

PRELIMINARY DRAFT FOR DISCUSSION:

Context Sensitive Solutions for the Religious Freedom Byway

Charles and St. Mary's Counties Maryland

The Maryland State Highway Administration has been a pioneer in the use of context sensitive solutions as an approach to developing transportation projects. Context sensitive solutions are the result of collaborative and interdisciplinary efforts that preserve and enhance environmental, scenic, aesthetic and historic resources while enhancing safety and mobility. In 2006, SHA published the document "Context Sensitive Solutions for Maryland's Scenic Byways" which won an AASHTO/FHWA Scenic Byway Award in 2007. The document outlines an approach to doing work along Maryland's designated byways and provides general guidelines for consideration by designers and engineers.

The Religious Freedom Tour Byway faces a number of issues that would benefit from such an approach. The following summarizes the issues that need to be addressed; suggestions for how to organize and develop a collaborative and interdisciplinary approach to these problems scaled to the complexity of the issues; and some examples of techniques that could be considered along the byway as a means of maintaining the character defining features of the byway while enhancing safety and mobility.

Byway Management Vision and Goals

The following vision statement was developed through initial meetings to reflect the overall purpose and intent of the Religious Freedom Byway and to provide a foundation for the byway management planning effort. The initial development of a vision and goals statement by the byway advisory committee along with input from an initial public meeting held in July, 2007 resulted in the following vision statement for the byway (subject to further refinement by the committee and interpretive team).

Whether traveling by land or water, the Religious Freedom Byway offers insights into the people, issues and unfolding stories of the struggles for religious freedom in America, a tumultuous and rocky road traversing more than 400 years of visible history of all cultures and ways of life in Southern Maryland.

More than just a glimpse of history, the byway links together the many significant historic buildings, landscapes and waters of Southern Maryland to portray an authentic story of the real struggles for religious freedom. More than just places, the byway hosts a public conversation that celebrates and explores the development and continuing differences of religion, race, class, and culture through a series of festivals, events and symposia. [Alternative sentence to above as suggested at AC Meeting #3: The byway offers a lens to look at the way many different cultures have struggled with religious freedom and tolerance]

Spectacular scenery along the Potomac River and its tributaries – rural areas interspersed with farms, small towns and extensive wetlands – enables visitors and residents to appreciate the region's remarkable historic, scenic and natural qualities.

The byway works like an outdoor museum, making it easy to follow, fun to experience, but challenging to the minds of visitors and residents of all ages. Landscaped waysides with informative panels tell a coherent story from one stop to the next. Restaurants, inns, country stores and farmer's markets along with opportunities to paddle, bicycle and walk help to accommodate a slower paced discovery of our heritage.

GOAL#6 (for Transportation):

Work cooperatively with SHA and each County Public Works Departments to make it easier and safer to follow the byway in a manner that respects the historic, scenic, natural and cultural context of the byway.

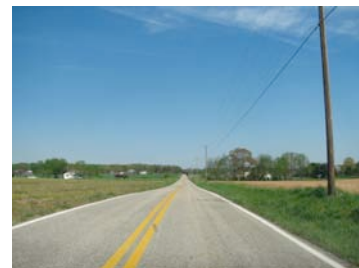
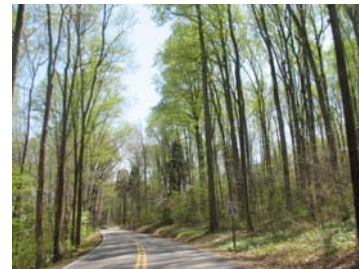
Existing Roadside Character:

The roadway itself consists mainly of two-lane roads with wide shoulders and a nearly equal portion of two-lane roads with narrow or no shoulders at all. In a few developed locations, the roadway is two lanes with a center turning lane, and a small area near Leonardtown becomes four lanes for a couple of miles.

