
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES		POLICY AND PROCEDURE NUMBER 01.03.020	PAGE 1 of 4
	Policy and Procedure		EFFECTIVE DATE July 3, 2006	
SUBJECT Scenic Byways Program		SUPERSEDES 01.03.020	DATED February 16, 1993	
CHAPTER Office of the Commissioner	SECTION Interagency/ Intra- agency Actions	APPROVED BY 		

PURPOSE

This formalizes the policy and procedure of the department on the scenic byways program.

POLICY

The statewide scenic byways program is hereby established. The program designates transportation routes and sites as scenic byways and provides for development of improvements to them. As a result, the transportation system complements the scenic, recreational, natural, historic, cultural, and archaeological resources that can be accessed by the system. Scenic byways can include roads, ferries, airports, railroads, coastal waterways, marine parks and portages, navigable rivers, and trails.

The scenic byways program uses transportation system development to enhance the quality of life for Alaskans and visitors by improving access to and appreciation of the state's unique features; develops partnerships with federal, state, and local governments, with native groups, and with private industry to implement the program effectively; and promotes economic development throughout the state.

PROCEDURE

The scenic byways program is a cooperative effort of federal, state, and local governments and private industry. Four state agencies jointly manage the program. The Department of Transportation and Public Facilities (DOT&PF) is the lead agency and manages the transportation system and overall coordination of the program. The Department of Natural Resources, the Department of Fish and Game, and the Department of Commerce, Community, and Economic Development manage areas that are their respective responsibilities, such as trails, watchable wildlife, and promotion of tourism.

The management team works with federal agencies, boroughs, local governments, native groups, and private enterprise to ensure that the scenic byways program addresses the needs of the public. Management agreements with other governmental agencies may be required to implement the program.

At a minimum, the program includes the following components:

Designation

Transportation routes and sites that meet specific criteria will be designated as scenic byways. A committee will review requests for selecting (and deselecting) routes and sites for designation. Transportation routes of all varieties from any mode may be nominated for designation. Designations may be used by other agencies to promote tourism and recreational opportunities.

Opportunity identification

DOT&PF will work closely with other agencies and local communities to identify opportunities to enhance designated byways. Appropriate enhancements include facilities for pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, interpretive facilities, safety improvements necessary to accommodate increased traffic, improvements to the highway that will increase access to a designated area for the purpose of recreation, interpretive signing, and other program-related information.

Project inventory

In coordination with other agencies, DOT&PF will develop and maintain an inventory of existing facilities on scenic byways and assess the need for projects on scenic byways.

Project selection

Projects will be selected in accordance with specific criteria. DOT&PF will coordinate project selection, planning, design, and construction with the agency responsible for management of the area in which the project is to be constructed.

Project funding

Funding for projects may include federal, state, local, and/or private sources.

Maintenance

All maintenance of facilities constructed under the scenic byways program is subject to negotiation. Interagency agreements or agreements with the private sector may be established to operate and maintain facilities constructed with scenic byways funds. Maintenance responsibilities for improvements to designated byways that are not state owned will be negotiated on a case-by-case basis with the appropriate jurisdictional authority. Whenever possible, improvements will be undertaken only with a signed perpetual maintenance agreement in place.

Signing, education, and information standards

The scenic byways program integrates existing information systems with scenic byways information to develop a comprehensive, statewide overview of the opportunities available for travelers. DOT&PF uses systematic and consistent signing standards on

scenic byways. Information for travelers will blend with the environment and be consistent with the Alaska Traffic Manual. In cooperation with other state and federal agencies, DOT&PF will develop an interpretive plan for all major scenic byways.

Program promotion

DOT&PF will partner with local byway organizations for promotional purposes. Partnering allows tourism marketing groups and others in the private sector to use the state's official scenic byways logo if they meet specific state and federal standards for using it.

Strategic planning

The scenic byways program will have a multimodal, statewide focus. DOT&PF will develop a long-range strategic scenic byways plan that will identify scenic byways improvements throughout the state.

Private property and regulatory protections

Nothing in this policy and procedure

- 1) abridges the rights of any property owner (whether public or private), including the right to refrain from participating in any plan, project, program, or activity conducted within or along a designated byway;
- 2) requires any property owner to permit public access (including access by federal, state, or local agencies) to his or her property or to modify public access or use of his or her property under any other federal, state, or local law;
- 3) alters any adopted land use regulation, approved land use plan, or other regulatory authority of any federal, state, or local agency or conveys any land use or other regulatory authority to any local coordinating entity; or
- 4) authorizes or implies the reservation or appropriation of water or water rights.

Review of national nominations

The nomination of a state scenic byway for designation as a national scenic byway or all-American road must be approved by the commissioner of DOT&PF before it is submitted. The commissioner's approval will be based on the presence of broad-based support for the nomination, the completion of a corridor partnership (management) plan, and evidence that the byway possesses significant scenic, recreational, natural, historic, cultural, and/or archaeological qualities.

AUTHORITY

AS 19.05.040(7), AS 19.22.010-030, and AS 41.21.805

Intermodal Surface Transportation Efficiency Act of 1991

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)

STATE OF ALASKA

Department of Transportation and Public Facilities
POLICY AND PROCEDURE MANUAL

Policy and Procedure 01.03.020

Scenic Byways Program

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IMPLEMENTATION RESPONSIBILITY

Director of Statewide Design and Engineering, director of Program Development; regional directors, regional design and construction directors, regional planning chiefs, and general manager of the Alaska Marine Highway System

DISTRIBUTION

All department employees via the DOT&PF website