

CHAPTER 910 – LANDSCAPE ARCHITECTURE – ROADSIDE SITES

Topic 911 – General

Index 911.1 Roadside Sites General

The guidance in this chapter refers directly to roadside sites such as Safety Roadside Rest Areas, Vista Points and Park & Ride facilities. Design requirements for roadside site Planting, Irrigation, and Erosion Control can be found in Chapter 900.

Topic 912 – Roadside Sites Design

Landscape site design for roadside sites involves landform grading, building and structure placement, parking design, and the placement of landscape elements, such as boulders or other site furnishings for aesthetic or functional purposes.

912.1 Roadside Sites Layout

Landscape site features and elements should be designed to minimize impacts to natural resources. Buildings, roads, parking areas, shade structures, amenities, and associated earthwork define the site layout. Building locations, roads and parking areas should be arranged to fit the terrain, views, site constraints, and opportunities. If the site has few physical constraints, roads and parking areas should be designed with generous curves and curvilinear parking. Keep pedestrian and parking circulation separate. If the site is heavily wooded, roads and parking should be designed to retain existing trees and tree groupings.

Design roadside sites with adequate lighting, accessible walking surfaces, and open visibility through the site to provide adequate pedestrian security.

- (1) *Low Impact Development.* Consider including low impact development features. Refer to Index 903.4(1).
- (2) *Site Grading.* Grading designs should integrate the required development with as little disturbance to the site as practical. Grading should be harmonious with natural landforms and follow the direction of existing slopes and drainage patterns. Cuts and fills should be shaped and rounded to blend with existing land forms, and the designed terrain should complement the layout of parking areas and sidewalks.
- (3) *Ingress, Egress and Circulation.* Vehicular ingress, egress, and circulation should be simple, direct and obvious to the traveler. See Topic 403 – Principles of Channelization.

Travelers entering a site should be directed to the proper parking area for the type of vehicle driven-automobiles (cars, vans, motorcycles), bicycles, or long-vehicles.

Where practical, provide ample ramps and transitions, good sight distance, and well-placed signs and pavement markings preceding the point where vehicle types separate. Place potential distractions (non-traffic-control signs, plantings, vehicle pullouts, dumpsters, etc.) after this point.

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Consider the speed and angle at which the various traffic types (long vehicle traffic, bicycle, and automobile traffic) will merge prior to egress. Avoid configurations where one type of traffic can gain excessive speed preceding a merge with slow moving traffic.

Curvilinear road layout, narrow road width and placement of landscape elements can be used to manage traffic so that merging is done at slow and similar speeds.

The design of roads, aisles, parking spaces and parking lot islands should ensure that commercial truck maneuvers can be accommodated without damage to curbs, sidewalks, pavement edges, or parked vehicles. See Topic 404 – Design Vehicles, for truck and bus turning template guidance.

Maintain clear sight lines for all users when locating planting, signs, and other landscape elements.

Provide paved service roads to allow access for maintenance and service to facilities and to protect vegetation, soil and water quality. Service roads should be 10 feet to 12 feet wide.

- (4) *Roadway Connections*. The design of roadway connections to roadside sites should be in accordance with Index 107.1.

Roadside sites designed for freeways shall have standard freeway exit and entrance ramps, in accordance with Chapter 500. Roadside sites on expressways and conventional highways should be designed with standard public road connections and median left-turn lanes, according to Topic 405 – Intersection Design Standards.

Projects to rehabilitate or modify existing ramps, roads, and parking lots should address any requirements to upgrade geometrics to current design standards.

The District Design Liaison should be involved in reviewing the geometric features for the design roadway connections for a roadside site.

Consider including a gate at roadway connections for roadside installations if temporary closures will be required.

- (5) *Pedestrian Circulation*. Walkways should be a minimum of 10 feet wide. When possible, make grade changes with ADA accessible slopes and avoid steps. Sidewalks in front of automobile parking spaces should be a minimum of 12 feet wide to compensate for the overhang of automobiles or provide wheel stops. Locate primary walkways that direct users from automobile, bicycle, and long-vehicle parking areas to facilities.

Clearly defined accessible paths of travel to restrooms, picnic shelters, picnic tables, benches, drinking fountains, telephones, vending machines, information kiosks, interpretive displays, and viewing areas are required. The path of travel from designated accessible parking to accessible facilities should be as short and direct as practical, must have an even surface, and must include curb ramps, marked aisles and crosswalks, and other features as required to facilitate circulation of visitors with wheelchairs, walkers and other mobility aids.