Character Defining Features

The roadway sections that comprise the Religious Freedom Byway pass through a mostly rural landscape in Southern Maryland, with character defining features that fit into four main types of roadway environments:

1. **Closed-canopy forest sections** narrowly define the byway on both sides, especially in the Nanjemoy area. However, if these forests were to be removed it would greatly change the experience of driving along these parts of the Byway.
2. **Built up areas** are currently found in only a few places along the byway, mostly at intersections and strips along Route 234 and Route 5, the main spine of the Byway, and approaching and in Leonardtown, the largest incorporated town along the Byway. However, even these few areas provide a stark contrast to the rest of the Byway, and point out how important it is to plan development even in relatively rural areas, lest the rural and charming character be spoiled. One only needs to drive on Three Notch Road that runs just north and parallel to much of the Byway to see the drastic difference in driving experience that widespread sprawling commercial development can create.
3. **Expansive river and bay views** are found in several places along the byway, extending in some places for many miles out across the water and beyond into Virginia. These special views, noted on the corridor definition maps should be recognized as part of the corridor width definition so that future large scale projects such as bridges, power plants, wind farms, or large scale electrical transmission lines will need to consider these views in their future planning and regulatory approvals.
4. **Pastoral views** of barns, farmhouses, tree lined roads and hearty crop fields are found throughout the byway interspersed by woodlands and wetlands. The history of these farms is integral to the culture of this part of



Southern Maryland and their preservation is vital to the beauty and pleasant experience of driving the Byway.

Road Classifications and Volumes

The Religious Freedom Byway is comprised of many State roadways and a few County roadways within Charles and St. Mary's Counties. Listed below is a physical description of the roadway characteristics beginning in Charles County and ending in St. Mary's County (Refer to the [Transportation Map](#), click on map name to download map)

MD 6 is part of the Religious Freedom Scenic Byway in 2 sections. The first section of MD 6 is between Port Tobacco (at the intersection with Chapel Point Road) and western Hill Top (near the intersection with Durham Church Road). The second section of MD 6 that is part of the Religious Freedom Scenic Byway is between Riverside and the intersection with MD 425. MD 6 along both roadway sections is a 2-lane roadway with an 18-24 foot roadway section. The posted speed limit along MD 6 in these sections is 50 MPH. Average Daily Traffic (ADT) varies between 2,232 and 3,812 within these 2 sections of MD 6. MD 6 is classified as a rural major collector roadway in the first section and a rural minor collector roadway in the second section.

MD 224 is part of the Religious Freedom Scenic Byway in the continuous section from Mason Springs to MD 6 (near Riverside). MD 224 is a 2-lane roadway with a 16-22 foot roadway section. The posted speed limit on MD 224 is 50 MPH. ADT varies between 252 (near Riverside) to 5,892 (near Mason Springs). MD 224 is classified as a rural local roadway in the southern section near Riverside and is classified as rural major collector in the northern section near Mason Springs.

MD 225 is part of the Religious Freedom Scenic Byway in the continuous section from Mason Springs to Marshalls Corner. MD 225 is a 2-lane roadway with a 24-foot roadway section and an 8-10 foot shoulder area. The posted speed limit on MD 225 is 50 MPH. The ADT along MD 225 in this section is 13,912. MD 225 is classified as a rural minor arterial roadway.

MD 234 is entirely part of the Religious Freedom Scenic Byway extending from US 301 in Charles County to MD 5 in St. Mary's County. MD 234 is a 2-lane roadway with a 24-foot roadway section. The posted speed limit on MD 234 varies from 40 to 55 MPH. The ADT along MD 234 varies from 5,860 to 9,381. MD 234 is classified as rural minor arterial roadway.

MD 254 is entirely part of the Religious Freedom Scenic Byway extending from Charleston Creek to Cobb Island. MD 254 is a 2-lane roadway with a 22-24 foot roadway section. The posted speed limit on MD 254 varies from 40 to 50 MPH. The ADT along MD 254 is 2,310. MD 254 is classified as a rural minor collector roadway.

