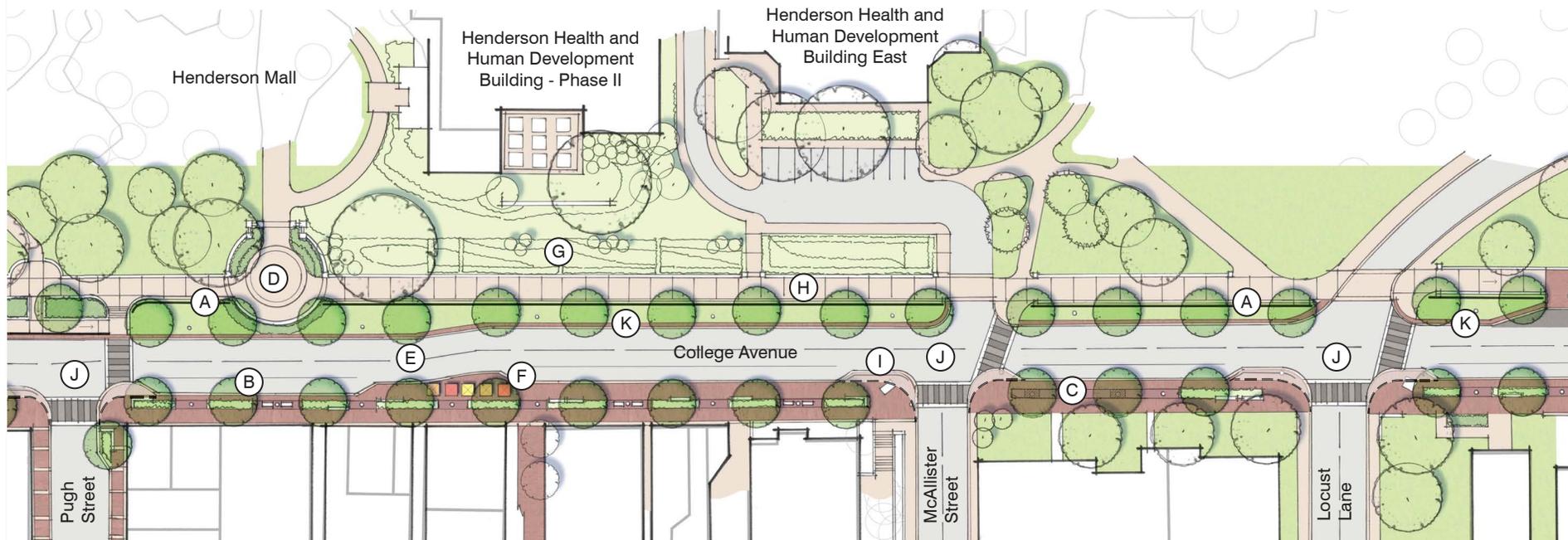


- A. Enlarged Plaza Space at Entry to Hammond Building
- B. Expanded Brick Paving Area to Highlight Campus Entrance at Fraser Street
- C. Completed Streetscape Along Fraser Street
- D. Expanded Shared Use Path (10'-12'-wide) Between Burrows Street and Pattee Mall
- E. Brick Sidewalk Along Town Side of College Avenue; Expanded Where Road Dimensions Allow; Street Trees, Planters, Benches and Street Lights Located in Amenity Zone
- F. New Street Tree, Typ.
- G. Hammond Gathering Area, See Page 128
- H. Raised Intersection at Grade with Allen Street and College Avenue Sidewalk, See Page 126
- I. ADA Ramp Connection to Fraser Street and Bus Loading Area
- J. Enhanced Bus Stop; Shelters to Match PSU Campus Standard; Planters and Grand Stair; Bus Pull-Off Treatment to Match Allen Street Intersection
- K. 4' Brick Walkway Adjacent to Parking on North Side of College Avenue.

College Ave. Concept Drawings:
Plan for Fraser Street to Allen Street (Section 1)



Key Plan

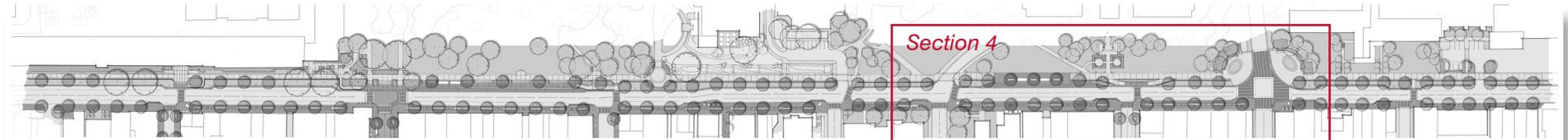


- A. Black Ornamental Railing to Replace Existing Chain Link Fence and Shrubs, Typ.
- B. New Street Tree, Typ.
- C. Brick Sidewalk Along Town Side of College Avenue; Expanded Along South Side with Elimination of Parking on North Side; Street Trees, Planters, Benches and Street Lights Located in Amenity Zone

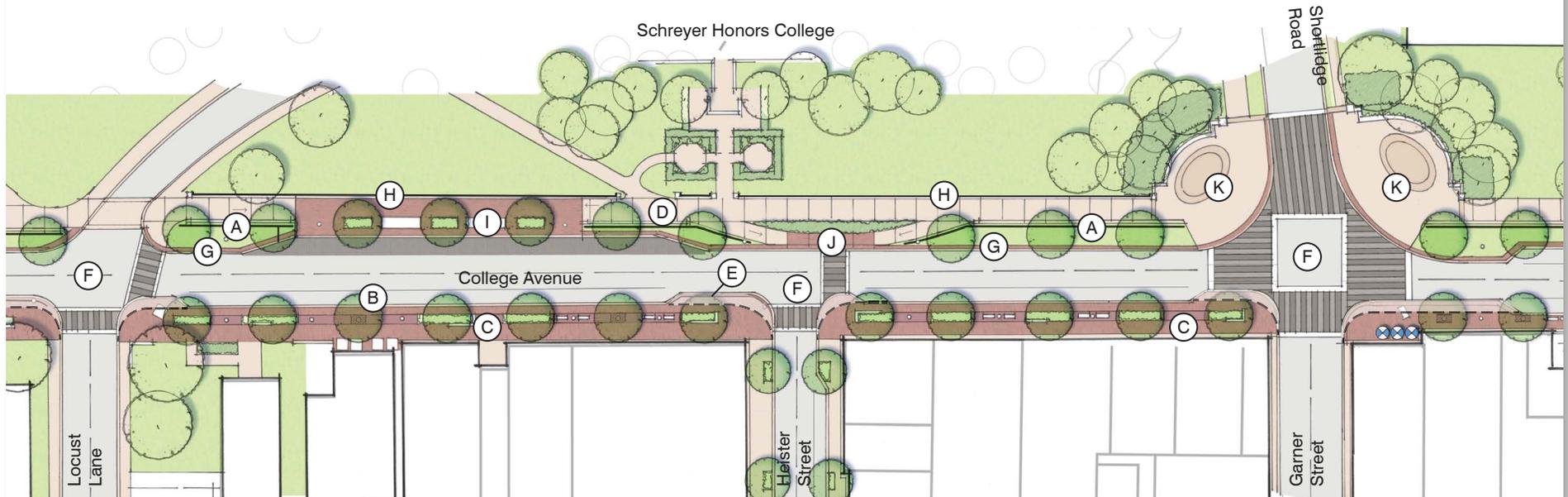
- D. Preserve and Enhance Plaza and Walls at Terminus of Henderson Mall
- E. Typical Roadway, Chicane
- F. Opportunity for Outdoor Seating/Dining in Expanded Sidewalk
- G. Landscape Enhancements as Part of Henderson Building Improvements
- H. Expanded Shared Use Path (10'-12'-wide) Between Henderson Mall and University Drive

- I. Ornamental Railing to Encourage Safe Street Crossing
- J. Enhanced Intersection; Curb Bulb-Outs and Stamped Concrete Crosswalks, Typ.
Note: Bulb Outs on South Side of College Ave. to be Determined at Detail Design Phase Based on Street Specific Loading and Service Needs
- K. Continuous (4' Wide Adjacent to Parking; 18" Wide Adjacent to Travel Lanes) Brick Band

College Ave. Concept Drawings:
Plan for Pugh Street to Locust Lane (Section 3)



Key Plan



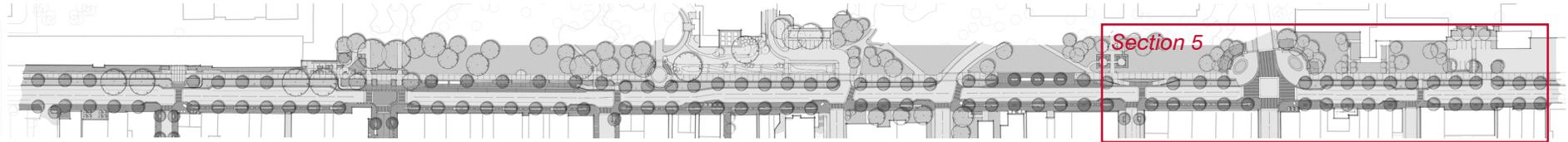
- A. Black Ornamental Railing to Replace Existing Chain Link Fence and Shrubs, Typ.
- B. New Street Tree, Typ.
- C. Brick Sidewalk Along Town Side of College Avenue; Expanded Along South Side with Elimination of Parking on North Side; Street Trees, Planters, Benches and Street Lights Located in Amenity Zone
- D. Expanded Shared Use Path (10'-12' wide) Between Henderson Mall and University Drive

- E. Ornamental Railing to Encourage Safe Street Crossing
- F. Enhanced Intersection; Curb Bulb-Outs and Stamped Concrete Crosswalks, Typ.
Note: Bulb Outs on South Side of College Ave. to be Determined at Detail Design Phase Based on Street Specific Loading and Service Needs
- G. Continuous (4' Wide Adjacent to Parking; 18" Wide Adjacent to Travel Lanes) Brick Band
- H. Retaining Wall to Allow for Grade Transition from Shared Use Path to Bus Stop Area

