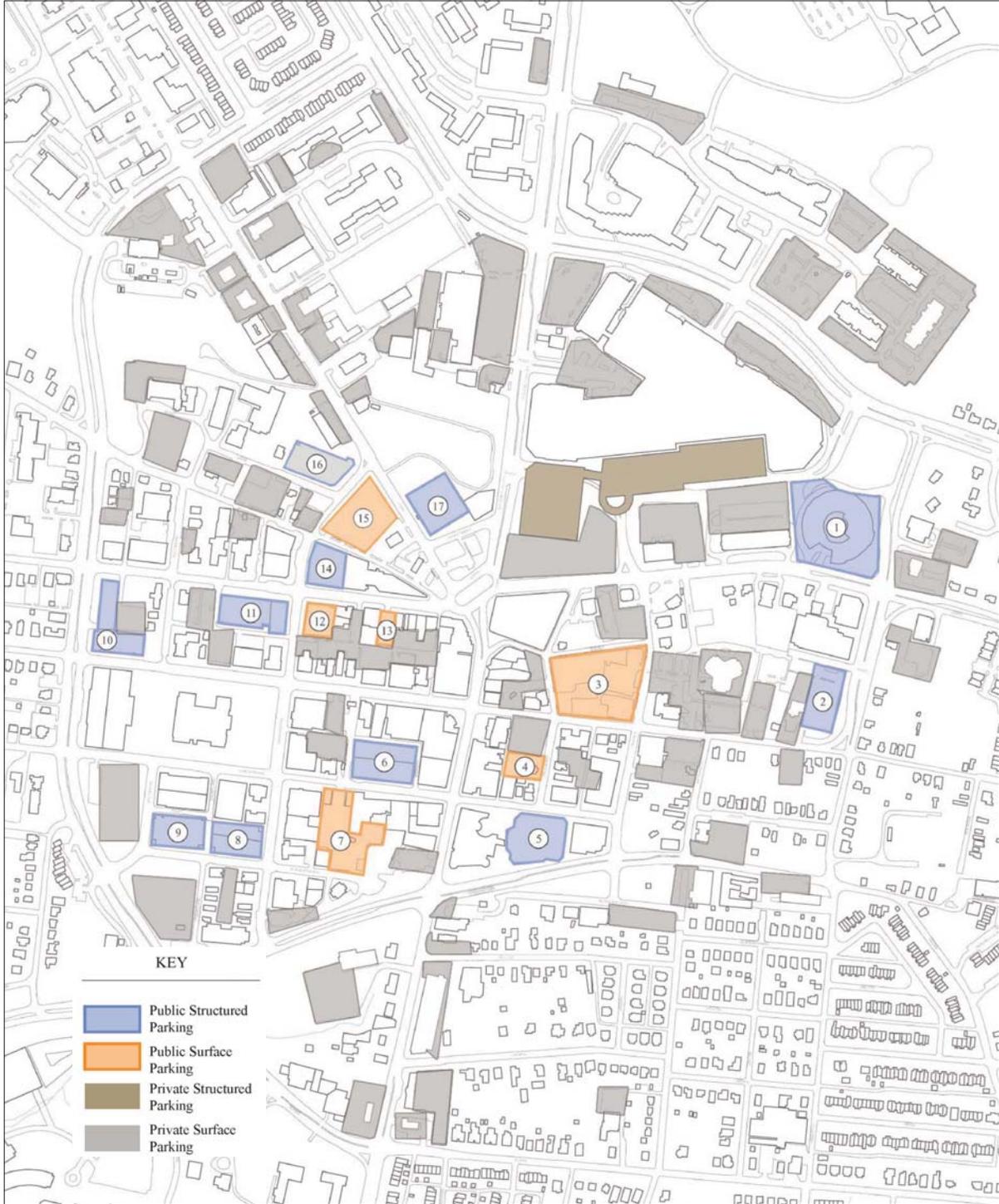


A signage and wayfinding plan for Towson would bring many benefits. Among the most potent advantages would be to dispel the common perception that there's "nowhere to park." After studying the Towson's inventory of lots, garages and street parking, the team found that the town offers more parking than is currently needed.

The problem is that parking in Towson is not managed in a way that is intuitive to visitors. There is actually an oversupply of off-street parking, as referenced by the off-street parking map below. However, the locations of parking lots and garages are not well marked. Nor is there adequate signage to direct visitors to available parking.



Towson University Gateway

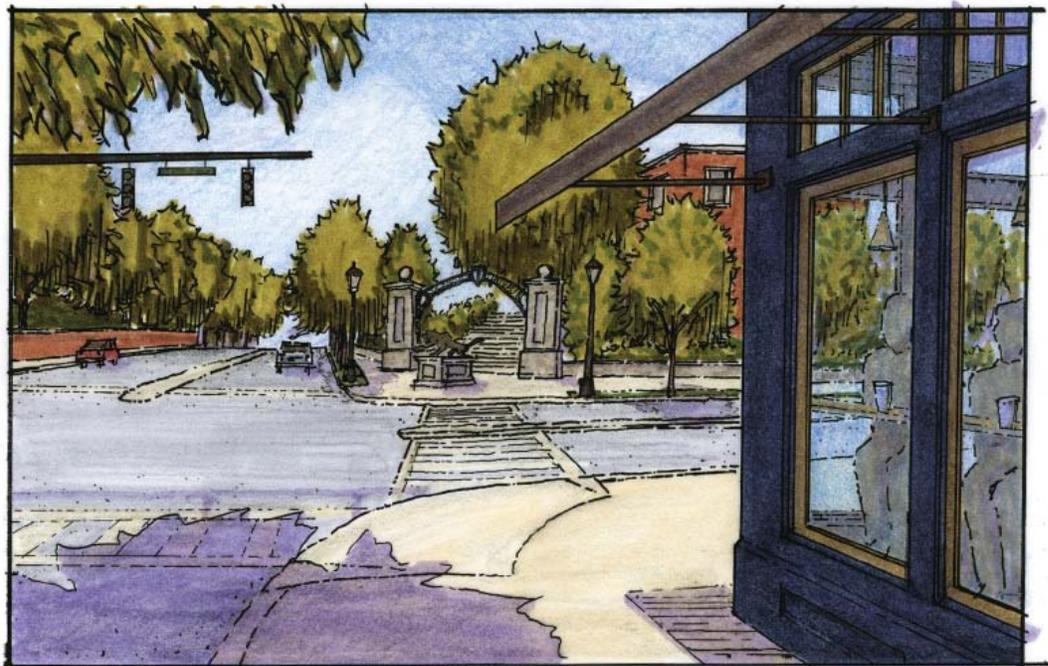
Create an enhanced gateway and entry between Towson University and downtown at the intersection of Bosley Avenue and York Road. The existing stairway is narrow and uninviting and the corner seems shrouded in darkness with overgrown trees that hide the campus buildings.

