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INTRODUCTION

Context Sensitive Solutions (CSS) is a fundamental toolbox of principles and practices to help improve timeliness in delivery of transportation projects, and to improve the quality of projects by increasing sensitivity to the local and regional context in which a given project takes place. CSS is one of a number of key initiatives that are funded by the Surface Transportation Environment and Planning Cooperative Research Program (STEP). Section 5207 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established authorizing funding to support this program.

The Federal Highway Administration (FHWA) launched the first CSS National Dialog in 2009 as a means to broaden the engagement of practitioners and to expose more transportation professionals to the best practices of CSS. The first National Dialog took the form of five all-day regional workshops at different locations throughout the United States. The workshops were based on best practices of CSS that were submitted by practitioners. The second CSS National Dialog, CSS National Dialog 2, developed and conducted ten half-day CSS workshop and webcast events based on a new solicitation to the transportation community for best practices, thus continuing the momentum started by the first National Dialog.

In the fall of 2011, FHWA engaged the Project Team to develop and deliver CSS National Dialog 2 activities. The objectives of the initiative were to:

- Build awareness of CSS.
- Increase involvement among transportation professionals.
- Discover partnership opportunities.
- Strengthen and broaden the constituency of CSS.
- Foster a community of practice.

The specific activities and scope of the effort were designed to meet these objectives in several ways:

- Collect a broad range of exemplary case studies in the application of CSS principles to planning, project development, programs, and organizational advancements.
- Conduct an introductory webcast followed by nine regional workshop and webcast events that highlight CSS best practices from the host region to initiate discussion and interaction. A mid-way webcast served as a review of what had been covered in the first four regional workshops as well as an opportunity to determine the direction of the remaining workshops and webcasts. A final webcast served as a capstone for the Dialog.
- Support FHWA’s Every Day County (EDC) initiative by designing the workshop and webcast events to identify and deploy CSS innovation that can result in better outcomes, increased stakeholder support, and shortened project delivery time, enhancing the safety of our roadways, and protecting the environment.
What is CSS?

Federal Highway Administration (FHWA) defines Context Sensitive Solutions (CSS) as:

A collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. CSS puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making.

The process differs from traditional processes in that it considers a range of goals that extends beyond the transportation problem. It includes goals related to community livability and sustainability, and seeks to identify and evaluate diverse objectives earlier in the process and with greater participation by those affected. The result is greater consensus and a streamlined project during later stages of project development and delivery.

While CSS processes are often associated with design, the approach is most effective when used during each step of planning and project development—from long-range transportation plans to individual corridor strategies.

The CSS National Dialog 2 activities were supported throughout by a Steering Committee convened to represent federal, state, and local transportation agencies, as well as professionals that could provide insight into the growing interest in strengthening the connections between transportation and community development, sustainability, and public health.

This report describes the CSS National Dialog 2 activities carried out by the Project Team from September 2011 through September 2014. The report is designed to document the activities, provide a ready reference that brings together the materials and insights from the series of workshops, and offer guidance for future CSS program activities.

Section 2 of this report describes the activities of the project team and the steering committee, how case studies were solicited and selected for presentation at regional workshops, and how the workshops were convened. Section 3 describes the regional workshop formats and presents statistical information about workshop participants. Section 4 synthesizes the themes and concepts discussed at the workshops. The final section, Section 5, offers suggestions for next steps following the National Dialog 2. Further documentation of the workshops and project activities are provided in the Appendices.
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CASE STUDY SOLICITATION AND DEVELOPMENT OF WORKSHOPS

Project Initiation
In October 2011, FHWA and the Project Team held a kickoff meeting where they reviewed a draft of the Project Work Plan and jointly developed a list of potential Steering Committee members for the current activities of the CSS National Dialog 2. The list was developed to include a broad range of disciplines including engineers, transportation and community planners, landscape architects, managers and policy makers, and academics. The Project Team sought to convene a group that represented a wide range of perspectives, both within and outside the transportation agency. Also important was a strong recognition of the importance of interdisciplinary collaboration and the new coalitions needed to address the livability and sustainability agenda. Sixteen individuals from local, state, and national organizations accepted the invitation to participate as Steering Committee members (see “CSS National Dialog 2 Steering Committee Members” text box).

The Steering Committee participated in the project in several ways:
- Developing and applying criteria for best practice.
- Participating in marketing and publicity.
- Providing access to new networks and constituencies.

Steering Committee participation was weighted toward the initial stages of the project, and was carried out by scheduled conference calls as needed.