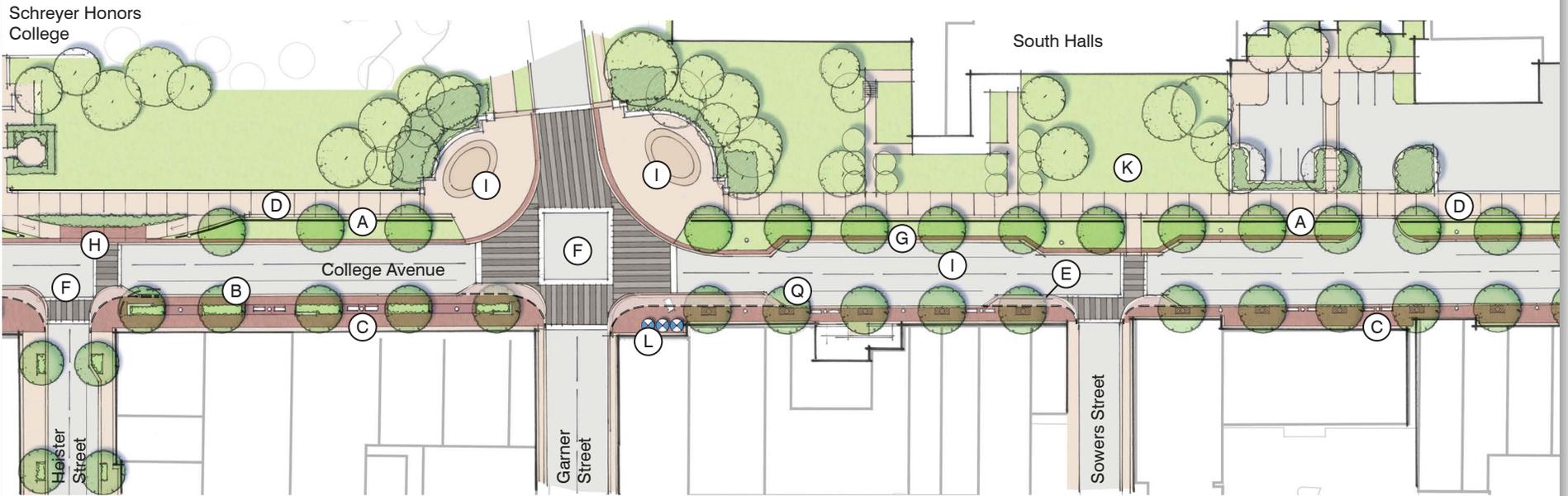
- I. Enhanced Bus Stop; Shelters to Match PSU Campus Standard; Brick Paving at Bus Stop Depressed to Match Curb Height
- J. Brick Paving to Highlight Campus Entrance at Heister Street
- K. Enhanced Campus Gateway; Expanded Plaza Spaces on North Side of College Avenue for Seating and Gathering; Consider Special Paving

College Ave. Concept Drawings:

Plan for Locust Lane to Garner Street (Section 4)



Key Plan

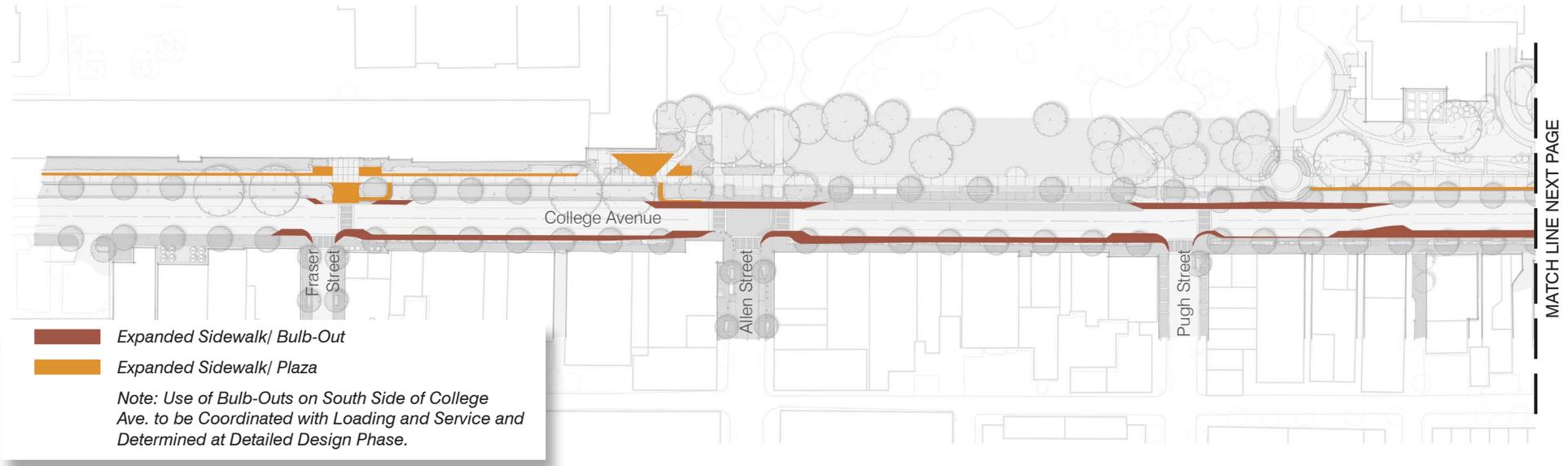


- A. Black Ornamental Railing to Replace Existing Chain Link Fence and Shrubs, Typ.
- B. New Street Tree, Typ.
- C. Brick Sidewalk Along Town Side of College Avenue; Expanded Along South Side with Elimination of Parking on North Side; Street Trees, Planters, Benches and Street Lights Located in Amenity Zone
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- E. Ornamental Railing to Encourage Safe Street Crossing
- F. Enhanced Intersection; Curb Bulb-Outs and Stamped Concrete Crosswalks, Typ.
Note: Bulb Outs on South Side of College Ave. to be Determined at Detail Design Phase Based on Street Specific Loading and Service Needs
- G. Continuous (4' Wide Adjacent to Parking; 18" Wide Adjacent to Travel Lanes) Brick Band
- H. Brick Paving to Highlight Campus Entrance at Heister Street

- I. Enhanced Campus Gateway; Expanded Plaza Spaces on North Side of College Avenue for Seating and Gathering; Consider Special Paving
- J. Brick Paving; No Sidewalk Expansion; Preserve Existing Street Section
- K. Landscape Enhancements and Parking Reconfiguration Part of South Halls Renovation
- L. Opportunity for Outdoor Seating/Dining Within Expanded Sidewalk Area

College Ave. Concept Drawings:
Plan for Heister Street to Sowers Street (Section 5)

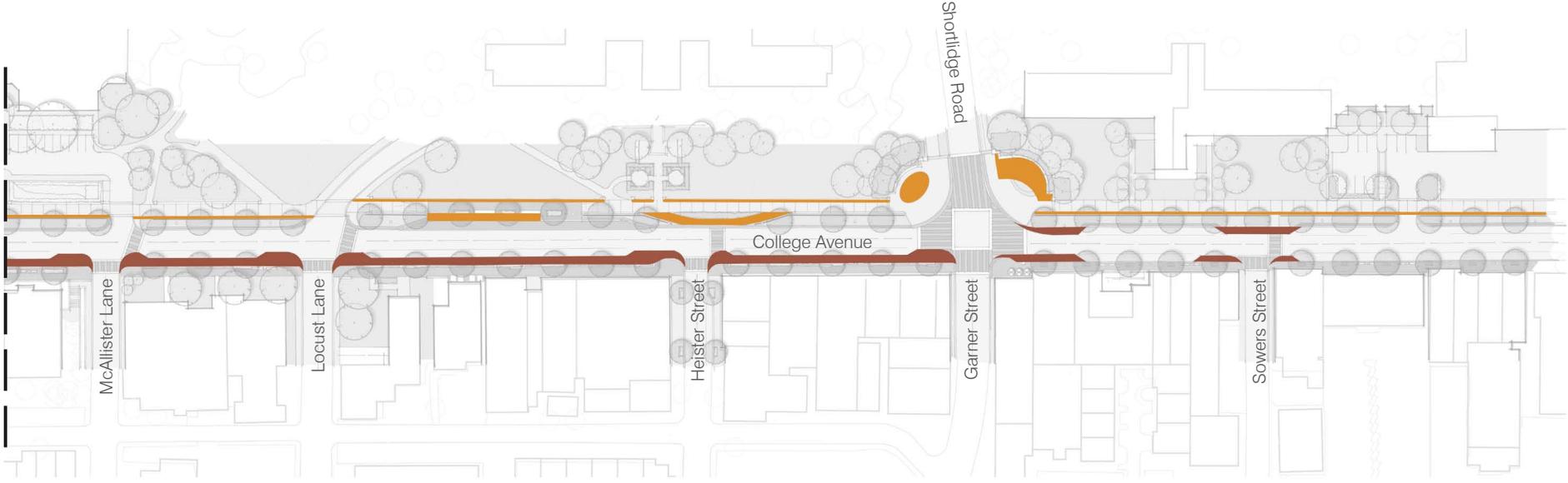


College Ave. Concept Drawings:
Streetscape Improvement Diagrams

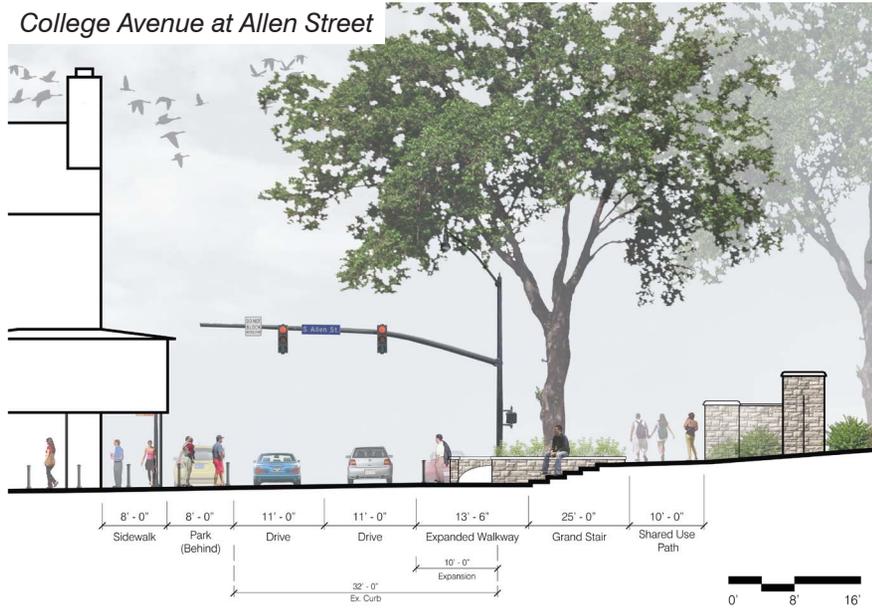
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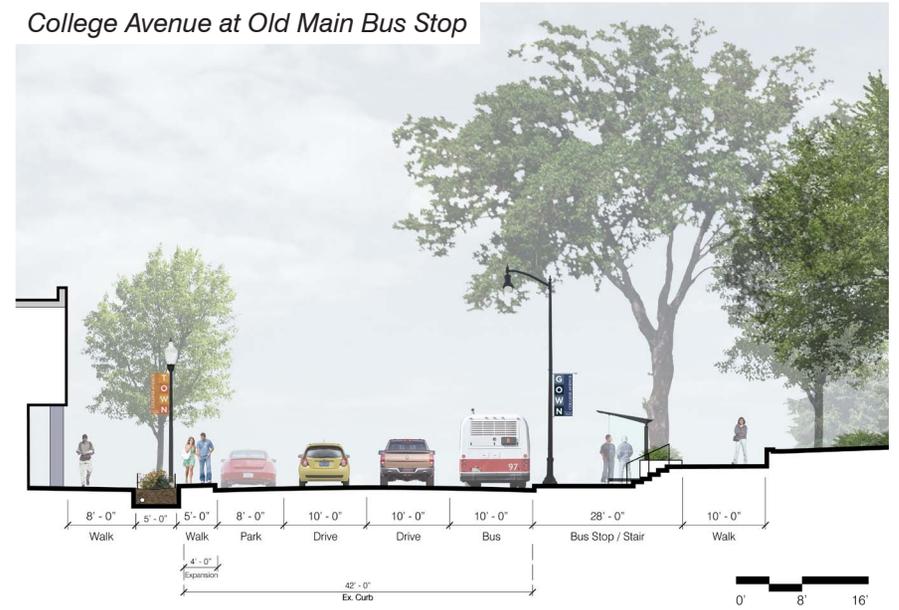
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College Avenue at Allen Street