See DIB 82 for further information on accessibility requirements.

The Division of Engineering Services, Structures Design – Office of Transportation Architecture should be consulted when proposing aesthetic treatments to pedestrian features.

912.2 Parking Area Design

Parking areas should be designed to encourage orderly traffic movement and parking.

Parking facilities are to be designed accessible to all modes of travel and are to conform to California MUTCD and DIB 82 guidance. See Table 912.2. Designated accessible parking spaces must be provided for automobiles and vans.

Parking areas should be well defined and include the use of concrete curbs and striping, where appropriate.

- (1) *Low Impact Development.* Include low impact development features, such as porous pavement, curb cut outs, planted bio-strips, planted bioswales, cisterns, or other types of low impact development, into the parking area design to treat stormwater runoff from paved parking surfaces. Refer to Index 903.4(1).
- (2) *Shade Requirements.* Include planting and irrigation for shade trees, when appropriate. Design tree planting areas to shade auto parking areas. Provide 50% shade within 15 years on all impervious driving surfaces (including parking stalls and all driving and maneuvering areas within the parking area.) Trees may receive 25%, 50%, 75% or 100% shade credit based on planted location and the amount of canopy shading paved surfaces. Shade overlap is not counted twice. Follow Planting and Irrigation requirements in Topics 904 – Planting Design and 905 - Irrigation Design.
- (3) *Pavement.* Pavement for parking should be designed in accordance with Chapters 600 through 670. Parking lots may be constructed of flexible or rigid pavement. Rigid pavement has the advantage of being resistant to deterioration from dripping fuel and antifreeze. Consider the use of pervious pavement.

Table 912.2

Vehicle Parking Stall Standards

Vehicle Type	Min Stall Width (ft)	Aisle Width (ft)	Aisle Location
1 Auto	9	5	Passenger side
2 Autos	9	5	Between stalls
1 Van	9	8	Passenger side
1 Van/ 1 Auto	9	8	Between stalls
1 long vehicle	12	8	Passenger side
2 long vehicles	12	8	Between stalls

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912.3 Site Furnishings

Amenities including trash and recycling facilities, pedestrian signs, pet areas, drinking fountains, shade structures, kiosks, benches, seat walls, bicycle racks, picnic tables, and other site appropriate features should be included. Landscape areas should be provided and may include areas for monuments, artwork, interpretive facilities, and informal exercise and play facilities.

Pedestrian amenities must be designed and constructed to be accessible to persons with disabilities in accordance with all applicable State and Federal law.

(1) *Bicycle Facilities at Roadside Sites.* Where bicycling is allowed, bicycle parking should be considered at roadside sites. Bicycle parking should be in an open area. Consult the District Bicycle Coordinator for information on placement, capacity, and design requirements for bicycle parking.

(2) *Signage.* Non-traffic signs may be of customized design, provided they are easy to maintain or replace should they be damaged or stolen.

(a) *Required Signage.* Place standard reflectorized signs along the roadside to inform and direct travelers as they approach roadside sites.

Directional, regulatory, and warning signs must conform to the California MUTCD.

(b) *Interpretive Areas.* Provide interpretive displays and signage within the pedestrian area of roadside sites. The display or sign should be appropriate to the site in design and content and should be accessible; see DIB 82 for exhibit guidance. Display structures or signs should blend into the site, and be placed at the proper location for viewing the attraction.

Information should pertain to local environmental, ecological, or historical features. It should inform the public while inspiring stewardship in site visitors and strengthen awareness of cultural and natural resources.

Historical plaques, monuments, vicinity maps, and directions to other public facilities are examples of other appropriate interpretive items.

Topic 913 – Safety Roadside Rest Areas

913.1 Safety Roadside Rest Areas General

Safety roadside rest areas typically include restrooms, vehicle parking, bicycle parking, shade shelters, sidewalks, picnic tables, telephones, water, landscape, pet areas, tourist and traveler service information, and vending machines.

Designers should be familiar with the provisions of the California Streets and Highways Code, Article 7 Sections 218 through 226.5.

Comply with State and Federal codes and regulations that address buildings, electrical work, plumbing, lighting, drinking water, wastewater treatment discharge, grading, stormwater discharge, hazardous material containment and disposal, resource conservation, accessibility for persons with disabilities, and environmental protection and mitigation.