The Steering Committee assisted in developing criteria for evaluating case studies that demonstrated a sound application of CSS principles. The criteria included not only the extent to which design was tailored for project context, but also how CSS principles shaped a planning process, a transportation program, or how a transportation agency was organized and carried out routine work. The criteria emphasized how transportation decisions were made (the quality of the process) and the tangible and intangible results for the transportation agency and stakeholders (the quality of the outcomes). The final criteria are presented in Appendix A. The criteria were incorporated into an online evaluation form so reviewers could conduct and submit reviews remotely.
CSS National Dialog 2 Steering Committee Members

Scott Bradley, Chief Landscape Architect, Minnesota DOT, St. Paul, MN
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Clark Wilson, Development, Community and Environment Division Smart Growth Office, U.S. EPA Headquarters, Washington, D.C.
Case Study Solicitation and Evaluation

Once criteria were established, an online submission form (Appendix B) was developed to collect information related to the criteria, along with general descriptive information about a case study. Following a beta test of the online submission form by the Project Team and several Steering Committee members, final revisions to the form and submission instructions were made.

An introductory webcast, Expanding the Conversation, was held on April 11, 2012, and formally launched the CSS National Dialog 2. The agenda provided an update on federal transportation initiatives that are aligned with the principles of CSS, gave an overview of the first CSS National Dialog, presented themes for the CSS National Dialog 2, and introduced the Call for Best Practices.

Themes for the CSS National Dialog 2 consisted of:

- **Sustainability**
  - Recognizing CSS as a pathway/process that assists in the development of sustainable solutions.
  - Developing a community vision.
  - Developing goals and objectives related to the triple bottom line (economic, social, and environmental value).
  - Developing performance measures based on sustainability.

- **Livability/Complete Streets**
  - Incorporating system-level planning.
  - Responding to context by determining correct thoroughfare type.
  - Integrating CSS with pedestrian oriented programs.
  - Connecting-integrating modal pieces.
  - Using CSS to achieve broad community goals.
  - Creating livable places within road corridors.
  - Utilizing the highway as the “Main Street” in rural communities.

- **Safety**
  - Designing safe roads that fit their context and are safe for all users.
  - Determining how CSS drives different outcomes than would otherwise have been expected.

- **Every Day Counts (EDC)**
  - Streamlining project delivery.
  - Integrating examples of agencies using Planning and Environmental Linkages (PEL) processes in conjunction with CSS.
  - Using CSS to scale the project appropriately.

- **Full Project Life Cycle**
  - Managing the CSS process from planning through construction.
  - Using shared decision-making processes.
- Using CSS to align the planning process with NEPA.
- Developing screening criteria and/or performance measures in alternatives evaluation.
- Using CSS processes in scenario planning.

- **Design**
  - Providing examples of operational solutions.
  - Implementing street design that compliments the setting.
  - Utilizing design that supports in-fill development.
  - Applying outside-in design techniques.
  - Using visualization techniques in design charrettes.

- **Funding/Financing Projects**
  - Developing financial plans.
  - Using CSS to assist in prioritization of projects for funding.
  - Determining direct or indirect cost benefits from CSS.

- **Efforts to Further Define Context**
  - Using context zones.
  - Identifying features that create context – land use, site design, building codes.
  - Defining context at different levels – national, regional, system, local/project.

Webcast participants were introduced to the Online Case Study Submissions process, and potential submitters were asked to provide the following information:

- Title.
- Contact information.
- Background information about the case study.
- Case study overview.
- Supporting documents.

The solicitation for case study submissions was officially opened on April 12, 2012. The solicitation was distributed to various organizations including state Departments of Transportation (DOTs), Metropolitan/Regional Planning Organizations (MPOs/RPOs), Local Technical Assistance Programs (LTAPs), etc. via marketing emails, at several major conferences, and over the professional contact networks and listservs of the Steering Committee and Project Team. The solicitation was also posted at numerous websites. Submitters had an opportunity to review and edit their submission before receiving their case study confirmation. Submitters were able to login at any time prior to the deadline to edit their submissions.

Submissions were collected through June 15, 2012. Over the course of a nine-week submission period, 38 case studies were received from 18 states representing different regions of the United States (see Figure 1 and Appendix C). Multiple case studies were submitted from California, Washington, North Carolina, Illinois, Michigan, Ohio, and Oregon. Ten other states had one submission each.
All case studies submitted for the National Dialog 2 were transferred to the CSS Clearinghouse database of projects and case studies (available at www.contextsensitivesolutions.org). The case study database is searchable by keyword or name of project. The extensive resources and up-to-date information collected provide a rich resource for current and future practitioners.

