

Memorandum on Roadway Design Principles

May 11, 2008; Rev. June 4, 2008; Rev. September 16, 2008

The following guidelines are presented by the Lincoln Ad Hoc Traffic and Roadside Committee for an integrated approach to roadway design that incorporates traffic calming while preserving rural character. Though not a governing framework, these statements are intended as a reference to guide discussion among participants in the 2008 roadway design process.

Public safety

- Public safety should be a priority and facilitated thru a combination of design elements, enforcement, and maintenance.
- Public safety should encompass the needs of motorists, pedestrians, and non-motorized transportations such as bicycles.
- Traffic calming should be employed to the extent that it does not unduly restrict public safety vehicles or intrude on the historic character of Town roads.
- Priority should be given to consideration of the mobility of traffic generated within the town.
- Flow-through commuter traffic should be managed to the extent consistent with public safety needs.

The roadway cross-section

- The roadway width should be consistent with the existing hierarchy of Lincoln roads. MHD Rural Design Guidelines should be considered for roadway design, tempered by local conditions and historic precedent.
- The roadway cross-section should be designed comprehensively, including consideration of side-slope conditions, adjacent stone walls, and adjacent bike paths.
- Curbing should be used consistently to manage drainage. Low profile asphalt curbs should be the standard except in the historic center.
- Roadway striping should be minimized on local/narrow roadways. Main roads should provide striping that facilitates bike riding along the roadway edge.
- Consistent with public safety, roadway design should respond to the character of the adjacent land uses.

Landscape management, rural character

- The historic rural character of Lincoln's roadways can be characterized by cow-path alignments of simple lanes bounded by stone walls. Reconstructed roadway corridors should strive for simplicity of design and recapturing/revealing of historic walls.
- Roadside landscape occurs in two zones-that within the right-of-way and that immediately adjacent. Within the right-of-way landscape treatments should stabilize the ground plane and preserve/add trees consistent with reasonable setbacks. Beyond the right-of-way, abutters should be encouraged to manage the landscape in a manner consistent with the roadway character-type as described in the 1980 roadside report and the Garden Club's 2008 landscape guidelines.

Roadway hardware

- Care should be exercised in the amount and placement of roadway hardware related to traffic control/safety signs and informational signs. Mounting hardware should be consciously designed and signs maintained in a vertical position.
- Guardrails should be as natural in character and as transparent as possible within the limits imposed by cost and structural capability.
- Quantity and design of roadway hardware and striping should complement the Town's rural character and be consistent with local transportation priorities and the slower, safer passage of traffic.

Traffic Calming

- Initiatives to promote safe and appropriate use of roadways should reflect a combination of sound roadway engineering, road user education, and traffic law enforcement.
- Designs for roadway rehabilitation should acknowledge that, compared to patched deteriorated roads, newly paved roads will suffer relative increases in traffic density and vehicular speeding. Roadway design and implementation plans should include concomitant traffic calming measures to ensure that the new pavement will not invite increased traffic and speeding.
- Roadway installations designed to calm traffic should be considered with regard to the specific context of the locale and the desired traffic management objective.