Design safety roadside rest areas for cost effective and efficient maintenance. Use high quality, durable and easily cleanable materials to accommodate the heavy use that safety roadside rest

areas receive. Select replaceable components, such as mirrors, sinks, signs, and lighting fixtures that will be readily available during the lifetime of the facility.

Safety roadside rest area expansion should not diminish the scenic and environmental qualities of the existing site.

Determine capacity from the current Safety Roadside Rest Area System Master Plan or site-specific traffic and user counts. Safety roadside rest area parking and restroom capacity should be designed to accommodate the anticipated demand in the design year (20 years from construction completion). When feasible, the design may allow the parking area to be expanded by 25 percent beyond the 20-year design period. Consider future expansion needs for the restroom, parking, water, and wastewater facility beyond the design year.

(1) *Wayside stops.* Include parking areas and restrooms provided by or jointly developed and operated by partners (such as existing or new truck stops, or other highway oriented commercial development). These are for longer-duration stops and overnight parking, primarily for commercial vehicle operators. These facilities are located outside of state right of way, within one-half mile of the freeway. The freeway interchange should accommodate, or be improved to accommodate, the volume and geometric movements of anticipated traffic.

913.2 Safety Roadside Rest Area Site Selection

(1) *Need.* Locations for new or replacement safety roadside rest areas and wayside stops should be consistent with the Safety Roadside Rest Area System Master Plan. Proposed locations identified on the Safety Roadside Rest Area System Master Plan are approximate only. Actual sites may be located within several miles in either direction from the location indicated on the Safety Roadside Rest Area System Master Plan. More than one alternate site should be identified and analyzed before selecting a preferred site. When offering potential sites for wayside stop proposals, it is best to allow for as many acceptable alternative sites as possible.

(2) *Access.* Safety roadside rest areas located on a freeway or a highway of four or more lanes, should be planned as a pair of units, each unit serving a separate direction of traffic.

(3) *Right of Way Requirements.* A safety roadside rest area unit may require 10 to 15 acres of right of way. Potential negative impacts to prime agricultural land, native vegetation, natural terrain, water quality, and drainage features should be considered when identifying potential sites for rest areas. Consider sites where natural vegetation has already been disturbed and where rest area development may facilitate restoration.

913.3 Safety Roadside Rest Area Layout

Refer to Topic 912 – Landscape Site Design for additional information.

(1) *Ingress and Egress.* Access (ingress/egress) should be by means of direct on and off ramps from the freeway or highway. See Index 912.1 for additional roadside site ingress/egress and roadway connection information.

When a rest area or wayside stop facility is developed outside the freeway right of way at an interchange location, the interchange ramps, bridges, and geometric design should accommodate the volume of traffic anticipated and the turning movements of commercial trucks.

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- (2) *Restroom Location.* Locate the restroom building in a prominent location with appropriate access from parking areas. Entrances to restrooms should be visible from the parking area. They should be well lit and clearly identified with signs and/or graphics. Vegetation, walls, recesses and other areas that allow concealment should not be located near restroom entrances. Restroom entrances should not be in areas of dead-end circulation. Facilities intended for public use should not be located near restroom entrances.
- (3) *Public Information Displays and Telephones.* Locate public information displays, commercial advertising displays, and telephones in pedestrian areas that are well lit and protected from rain, snow, and wind. Information should be placed near telephones and public information displays indicating local emergency numbers and indicating the rest area name and location.
- (4) *Service Facilities.* Service facilities including crew rooms, equipment storage rooms, dumpster enclosures, service yards, and utility equipment, can be distracting and unattractive to safety roadside rest area users. Service facilities should be aesthetically attractive, separated, and oriented away from view of public-use areas (restrooms, pedestrian core, and picnic areas).
- (5) *Fencing.* Fences should be provided only for access control, traffic control, or safety purposes. Fencing should be designed to be as unobtrusive as practical.

A minimum 4-foot high fence must be provided between freeways and safety roadside rest areas. Perimeter fencing should be of the minimum height and design necessary. Where adjacent property is developed, more substantial fencing or screening may be required. Fencing in rural or natural areas may be required to control or protect wildlife or livestock. Refer to Topic 701 – Fences.
- (6) *Pet Area.* Provide a pet relief area. When placing pet areas, consider location and size, some safety roadside rest areas may require multiple pet relief areas. Consider locating pet relief area near auto parking areas to accommodate pet usage. Consider including fencing, signage, trash receptacles, dog watering fountain, waste bags and dispensers. Remove vegetation with thorns or burrowing seeds and consider replacing with turf, artificial turf, mulch, or decomposed granite.

