



THE MINISTERIAL ROAD STEWARDSHIP PLAN

PREPARED FOR THE

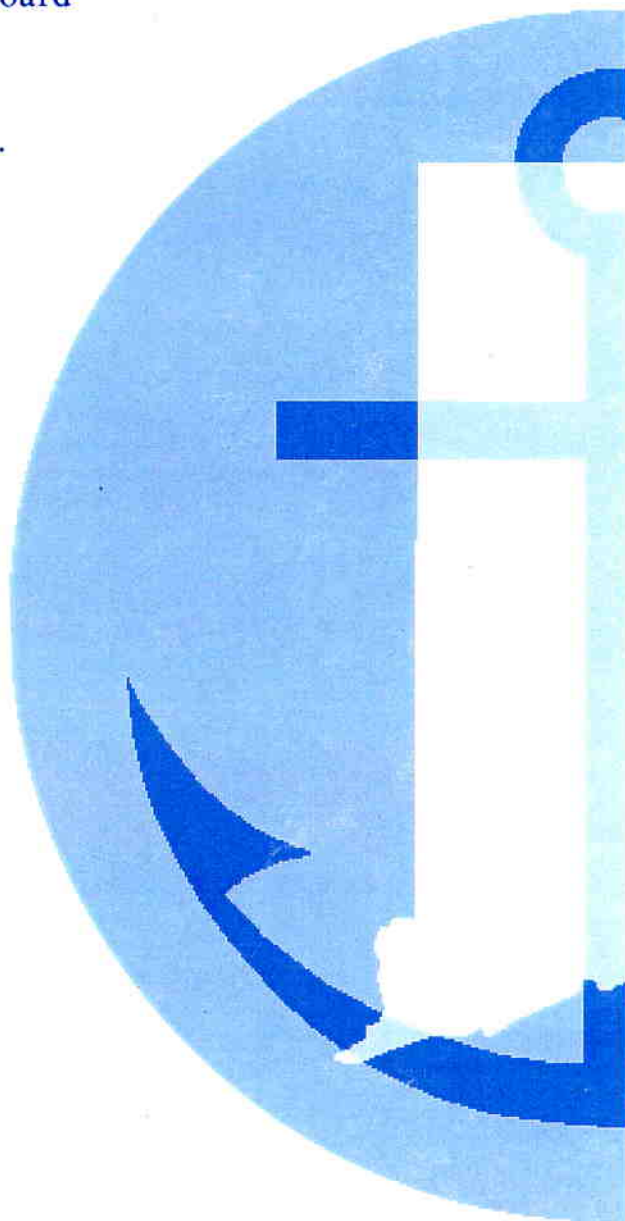
Rhode Island Scenic Roadways Board

PREPARED BY

Gates Leighton & Associates, Inc.

AND

Whiteman & Taintor



THE MINISTERIAL ROAD STEWARDSHIP PLAN

Prepare For The
RHODE ISLAND SCENIC ROADWAY BOARD
Two Capitol Hill
Providence, RI 02903

Prepare By:
Gates, Leighton & Associates, Inc.
2253 Pawtucket Avenue
East Providence, RI 02914

In Association With:
Whiteman & Taintor
85 Main Street
Hopkinton, MA 01798

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Ministerial Road

I. Overview:

This Corridor Stewardship Plan is intended to augment and support the Design Plan for Ministerial Road prepared by the Ministerial Road Preservation Association (1994) and adopted by the South Kingstown Town Council.

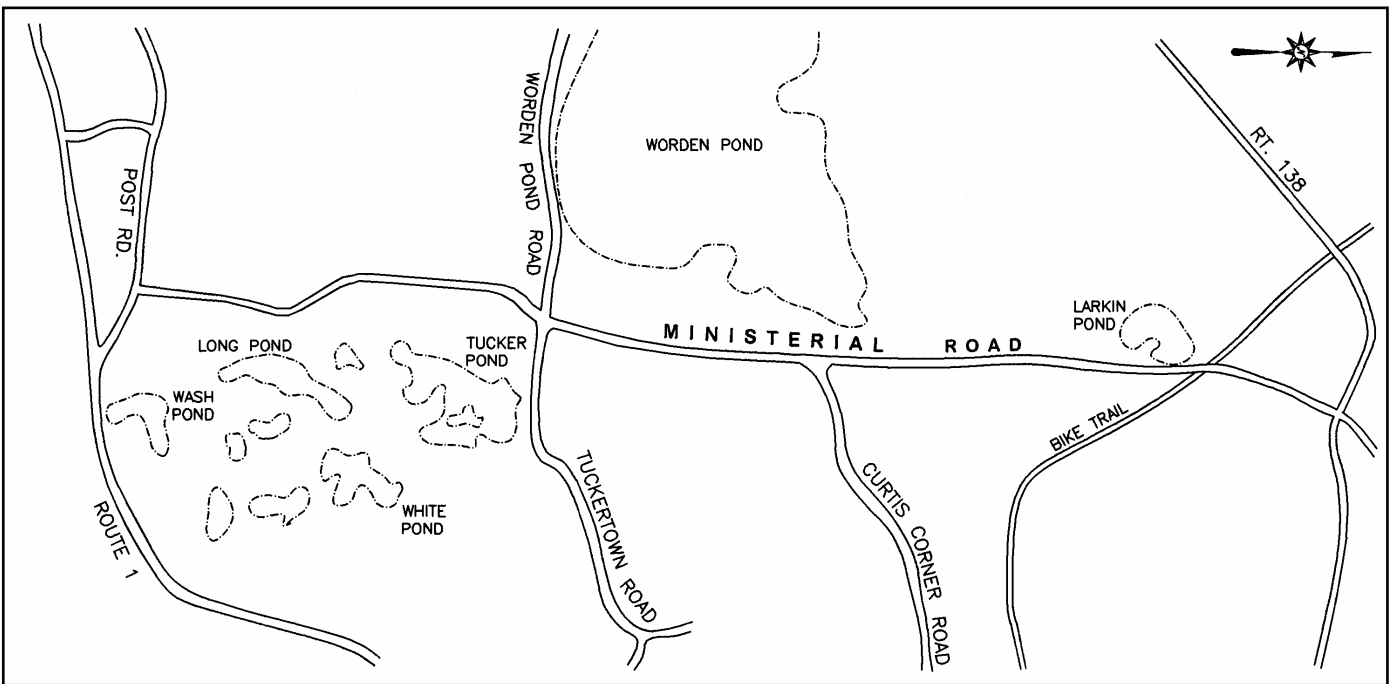
More specifically, this Stewardship Plan is designed to provide a strategy to further the objectives of the Design Plan. While the Design Plan gave some consideration to broader corridor issues, its recommendations focused solely on the traffic calming, safety and physical design issues within the public right of way. This strategy builds on the Design Plan by identifying necessary actions that should be taken on the lands

adjacent to as well as within the public right of way. Together the Design Plan and this Corridor Stewardship Plan will help to protect both the road and the surrounding land - the combination of which comprise the character of Ministerial Road.

