

# America's Byways CMPs

## FHWA 14 to 17 Requirements



For those byways that have already gone through a State or a Federal Agency designation process, you may be eligible to apply for national byway designation. If this is the case, the Federal Highway Administration lists 14 components that must be in any CMP included in a byway's application for national designation. They are as follows:

1. A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
2. An assessment of such intrinsic qualities and of their context.
3. A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.
4. A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.
6. A plan to assure on-going public participation in the implementation of corridor management objectives.
7. A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

10. A demonstration of compliance with all existing local, State, and Federal laws on the control of out-door advertising.

11. A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

12. A narrative describing how the National Scenic Byway will be positioned for marketing.

13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

14. A description of plans to interpret the significant resources of the scenic byway.

### In Summary

Corridor management plans identify the location of the route and its corridor; describe the physical condition of the road and its safety; analyze and describe the intrinsic qualities and how they are to be managed and interpreted; identify the elements that are in place and are planned to meet the needs and expectations of both visitors and the local residents and businesses; describe the route's promotion and marketing; and, finally, describe who, how, and when the local byway management group will implement plans and take responsibility for actions along the route.

(Source: New York Byway Guidebook, page 38. "Building Your Byway from the Ground Up")

### All-American Road Requirements

All-American Road status requires three additional CMP Requirements bringing the total to 17.

The All-American Road designation falls under the category of National Designation. In addition to the 14 points listed as requirements by the Federal Highway Administration, applicants must include these three elements:

1. A narrative on how the All American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.
2. A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourists necessities will be adequate for the number of visitors induced by the byway's designation as an All American Road.
3. A plan for addressing multi-lingual information needs. Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

(Source: "Building Your Byway From The Ground Up," Page 39)

## REFERENCES

Malone, Timothy and Loveday, Megan. "Building Your Byway From The Ground Up" in New York Byway Guidebook, Page 38-39.

Mingo, Jack. "Community Guide to Planning & Managing a Scenic Byway." FHWA, US Department of Transportation.