913.4 Safety Roadside Rest Area Buildings and Structures

Safety roadside rest area structures include restrooms, storage rooms, equipment rooms, crew rooms, CHP drop-in offices, picnic shelters, utility enclosures, dumpster enclosures, kiosks, arbors and other architectural elements. Safety roadside rest area structures should be designed for a service life of at least 20 years. Attention to quality architectural design, construction and maintenance is warranted. Building forms, rooflines, construction materials (stone, timber, steel, etc.), colors and detailing should express the local context including history, cultural influences, climate, topography, geology and vegetation.

Structures must be designed and constructed to be accessible to persons with disabilities in accordance with all applicable State and Federal law. Any building upgrade, even minor projects, must address accessibility and building code deficiencies. Refer to the California Building Code for additional information.

Lockable steel doors should be provided for entrances to rest rooms, storage rooms, crew rooms and CHP drop-in offices.

- (1) *Restrooms.* When existing restrooms are replaced as part of rehabilitation projects, it is preferable that the 20-year design need be constructed, even when expansion of parking facilities is deferred.

Two restrooms should be provided for each gender to allow for uninterrupted public access to facilities during janitorial cleaning operations. At least one unisex/family-assisted/all-gender restroom is required; these facilities are not considered part of the total capacity used.

Restroom fixture counts (water closets, urinals for men's rooms, and lavatories) are developed by the Division of Engineering Services-Transportation Architecture and based upon average daily visitor and peak hour visitor data provided by the District. The quantity of fixtures provided for men's restrooms should be divided equally among water closets, urinals and lavatories. The quantity of water closets for women's restrooms should be 1 to 1.5 times the combined quantity of toilets and urinals provided for men.

Each men's, women's, and unisex/family-assisted/all gender restroom must have a baby diaper changing station.

Entrance doors to unisex/family-assisted/all-gender restrooms must be lockable from the inside and outside of the restroom.

Privacy screens at restroom entrances should allow visibility from the ground to a height of 12 inches to 18 inches above the ground.

Maintenance access must be provided to plumbing, sewer, electrical, and equipment to facilitate inspection and repair.

- (2) *California Highway Patrol (CHP) Drop-in Office.* Consult with the local CHP to determine need. Drop-in Office consist of a dedicated office and restroom for use by the CHP. The office should be located adjacent to the pedestrian core and near the dedicated CHP parking stall. The CHP office should be designed to allow access by CHP only. The office should be located and designed to provide maximum visibility by officers to, from, and within the facility.
- (3) *Maintenance.* Provide crew rooms and storage space for cleaning supplies, tools, and equipment.
- (a) *Crew Room.* Provide a maintenance crew room separate from equipment and supply storage at safety roadside rest areas in compliance with the California Occupational Safety and Health Act (Cal-OSHA) requirements. When appropriate, a single crew room may be provided for a pair of safety roadside rest area units. The crew room should be heated and air-conditioned. Conduits or wiring for telephone service, (by others) may be provided.
- (b) *Storage Rooms or Buildings.* Storage rooms or buildings should be provided to house maintenance equipment, tools and supplies. Janitorial cleaning supplies and tools should be near the restrooms, and reasonably close to parking for maintenance service vehicles. Provide shelving for paper goods, cleaning supplies and other materials. Grounds-maintenance equipment and supplies should be located outside of public-use areas and views.

913.5 Safety Roadside Rest Area Utilities and Facilities

Utility and facility systems must be designed in conformance with Title 24 Energy Requirements of the California Code of Regulations (State Building Code), and other applicable State and Federal requirements.

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- (1) *Electrical Service.* Design electrical power systems to accommodate the demands of outdoor lighting (ramps, parking areas, pedestrian walkways and plazas), water supply systems (pumps, pressure tanks, irrigation controllers), restrooms (lighting, hand dryers), pedestrian facilities (lighting, water chillers, telephones, text telephones (TTY), wireless internet, kiosks), crew room (lighting, heating, air conditioning, refrigerator, microwave), CHP drop-in office (lighting, heating, air conditioning), and vending (lighting, vending machines, change machine, storage-room air conditioning).