The history leading to the preparation of this corridor stewardship plan is lengthy. It has been over 15 years since local residents organized themselves to oppose state plans to widen and modify Ministerial Road. That opposition led to the formation of the Ministerial Road Preservation Association and the subsequent preparation of the Ministerial Road Design Plan. These combined forces

resulted in the eventual shifting of state highway plans away from widening and conformance with national standards to strictly a repaving of Ministerial Road.

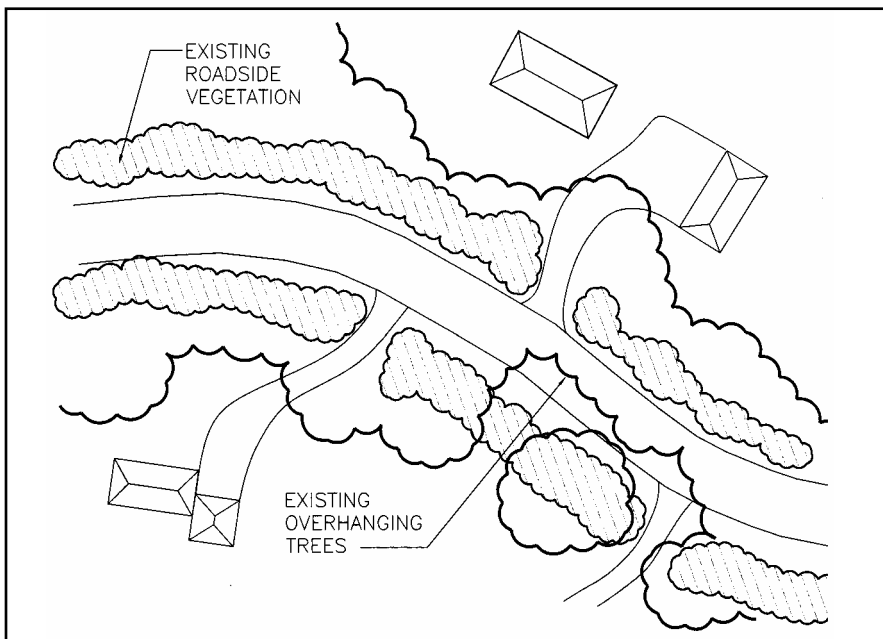
This Stewardship Plan is built from the lessons learned during this 15 year period. It is hoped that this document will solidify and strengthen the work that it follows with the result being a more comprehensive set of strategies to ensure that Ministerial Road's character will be preserved for generations to come.



A map of Ministerial Road



Roadway management should focus on protecting the width, alignment and rural character of the road.



Corridor management should focus on managing the vegetative buffer and ensuring that all adjacent land use activities protect and enhance the residential, secluded character of Ministerial Road.

Goals for Ministerial Road

The primary goal for all Ministerial Road planning is to protect the road's special, tree canopied, winding character. The Design Plan specified a number of actions to further this goal:

- slow traffic by using varied speed limits and a variety of traffic calming and control measures;
- keep the pavement no more than 25 feet wide;
- protect trees, mountain laurel and rhododendron which are close to the road;
- conform the road's future alignment to the existing topography; and
- use appropriate design elements to augment the road's character (e.g., stone walls and stone road markers).

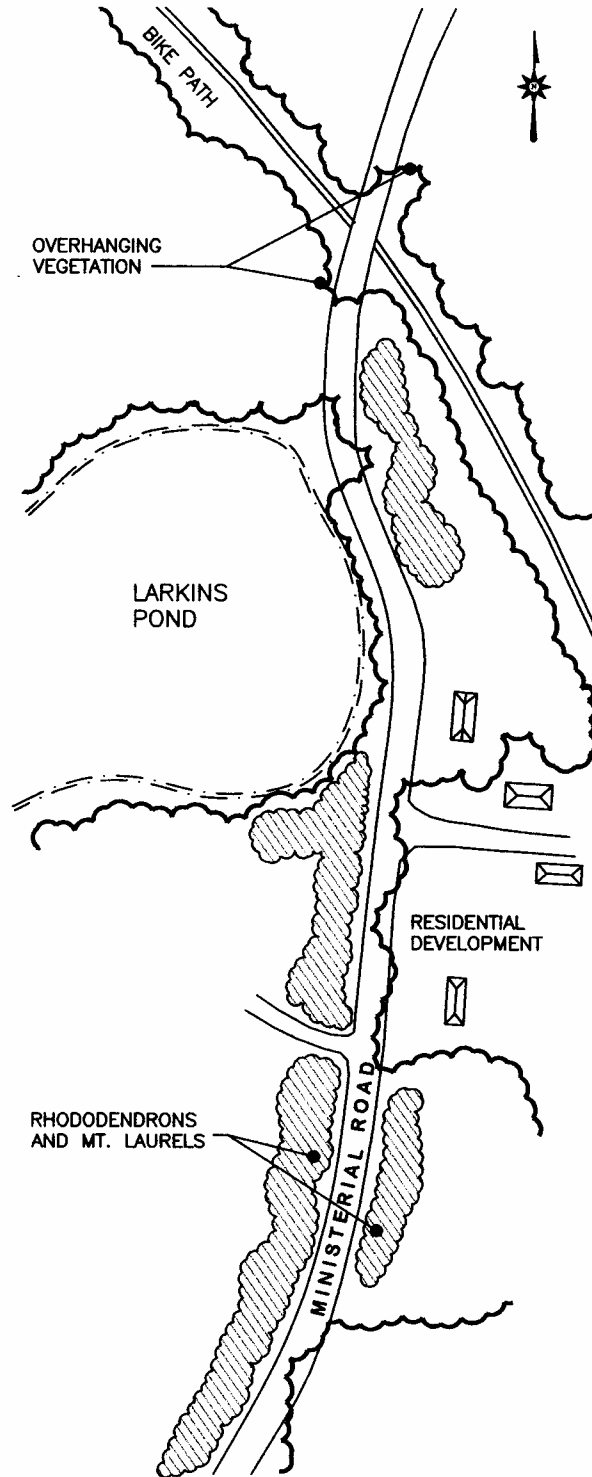
From the perspective of managing the corridor, several additional objectives are important:

- do not promote the road for tourism;
- maintain the road's residential character;
- protect nearby archeological sites;
- control the visual and traffic impacts of future housing development;
- anticipate and shape any larger developments that may occur on University land or other institutional or recreational tracts;
- find and create new partnerships that will allow for continued and more vigorous protection efforts;
- seek to encourage and safely accommodate walkers, cyclists and other non-automotive users, while also discouraging through truck traffic; and
- encourage public and private property owners to properly manage and care for the Mountain Laurel and other vegetation which is so important for the road's character.

