



Lardner/Klein Landscape Architects, P.C.

Religious Freedom Byway Advisory Committee Meeting #6 Notes 01.31.2008

Attendees:

Jim Klein, Lardner/Klein Landscape Architects, PC
Sarah Couchman, Lardner/Klein Landscape Architects, PC
Larry Green, Daniel Consultants
Anthony Puleo, Charles County Dept. of Planning & Growth Management (PGM)
Donna Dudley, Charles County Tourism
Cathy Hardy, Charles County PGM – Planning
Beth Clark, Charles County PGM – Planning
Scott Hice, National Park Service – Thomas Stone National Historic Site
John Groeger, St. Mary's County Dept. of Public Works & Transportation
Terence Maxwell, SHA Byways Program
Donna Sasscer, St. Mary's County Dept. of Economic & Community Development
Gary Burnett, Maryland Park Service
Carolyn Laray, St. Mary's County Tourism
Roz Racanello, Southern Maryland Heritage Area
Bill Scarafia, St. Mary's County Chamber of Commerce
Leschelle Miller, Commissioners of Leonardtown
Anne Kyle, Maryland Office of Tourism
Dorothea H. Smith, African American Heritage Society of Charles County
Janice Walthour, Unified Committee for Afro-American Contributions (UCAC)
Jeremy West, USDA – NRCS, Southern Maryland Resource Conservation & Development (RC&D)
Jim Hudnall, Potomac Heritage Trail Association
Jane Hudnall, Oxon Hill Bicycle & trail Club
Teri Wilson, St. Mary's County Department of Planning
James Grusholt, St. Mary's County Historic Preservation Commission (HPC)
Jim Gibb, Port Tobacco Archeology

Introduction – Jim Klein

- Byway Planning Workshops/Community Meetings
 - 2/27/2008 in LaPlata
 - 2/28/2008 in Leonardtown
- Meeting Agenda:
 - Highway safety issues along the byway
 - Traffic volumes, capacity and safety
 - Context sensitive solutions
 - Maintaining character defining features
 - Enhancing character defining features
 - Finding you way along the Byway
 - Next steps – public workshop

Transportation – Jim Klein and Larry Green

- Transportation goal: work cooperatively with SHA to ...
- Transportation Issues:

- Are there any places along the byway that leisure travelers should be warned about in advance?
 - Are there planned projects likely to occur along the byway?
 - How can projects be designed to maintain and enhance the Character Defining Features of the byway?
- Character Defining Features include
 - Closed canopy sections
 - Built up areas
 - Expansive river and bay views
 - Pastoral views
 - Highway Safety Issues
 - Projects
 1. MD 301 – LaPlata to bridge – long-term, awaiting funding
 2. Leonardtown – 5-lane on MD 5
 3. Callaway Area – 5-lane capacity on MD 5
- *Look at Highway Needs Inventory to make sure we have comprehensive list of projects
- Typical Transportation Activities Along Byway
 - Roadway/side geometry
 - Small bridges
 - Regulation of traffic – turn lanes, lights, etc.
 - Access management – classification of roadways (higher the classification, smaller the number of access points)
 - Lighting
 - Roadside maintenance and management – mowing, etc.
 - Bicycles and pedestrians and carriages
 - Off-premise signs and billboard permitting

Process Guidelines – Jim Klein

1. Understand the overall significance of the roadway as a scenic byway
2. Understand the positive quality of the traveler's experience
3. Understand the character defining features of the project area
4. Determine what treatments are appropriate given the character defining features

Terry Maxwell: explained CSS program

Attendee: CSS guidelines need to be included in ordinances so they can be enforced – some developers will cooperate but others will just say no – don't want to spend the money

- CSS Principles:
 - Identify character defining features
 - Preserve character defining features
 - Maintain overall character of the byway
 - Enhance the byway to support its special character
- Understand the Overall Significance
 - Historic
 - Scenic

- Cultural
- Archeological
- Appropriate Treatments
 - Preserve
 - Maintain
 - Enhance
- Design, Maintenance and Management Guidelines
- Entire Roadway Experience
(looked at transect diagrams for Town and Country)
- Safety
 - Use appropriate design process – set stage for flexibility
 - Maintain continuity of travel experience
 - Transition from rural highway to village street

Attendee: asked where, if anywhere, on the byway we want to provide for speeds of 55 mph (responding to Jim's comment in discussion of transition from countryside to town regarding slowing from 55 mph to 35 mph or speed more appropriate for town)

Attendees: like the Texas rail bridge – agree that similar styles should be recommended for byway (looking at slides of bridges that satisfy safety standards and respond to context)

- Signage

Terry: (in response to suggestion that we utilize TAC signage to serve byway as well) byway may take visitors along different corridor than TAC signs to get to certain places, so if following TAC, visitors may end up leaving the byway. TAC signs generally direct drivers along most straight forward route, but byway may want to take visitors along less obvious route to particular sites or to see certain views

Anne: if on byway, need additional signage because visitors may miss the byway text among the other elements of the TAC signage

Attendee: Could we use a logo?

Anne: Logo might be clearer, especially when trying to interpret signs quickly, as driving along. Maybe just use Scenic Byway logo instead of logo specific to RFB

Cathy: asked where we are in the naming process – may want to stay away from text and think about logo if the name is going to change.

Terry: likes idea of using the Maryland flag with the byway name below

Jim Gibb: would rather see something other than the Maryland flag – we already know we're in Maryland

Anne: (regarding intersection of MD 5 and 234 north of Leonardtown) sign needs to stay on right – as opposed to in the median to the left – because drivers always look to the

right for directional signage, but it needs to be set back further. Likes the brown background for route signs and likes the Scenic Byway logo

Carolyn: will send Jim link to TAC system

Terry: how does one sign overlapping areas between the byway and the “corridors”

Attendee: Potomac Heritage Trail will be getting signs – small and unobtrusive, more for bikers – how to those get incorporated into the signage system?

Carolyn: also have John Smith, War of 1812, and Civil War Trail signs to deal with – need to incorporate all of them. Maybe develop series of icons (like facilities icons for marina, information, wineries, etc.) to put along bottom of TAC sign. TAC is intended for tourists going to destinations, whereas route numbers are part of the “plain vanilla” signage system – doesn’t want to confuse tourist signage by combining it with “plain vanilla” route signage. Maybe work within TAC system, since it is for tourists and that is to whom we are trying to appeal. Overlays work well with TAC signs (misspelling on sign for Sotterly plantation was fixed with overlay) so may have additional flexibility with TAC signs

New Byway Names

Anne: forging ideal that became nation/constitution; crucible/ideals; testing ground for unique colony

Can market test new names at state welcome centers

Jim will send out email asking for suggestions; will also solicit suggestions at public meetings

“first settlement”

Something with “colony”

“experimental colony”

“first colony”

“Religious Freedom Byway, a colonial experiment”