MD 257 is entirely part of the Religious Freedom Scenic Byway extending from US 301 to Rock Point. MD 257 is a 2-lane roadway with a 22-foot roadway section. The posted speed limit on MD 257 varies from 35 to 50 MPH. The ADT on MD 257 varies from 3,650 to 6,830. MD 257 is classified as a rural major collector roadway.

MD 425 is part of the Religious Freedom Scenic Byway in the continuous section from Ironside to MD 6 near Grayton. MD 425 is a 2-lane roadway with a 20-22 roadway section. The posted speed limit on MD 425 varies from 40 to 50 MPH. The ADT on MD 425 is 2,510. MD 425 is classified as a rural major collector roadway.

US 301 is only part of the Religious Freedom Scenic Byway in the section from Bel Alton to Faulkner. US 301 is a median divided 48-foot roadway. The posted speed limit on US 301 is 55 MPH. The ADT within this section of US 301 is 24,331. US 301 is classified as a rural other principal arterial (OPA).

MD 5 is part of the Religious Freedom Scenic Byway in the section from MD 234 to Point Lookout. MD 5 is a 2 to 4 lane roadway with a roadway section varying from 20 to 48 feet. The posted speed limit on MD 5 varies from 30 to 50 MPH. The ADT on MD 5 varies from 1,910 (at Point Lookout) to 26,210 (at MD 245). MD 5 is classified as a rural local roadway near Point Lookout, a rural major collector north of Scotland Beach Road, an urban other principal arterial near MD 246, and a rural minor arterial north of MD 471.

MD 238 is part of the Religious Freedom Scenic Byway in the section from MD 234 to MD 242. MD 238 is a 2-lane roadway with a 24-foot roadway section. The posted speed limit on MD 238 varies from 40 to 45 MPH. The ADT on MD 238 varies from 1,361 near MD 242 to 2,051 near MD 234. MD 238 is classified as a rural minor collector roadway.

MD 242 is part of the Religious Freedom Scenic Byway in the section from MD 238 to Coltons Point. MD 242 is a 2-lane roadway with a 20-foot roadway section. The posted speed limit on MD 242 is 40 MPH. The ADT on MD 242 varies from 771 (near Coltons Point) to 5,421 (near MD 238). MD 242 is classified as a rural minor collector near Coltons Point and a rural major collector north of MD 470.

MD 243 is entirely part of the Religious Freedom Scenic Byway extending from MD 5 to Cornish Point. MD 243 is a 2-lane roadway with an 18-30 roadway section. The posted speed limit on MD 243 is 40 MPH. The ADT on MD 243 varies from 942 (near St. Francis Xavier Church) to 7,282. MD 243 is classified as a rural local road in the southern section and a rural major collector in the northern section.

MD 249 is entirely part of the Religious Freedom Scenic Byway extending from MD 5 to St. George Island. MD 249 is a 2-lane roadway with a 20-24 foot roadway section. The posted speed limit on MD 249 varies from 30 to 50 MPH. The ADT varies from 2,090 (near St. George Island) to 6,750 (near MD 244).

Safety Considerations

Daniel Consultants, Inc. (DCI) researched the traffic accident types along the Religious Freedom Scenic Byway. At intersections, the accident types were generally either left turn accidents or rear end collisions. Therefore, it is important that the installation of new signs along the byway or the construction of pull-off areas at scenic vistas consider the ambient traffic conditions and accident histories to insure that the roadway safety is not compromised by enhancements related to the promotion of the Religious Freedom Scenic Byway. However, given the rural nature of the vast majority of the Religious Freedom Scenic Byway, the implementation of new signing (or enhancement of existing

signs) and possible construction of pull-off areas appears to be feasible without compromising the safety of the roadways.