II. General Conditions:

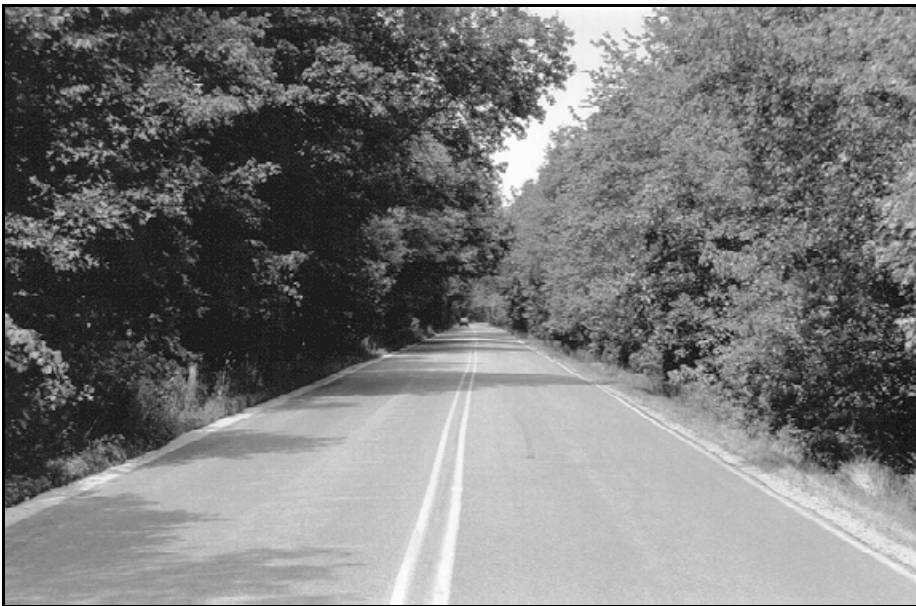
Ministerial Road has unusual beauty. Along with Rhode Islanders' appreciation of this route and thus its designation as a Rhode Island Scenic Roadway, the road was recognized in 1994 by the national landscape protection advocacy group Scenic America as one of the country's 10 most endangered scenic roadways. The South Kingstown comprehensive Plan also makes specific note of this road's scenic importance. Finally, in a demonstration of local support, South Kingstown civic and citizens groups rallied to protect the road.

What gives this distinctive road its beauty and its emotional appeal to people? What must be protected to additionally, ensure that this beauty is sustained? The predominant emotions evoked by this road are *seclusion*, *enclosure* and *suspense*. Ministerial Road offers several full leaf tunnel experiences - that is, the branches of roadside trees arch across the road and meet to form a tunnel. For almost its entire length, vegetation hugs the edge of the roadway; shoulders are narrow. Mountain laurel, rhododendron, and other evergreen and deciduous shrubs provide multi-season color, changing textures and variety. The overhanging trees enclose the road and direct the driver's view to the front rather than off to the roadside. There is no distant view of what will lie around a bend; each curve in the road may hold a surprise.



This is an example of Ministerial Road's aesthetic qualities.

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Enclosure and seclusion -- a leaf tunnel along Ministerial Road.

The significant amount of vegetation found at the road's edge also provides a buffer between the road and adjacent homes; the result is a feeling of seclusion and privacy. While small camp-like driveways are evident and a few homes and public buildings are visible to the driver, the predominant feeling is one of getting away from it all. Driving Ministerial Road allows one to disappear into the Great Swamp.

Following a rough path from north to south along Ministerial Road, the general components of the road's and corridor's character are described below:



The Narragansett Pier Bike Path crossing on Ministerial Road.

- *Overhanging Vegetation:* For the majority of the length of Ministerial Road overhanging trees dominate the landscape. These overhanging branches enclose the corridor and reinforce the narrowness of the roadway. Maintenance of these trees by property owners, highway crews and utility crews will be essential to sustain this aspect of the road's character;
- *Roadside Vegetation:* The mix of Rhododendrons and Mountain Laurel in the roadside vegetation increases the visual interest of the corridor. This is especially evident during the spring when both the Rhododendrons and the Mountain Laurel are in bloom. Increasing competition from other species is occurring however, and ongoing maintenance will be important to ensure that these flowering shrubs continue to be a part of the Ministerial Road landscape;

- *Residential Development:* The hidden nature of the homes on Ministerial Road is a critical part of the road's character. Residential development is the primary land use but most individual homes and developments are screened from view by vegetation found at the edge of the roadway. Future residential development must follow this aesthetic pattern;



Surprise vista along Ministerial Road - the view across Larkins Pond.

- *The Pier Railroad Line:* The abandoned Narragansett Pier Railroad crosses Ministerial Road at the northern end. Its crossing provides a very brief break in the roadside canopy and vegetation. This railway will be used as a bike path in the future and the impacts from this use must be considered;



Land with the potential to change the character of Ministerial Road - the URI tract at the intersection of Route 138.