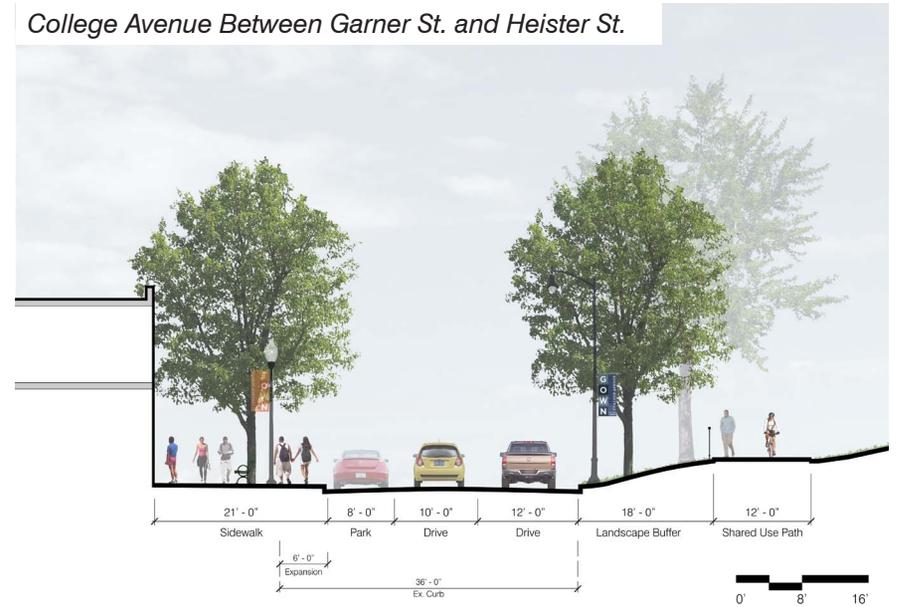
College Avenue at Old Main Bus Stop



College Avenue at Heister St. Bus Stop



College Avenue Between Garner St. and Heister St.



College Ave. Concept Drawings:
Proposed Condition Cross Sections

College Avenue Narrative

Coordination: It will be important that the detailed planning and design for College Avenue is a coordinated planning effort among the Borough, University, and College and Ferguson Townships, particularly at gateways

Branding and Identity: Launch a distinct identity for College Avenue. The idea of town-gown is more prominent in State College along College Avenue than in many of its peer communities. A simple “TOWN GOWN” system that emphasizes this unique street will help elevate the street to be one of the greatest college streets in the United States. In fact, a distinct tagline for College Avenue “The Best College Street in America” is both something to aspire to and is achievable through the recommendations included in this report. Use of banners and signage will need to be closely coordinated with other site furniture to minimize unnecessary “visual clutter.”

Top right: The brand identity and tagline for College Avenue are tied to its importance as the place where the Borough and University meet.

Bottom right: The downtown State College brand should be visible every time improvements are made to help promote and preserve positive connotations of downtown with users. The example shown could be deployed during the implementation of the streetscape recommendations for College Avenue.

Far Right: A distinct identity system should be launched for College Avenue that celebrates its unique sense of place within downtown, specifically its prominence as the edge between “town” and “gown.”



Campus Visibility: An important goal of many of the detailed design components described below is to open up views to the campus and make it more visible for pedestrians and motorists using College Avenue.

Expanded Pedestrian Areas: Because of the intense pedestrian activity along College Avenue, it will be important to expand pedestrian areas as much as possible, particularly between Burrowes and Garner Streets. This can be done with the following techniques:

- **Bulb-outs:** Use sidewalk bulb-outs at most intersections along College Avenue to provide additional pedestrian refuge and shorten crossing distances. In particular, extended bulb-outs should be used on the north side of the road to better integrate ADA requirements into campus pedestrian gateways and improve connections between the campus and downtown. At the time of detail design it will be important to maintain loading zones which may not allow for bulb-outs at some intersections. Consideration may be given to keeping bulb-outs in these areas flush with street level, but distinguishing them with stamped concrete.

Important Notes:

The Borough continues to debate whether or not to include bulb-outs on the west side of the unsignalized intersections. With good reason, there is concern that the bulb-outs will encourage pedestrians to cross College Avenue on the west side where crossing is to be discouraged. Conversely, there is recognition that the expanded sidewalk area provides space for streetscape amenities and additional pedestrian refuge which is so important.

Because it is important to increase pedestrian areas wherever possible along College Avenue, the concept plans include these bulb-outs. However, more detailed design and discussion should occur when this becomes a design project. Some consideration might be given to utilizing ornamental railings at the west side bulb-



Top left: View looking west on College Avenue from the McAllister Street intersection. The existing condition along much of College Avenue includes a narrow curb-to-curb dimension; undersized parallel parking stalls on both sides of the street; inadequate sidewalk widths for typical pedestrian volumes on the south side of the street; and a shrub and fence along the north side of the street that buffers the campus walkway from the roadway, but also prohibits views to the campus.



Bottom left: View from the southwest corner of the intersection of College Avenue and Pugh Street. Inappropriate plant material and utilities obstruct the view to campus, notably the pathway connection to the Old Main lawn.

outs (the same that is proposed on the campus side) to discourage pedestrian crossings.

The concept plan also illustrates an expanded bulb-out at Fraser Street. Previous investigations have identified several utility conflicts in this area, changes to which would result in additional expense. The cost/benefit of this should be examined at the time of design in context with the ability to create an improved campus gateway and with the potential to relocate the bus stop to the

Top right: Curb bulb-out in Monroe, WI is flush with street to accommodate trucks when necessary while conveying an expanded pedestrian zone.

Middle right: View of Charles Street in Baltimore, MD showing visual impact of simple brick paving.

Bottom right: Bump-outs along Canal Street in New Orleans, LA utilize trench drains to accommodate drainage back toward the sidewalk.



west side of Allen Street. An alternative to consider would be to provide the expanded bulb-out and ramp on the west side of the intersection, then utilizing an ornamental railing to discourage pedestrians from crossing College Avenue on the west side of the intersection.

During final design, the design of bulb-outs with changes in the curb configuration need to address drainage concerns, particularly at intersections where problems currently exist such as the intersection of McAllister and College.

- Sidewalk Widening (South Side): Widen the south side sidewalk in some areas. Specifically, the sidewalk can be widened west of Pugh Street (where the existing road dimension is widest) by narrowing the travel lane widths to 10'. Between Pugh and Garner Street, the sidewalk can be narrowed by removing the parking along the north side of the street. East of Garner Street, sidewalk widening is not as critical and parking should be maintained on the north side of the street. It is anticipated that approximately 40 parking spaces along the north side will be removed to accommodate the sidewalk widening. It is important that this be considered in context to the overall parking strategies for downtown as described in earlier recommendations and to be developed as part of the proposed parking study.

Because of the existing grades of the roadway crown and sidewalk area, as well as PennDOT's requirement for an 8" curb, sidewalk widening on the south side of the street will require a variety of techniques to accommodate drainage. These techniques include the use of infiltration planters and/or permeable paving zones with a sub drain that ties into the storm drain system and the potential use of trench drains.

So that these different techniques can be organized effectively in terms of sidewalk function and aesthetics, the concept proposes that they occur within a consistent amenity zone, essentially the zone where street trees and lights are currently located at the existing curb line. This amenity zone will also include lighting, street trees and



Left: L Street NW in Washington, DC illustrates a sidewalk treatment similar to that proposed for the Borough side of College Avenue and includes: continuous brick paving; an amenity zone containing street trees, groundcover plantings and street furnishings; and a paved area between the parallel parking spaces and amenity zone. (Image courtesy: Google Maps)

street furniture. Conditions along each block will vary depending on the grades and will be determined at the detail design phase of the project once detailed survey information is obtained.

Important Notes:

While it would be desirable to locate the amenities closer to the proposed curb line to maximize contiguous pedestrian area, the existing grade conditions will likely not allow for this. Once detail surveys are developed and the detail design occurs for each block, an important goal is to maximize pedestrian flow with as much uninterrupted pedestrian space as possible. Where planters and sloped paving is required to provide a grade transition, it will be important to provide periodic breaks to allow pedestrian passage between zones.

It may be possible to locate the amenity zone closer to proposed curb in some blocks, while leaving it in its current location for others, and this should be evaluated at time of design.

An advantage to the planters is the ability for to accommodate some stormwater infiltration. The proposal suggests that planters are, for the most part, in enclosed concrete planter box (below grade). However, geotechnical studies should be completed once this is a design project to determine if there are areas where pure infiltration could be provided without the risk of encouraging sink holes.

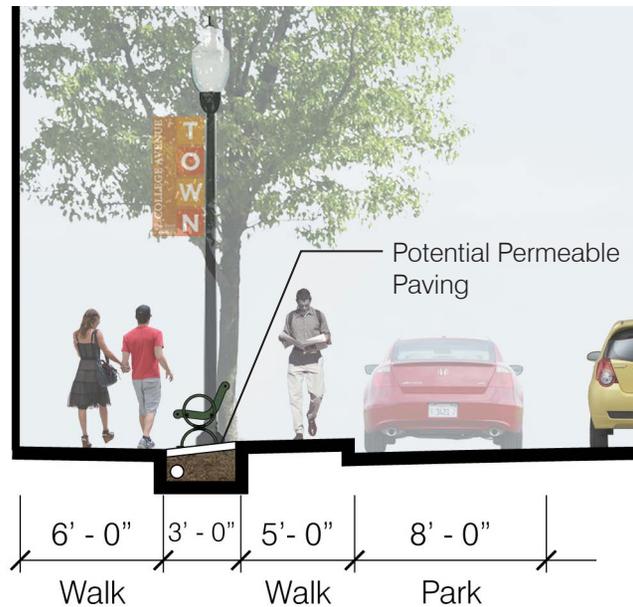
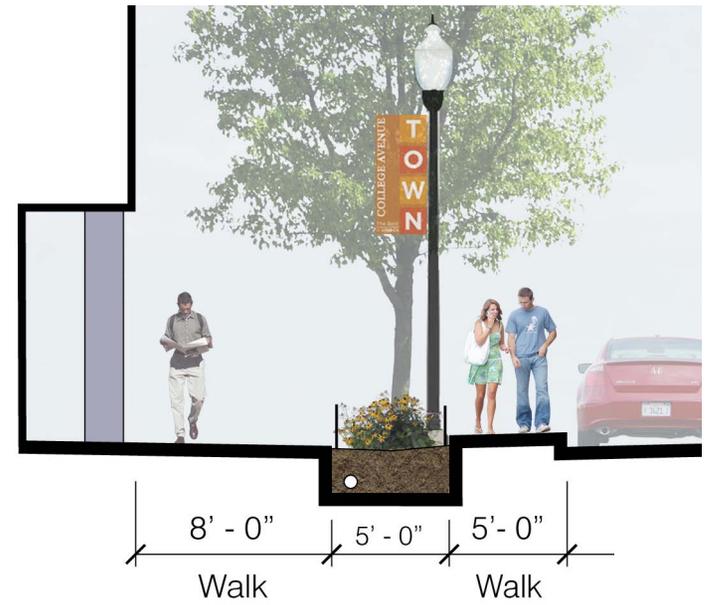
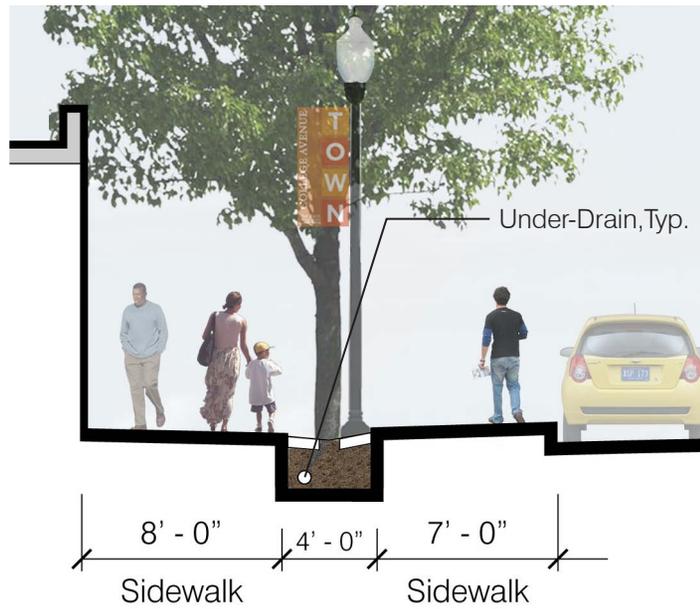
Maintaining the existing alignment of existing amenities also allows for integrating preservation of significant existing trees into the overall streetscape design.