This area needs a makeover to create a strong presence and attractive gateway between the town and campus. The “before and after” images illustrate how a new, wider stairway at the corner, appropriate landscaping, and a small archway and statue can dramatically improve the identity and attractiveness of a place. This will help set a new tone and encourage more pedestrian movement between the campus and downtown. The rendering also shows how a redeveloped pedestrian-oriented building on the northwest corner can include an enlarged coffee shop.

Before



After



Design and install a combination gateway and transit feature at the northwest intersection of Dulaney Valley Road and Fairmount Avenue. A bus stop and waiting area should be integrated into the gateway.

The "after" rendering shows what this might look like along with other improvements to the area.

Before



After

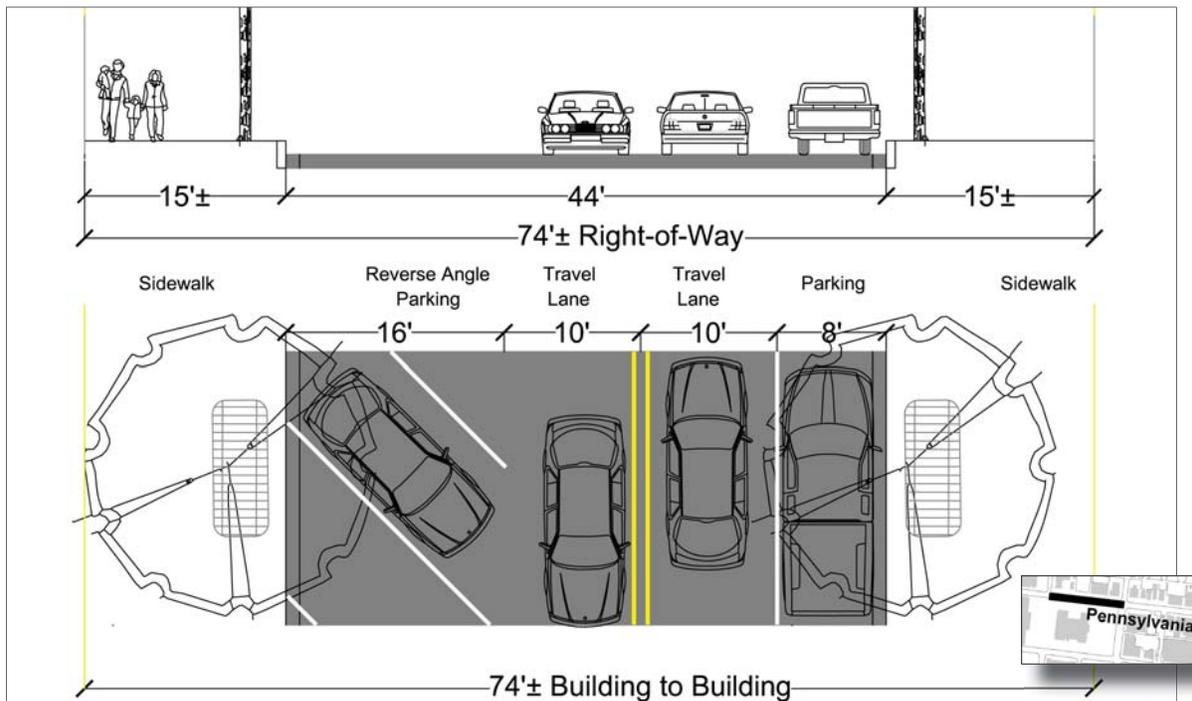


Washington Avenue



Washington Avenue, shown above looking south, is an excessively wide, low-volume street. It should be modified to add angled parking facing the Old Courthouse gardens, and resurfaced with special paving treatment to identify it as a “festival street.” Resurfacing with special pavers was a concept introduced in the UDAT report.

Pennsylvania Avenue



A similar angled-parking treatment of Pennsylvania Avenue, suggested around the corner from Washington — from Washington to the County Courts Building plaza — is shown above in diagram form.

County Courts Building

The *concrete* plaza between the County Courts Building and the Old Courthouse should be redesigned as an attractive green. This change should be undertaken as part of a public process to improve public access and use of the old and new courthouse plazas. This short-term recommendation does not impact the gardens surrounding the Old Courthouse and does not speak to the area between the Old Courthouse and Washington Avenue.



Based on planning already done by the Baltimore County Office of Planning, design and implement a Greater Towson Bicycle/Pedestrian Network that improves connections to adjacent neighborhoods and those beyond. Consider incorporating routes suggested in the graphic below.