- *Larkins Pond:* Larkins Pond is directly adjacent to Ministerial Road at the northern end of the roadway. As a result, views to the pond become a significant element which reinforces the rural feeling of the road. The lack of development around the pond increases the high quality of these vistas. The vegetative enclosure to the south and north of Larkins Pond makes the longer views of Larkins Pond more striking and appealing;

- *Great Swamp:* South of Larkins Pond the roadway passes through the Great Swamp. This is visually distinctive in that the road is completely flat and straight for about a mile and a quarter. The raised nature of the roadway allows views over the top of surrounding roadside vegetation into the mid canopy region of the swamp area. This area offers the densest vegetation and the greatest sense of removal from settled areas;
- *Tobey Neck, Worden Pond and Tuckertown Four Corners:* The road rises from the Great Swamp onto a spit of land that extends into the Swamp and connects to Worden's Pond. This area is known as Tobey Neck and contains a number of homes. To the west, not visible from the road lies Worden Pond, a major recreational resource that shapes the character of this area due to the presence of pond-side camps and general recreational traffic. Another appendage of high land to the south of Tobey Neck holds Tuckertown Four Corners a small village containing a Town recreation park, a Grange and several homes. Together, these features make up the settled mid-portion of Ministerial Road;

curved in its southern section and views beyond the road edge are of hills and valleys. All of this landscape was shaped by the most recent glacial activity. This landform shapes the road's and the corridor's character in two ways. First, the road derives most of its characteristics from the sharp turns and changes in both the vertical and horizontal alignment that are caused by the rough topography of this area.

Second, the topography and difficult soils have kept residential densities low and have pushed houses back from the road. The result is a densely vegetated, curving road with few houses in sight.

Ministerial Road. The next issue to be considered is whether these features alone will be sufficient to maintain that character in the future.

- *The Southern Hills Area:* Ministerial Road becomes very

Vegetation, road narrowness, the Great Swamp, ponds and hills -- together these features have created the character of

III. The Corridor's Potential for Change:

Ministerial Road is a residential road today. Aside from a few home-based businesses, a Grange and a school, the obvious land uses are homes. As more homes are built, they may impact the visual character of the road. The large tracts of land that could be used for housing are currently institutional and recreation uses (i.e., the University, the Boy Scout properties, the Girl Scout camp and other private recreational camps). Additional homes and the ways in which institutional lands are used pose the greatest potential for change along the corridor.

The lands lying along Ministerial are zoned RR80. In other words, all house lots must be two acres in size with 200 feet of frontage. A general analysis of future development potential was performed for the Stewardship Plan by combining a review of Town assessors' maps and U.S.G.S. topographic maps with field observations from the road. The analysis focused on tracts of five acres or more either directly abutting Ministerial Road or within fifty feet of the road.

Buildable acreages were estimated by subtracting wetlands and obvious physically constrained land from the total parcel acreages. Parcels were categorized as having *high* or *low* development potential. This was not

an indication of *whether* the parcel would be developed (i.e., a market perspective), but rather the *physical potential* of the site to accommodate development (i.e., an environmental and regulatory perspective). A *low* potential site poses slope, likely septic system, frontage or access problems. A *high* potential site offers no obvious site constraints, though, such constraints might exist even though not visible from this type of general overview. Thus, this analysis presents what is most likely the maximum potential for development along the corridor. The results of this analysis are summarized in *Table 1, Ministerial Road Vacant Lands Inventory and Buildout Assessment*. The lands reviewed in the buildout assessment are shown in development potential portion of this plan.

The buildout assessment suggests that there are 1800 acres of vacant land lying within the immediate Ministerial Road corridor. Of those lands, approximately 880 acres are not in public ownership and free of wetlands (See Table 1). Assuming that 10% of the land might be used for a road system and that all homes are developed at 2 acres with 200 ft of frontage, then there appears to be the theoretical potential for almost 400 total additional housing units. The high potential land could

produce approximately 187 lots and the low potential land might produce another 208 lots. If development occurs, it is most likely that only some of the high potential land will be developed. Low potential land, if developed at all, will be at very low densities. Generally speaking, the greatest likelihood for change is from a conversion of uses on the institutional parcels. These potentials are discussed below.

Table 1 - Ministerial Road Vacant Lands Inventory and Buildout Assessment

Map	Lot	Total Acreage	Wet Acres	Buildable Acres	Development Potential*	* of Lots-High Potential	* of Lots-Low Potential	Notes
30	24	340.8	40	300.8	H	135.4	-	URI land at Rt. 138
22	23	19.18	15	4.2	N	-	-	State buffer along Chipuxet River
30	2	10.32	5	5.3	L	-	2.4	
30	1	178.2	125	53.2	H	23.9	-	Girl Scouts-Camp Hoffman
38	7	98.7	78	20.7	H	9.3	-	
38	8	112	112	-	N	-	-	
38	4	110.1	90	20.1	L	-	9.0	
38	1	68.35	68.35	-	N	-	-	
38	2	43.45	43.45	-	N	-	-	
46	42	28	28	-	N	-	-	
46	43	9.56	9.56	-	N	-	-	
46	44	9.73	9.73	-	N	-	-	
54	1	192.7	150	42.7	L	-	19.2	Boy Scout Camp-frontage on west side
61	19	28.6	25	3.6	L	-	1.6	
61	1	55.3	15	40.3	H	18.1	-	Boy Scout land at SW corner of Worden Pond Road
66	23	223.65	200	150.0	L	-	67.5	No frontage on MR
67	41	32.67	32.67	-	N	-	-	
67	9	87.63	0	87.6	L	-	39.4	The Hills-Rough soils
74	31	51.36	0	51.4	L	-	23.1	The Hills-Rough soils
74	32	12.37	0	12.4	L	-	5.6	The Hills-Rough soils
74	33	21.19	0	21.2	L	-	9.5	The Hills-Rough soils
74	14	66.73	0	66.7	L	-	30.0	The Hills-Rough soils
		1800.6	1047	880.2		186.8	207.5	