- North Sidewalk: Provide a minimum sidewalk of 4-5' along the north side curb in areas where parallel parking is maintained to provide safe pedestrian access to intersections and appropriate crossing points.

College Avenue Shared-Use Path: The planning team and stakeholders explored options to include a dedicated bike lane along College Avenue and it was determined that it was not feasible as it would limit the ability to provide expanded

The section enlargements to the right illustrate some of the variables associated with sidewalk expansion along the south side of College Avenue. Widths of sidewalks and amenity zones, as well as the slope between the curb and the amenity zone, are largely dependent on the adjacent road grade. In each condition, pedestrians and those loading/unloading from vehicles benefit.

Far right, bottom: In locations where positive drainage can be achieved when tying the sidewalk and curb into the existing street grade, the amenity zone may be paved to allow for a continuous pedestrian area from the faces of buildings to the curb.



College Ave. Proposed Cross Sections Enlargements:
Varying Treatments of Amenity Zone



College Avenue: Existing Condition

pedestrian areas as described above. As described earlier under the recommendation to expand the bicycle network, the existing sidewalk on the campus side of College Avenue can be expanded to 10-12' in width to accommodate two-way bicycle and pedestrian traffic. This would provide for a connection from the east to Henderson Mall and from the west to Pattee Mall. The shared-use path would not extend between Pattee and Henderson Malls where it is important to maintain historic campus elements. It will be important to educate bicyclists to ride with caution near the bus stop at Heister Street and to make them aware that bikes are prohibited between Pattee and Henderson Malls.

Campus Gateways at Intersections: As described above, bulb-outs at the College Avenue intersections will better accommodate ADA access to the campus and will allow for more aesthetically-pleasing solutions. In addition, these expanded planting areas will provide opportunities for ornamental planting and seasonal color to enhance the campus image. It will be important to utilize low planting and tall canopy trees in this area so that important sight lines are preserved.

Allen Street Intersection: As one stakeholder noted, the intersection of College Avenue and Allen Street is the "Times

Left and opposite page: Before and after views of the south side of College Avenue looking toward Pugh Street in front of PNC Bank. The after view illustrates how the sidewalk expansion provides better accommodations for pedestrians; continuous brick paving; and an amenity zone in which street trees, site furnishings and signage are located (varies by block).



College Avenue: Proposed Condition



Allen Street Intersection: Existing Condition

Square of State College.” With College Avenue and Allen Street Promenade streetscape improvements (described earlier), there is an opportunity to make this a more attractive and safer intersection. The recommendation includes the proposal to eliminate the curbs at the intersection and raise the intersection to sidewalk level. The construction of a raised intersection would provide added visibility to this high use pedestrian area and is an approved traffic calming technique fully described in PennDOT’s Publication 383, Pennsylvania’s Traffic Calming Handbook. Stamped concrete paving of the intersection would highlight the intersection as a special place and signify a more pedestrian-oriented environment to motorists. Construction of a “grand stair” and large planters would give more prominence to the campus gateway and provide opportunities for seating and seasonal color. The existing mature elms are preserved in planters that carry the pattern and materiality of the Allen Street gates.

A raised intersection could provide improved ADA and bicycle accessibility between the Downtown and Pattee Mall sidewalk networks due to the flexibility to adjust grades in and adjacent to the intersection. Long ramps would be provided on both vehicle approaches to the intersection (College Avenue and Allen Street) to avoid an abrupt “speed hump” effect. Raised intersection treatments have been shown to reduce vehicle speeds overall. It will be important

to design this for heavy duty use considering the bus traffic at this intersection.

The design of a raised intersection would need to include drainage and bus stop location considerations. In addition, it will be important that final designs clearly designate how bikes navigate from the proposed Allen Street Bike Route through the intersection to the Pattee Mall shared use path. In addition to the physical improvements described, this recommendation includes consideration of an exclusive pedestrian signal phase as described below.

Pedestrian Safety: In addition to the bulb-outs, expanded sidewalk areas, improved ADA facilities at campus gateways and Allen Street intersection improvements, proposed pedestrian safety enhancements include the following:

- **Crosswalk Locations:** Continue to limit crosswalks to the east side of most College Avenue intersections to minimize conflicts with vehicles turning left onto College Avenue. Campus walks connecting to the Locust Lane and Heister Street intersections should be realigned to direct pedestrians to the east side of the intersection as shown on the concept drawing.
- **Exclusive Pedestrian Signal Phase:** Consider exclusive pedestrian signal phase (also known as “Barnes Dance” or “pedestrian scramble”) at intersection of Allen and College where channelization to the east side crosswalk is neither feasible nor appropriate. This concept will need detailed traffic analysis to determine feasibility. (For consistency, it would be appropriate to evaluate all downtown traffic signals for the exclusive pedestrian signal phase since the traffic signals are all part of a coordinated system. This would eliminate confusion as to whether pedestrians had exclusive or concurrent crossing at various intersections. However, if the intersection of Allen and College is the only location because of its unique character and elevated importance, this may not be an issue).
- **Pedestrian Channelization:** Because mid-block crossings on College Avenue continue to be a serious concern,

Right: Existing view of the Allen Street gates to the University campus. The intersection is often filled with street activity due to its function as a significant pedestrian entrance to campus as well as the location of a major downtown bus stop. The steep-sloping concrete between the campus walkway and College Avenue is not conducive to seating and gathering and does not comply with ADA guidelines.



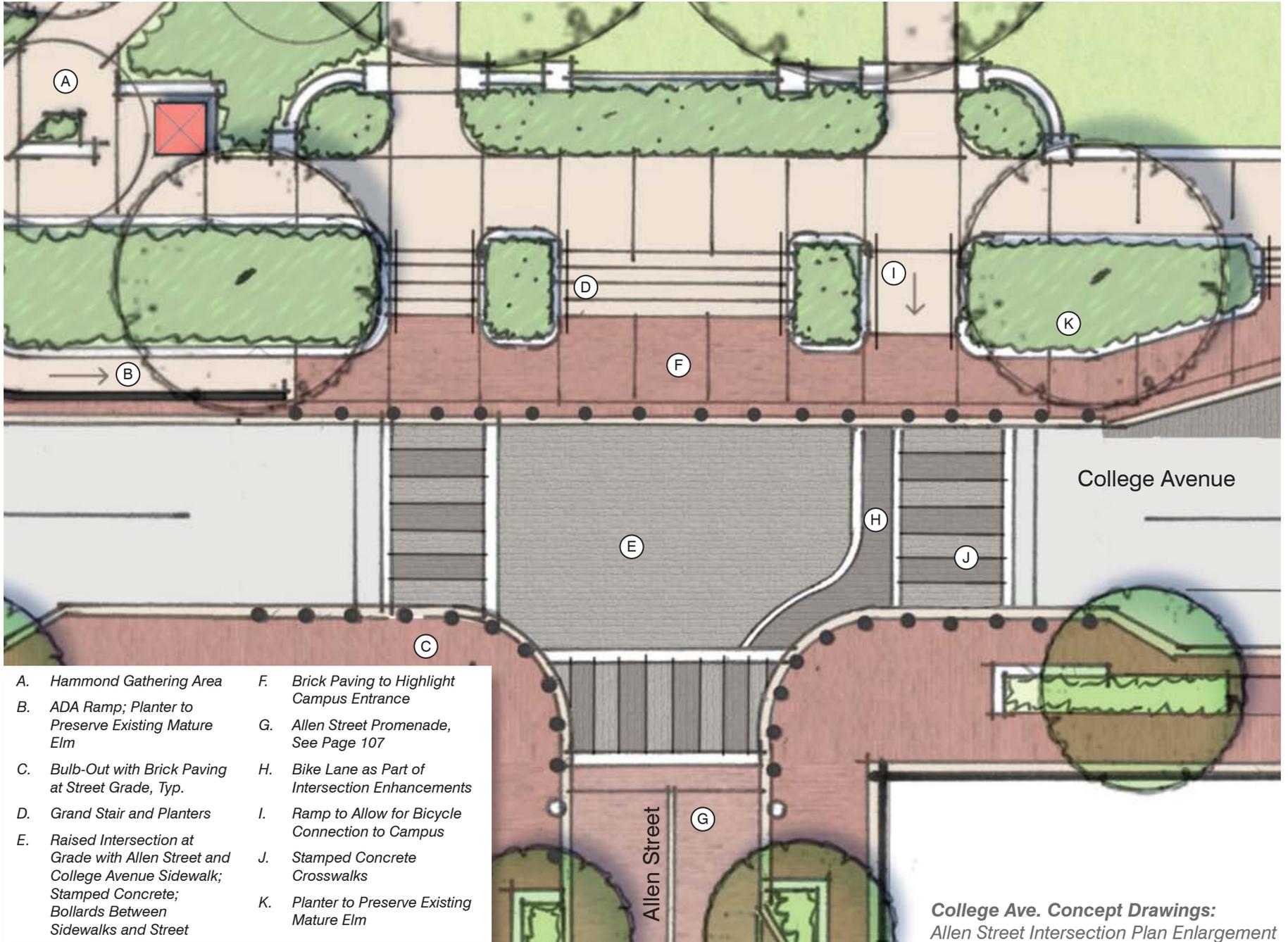
Allen Street Intersection: Proposed Condition

Above: View of the College Avenue-Allen Street intersection showing the potential improvements outlined in the master plan recommendations.

the use of aesthetically pleasing barriers to channeling pedestrians to crosswalks is appropriate. However, rather than the use of the hedge and fence which forms a visual barrier, the use of a low (42" high) black ornamental railing in select areas would provide an effective barrier while allowing views into the campus. The railing could be used on its own or with the use of limestone piers compatible with the historic Old Main Wall and Allen Street Gate (or brick piers east of Garner Street). While the idea of using the campus post and chain standard was explored, the planning and design team along with many stakeholders do not feel that this would be sufficient to deter mid-block crossings along College Avenue.