Types of Change Likely to Occur to the Roadway and Roadside

Based on the existing and planned land use along the byway, the planned and programmed projects along the byway, and the range of safety and capacity concerns that have been previously identified along the route, the following are the likely types of changes to the roadway and roadside that have occurred and are likely to continue occurring along the byway:

Planned and Programmed Projects

The following projects have been identified in SHA's Highway Needs Inventory (HNI) and/or the DRAFT 2008 – 2013 Consolidated Transportation Program (CTP). For each of the proposed projects, DCI has identified the project as a likely Short-Term Project (likely to be constructed within 5 years), Mid-Term Project (5-10 year), or Long-Term Project (beyond 10 years). Refer to [Transportation Map](#), for locations.

CHARLES COUNTY

US 301 from the Potomac River to south of La Plata:

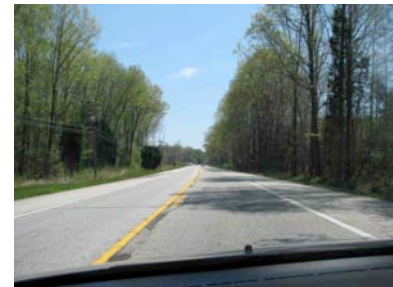
No. 6 in the HNI – Primary System: This segment of US 301 is part of the US 301 South Corridor Transportation Project Planning Study. The existing US 301 roadway is divided and varies from 4 to 6 lanes. There are no access controls. The proposed roadway would be a 6 lane access controlled facility with 10 foot wide outside shoulders and service roads. The study is currently in Project Planning and 40 percent complete. "LONG TERM PROJECT"



MD 6 from MD 344 to east of Wards Run: No. 1 in the HNI – Secondary System: This is a 2 lane reconstruct project. The existing roadway has 2 – 10 foot wide lanes with no shoulders. The proposed roadway would have 2 – 12 foot lanes with 4 foot wide shoulders. "SHORT TERM PROJECT"



MD 225 from MD 224 to US 301: No 6 in the HNI – Secondary System: This is a 2 lane reconstruct project. The existing roadway has 2 – 12 foot lanes with 8 – 10 foot shoulders. The proposed will maintain the same typical section. "SHORT TERM PROJECT"



MD 425 from MD 6 at Grayton to MD 6 at Ironsides:

No 10 in the HNI – Secondary System: This is a 2 lane reconstruct: The existing roadway has 2 – 11 lanes and no shoulders. The proposed roadway would have 2 – 12 foot lanes with 4 foot shoulders. “MID-TERM PROJECT”

ST. MARY’S COUNTY

MD 5 from the Ranger Station to south of Camp

Brown Road: No. 2 in the HNI – Secondary System and Line 3 in the draft 2008 – 2013 CTP. This is a 2 lane reconstruct: The existing roadway has 2 – 11 foot lanes and no shoulders. The proposed roadway would have 2 – 11 foot lanes with 6 foot shoulders. Project Planning started in 1994 and was completed in 1997. Engineering began in 1997 and is 50 percent complete. Engineering is “on hold” due to the lack of funding for the acquisition of right-of-way and construction. The tentative date for advertisement is October 2008. “MID-TERM PROJECT”



MD 5 from MD 246 to north of MD 471: No. 3 in the HNI – Secondary System: This is a multi-lane reconstruct. The existing roadway has 2 – 12 foot lanes with no shoulders. The proposed roadway will be a 5 lane 62 foot wide closed section. “MID-TERM PROJECT”

MD 5 from MD 471 to MD 435: No. 4 in the HNI – Secondary System: This is a divided highway reconstruct. The existing roadway has 2 – 12 foot lanes. The proposed roadway will have 4 – 12 foot lanes (2 in each direction) and be divided. “MID-TERM PROJECT”



MD 5 from MD 245 to MD 243: No. 5 of the HNI and Line 4 in the draft 2008 – 2013 CTP. This is a multi-lane reconstruct. The existing roadway is a closed section with 4 – 11 foot lanes (2 in each direction) and a 4 foot wide painted median. The proposed roadway will be a 62 foot wide urban section with a center turn lane, auxiliary lanes where needed and sidewalks. Project Planning began in January of 2007 and is expected to be complete by the Winter of 2009/2010. “MID-TERM PROJECT”