Development Potential

H = High

L = Low

N = None

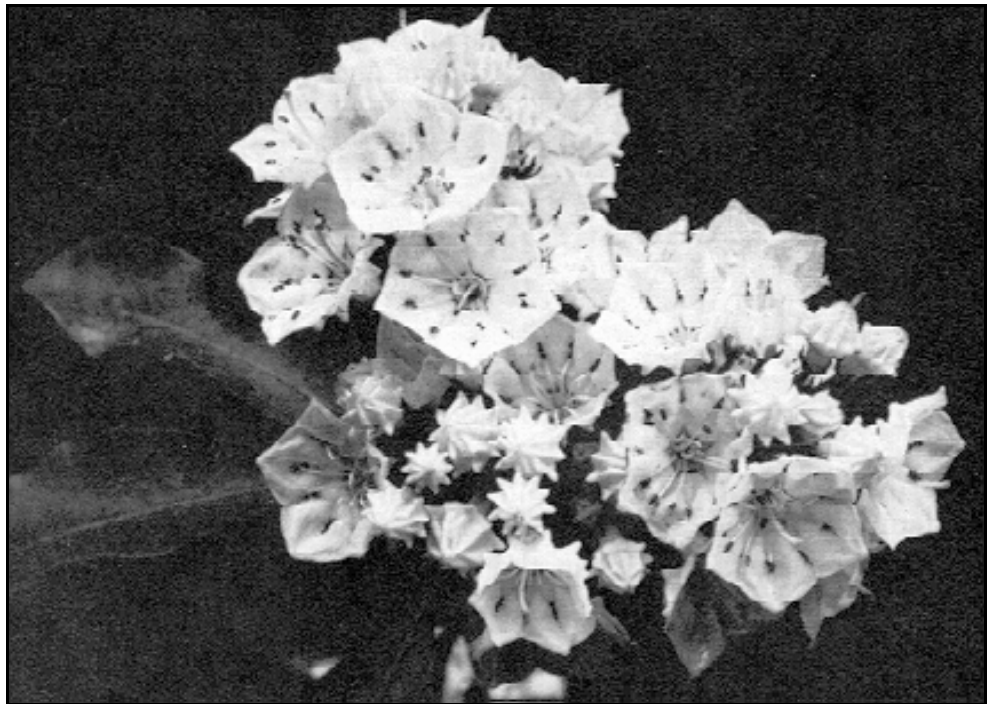
Development Potential

Today there are approximately 140 houses along Ministerial Road. The University of Rhode Island property at the southeast corner of Route 138 and Ministerial Road is the largest, most developable tract along the road. Its 341 acres might easily double the total number of homes along Ministerial Road by supporting 135 houses if the University chose to create a residential subdivision.

The other high potential sites are the Girl Scouts' Camp Hoffman and a parcel of land owned by the Boy Scouts in the southwest corner of Worden's Pond Road and Ministerial Road. The former might generate 24 homes; the latter 18. Thus the scale of development at the URI site dwarfs all other sites along the road.

The low potential sites tend to be found in either wet institutional lands at the Boy Scout Camp or other private camps, or within the rough soils of the Hills Area.

Therefore, development does have the potential to change Ministerial Road, but the threats can be narrowed to a few general areas that would pose the greatest visual impact: the URI land in the north, Boy Scout land with frontage on Ministerial Road north of Worden's Pond Road, and Boy Scout land in the southwest corner of the intersection of Worden Pond and Ministerial Road. Other vacant lands tend to lie back



The Laurel Festival will be the only promoted aspect of the Ministerial Road corridor.



If future residential development is set back from the road and if modest driveways are the norm, then future development need be no more visible than this previously developed area on Ministerial Road.

from the road and would not be visible. The visual impacts of subdivision development on the larger tracts will also be reduced due to provisions within the South Kingstown land use regulations that require a 50 foot buffer between all homes and roads in new subdivisions and Ministerial Road.

No Role for Tourism

Relative to tourism, residents and town officials see no need for tourism promotion of the road. Therefore, aside from the locally sponsored Laurel Festival in the spring, it will not be an objective for this road to promote tourism or provide visitor services. To the contrary, while the road is public and its protection will be enjoyed by many Rhode Islanders for years to come, promotion of the road will only encourage congestion. This will diminish the quality of life for residents and diminish the driving experience for those persons who seek out Ministerial Road.

Critical Issues

The critical issues identified from the above analysis, from consultant team observations and from public workshops are the following:

- While the University of Rhode Island's 341 acre tract at the Route intersection has only been considered for a golf course, other uses might be pursued depending on the University's needs. The potential for a large scale project at this location poses serious issues for Ministerial Road and should be anticipated;

- Generally speaking, the northern and southern gateways to Ministerial Road must be protected. These gateways should send visual cues regarding the type of traffic that is welcomed and the type of driving environment that lies ahead. The gateways should also offer an aesthetically pleasing entrance experience to the Road;
- Large acreages are also held by the Rhode Island Boy Scouts, Inc. and the Girl Scouts of Rhode Island. While development of these tracts is not likely, consolidation of camps or fiscal strains might push one or both organizations toward development. Communications should be opened and maintained between Ministerial Road representatives and these organizations;
- Currently, Ministerial Road offers few opportunities for safe walking, cycling or horseback riding. Consideration should be given to creating better roadside or off-road paths for these user groups and for making Ministerial Road safer through the implementation of traffic calming measures;
- Mountain Laurel are inherent to the scenic beauty of Ministerial Road, but these plants must be cared for if they are to be sustained and not overgrown by competing species. A public education and awareness program should be considered to maintain the Laurel's health;

- Given budget shortfalls in local and state road maintenance budgets, trash collection, roadside vegetation maintenance and basic road maintenance will need to be approached carefully so as to not disturb the road's character;
- Information and increased coordination is necessary to ensure that utility companies and other businesses with maintenance crews recognize the need for special care of roadside vegetation and structures (e.g., utility lines);
- Truck traffic is becoming an increasingly great concern along Ministerial Road. Measures to discourage through truck traffic must be considered;
- Finally, many aspects of the Ministerial Road Design Plan have not yet been implemented nor were responsibilities assigned. Ongoing discussions with and requests to the Rhode Island State Traffic Commission for permission to implement the Design Plan's recommendations have not yet borne fruit. New attention should be paid to these issues by both local and state officials. In particular there is a need for a resolution between the Town of South Kingstown and the state Department of Transportation on plans for the long-term reconstruction of Ministerial Road.

These and other site specific issues are explored on the following pages.

IV. Corridor Stewardship Actions:

The following recommendations address specific locations or issues along Ministerial Road. The underlying theme of these actions is to work with the character that exists today along the road and to make only minor changes in the future to enhance that character.

The Northern Gateway/Route 138

The intersection with Route 138 was identified in the Ministerial Road Design Plan as an important area to enhance through design. District identity markings (i.e., stone signs and shade tree plantings) and intersection edge controls (i.e., stone walls and shallower clearance areas) were recommended. (See figure below).