Transit Stops: Improve the functionality and aesthetics of transit stops along College Avenue at Burrowes, Allen and Heister Streets. Enhancements for each stop to include elements described in Theme 2, Recommendation 2-L. ADA accommodations also need to be enhanced at each transit stop. A minimum distance of 8' needs to be free of obstructions at each stop where boarding and de-boarding occur. Specifically, the following enhancements will be provided at each stop:

- Burrowes: The existing grades at this stop are level and will allow for the paved area between the sidewalk and curb to be expanded to accommodate a higher level of pedestrian volume. This expanded paved area will utilize the brick paving used along College Avenue. Additionally



- | | |
|--|---|
| A. Hammond Gathering Area | F. Brick Paving to Highlight Campus Entrance |
| B. ADA Ramp; Planter to Preserve Existing Mature Elm | G. Allen Street Promenade, See Page 107 |
| C. Bulb-Out with Brick Paving at Street Grade, Typ. | H. Bike Lane as Part of Intersection Enhancements |
| D. Grand Stair and Planters | I. Ramp to Allow for Bicycle Connection to Campus |
| E. Raised Intersection at Grade with Allen Street and College Avenue Sidewalk; Stamped Concrete; Bollards Between Sidewalks and Street | J. Stamped Concrete Crosswalks |
| | K. Planter to Preserve Existing Mature Elm |

College Ave. Concept Drawings:
Allen Street Intersection Plan Enlargement

Top right: The existing borough standard is a 24' dimension for on-street parking spaces/shared zone and 48' light pole spacing

Bottom right: Example of a pedestrian gathering area at the terminus of the pathway connecting to Pattee Mall across Old Main lawn.



a transit shelter should be provided at this stop.

- Allen Street: Redesign the transit stop to include grand stairs and planters that relate to the historic Allen Street gates, Old Main Lawn and Wall. Extend the length of the bus stop to approximately 300' to accommodate 5-6 buses per CATA needs, where a bulb-out is proposed ahead of the bus stop, it will be important to include a queue-jump mechanism. Provide transit shelters in

locations that minimize obstructed views to the Allen Street Gates and Old Main while allowing minimum 8' clearance (greater distance desired) for wheelchair use.

- Allen Street Alternate Location: In addition, continue to explore feasibility of relocating the bus stop to west side of Allen Street, once Hammond is upgraded to include air conditioning which will reduce conflicts with bus exhaust and noise. The relocation of the stop will not be feasible until such time that the remaining Elms near Allen Street become diseased and are removed and enhancements to Hammond Building are complete. The concept design on page 112 illustrates this option. Depending on the timing of the College Avenue improvements, this option can occur initially or phased in at a later date.
- Heister: Utilize a retaining wall on the north side of the shared-use path to allow the grade of the path to be lowered to street level. This will allow for an expanded gathering area for pedestrians (allow 8' min. clearance for wheelchairs). In addition, expand the bus pull-off zone to 10' by relocating the curb further to the north by approximately 2'. The design will need to be coordinated with the shared use path design to minimize conflicts between cyclists and pedestrians waiting for transit.

Pedestrian Gathering Areas: With the exception of some wall elements at the College Avenue intersections of Shortlidge and Burrowes Streets and at some transit stops, the Old Main Wall is the only real gathering place for pedestrians to hang out and enjoy the activity of College Avenue. The narrow sidewalks on the south side of the street limit the potential for outdoor gathering and dining. More importantly, the south side is often in shade while the north side of College Avenue enjoys southern exposure and is often in full sunshine. During the spring and fall shoulder seasons, this could make a difference in whether or not a place is comfortable to sit.

There is the opportunity to create larger gathering areas at select nodes on the campus side of the street. These include the intersection of Burrowes, the Hammond "portal"

- A. *Black Ornamental Railing to Replace Existing Chain Link Fence and Shrubs*
- B. *Hammond Building Plaza; Opportunities for Outdoor Seating/Dining; Potential Planters and Seat Walls*
- C. *ADA Ramp Between Plaza and College Avenue; Planter to Preserve Existing Mature Elm*
- D. *Outdoor Seating/Dining Opportunities Outside Entrance to Hammond Building*



College Ave. Concept Drawings:
Hammond Gathering Area Plan Enlargement

College Avenue

Precedent images show seating options as well as the overall character of the proposed Hammond Plaza.

Top: Penn State

Middle: Boston, MA

Bottom: Greenville, SC



at Fraser Street, the west side of the Pattee Mall at the corner of Hammond Building (Hammond Plaza), the terminus of Henderson Mall and at the intersection of Shortlidge. Additionally, the attractive gateway at Eastview Terrace could become a more significant gateway area with safe pedestrian crossings provided across College Avenue at High Street (described below as part of the High Street intersection reconfiguration).

For some of these areas, the use of portable umbrella tables and chairs could be added to provide seating and color, particularly in front of Hammond Building which could be enlivened with color. In others, seat walls and benches could be utilized. In addition, the transit areas can be treated with broad stairs to provide more informal seating for pedestrians as they wait for the bus. Should the Hammond Building ever be demolished, consideration with new campus development should be given to establish uses that help engage and activate the College Avenue frontage and take advantage of the southern exposure.

Service and Loading: Maintain existing restrictions on loading and provide for designated loading areas. These areas should be determined at time of detail design and coordinated with the overall streetscape design and location of curb bulb-outs.

High Street Intersection Reconfiguration: Reconfigure this intersection to establish a true intersection rather than a free-flowing movement from High Street to eastbound College Avenue. The development of Eastview Terrace on the Penn State Campus has resulted in increased pedestrian activity on the eastern end of the College Avenue corridor. Frustratingly, this is a very attractive campus gateway and one of the few that aligns with the existing downtown street network, yet pedestrians can't "get there from here." Accessibility between the downtown sidewalk network and the campus sidewalk network is limited in this area. Crosswalks extend across College Avenue at the University Drive ramp to the east and Hetzel Street to the west, but this leaves approximately ¼ mile in-between with no suitable crossing opportunities.

Because this intersection is such an obvious place to connect downtown and the campus, hazardous pedestrian crossing behaviors occur frequently. Also, the multi-lane free-flow of traffic on High Street makes crossing High Street difficult for pedestrians. For these reasons, the following have been evaluated and proposed:

- **Traffic Signal:** Pedestrian volumes were counted at the intersection (and adjacent mid-block locations) in the Fall of 2012. The pedestrian volumes observed meet the warrant #4 threshold in the Manual on Uniform Traffic Control Devices (MUTCD) for installation of a traffic signal based on pedestrian activity. To evaluate the feasibility of this improvement, pedestrian and traffic volumes were modeled with signalized intersection control in traffic analysis software. The traffic analysis indicates the intersection would operate at acceptable levels of service (LOS) if a traffic signal were installed and coordinated with adjacent signals. In the feasibility analysis, traffic volumes were conservatively forecasted assuming a 20 year design horizon.
- **Reduced Curb Radii:** Reduce the curb radii to require traffic to stop or slow significantly before turning on to College Avenue.
- **Crosswalks:** Provide a crosswalk on both the west and east side of this intersection.
- **Lane Narrowing:** Narrow travel lanes to allow for addition of platform and pedestrian ramp on north side of College Avenue in vicinity of the gateway walls.

Unified Materials: Utilize a cohesive family of materials and streetscape elements along the College Avenue corridor. Specifically, the streetscape elements will include:

- Brick paving (south side walks and lower walks/paved areas on north side, adjacent to curb)
- Signal mast arms (Borough standard)
- Street and pedestrian lighting (Borough standard)
- Site furnishings (black in color - campus standards north

side; Borough standards south side)

- Wall elements (limestone, west of Garner Street intersection or brick, east of Garner Street intersection)
- Planting – unified palette emphasizing low shrubs, groundcovers and seasonal plantings and tall canopy shade trees
- Wayfinding signage (proposed downtown standard illustrated in Theme 2)

Street Trees: Work with Borough Arborist and Tree Commission to determine existing trees to protect and incorporate into the final streetscape design. Tree preservation is an important goal, however, the decision to preserve or protect a tree will need to be carefully balanced with other goals.

These are further described in detail in Appendix C: Design Guide



Left: The intersection of College Avenue and High Street is especially hazardous for pedestrians due to the free flow traffic lanes and the absence of crosswalks over College Ave.

- A. Parallel Parking and Bump-Out at Intersection
- B. Switchback ADA Ramp
- C. Brick Sidewalk Along South Side of College Avenue
- D. Stair Connection from College Avenue to East View Terrace
- E. Expanded Sidewalk Area with Brick Paving to Highlight Campus Entrance; 18" Wide Brick Band East and West of Intersection
- F. Proposed Traffic Signal
- G. Existing University Sign
- H. Reduced Curb Radii; Elimination of Free-Right Turn Lanes
- I. Stamped Concrete Crosswalks
- J. Ornamental Tree and Groundcover Planting on Slope
- K. Lane Narrowing to Allow for Sidewalk Expansion on North Side
- L. Ornamental Fence to Channel Pedestrians to Crosswalk



College Ave. Concept Drawings:
High Street Intersection Plan Enlargement

3-G: PennDOT Turnback Program

Negotiate PennDOT's Highway Transfer "Turnback Program," which allows transfer of state-owned roads, serving primarily a local traffic purpose, to local government ownership.

Implementation: Borough of State College, PennDOT

The turnback of College and Beaver Avenues from PennDOT to the Borough is an available option. The turnback program has been previously discussed between both groups for the Downtown corridor and other State Routes within the Borough. As PennDOT publication 310, State Highway Transfer Policies and Procedures Manual states, the objectives of the turnback program are:

To provide for the rehabilitation, maintenance and transfer of those highways identified as functionally local State Highways to the local municipalities in which they are located;

- To provide municipalities an additional opportunity to improve their local transportation system, further develop their community and positively impact the economic development of their municipality.
- The turnback of College and Beaver Avenues would include a negotiation process between PennDOT and the Borough to determine the cost to bring the roadways to "satisfactory condition" prior to transfer of ownership. Once transfer terms are agreed upon, PennDOT would provide annual maintenance payments in the amount of \$4,000 per mile to the Borough. The maintenance payment amount is set by law and was last increased in 2006.
- Consideration of the turnback program should include a detailed analysis of future maintenance costs. The annual \$4,000 per mile maintenance payment is likely insufficient to cover maintenance costs on the multi-lane corridors of College and Beaver Avenue. When analyzing future maintenance costs, it should be noted that the Borough is currently responsible for maintenance costs of sidewalks, streetlights, traffic

signals and drainage structures on College and Beaver Avenues based on current State law.

- Other factors, however, may make the turnback option desirable. Some potential benefits include:
- Greater design flexibility since PennDOT criteria would not be required;
- Reduced implementation time frames since PennDOT review and approval would not be required;
- Potential cost reduction for construction since PennDOT standards would not be required;
- Potential State funding for streetscape improvements visioned in Downtown Master plan as part of the "satisfactory condition" negotiation process with PennDOT.

Future direction on the turnback of College and Beaver Avenue will likely influence the final implementation of the Downtown Master Plan since significant differences exist in the feasibility of many elements between PennDOT's jurisdiction of the road and the Borough's.

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Calder Way

Focus Project 3 (Catalyst - Burrowes Street to Heister Street)

Recommendation 3-H Calder Way

Recognize Calder Way, between Atherton and Sowers Streets, as a funky alternative to other downtown streets and further reinforce how it functions for motorists, service vehicles, pedestrians and bicyclists. Implement portions as part of the Catalyst project.

*Implementation: **Borough of State College**, Design Review Board, Art in Public Places Committee*

Streetscape Type D

Concept: There is potential for Calder Way to function as “shared space,” allowing service, vehicular, pedestrian and bicycle traffic to use the space at the same time. However, the space would be designed to show preference to the pedestrian. While vehicular traffic would be permitted to service businesses or access to parking areas not accessible from other streets, the space would be designed to be inconvenient to motorists who want to use the alley as a short-cut. There is an exciting opportunity to focus on the arts and build upon the “funky,” artsy qualities that currently exist.