Primary electrical power sufficient for basic safety needs should be supplied by conventional power providers. Supplemental power may be provided using innovative technologies such as solar panels, wind generation, or conventional means, such as backup generators. Consider security, public safety and environmental protection when determining the type of fuel and fuel storage facilities for electrical generation. Provide vehicular access to fuel storage facilities for refueling; include fencing and gates as necessary to prevent access by the public.

- (2) *Lighting.* For functionality and safety, rest areas should be lit for 24-hour-a-day use. Lighting should be automatically controlled and include manual-shutoff capability. Restroom entrances and the interiors of restrooms, utility corridors, CHP drop-in offices, crew rooms, storage rooms or buildings, pedestrian plazas, primary sidewalks, crosswalks, ramps, picnic areas, kiosks, bicycle parking, and interpretive displays should be brightly illuminated. Lighting should illuminate walking surfaces and minimize strong shadows. Peripheral areas of the site should be lighted only where nighttime pedestrian use is anticipated. Non-pedestrian areas of the site do not require lighting. Comply with local zoning ordinances for lighting restrictions. Refer to the Traffic Manual, Chapter 9 for additional Highway Lighting guidance.

- (3) *Water.* Water supply systems should be designed to accommodate the 20-year design need and to handle the peak flow required for restroom fixtures and landscape irrigation. Enclosures should be provided for water supply equipment to discourage vandalism and minimize the appearance of clutter. Water lines beneath parking areas, pedestrian plazas and the highway should be placed in conduits. Maintain appropriate distance between wells and wastewater disposal facilities (applicable laws should be followed). Install a water meter at facilities using a well as a water source to track and report on groundwater usage. Potable water must be provided to sinks, drinking fountains, exterior faucet assemblies and pet-watering stations. Untreated or non-potable water may be used for toilets and landscape irrigation. Irrigation systems should be isolated from the general water system using a backflow prevention device.

- (4) *Wastewater Disposal.* Wastewater disposal facilities should be designed to accommodate the 20 year-design need and to handle the peak sewage demand. Waterborne sewage disposal systems should be provided. Division of Engineering Services Structure Design will arrange for soil analysis and percolation tests, and upon completion of testing will obtain approval of the proposed sewage treatment system from the Regional Water Quality Control Board.

Recreational vehicle waste disposal stations may be provided at rest areas where there is a recognized need and commercial disposal stations are not available.

- (5) *Telephones.* **Provide public pay telephone(s) and associated conduit and wiring at each safety roadside rest area.** To comply with accessibility laws and regulations, at least one telephone must be wheelchair accessible, at least one telephone must allow for audio amplification, and at least one telephone must include text messaging for the hearing impaired. Whenever possible, all telephones should allow for audio amplification.

Telephones should be wall or pedestal mounted.

Conduits and pull wires should be provided from the telephone service point to the maintenance crew room and to the California Highway Patrol (CHP) drop-in office. Provide telephone service for maintenance contractors and the CHP.

- (6) *Call Boxes.* Call Boxes generally are not placed in safety roadside rest areas.
- (7) *Wireless Internet Facilities.* Wireless internet facilities may be installed in safety roadside rest areas with funding borne by the provider or others.
- (8) *Telecommunications Equipment and Transmission Towers.* Consider future safety roadside rest area expansion, and, when possible, locate facilities outside of areas planned for future development. The Department seeks revenue from placement of wireless telecommunications facilities on State-owned right of way. Transmission towers and associated equipment, structures and fencing should be located outside of pedestrian use areas and views. Telecommunications equipment and transmission towers should be aesthetically integrated into the site.
- (9) *Water Holding Tanks for Fire Suppression.* Provide a system for water holding when required for fire suppression.

913.6 Safety Roadside Rest Area Parking

See Index 912.2 for additional parking area design requirements.

- (1) *Parking Area Size.* The maximum parking capacity for a safety roadside rest area unit should be 120 total vehicular parking spaces. Site conditions may limit the amount of parking that is practical to build. If construction or enlargement of parking areas to meet anticipated demand will significantly diminish the environmental character of the site, the quantity of parking should be reduced as appropriate.
- (2) *Layout.* The maximum walking distance from the most remote parking space to restrooms should be 350 feet.

One accessible parking space for long vehicles may be provided at each rest area unit.