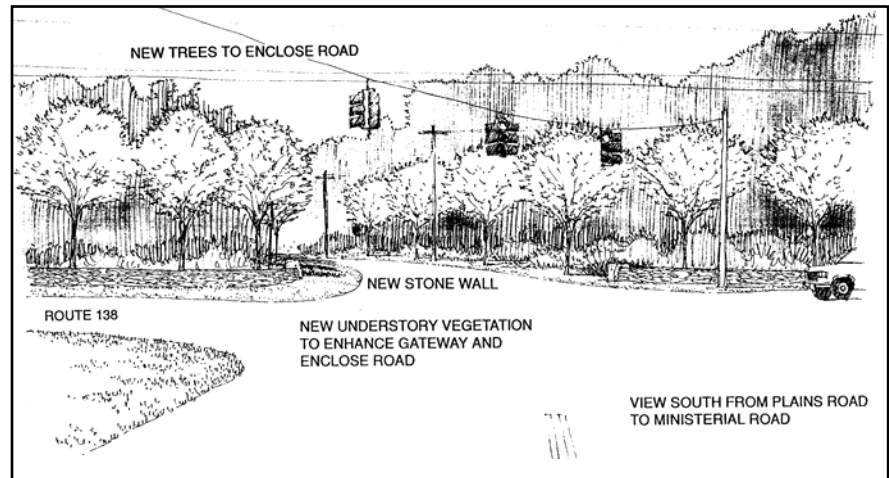
In addition to these design features, several specific objectives should be pursued for this gateway area.

Recommendations

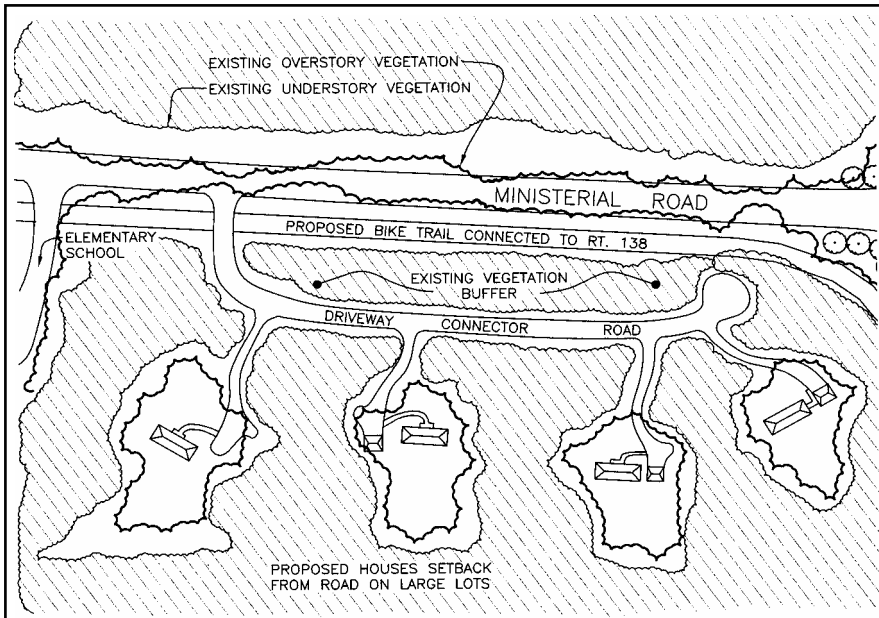
- Work with the Department of Transportation to improve landscaping at the Route 138 intersection. Work toward design solutions such as those suggested in these sketches. Invite interested organizations to support the redesign work;
- Maintain residential zoning on all four quadrants of the intersection;



The Route 138 intersection today.

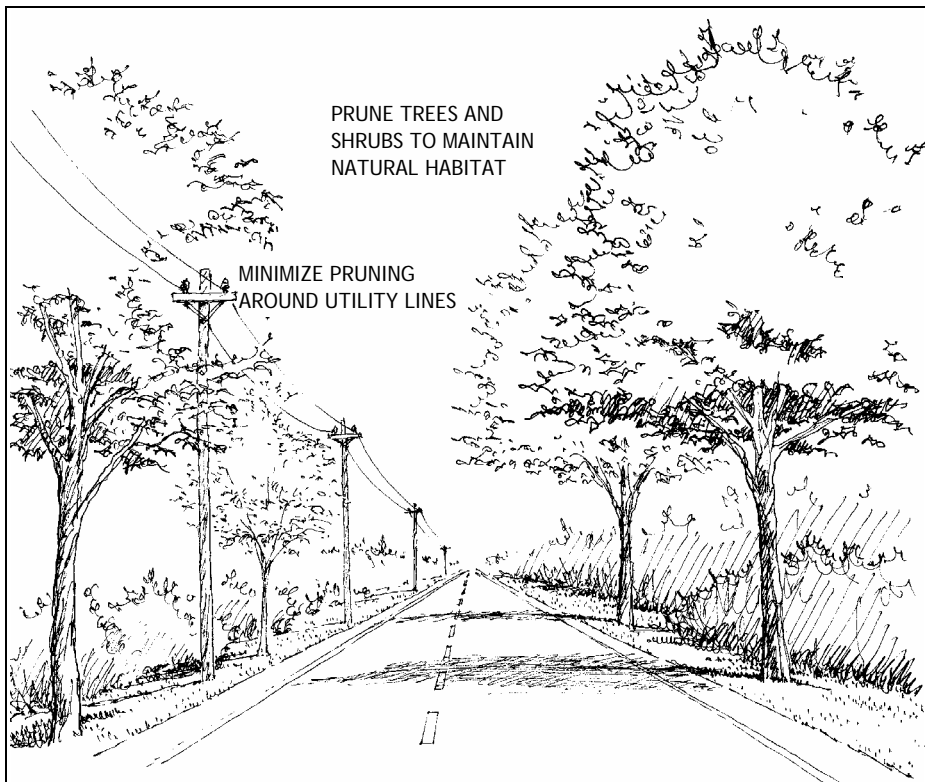


The Route 138 intersection after design improvements.



General site planning concepts for protecting the character of Ministerial Road from development impacts on URI land.

- Examine the interface between URI lands and Ministerial Road and define site planning objectives that will minimize potential negative impacts on the Road's character and on adjoining land uses. Examples of objectives might include requiring vegetative buffers, specifying the type of vegetation to be used, and prohibiting additional curb cuts onto Ministerial Road;
- Initiate meetings between the University, the Preservation Association and the Town to discuss the University's long term plans for its 341 acres. The Association and Town should offer design objectives regarding the interface of future development and Ministerial Road.



Utility company crews must use caution.