Specific design enhancements include the removal of curbed sidewalks (where feasible), use of stamped asphalt or concrete paving incorporating arts themes in key locations and use of “sharrows” to designate shared bike space for westbound traffic. Additionally, the feasibility of designating a “contra-flow” lane should be explored to allow for eastbound bicycle traffic. It will be important to maintain existing service and loading areas, so the contra-flow lane may not be possible. Efforts should be made, however, to arrive at a balanced solution during detailed design.

Right: Images from Calder Way display its unique, funky character that should be built upon through branding and streetscape improvements.



Special lighting would be used in the form of arm brackets affixed to adjacent buildings, ornamental pole lights “wrapped” around existing utility poles and overhead string lights to further animate the space. Calder Way should also provide a venue to engage artists to expand the mural program, develop “living walls” on blank building walls, incorporate arts-themed banners and incorporate unique façade treatments that might not be appropriate on “front door” streets. Additionally, as redevelopment occurs along the alley, active uses should be encouraged to face and engage the alley, particularly at intersections. The Fraser



Centre proposal is a successful example of how this can be done.

While there have been proposals in the past to bury the utilities in Calder Way, it is not feasible because of significant costs implications as well as limited room beneath the alley to accommodate additional utilities. Instead, the intent is to maintain the overhead utilities, perhaps wrap the poles with an ornamental covering and create enough interest with the elements described above to draw attention away from the utilities. The appeal of Calder Way is that it is a service alley



Examples of “shared space” and creative use of color in London, England.

Top right: Simple, yet effective, alley treatments in Fort Collins, CO.

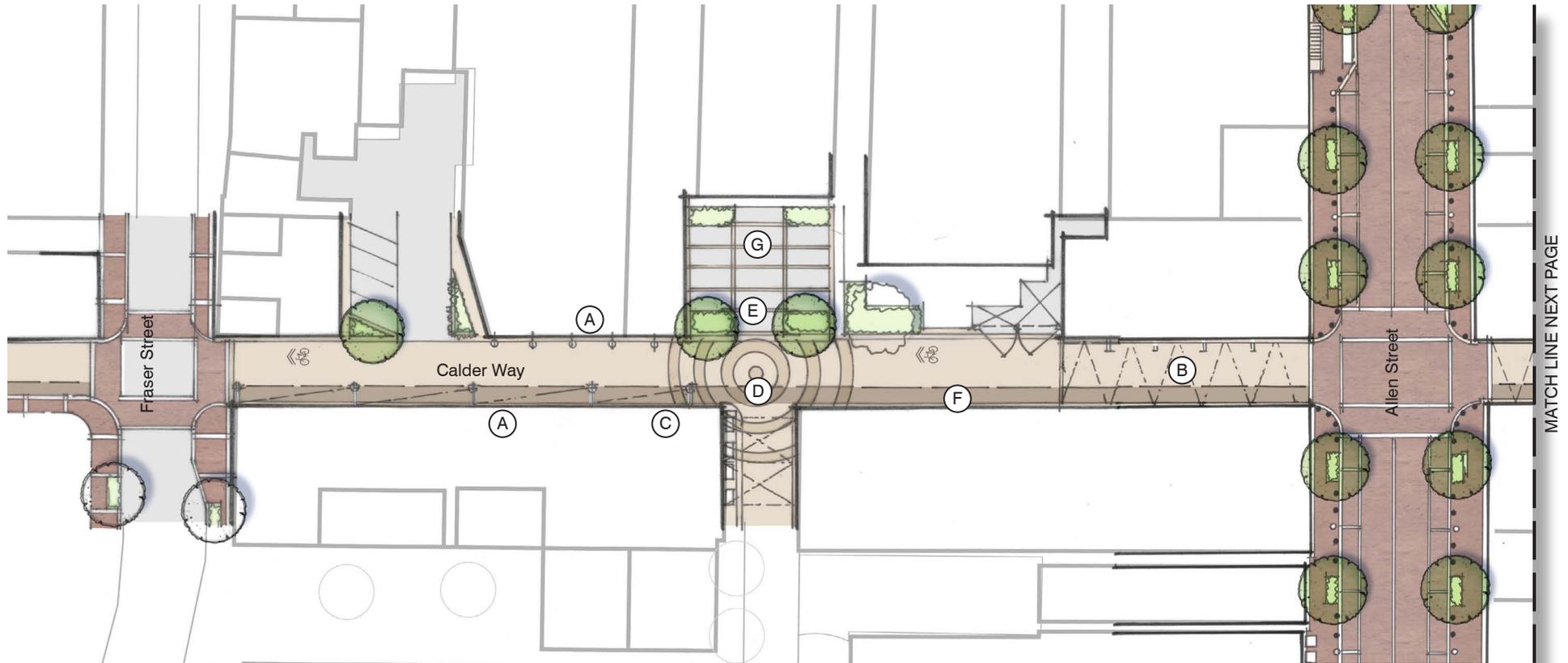
Bottom right: Building-mounted lights in a pedestrian alley in Massachusetts.

Top and bottom far right: Overhead string lights in Greenville, SC.

that also serves as a special place, quite different from the more traditional streets throughout downtown.

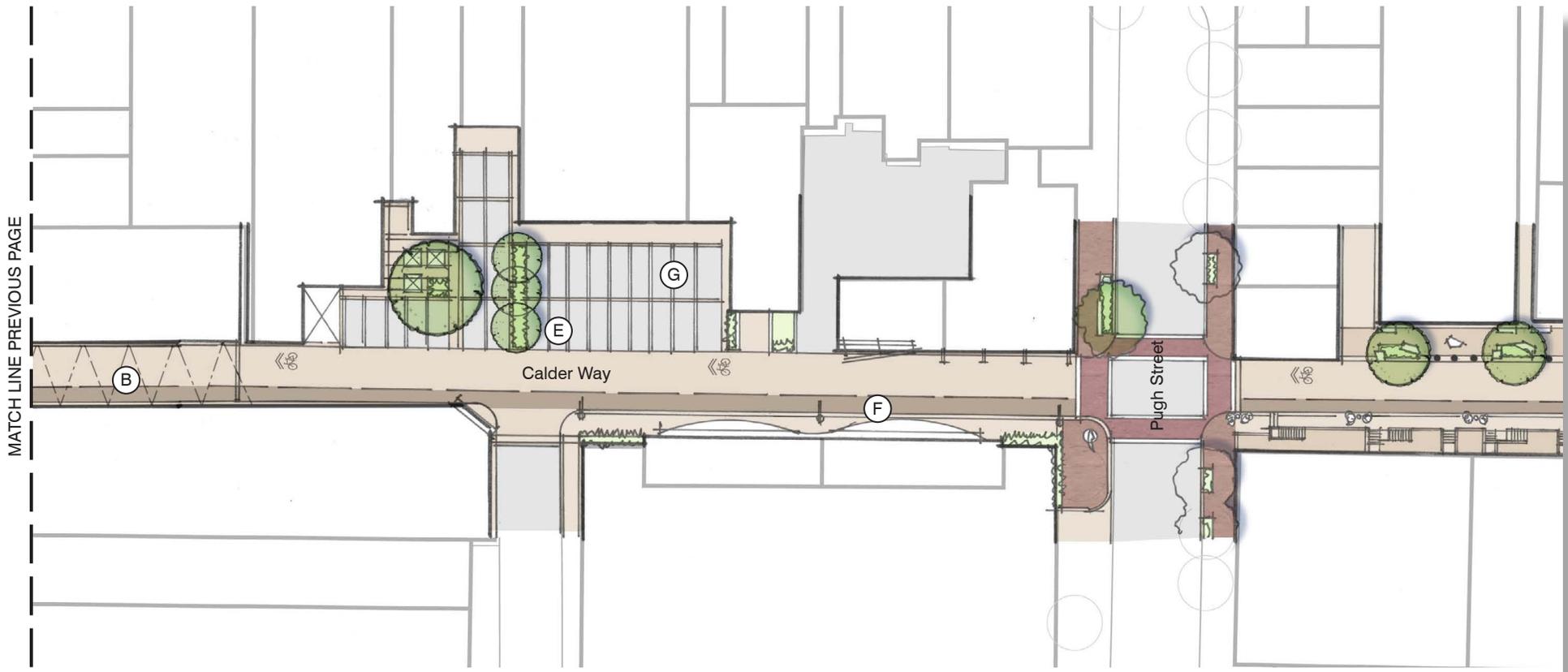
There may be some opportunities to bury utilities along some sections in conjunction with major redevelopment projects, such as between Garner and Heister Streets. This feasibility should be explored as redevelopment plans are developed (see recommendations under Theme 4). Specific programmatic recommendations include giving consideration to closing Calder Way to vehicular traffic on specific evenings or during special events only, this can be tested and evaluated.





- A. Wall-Mounted Lights
- B. Overhead String Lights
- C. Ornamental Pole Cover/Light Such As "Wrap-A-Post" or Custom Pole Wrap Developed with Local Arts Community to Cover Utility Poles
- D. Stamped Concrete to Emphasize Arts
- E. Planted Tree Pits within Parking Areas
- F. Bike Contra Lane to Accommodate Eastbound Bicycle Traffic (Feasibility to be Explored Further; Must Be Balanced with Ability to Maintain Service and Loading)
- G. Special Paving to Distinguish Parking Areas or Outdoor Courtyards