If a California Highway Patrol (CHP) drop-in office is planned, provide one dedicated parking space for use by CHP. The CHP space should be in an area that provides maximum visibility to the public. The CHP space should also be visible from the office location. Provide a sign and pavement markings to designate the CHP space.

913.7 Safety Roadside Rest Area Signage

Freestanding signs should be placed in safety roadside rest areas only to provide traveler direction. This signage should provide clear instructions for travelers as they approach and depart the rest area.

Refer to Index 912.1(3) for additional signage information.

- (1) *Roadside Signs.* A roadside sign should be placed one mile in advance of each safety roadside rest area that indicates the distance to that rest area and to the next rest area beyond. In remote areas an additional sign may be placed in advance of a safety roadside rest area indicating the distance to the facility. Additional panels may be included on or near this sign to inform travelers of the availability of vending machines, recreational vehicle waste disposal stations, traveler information, wireless internet or other special services. A directional sign should be placed at the safety roadside rest area ingress ramp. Standard reflectorized traffic control signs should be used within the rest area for all traffic guidance. These signs may be enhanced with aesthetic backing or frames.

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A sign advising "Patrolled by Highway Patrol" should be placed on the freeway exit sign preceding each rest area.

- (2) *Length of Stay Signage.* Provide length of Stay parking regulation signs for autos and long vehicles per the MUTCD. Provide a "8 Hour Parking" sign at the entrance to the parking area for autos. Provide a "10 Hour Parking Commercial Motor Vehicles" sign at the entrance to the parking area for long vehicles.
- (3) *Welcome Signage.* A welcome sign indicating the safety roadside rest area name may be placed within the pedestrian portion of the rest area. Welcome signs must be placed away from traffic decision points and outside the clear recovery zone of the highway or ramps.
- (4) *Restroom Signage.* Signs identifying the entrance to each restroom should be clearly visible from the parking area. A sign, in English and Braille, should be placed on the building wall or on the privacy screen at each restroom entrance to identify the gender. Signs may also be provided in other languages as appropriate. A standard sign is required near the entrance to each restroom advising that, a person of the opposite sex may accompany a person with a disability into the restroom. A sign should be installed near the restroom doors advising that State law prohibits smoking in restrooms and the area within 20 feet of the restroom doors. To deter vandalism, signs should be made of metal or other durable material and should be recessed into, or securely mounted on a wall.
- (5) *Pet Area Signage:* Provide a sign with the rules of the pet area. Rules may include:
 - keep pets leashed
 - pick up and dispose of pet waste

913.8 Public Information Display

At least 96 square feet of lighted display space should be provided at each safety roadside rest area for display of public information, such as rest area use regulations, maps, road conditions, rest area closures, safety tips, missing children posters, anti-litter regulations, nonpotable water use, maintenance crew presence/hours, proximity/use of agricultural crops, scenic highways designation, environmental features, etc. Space should consist of wall-mounted cases or freestanding kiosks designed for pedestrian viewing (see DIB 82 for guidance on exhibits).

913.9 Vending Facilities

- (1) *Vending Machine Facilities.* Consider accommodations for vending machines when designing safety roadside rest areas.

Existing vending machine facilities should only be replaced with a project if the existing Vending Machine Facility requires removal.

New vending machine facilities may be installed if initiated, designed, and funded by the California Department of Rehabilitation, Business Enterprise Program (BEP).

When BEP does not install a vending machine facility with a project, provide a vending machine facility location for future vending machine facilities. Provide conduits from the electrical service panel to the planned/future vending machine facility location.

A storage room may be provided by BEP within 150 feet of the vending machines for storage of vended products. The safety roadside rest area project should provide conduits from the electrical service panel to the vending storage room for possible installation of air conditioning by BEP.

- (2) *Newspaper and Traveler Coupon Booklets.* This type of vending machine is owned by others and may be placed in safety roadside rest areas by an encroachment permit.
- (3) *Coin Operated Binoculars.* Coin operated binocular viewing as authorized by law is provided privately through a competitively awarded revenue-generating agreement.

Topic 914 – Vista Points

914.1 Vista Points General

Refer to Topic 912 – Landscape Site Design. A vista point might be a vista point, scenic overlook, wildlife viewing, trailhead access area, or other place specifically for the traveling public to stop and view the local landscape.

Vista points provide a place where motorists and bicyclists can observe the view from outside their vehicles and off their bicycles.