Existing Enhancement and Related Projects

The Maryland State Highway Administration has various funding programs for bicycle and pedestrian and other types of transportation and enhancement projects. The following projects are funded in Charles and St. Mary’s County (CTP 2007-12) on or near the byway:

St. Mary's County

\$638,500 in Transportation Enhancement Program (TEP) funds has been committed to purchase a 14-acre parcel of land that encompasses more than 2,400 feet of frontage along MD 5 (Point Lookout Road). The acquisition provides a 300-foot deep forested buffer along MD 5 for the purpose of preserving the scenic view shed at the entrance to the St. Mary's City National Historic Landmark District. The parcel that will now be preserved is adjacent to a 196-acre subdivision that is planned as a housing development.

MD 5 - at Golden Beach Road (Retrofit Sidewalk Program, 18,000)

MD 5 BUS - Leonardtown (Community Safety and Enhancements Program, \$5,203,000)

Charles County

Indian Head Boardwalk (Transportation Enhancement \$1,504,000)

The Maryland Recreational Trails Program also funds projects related to transportation. A project has been funded in the vicinity of Purse State Park through the Maryland Department of Natural Resources.

Statewide Projects of interest to the byway:

Maryland Roadside Historic Markers Website (Transportation Enhancement \$182,000)

Projects/Activities of the District Offices (SHA District 5)

The primary responsibility for undertaking routine maintenance work along the byway are the District 5 Offices of the Maryland State Highway Administration. District 5 is also responsible for implementing 3R Work on the Byway (Resurfacing, Restoration, and Rehabilitation). District offices also handle such items as spot safety improvements, traffic signalization, access permits, and signage, along with other small-scale projects. The following summarizes the types of changes that happen routinely along the byway:

Roadway and Roadside Geometry:

Includes changes to horizontal and vertical alignment to increase sight distances, removal of fixed objects in roadside clear zones, provision of guardrails or barriers, shoulder maintenance and reconstruction

Small Bridges:

Reconstruction, parapet walls, etc.

Regulation of traffic:

Providing turn lanes, channelization of turning movements, installation of traffic control devices, changes to speed limits, warning signs, etc.,

Access Management:

Provision of access to a state highway, installation of ingress or egress lanes, crossovers (4-lane sections)

Noise: (This may not apply to this byway)

Installation of noise walls, change in pavement design

Lighting:

Installation of new fixtures, night-sky issues (glare, light trespass)

Roadside maintenance and management:

Mowing practices, wildflowers, invasive species management, vista and wayside management (pull-offs, historic markers)

Bicycles and Pedestrians

Separated shared use pathways, sidewalks, ADA compatibility, crosswalks,

Off-premise signs and billboard permitting

No new billboards may be permitted on those portions of the byway that are on the National Highway System. - US 301 and MD 5 from the junction point at MD 234 to MD 489 (Park Hall Road) are on the National Highway System. Off-premise signs in highway right-of-way are found along the byway and need to be addressed.

Approach to conducting work on the Religious Freedom Byway

Please refer to CSS for Byways Booklet for Maryland SHA – here is a synopsis of the approach

Although byway designation does not carry with it any type of regulatory requirements, such as for historic sites or districts, there is usually a high degree of interest in maintaining the existing character and intrinsic qualities – whether it be tree-lined road, a rolling route through farmland, or an historic “main street” community. The following approach is one that allows for the important scenic, historic, natural, recreational, cultural or archaeological qualities to be considered early in the process and for those qualities to help shape the solution to any roadway related issue.