Calder Way Concept Drawings:
Illustrative Plan - Typical Segment



MATCH LINE PREVIOUS PAGE

Plugh Street

Calder Way

B

E

F

G



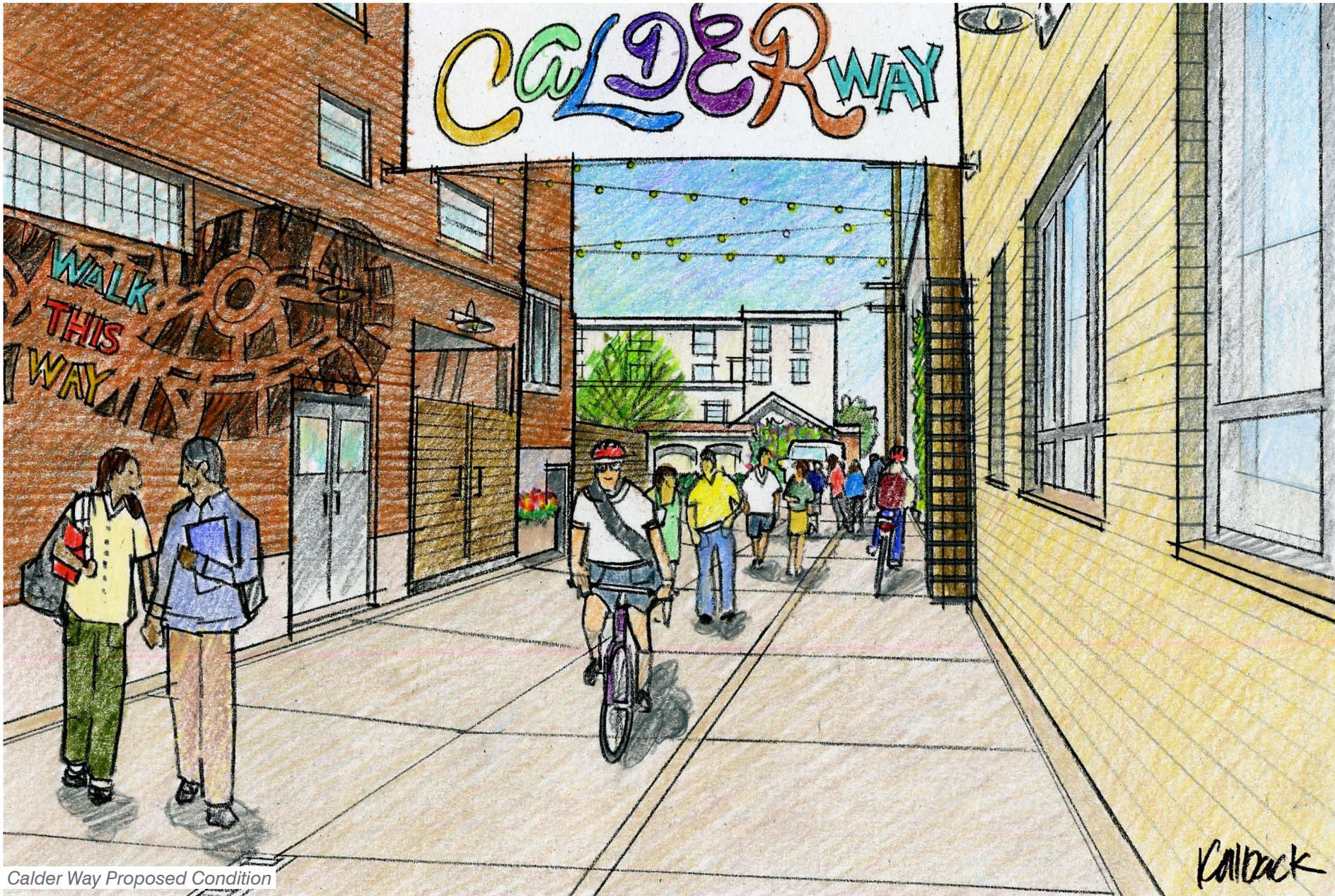
Calder Way Between Allen St. and Pugh St.



Calder Way Existing Condition

Left: Existing condition of Calder Way includes narrow sidewalks for pedestrians as well as highly visible service and dumpster areas.

Opposite page: The proposed condition for Calder Way is a shared space that improves the experience for pedestrians and cyclists while allowing necessary vehicular access. Public art, overhead string lights and wrapping utility poles are some of the enhancements proposed for the alley.



Calder Way Proposed Condition

Specific design recommendations for Calder Way are illustrated on the following pages and outlined in Appendix C: Design Guide.

Branding and Identity: Develop a unique identity for Calder Way. Calder Way is a truly unusual street with many unique businesses and unique art. The street has the opportunity for its own distinct “funky” brand that could use the colors of downtown but depart from the “block” approach used for the entire district. The brand for Calder is relaxed and more cursive allowing for the art and streetscape to define the ultimate identity of this important part of downtown.



Left: Brand typeface and layout for Calder Way, utilizing the color scheme for the Downtown brand.

Far left: Examples of identity graphics for Calder Way. The “Ride This Way and That Way” message (bottom) would be used if the contra lane were implemented. If the contra lane is determined to be unfeasible, the message could be revised to read “Ride This Way.”





**WALK
THIS
WAY.**

CalDERWAY



DISCOVER The Best Times of Your Life



Beaver Avenue

Focus Project 4 (Catalyst - Miller Alley to Pugh Street)

Recommendation 3-I Beaver Avenue Streetscape Enhancements

Modify Beaver Avenue to enhance aesthetics and expand pedestrian areas where possible. Implement as part of Catalyst project.

Implementation: **Borough of State College, Design Review Board**

Streetscape Type B - Primary and Secondary

Concept: Narrow travel lanes on Beaver Avenue and along High Street to College Avenue to provide wider sidewalks and gathering areas. Between Garner and Atherton Streets, maximize opportunities to widen sidewalks and provide extended sidewalk bulb-outs such as those improvements implemented between Fraser and Allen Streets. Between Garner and High Street, widen sidewalk areas in conjunction with narrowed travel lanes. Specific design considerations include:

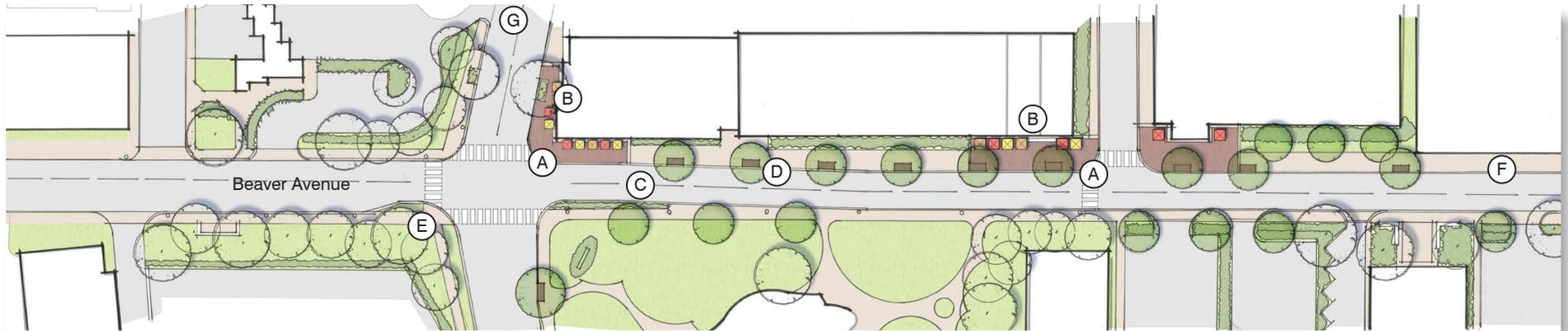
Branding and Identity: Develop a unique identity for Beaver Avenue. Beaver Avenue is a unique street that transforms in character from east to west. There is an opportunity to brand Beaver Avenue and capitalize on this with the tag line “All kinds of character.” This provides the opportunity to play up the traditional downtown character west of Pugh Street and a more student-oriented identity east of Pugh Street. Creating a separate brand identity for Beaver Avenue is more of a long term recommendation. The opportunity is to develop an identity that incorporates a bolder “collegiate” block letter motif along with banners. Initially, however, Beaver Avenue should incorporate the overall downtown brand.

Lane Narrowing and Sidewalk Expansion: Where possible, particularly between Garner and High Streets, narrow lanes from 15’ wide each to 12’ wide. This will allow for sidewalk expansion of approximately 3’ on each side.

Top right: The brand identity and tagline for Beaver Avenue emphasize that Beaver Avenue is a unique street that transforms in character from east to west, from student-oriented to traditional downtown, respectively.

Bottom right: Banners help to reinforce Beaver Avenue’s unique identity inside of the larger downtown.





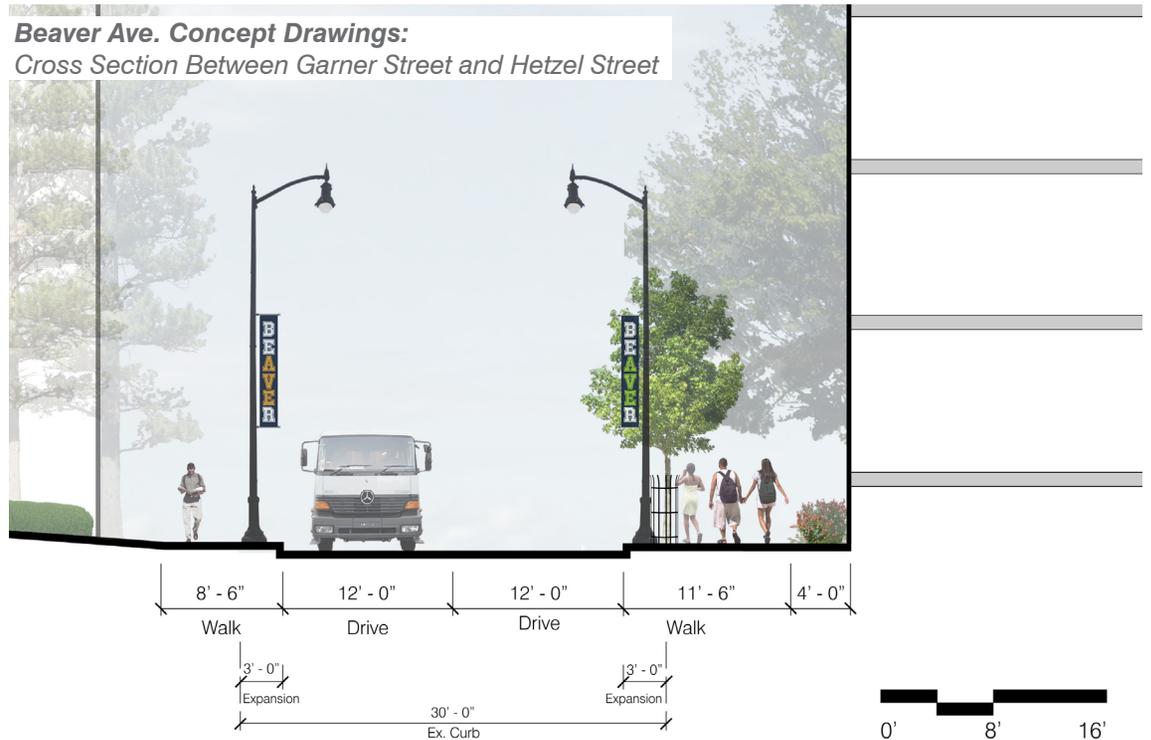
Beaver Ave. Concept Drawings:
Illustrative Plan - Typical Segment

- A. Large Fields of Brick Paving at Intersections
- B. Opportunity for Outdoor Seating/Dining in Expanded Sidewalk
- C. Lane Shift to Allow for expanded sidewalks
- D. New Street Trees in Tree Grates
- E. Bulb-Outs
- F. Expanded Sidewalk
- G. Sharrows to Designate Garner Street as Bike Route Until Bike Lanes Can Be Added (If Feasible)

Pavement: Between Fraser and Pugh Streets, utilize the paving pattern already utilized on some sections of the Beaver Avenue sidewalk (brick with concrete banding). Beyond Fraser and Pugh Streets, in each direction, utilize primarily scored concrete with large brick fields at intersections.

Transit Stops: As described earlier under Theme 2, enhance the transit stops along Beaver Avenue. Specifically, consider relocating the existing stop on the west side of Garner Street to the east side if it cannot be enhanced in its existing location. Also, work with the Church of Jesus Christ of the Latter Day Saints (LDS) to explore the potential of an easement on their property to provide more gathering space and access to the existing transit stop near High Street. This will require a modification to their approved site plan for the Gospel and Worship Center.

Beaver Ave. Concept Drawings:
Cross Section Between Garner Street and Hetzel Street



Top right: Looking north on Heister Street towards College Avenue

Middle right: Outdoor dining/seating on west side of Heister Street.

Bottom right: Example of a "pop-up cafe." As on Allen Street, these temporary seating areas would add activity and color to the street as well as offer dining spaces that do not currently exist downtown.

