

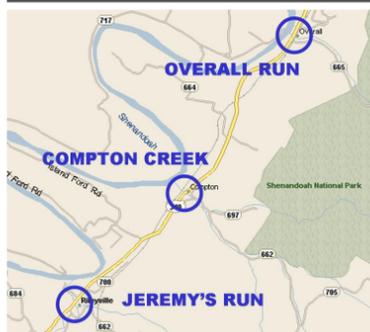


US Route 28 Alternative Vision - Fauquier Co VA

This project entailed working with Piedmont Environmental Council to create an alternate vision for US Route 28 in rural Fauquier County, which had been programmed for a controversial widening and re-profiling that would have significantly impacted the roadway's valued natural and historic aesthetic. The outcome was a series of contextually sensitive road design options each intended to preserve the corridor's rural character through a combination of road design measures and coordinated land development guidelines.



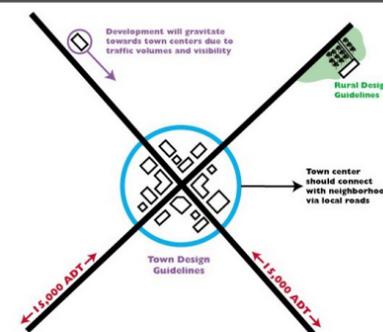
US Route 340 Alternate Design Plan - Shenandoah Valley VA



US Route 340 in Virginia's Shenandoah Valley had been the subject of a highly debated planned safety and capacity upgrade entailing the expansion, relocation and/or rebuilding of several historic bridges and the vertical 'flattening' of multiple scenic sections of the road. This project entailed the envisioning of alternate design scenarios which addressed the cited safety concerns while not compromising the road's highly valued rural character, led by Piedmont Environmental Council on behalf of multiple local civic groups and tourism organisations.

Richland County Vision Plan - Columbia SC

This project entailed the development of a coordinated regional vision plan for the semi-rural area surrounding the state capital of Columbia in Richland County, South Carolina. Envisioned as an alternative to the highway widening projects and sprawling land development patterns that had been characteristic of the region, this plan involved the design and evaluation of an interconnected system of two-lane arterial corridors with a preserved rural aesthetic stringing together a series of compact pedestrian-oriented town centers (existing and proposed).



Springettsbury Township Traffic Circulation Plan - York PA

As part of the development of its comprehensive plan, this project addressed the growing traffic issues in rapidly-developing Springettsbury Township outside York. The outcome was a plan that envisioned the interconnecting of the township's fractured hierarchical road system to decrease the traffic pressures on the main arterials. The land development component of the plan supported this strategy through use of pedestrian-focused site layouts to maximize the capture of short trips to reduce the high levels of localised traffic friction burdening the network.