For vista points designed for exiting a vehicle see Index 912.2 for additional parking area design requirements.

Preserve and highlight existing vegetation, rock outcroppings, and other natural features. Removal or pruning of existing plants to frame the view should be minimal. Earth mounding and contour grading may be employed to restore and naturalize the site. Provide planting, including erosion control, to revegetate graded areas. Use plants that thrive without permanent irrigation.

914.2 Vista Point Site Selection

Site selection is based on the following criteria:

- (1) *Quality.* A site should have views and scenery of outstanding merit or beauty. Locations on designated scenic highways or in areas of historical or environmental significance should be given special emphasis. A site should provide the best viewing opportunities compared to other potential locations within the vicinity.
- (2) *Compatibility.* A site should be located on State highway right of way or on right of way secured by easement or agreement with another public agency. A site should be obtainable without condemnation. Select sites away from or adjacent to developed property or property where development is anticipated.
- (3) *Access.* A site should be accessible from a State highway or intersecting road.
- (4) *Adequate Space.* A site should be of adequate size to accommodate the necessary features and facilities. Development of a site shall preserve or improve the scenic quality of the area. Adequate space should be available for earth mounding and planting to minimize the visual impact of larger facilities. Adequate space for future expansion may be desirable.

914.3 Vista Point Amenities

In general, select items that facilitate the viewing of the scenic attraction or blend the vista point into its surroundings.

- (1) *Maintenance.* Coordinate review of the vista point design with the Maintenance Landscape Supervisor to verify all site amenities are appropriately located for maintenance access.

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- (2) *Barriers*. Railings, bollards, or other appropriate barriers should be used to protect pedestrians and discourage entry into sensitive or hazardous areas. The design of such barriers should be sensitive to pedestrian scale and reflect the scenic character of the site.
- (3) *Trash/Recycling Receptacles*. Provide trash and recycling receptacles at each vista point. As a guide, provide one receptacle for every four cars, provide a minimum of two receptacles per vista point. Do not locate dumpsters at a vista point.
- (4) *Water*. Potable water may be provided at a reasonable cost. Non-potable water should not be provided in a vista point.
- (5) *Other Features*. Optional items include benches, bicycle parking, shade structures, kiosks, interpretive displays, telephones, and coin operated binoculars (See Index 912.3).
Do not include picnic tables at vista points.
- (6) *Sanitary Facilities*. Restrooms are usually not provided.

914.4 Vista Point Parking

See Index 912.2 for additional parking area design requirements.

Parking capacity should be based on an analysis of current traffic data. However, at least five vehicle spaces should be provided. The maximum parking capacity should be 0.025 times the DHV or 50 spaces, whichever is less. This number may be exceeded at high use trailheads.

Approximately one-quarter to one-third of the spaces should be allocated to long vehicles (cars with trailers, recreational vehicles, and buses).

Geometrics should be such that all types of vehicles entering the vista point can safely negotiate and exit the facility.

Topic 915 – Park & Ride Facilities

915.1 Park & Ride Facilities General

Park & ride facilities must be considered for inclusion on all major transportation projects that include, but are not limited to, new freeways, interchange modifications, lane additions, transit facilities, and HOV lanes. See Chapter 8, Section 7 of the Project Development Procedures Manual for additional information.

Refer to Topic 912 – Landscape Site Design.

See Index 912.2 for additional parking area design requirements.

Park & ride facilities are to be designed as multi-modal facilities. Provisions for pedestrians, bicyclists, transit, single-occupancy vehicles, and multi-occupancy vehicles are to be provided as appropriate. The local transit provider should be consulted to determine if the facility should provide connections to transit.

The design of a park & ride facility should consider the operations and maintenance of the facility, both in terms of effort as well as safety.

915.2 Site Selection

Park & ride facilities are typically placed to reduce congestion, and to improve air quality, usually associated with other transportation opportunities such as HOV lanes and transit. The specific choice as to location and design should be supported by a detailed analysis of demand and the impact of a park & ride facility based upon these parameters:

- corridor congestion
- community values
- air quality
- transit operations
- overall safety
- multi-modal opportunities

Full involvement of the project development team should be engaged in the evaluation and recommendation of park & ride type, classification, site, and appurtenant facilities.

Refer to the Project Development Procedures Manual and the Park & Ride Program Resource Guide for additional information on site selection.