1. Understand the Overall Significance of the Roadway as a Scenic Byway

SHA staff in whatever capacity they may become involved with the Byway need to become familiar with the reasons for which the Byway has been designated by SHA and is being considered for designation by the Federal Highway Administration. SHA staff are involved in decision-making related to the major project milestones in project planning, design and development; through asset management and land development permitting decisions and other functions whose decisions may affect the physical and visual qualities of the byway. SHA staff should be familiar with the Vision and Goals of the Byway and consider what impact SHA decisions along this byway may have in helping to achieve the byway’s Vision and Goals. SHA has established internal review mechanisms that flag roads planned for new projects located on scenic byways. SHA staff, located in diverse functional areas and multiple offices, however, must use this routine means to learn that this route is a designated byway and to access information about the byway’s Vision and Goals and characteristics.

2. Understand the Positive Quality of a Traveler’s Experience along the Byway

Is the traveling experience one that conveys the character of a small town? Is the experience one that is characterized by open spaces and broad views? Is the experience one of traveling through an overhanging canopy of trees? Is the experience one of traversing a two-lane route with relatively narrow shoulders and closely spaced trees or of traversing a four lane road with wide landscaped median?

3. Understand the Character-defining Features of the Project Area

What are the elements of the road and roadside design that establish the character of the road and the traveler’s experience in the specific project area? Roadway design elements would include both its alignment and the associated structures used in the

construction of the road. Such elements might include paved or turf shoulders, sidewalks, hiker/biker trails, landscaped medians, traffic signage, lane and edge pavement, striping and utilities. Such character-defining elements could include the relationship of the alignment to scenic views of dramatic natural features or of pastoral farm scenes or a bridge design that provides water or wetland views from passenger vehicles.

4. Determine What Treatments are Appropriate Given the Character-defining Features

Once SHA staff and their partners have familiarized themselves with the Byway Vision and Goals and then identified the character-defining features in the project area, they will be able to maintain this character through their work, whatever its nature. Maintenance of the character-defining features applies to planning and design phases of a project, to project construction, to the issuance of access permits and to traditional maintenance activities along a byway – to all actions that affect the context of the byway.

Where a proposed action does not affect an identified character-defining feature, consideration should be given as to how the action undertaken can support the road's special character. Stated another way, can the project be done in a manner to enhance the visual and physical quality of the byway? For example, although the physical character and appearance of the Byway in the area approaching Leonardtown has changed greatly from the historic appearance of the road in this area, actions could be taken to support the resources that do remain from the historic period and to make this section of the road less out of character with historic sections of the road.

Additionally, where character-defining features of the byway have been lost, it may be possible to design and fund roadside enhancement projects to add value to the traveler's experience.

Existing Policy Language Facilitating Flexibility in Highway Design

Extensive efforts have been made to better understand the inherent flexibility provided in AASHTO's Green Book and other types of design guidance documents. Here is a synopsis of some of the language that facilitates greater flexibility in highway design.

“Design speed is a selected speed used to determine the various geometric features of the roadway. The assumed design speed should be a logical one with respect to the topography, anticipated operating speed, the adjacent land use, and the functional classification of the highway”.-AASHTO Green Book/

“The intent of this policy is to provide guidance to the designer by referencing a recommended range of values for critical dimensions. It is not intended to be a detailed design manual that could supercede the need for the application of sound principles by the knowledgeable design professional. Sufficient flexibility is permitted to encourage independent designs tailored to particular situations. Minimum values are either given or implied by the lower value in a given range of values. The larger values within the ranges will normally be used where the social, economic, and environmental (S.E.E.) impacts are not critical”

--Forward, AASHTO Green Book

“The designer must keep in mind site-specific conditions, design speeds, rural versus urban locations, and practicality. The distances obtained from Figure 3-1 should suggest

only the approximate center of a range to be considered and not a precise distance to be held as absolute.” AASHTO Roadside Design Guide

Management Strategies

Based upon a review of the types of projects that are likely to be implemented, and the types of concerns that arise from a review of traffic volume and crash statistics, it appears that the majority of changes likely to occur can be addressed by the following strategies:

Design the entire roadway experience including both roadway and land use elements to fit the particular context

[The following text outlines the recommendations for general concepts of how roadway projects should fit within this context. A slide show will be prepared to discuss these applications including examples from other projects as well as some conceptual sketches of how this might be applied along the byway in several locations.]