Roadside Maintenance and Vegetation

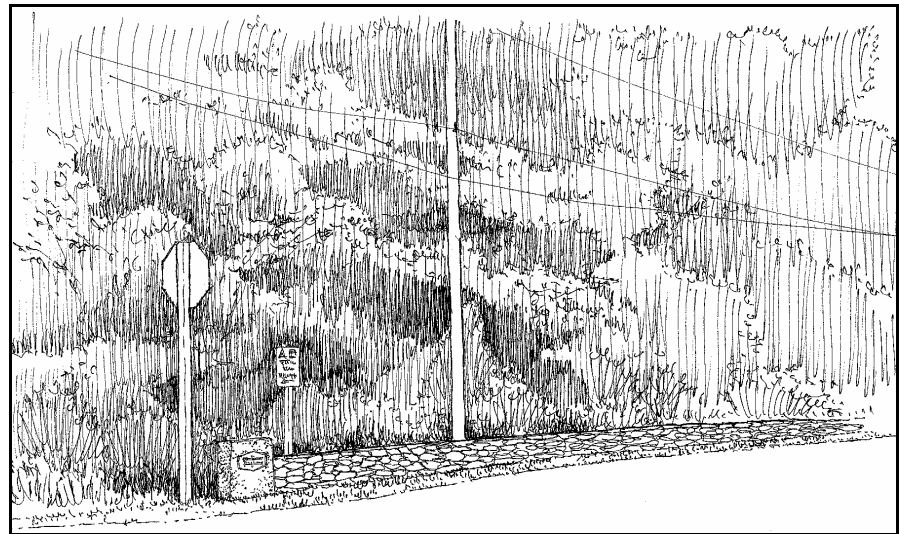
The long term health of the vegetation along Ministerial Road is critical to the long term character of this road. Trimming, pruning, thinning and replanting should be carried out with an understanding of the best practices for maintaining Mountain Laurel and Rhododendron. Other roadside issues that should be considered are signing standards, guardrail consistency, vegetative clearance areas, litter control and utility line maintenance.

Recommendations

- Prepare (or acquire from URI) and distribute to all property owners written information on the maintenance and care of Mountain Laurel and Rhododendron. Sponsor occasional evening workshops and talks on roadside maintenance practices;
- Meet with DOT maintenance workers and officials to review potential problems that are emerging with maintenance practices. Find ways to integrate Adopt a Highway efforts with ongoing DOT maintenance practices;
- Identify and alert DOT to the specific areas where tree maintenance must be carried out with care in order to avoid damaging overall vegetative character;
- Adopt an intergovernmental agreement that allows the state tree warden to give authority to the local tree warden to supervise tree work along state scenic roadways. This is particularly important for utility and RIDOT tree work maintenance work;



Today's galvanized guardrail at Tuckertown Four Corners.



The intersection's character is enhanced by stone-faced guardrail.

Traffic Calming and Non-Automotive Users

- Encourage the painting of the backs of all highway signs to either a dark green or brown color in order to reduce the distractiveness of the signs (This is common in state and national parks and serves to blend the back of the sign into the landscape);
- Work with DOT to establish consistent standards for signage post material, guardrail and other roadside safety structures. Encourage the use of post and cable guardrail to replace existing galvanized W-beam guardrail;
- Consider the use of stonefaced-concrete core guardrails in locations near villages to replace existing galvanized W-beam guardrail (e.g., north of Tuckertown Four Corners.) This is an approved AASHTO guardrail design.

One of the primary objectives of the Design Plan is to slow and calm traffic flow along Ministerial Road with the benefits accruing to a variety of users. Safer car traffic speeds and behavior will create a safer environment for walkers, cyclists and other non-automotive users.

The roadside space along Ministerial Road is shallow - and in places non-existent. This lack of depth combined with the heavy vegetation and narrow shoulders makes any type of corridor long bike lane or separated path cycling or walking trail very difficult to create. Generally speaking, Ministerial Road should be seen as a scenic road that is most suitable for cars, and less suitable for pedestrians, cyclists or horseback riders. With that general rule stated, the Design Plan's recommendation for a 2' paved shoulder coupled with slower speeds would make the road safer for multiple users. In addition, opportunities should be sought for pathway intersections (e.g., the Narragansett Pier Railroad Bikeway will intersect Ministerial Road) and limited parallel paths (e.g., a Route 138-to-Narragansett Bikeway connection). Local residents might also consider short loop trails that enter and explore large tracts of public land lying along Ministerial Road.

Recommendations

- Implement Design Plan recommendations to calm traffic flows and create modest shoulders and thus provide a safer, more controlled environment for non-automotive users;
- Support state efforts to create the Narragansett Pier Railroad Bikeway. Ensure that all parking is off Ministerial Road. Consider use of the school parking lots for bikeway parking;
- Explore the creation of a parallel bikeway connecting Route 138 and the Narragansett Bikeway. This path should run along the east side of Ministerial Road in order to avoid disturbing the state archeological site on the west side of the road. This siting would also provide access to the bikeway from the University parcel.