3-J: Heister Promenade

Implementation: *Borough of State College, Design Review Board, PSU Landscape Architect, Consultants*

Streetscape Type A - Primary

Concept: Consider allowing the 100 block of Heister Street to function similar to the 100 block of South Allen where it is closed on occasion or during special event weekends. This could be particularly valuable on the east end of downtown to provide larger gathering areas and relief from crowding along the Beaver Avenue sidewalks. This block of Heister and the connecting block of Calder Way currently have restaurants and outdoor dining areas that activate the edges, reinforcing the desirability of this street over others for temporary closures. Any redevelopment considered for the surface parking lot adjacent to this block of Heister Street should consider how ground floor uses could further activate the Heister Street frontage. Refer to Theme Four recommendations for a description of development/redevelopment potential.

While the Heister Street Promenade will function similarly to the Allen Street Promenade, the design treatment does not need to be taken to the same level, as temporary closures for programming would likely be fewer than for Allen Street. The street would maintain curbs and would not include extensive special paving. If temporary closures of the street and programming are successful, then long-term consideration might be given to doing a more elaborate design treatment, similar to the Allen Street Promenade.

Other streets identified by stakeholders as alternatives to Heister street for temporary closures include Garner Street and Locust Lane. Garner Street, while a good option for temporary closure in terms of uses and location, is an important connecting street to the University and areas to the south. Therefore, periodic closures would be likely be problematic. Some stakeholders suggested Locust Lane because it is currently closed regularly for the farmers market. However, it lacks the appropriate uses along the edges necessary to activate the space.



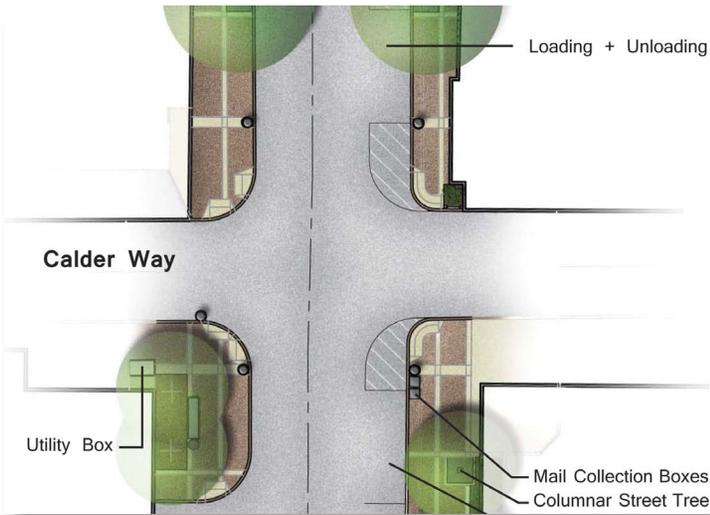
**Recommendation 3-K
Pugh Street
(Catalyst Project - All Sections Except Pugh Street
Garage Frontage)**

Proceed with the current streetscape design with minor modifications to the paving pattern and implement as part of the Catalyst project.

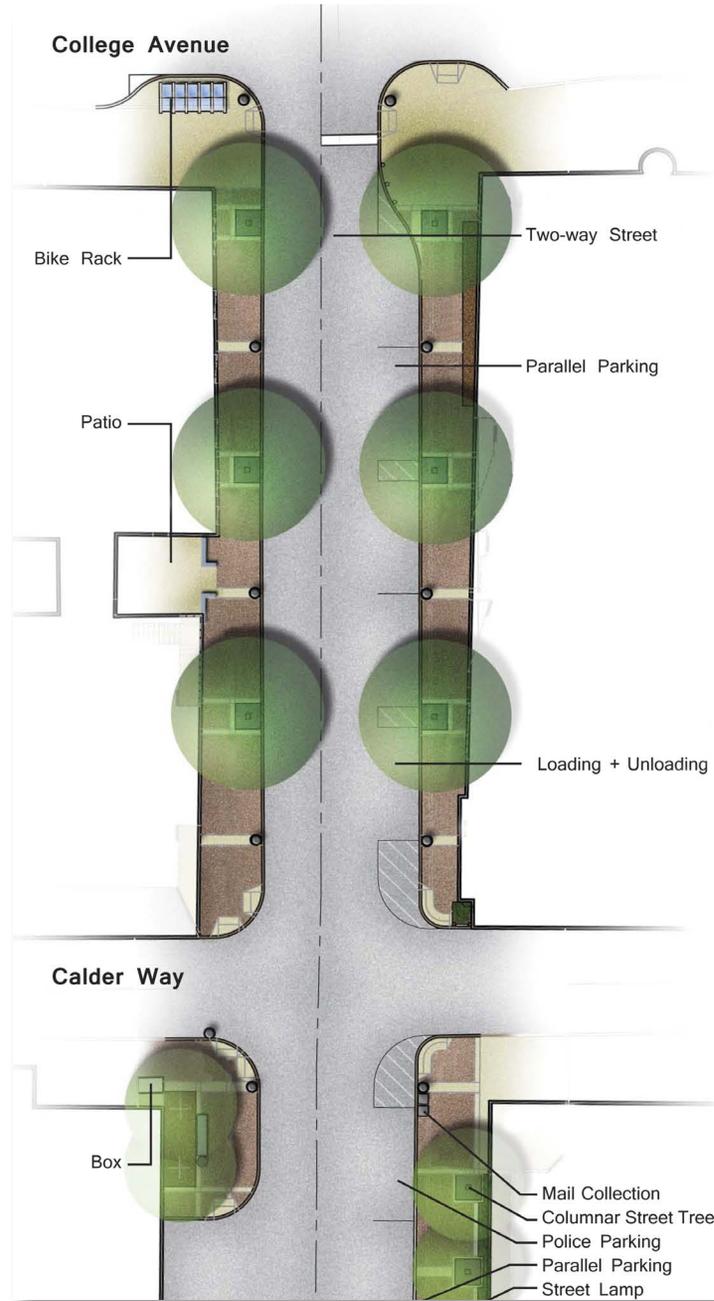
Implementation: **Borough of State College**

Streetscape Type B - Primary

Concept: Pugh Street functions as the “bookend” to the heart of the downtown core area, with Fraser Street functioning as the other bookend. The current design concept that matches Fraser Street and provides expanded sidewalk areas in some locations is a good one. The materials and design should reflect the Fraser Street streetscape; however, consideration should be given to eliminating the center concrete band that runs the length of the sidewalk area to simplify the pavement pattern. Because the Pugh Street garage will be replaced in the near future, the streetscape improvements might focus on the stretch between College Avenue and Calder Way for both sides and only the east side between Calder Way and Beaver Avenue.



Current Concept (By Others)



Recommendations: Eliminate Linear Concrete Band

Left: The current streetscape design concept for Pugh Street includes concrete banding along the length of the sidewalk.

Far left: It is recommended that the streetscape design concept be slightly modified to eliminate the concrete banding that runs parallel to Pugh Street. The banding running perpendicular to Pugh Street should remain as shown.

3-L: College Avenue (West of Atherton Street)

Provide pedestrian and bicycle enhancements with road diets as part of PennDOT Turnback Program.

Implementation: *Borough of State College, Penn State University, Neighboring Townships*

Streetscape Type C

As described earlier, College Avenue between Atherton and Buckhout Streets is being considered for road diets to reduce to one travel lane. With these lane reductions, consider the addition of parallel parking on one side of the street and a 5' bike lane on the opposite side. As redevelopment occurs along West College Avenue as part of the West Side Revitalization, the parallel parking could support small-scale commercial uses as well as promote a traffic calming effect.

The concept of reducing College Avenue to one lane has sparked much debate within the community. Prior to any detail design, further traffic studies should be conducted as well as providing additional opportunities for community input. Additionally, considerations should be given to "testing" the improvements with temporary pavement markings before making permanent changes.

Design materials for these streets will utilize the downtown standards. Paving will be predominantly concrete with brick accents in key areas, however, brick should be emphasized in the vicinity of Sparks Street and the proposed West Side Square as described below. As detail designs are developed, the design should be coordinated with the Ferguson Township streetscape improvements currently underway for areas west of Buckhout Street to create an appropriate transition.

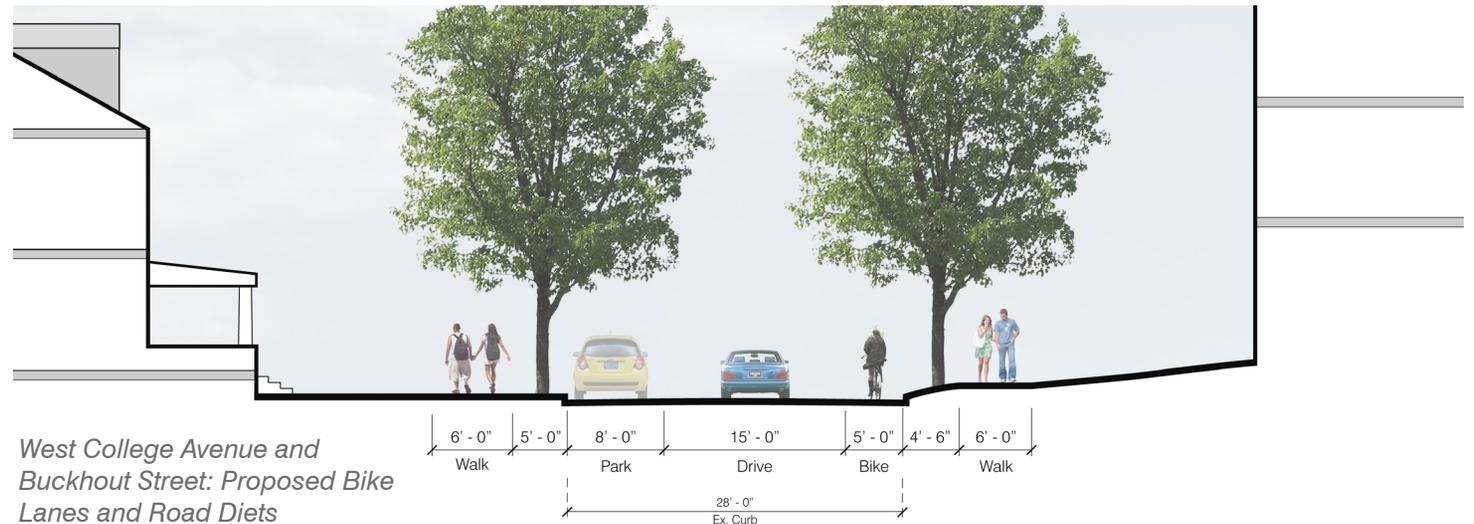
Coordination: It will be important that the detailed planning and design for College Avenue is a coordinated planning effort among the Borough, University, and College and Ferguson Townships, particularly at gateways

**Recommendation 3-M
West Campus Drive and Other West End Streets**

Reinforce the town-gown identity between the West End Urban Village and Penn State's West Campus.

Implementation: *Borough of State College, Penn State University*

Streetscape Type A - Secondary



West Campus Drive should be designed similar to College Avenue (west of Garner Street), utilizing the same design standards and creating a pedestrian-friendly urban streetscape. This treatment should extend around the street network that ultimately defines the new West End Commons which will likely include Sparks Street and a segment of West College Avenue.

Recommendation 3-N

Other Streets

Incrementally improve other downtown streets to complete the streetscape network.

*Implementation: **Borough of State College***

Streetscape Type E

Concept: Less significant streets will utilize the same family of materials but not to the same level of intensity as streets described above, particularly as it relates to the use of special paving. The intent is that these streets are enhanced and convey the downtown image but are clearly lower in the hierarchy than College, Allen, Beaver, Fraser, Pugh and Garner Streets, among others.

Specific design criteria is described in Appendix C: Design Guide.

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