Along the byway, the character defining features of the roadway incorporate both rural and urban features. Typical road sections should reinforce the desired land use and vice versa. As the byway transitions between rural and urban (or village), so too should the typical road section.

- In rural areas - keep 2 lane sections as is; encourage conservation and land use measures that will support this road configuration
- In transition areas – in developing areas, keep 2 lane sections as is and accommodate new development with new network, rather than expanding the road
- In 4 lane existing sections – maintain and enhance these to support character defining features of the byway

The best examples of existing design elements that are found in rural, village and urban areas along the byway should be identified and then used as a way of determining how new projects might fit that particular context

Based on the inventory of existing elements, a kit of parts can then be developed that illustrates how new elements could be proportioned to fit the context (lane width, shoulders, medians, barriers, vegetation lights, signs, sidewalks, and adjacent land uses) leading to a desired character by area. These new elements can then be organized and portrayed graphically according to the following table:

Table to be portrayed graphically for inclusion in corridor management plan:

	Town ----->	Transition ----->	Rural
Desired Operating Speed	25 mph	35 mph	46 to 55 mph
Lighting	Street lamps	Cobra lights	No lights
Shoulder	On-street parking w/ bumpouts	Curb and gutter (no street parking)	Grass shoulder
Adjacent Uses/ Setback	Buildings up to sidewalk	Buildings w/ space between	Buildings far back
Adjacent Landscape	Regularly space street trees	Trees less regularly spaced	Farm, Forest and Wetlands

The following strategies should be considered for use along scenic byways:

... In rural areas

- Establish a consistent set of roadside details that have a more parkway like character including use of steel-backed wood guardrails or rusting steel W-beam, painting the back of sign posts brown, maintaining grass or reinforce turf shoulders, and encouraging private owners to use landscape treatments that are consistent with the rural character of the area (for screening, fencing, entrances, etc.)
- Maintain a sense of enclosure by introducing or maintaining roadside trees where vistas are not present
- Where vistas are present use landscape design to enhance and frame views. In some locations provide places to pull off of the roadside to minimize conflicts between byway travelers and through travelers [NOTE: these locations will be identified in the enhancements section of the plan]
- Where existing obstacles are present in clear areas increase the visibility or awareness of the obstacle, but do not remove it
- Where operating speeds exceed the design speed along horizontal or vertical curves, increase the visibility of the curve and driver awareness, but do not remove the curve
- Where left turns into driveways or side roads result in use of the shoulder area for bypassing stopped vehicles, reinforce the shoulder with either a 50-50 topsoil aggregate mix or other structural reinforcement (e.g. grid)
- Maintain all intersections at grade
- Where new alignment is constructed, the roadway should match the contour of the landscape, the road should “lie lightly on the land”

... In urban or village areas, incorporate roadside design elements that reflect the urban or village character into the typical section

- Provide for a transition from open rural highway to village street
- Use self enforcing design measures to reduce operating speeds approaching settled areas such as narrowing the look and feel of the road, and gradually introducing urban section details when approaching the village or city entrance
- Develop entry features that clearly signal that you are entering a settled place
- Provide on-street parking, sidewalks, and street trees in a consistent pattern
- Encourage land use that reinforces the urban or village feel utilizing “build-to lines” rather than “set back” lines to achieve a building façade whose height is proportional to the width of the street and serves to visually enclose the view, further narrowing the field of vision
- Pedestrians should have the right-of-way when crossing the street in the village or urban sections when crossing at designated crosswalks
- Lighting should be pedestrian scaled
- Encourage the use of signs that are in keeping with the adjacent architecture in color, lighting, scale and materials.
- Provide for on-street bicycle lanes where feasible (versus on-road usage in rural areas)

Use a consistent set of roadside details to achieve an overall desired character of the byway consistent with its designation as an historic or scenic route

See the [CSS guidelines booklet](#) for additional info and consider the following key points:

- Grading and Drainage – use natural textures and tints to reduce contrast associated with roadside drainage features (e.g. field stone in lieu or rip rap, exposed aggregate concrete to remove the bright-white on new concrete structures)
- Traffic Control and Signs – poles and structures should be brown or black to minimize contrast
- Utilities – adjust the locations of overhead wires to minimize their potential impact on mature trees
- Landscaping – use species appropriate to the context such as natives in rural woodlands, or old-fashioned plants in historic districts.
- Bridges – use appropriate detailing to maintain distinct visual identify on parapet walls and abutments; bridge width should be consistent with roadway width
- Lighting – minimize night sky pollution by using fixtures with concealed light sources
- Access Management – consider adopting policies through the development review process that encourage linking together of parcels and construction of parallel system of streets and alleys to distribute local traffic rather than channels it all to the main road; and minimize the need for accel and decel lanes by slowing operating speeds through rapidly developing areas (see notes above about transition areas).
- Maintenance – identify likely maintenance requirements early in the project design process and select details that match the likely long-term maintenance commitments for the project
- Community Entrances – use materials and design details that are consistent with the communities’ dominant architectural styles and/or historical development
- Historic Crossroads and Intersections – carefully integrate traffic control measures and intersections to maintain the historic integrity of intersections including the use of roundabouts, mast arms/signals, utility boxes, crosswalks, drainage structures, and other common design elements found at intersections
- Bicycling – use tinted asphalt on shoulders to needed for bicycle use to differentiate between vehicle travel lanes and bicycle lanes as a way to minimize the impact of wider pavement cross sections on driver perception and operating speeds.
- Signs and Wayfinding – use a combination of printed media, web and satellite based media to minimize the number of signs needed to follow the byway and find attractions and sites along the byway. See separate [memo on wayfinding](#) (click on “memo on wayfinding” to download document) to summarize these specific strategies

Provide pull-offs or clearly defined places to park associated with byway features and attractions

Where byway features or attractions are visible from the byway route there should be a clearly identified place to pull-off out of the travel way (either a designed pull-off, or a wide reinforced turf shoulder) both with adequate sight distance so that slow moving vehicles are not conflicting with higher speed through travel.

[download attached map at <http://www.lardnerklein.com/RFBAccess112707.pdf>]

ATTACHMENT

Results of Joint AASHTO/FHWA CSS Strategic Planning Process – March 07**CSS Definition**

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

CSS Principles

These core CSS principles apply to transportation processes, outcomes, and decision making.

- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

CSS Qualities***Context sensitive solutions is guided by a process which***

- Establishes an interdisciplinary team early, including a full range of stakeholders, with skills based on the needs of the transportation activity.
- Seeks to understand the landscape, the community, valued resources, and the role of all appropriate modes of transportation in each unique context before developing engineering solutions.
- Communicates early and continuously with all stakeholders in an open, honest, and respectful manner, and tailors public involvement to the context and phase.
- Utilizes a clearly defined decision-making process.
- Tracks and honors commitments through the life cycle of projects.
- Involves a full range of stakeholders (including transportation officials) in all phases of a transportation program.
- Clearly defines the purpose and seeks consensus on the shared stakeholder vision and scope of projects and activities, while incorporating transportation, community, and environmental elements.
- Secures commitments to the process from local leaders.
- Tailors the transportation development process to the circumstances and uses a process that examines multiple alternatives, including all appropriate modes of transportation, and results in consensus.
- Encourages agency and stakeholder participants to jointly monitor how well the agreed-upon process is working, to improve it as needed, and when completed, to identify any lessons learned.
- Encourages mutually supportive and coordinated multimodal transportation and land-use decisions.
- Draws upon a full range of communication and visualization tools to better inform stakeholders, encourage dialogue, and increase credibility of the process.

Context sensitive solutions leads to outcomes that:

- Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Are safe for all users.
- Solve problems that are agreed upon by a full range of stakeholders
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources (people, time, budget,) among all parties.