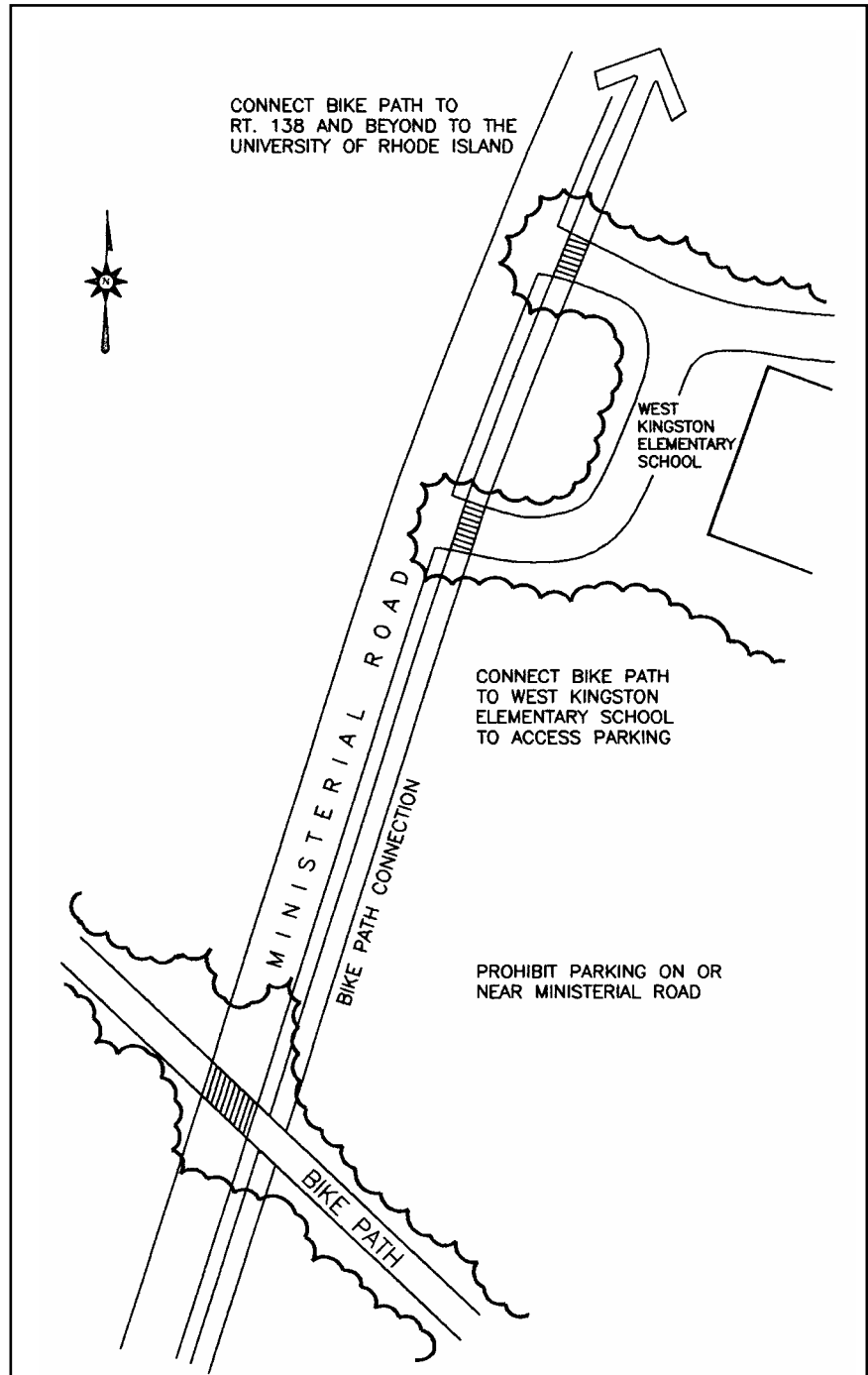
The Ministerial Road Preservation Association should encourage local youth groups to explore the potential for short ancillary walking and cycling paths along and near Ministerial Road.

Managing Corridor Land Uses

The Ministerial Road corridor is zoned exclusively for residential, government and recreational uses. If now vacant lands are to be developed, the most likely new uses allowed by zoning will be single family homes, government buildings, educational buildings, an unlighted golf course, a nursing home/life care facility, a private outdoor recreation facility or a non-profit recreation facility (indoor or outdoor.) Small, at-home businesses are allowed, but will have little impact on the character of the Road.

Recommendations

- Maintain current zoning along Ministerial Road;
- Encourage the adoption of specific planning guidelines or standards for development within the Ministerial Road corridor. For example:
 - ◆ Discourage individual curb cuts for homes fronting Ministerial Road. Encourage shared driveways as this is a common pattern now;
 - ◆ Allow the use of packed gravel driveways and small subdivision roads; discourage the use of full subdivision scaled paved roads that will intersect Ministerial Road in sparsely settled segments of the corridor. Allow narrow road widths and smaller corner radii;
 - ◆ Avoid asphalt or granite curbing; use only Cape Cod berms in new development roads.



General locations for potential trails and paths along the Northern portion of Ministerial Road.

Design Plan Implementation

- Encourage the donation of a 100' conservation easement between the road right of way and any new homes that are constructed along Ministerial Road. Seek these easements from current landowners. Encourage these easements when development is pending. Provide information on the corridor conservation effort sponsored by the Preservation Association to those who applying for building permits;
- Open casual discussions in the Town, the Preservation Association and large tract landowners along the Road to present the Design Plan, the Corridor Stewardship Plan and to open a dialog on potential future needs and plans of these organizations. If sales are likely, encourage a process whereby state, Town or local organizations can be involved in potentially purchasing some or all of the lands (full or partial rights) in question so as to minimize traffic congestion and changes in the landscape;
- For development projects that will move ahead, encourage consideration of site planning approaches that minimize the visual impacts of new development on the corridor (e.g., vegetative buffers and appropriately scaled drive-way).

The Ministerial Road Design Plan laid out a strong program for the road, but implementing the recommendations has proven difficult due to the State's withholding approval for Design Plan recommendations. The following recommendations seek to focus on the most important elements of the Design Plan which are also complimentary with this Corridor Stewardship Plan and to identify specific steps that should be taken to advance both the Design Plan and the Corridor Plan.

Recommendations

- Bring the state Scenic Roadways Board, the Town, the Ministerial Road Preservation Association and other interested parties together to work with the state Department of Transportation gain approval for Design Plan recommendations that will move this corridor management plan forward;
- Work with the Department of Transportation to create an Adopt a Highway program for Ministerial Road. The sponsoring group should be the Preservation Association. Some support might be provided by the Town of South Kingstown as well;

Use the Adopt a Highway program as a means to identify specific roadside improvements that can be carried out by Ministerial Road residents and supporters within a framework that fits with DOT policies and requirements. Adopt a Highway signs should not be erected due to their incongruity with the character of the road;

- Break down the Design Plan recommendations into a series of location specific roadside vegetative and landscape improvement actions that the Preservation Association can implement. Use this gradual, sequential strategy as the annual maintenance plan that must be filed with DOT for the Adopt a Highway program.

Potential Annual Actions Might Include the Following:

- Plant a specific number of shade trees each year in locations indicated by this Plan and the Design Plan;
- Carry out annual Mountain Laurel and Rhododendron maintenance activities on public or institutional lands (assuming permission is granted);
- Annually, identify specific tree maintenance areas that must be handled in a particularly sensitive manner. Convey this information to DOT and utility crews;
- Allocate funds to provide at-cost landscaping material to properties wishing to establish deeper vegetative buffers;
- Pursue an Enhancement Grant and/or a Scenic Byways Grant through the next round of grants in NexTEA (the upcoming reauthorization of the last federal transportation act) to implement some of the traffic control recommendations of the Design Plan. Specifically seek funding for intersection landscaping, pedestrian improvements, signage, pavement markings and other Design Plan traffic calming measures.
- Find sponsors for a few roadside stone markers and village signs each year;