The Steering Committee began their evaluation of the submissions on June 28, 2012. Case studies were assigned to Steering Committee members and FHWA staff. The Project Team took care to avoid assigning case studies to a reviewer in the same region who may have had extensive knowledge of a submission. Evaluators were provided with access to the online review process where they were able to review each section of the assigned case studies and then rate each on a scale of one to five, based on how well it met the criteria related to Process, Outcomes, and Workshop Relevance. Reviewers were able to provide comments for each of the criteria as well as overall comments.

Submissions earning a score of eight or higher out of a possible fifteen in addition to favorable reviewer comments were considered for presentation. The final selection of case studies for presentation was based on several factors including:

- Reviewer evaluations and comments.
- Providing a range of topics and points of discussion for each workshop.
- Highlighting emerging issues and approaches for the region.
- Proximity to potential workshop locations.

To accommodate some themes that were missing from the case studies received during the submission process, the Project Team also solicited case studies from New Mexico, Florida, and Idaho that matched the submission criteria, met the evaluation criteria, and were good fits with submitted case studies selected for that region.
Once a group of case studies was identified for each regional workshop, invitations were issued. The response was very positive and all invitations were accepted with the exception of one who declined due to travel issues. The map below displays the case studies by geographic location and workshop where they were presented. Two-page fact sheets for each of the presented case studies, developed for distribution at the workshops, are available in Appendix D. The fact sheets are also available online at the CSS National Dialog website, www.cssnationaldialog.org.

Figure 2. Map. Workshop and Webcast Locations and Locations of Presented Case Studies

Workshop Sites and Schedule

With evaluations complete and case studies grouped by region, the Project Team identified the locations and hosts for the workshops. Generally, locations at state DOTs were preferred with the idea that workshops would be located in state capitals and thus able to reach a wide local audience. Additional considerations included proximity/accessibility to participants, available dates, audio-visual/Internet resources, and capacity of facilities. The Project Team worked with representatives from state DOTs as well as FHWA division offices.

Following the introductory webcast broadcast out of Raleigh, NC, nine on-site regional workshops and webcasts were scheduled at the locations listed below.

- **Springfield, Illinois: Illinois Department of Transportation**
  - Local Coordinators: Gwen Montgomery, IDOT and Glenn Fulkerson, FHWA – Illinois Division
  - Date: September, 27, 2012
- **Lansing, Michigan: Earle Learning Center, Michigan Department of Transportation**
  - Local Coordinators: Bradley Peterson, MDOT and David T. Williams, FHWA – Michigan Division
  - Date: November 8, 2012

- **Raleigh, North Carolina: Institute for Transportation Research and Education**
  - Local Coordinators: Nancy R. Bailey, CTE and Edward Parker, FHWA – North Carolina Division
  - Date: February 28, 2013

- **Sacramento, California: John E. Moss Federal Building**
  - Local Coordinators: Carolyn Dudley, California Department of Transportation and Jeff Holm, FHWA – California Division
  - Date: April 23, 2013

- **Olympia, Washington: Comfort Inn Conference Room**
  - Local Coordinators: Kathleen Davis, Washington State Department of Transportation and Don Petersen, FHWA – Washington Division
  - Date: August 13, 2013

- **Albany, New York: New York State Department of Transportation**
  - Local Coordinators: Nancy Alexander, NYSDOT and Valeriya Remezova, FHWA – New York Division
  - Date: October 1, 2013

- **Santa Fe, New Mexico: New Mexico Department of Transportation**
  - Local Coordinators: William Hutchinson, NMDOT and Greg Heitmann, FHWA – New Mexico Division
  - Date: December 12, 2013

- **Tallahassee, Florida: Florida Department of Transportation**
  - Local Coordinators: Jacqueline Morris, FDOT and Karen Brunelle, FHWA – Florida Division
  - Date: March 19, 2014

- **Boise, Idaho: Idaho Transportation Department**
  - Local Coordinators: Erika Bowen, ITD and Lori Porreca, FHWA – Idaho Division
  - Date: June 12, 2014
REGIONAL WORKSHOPS AND NATIONAL WEBCASTS

A general agenda format for the regional workshops was developed, designed for a focused, half-day event. The agenda began with a brief welcome and introduction to the CSS National Dialog 2 and an update of current activities and policy directions from FHWA. These introductory segments of the program were tailored to the audience at each workshop.

The introductory segments were followed by presentations on each of the three or four case studies selected for the region, with time for presenters to respond to questions about their case studies. Each presenter had extensive, hands-on involvement in the case study they were presenting. Participants indicated that, in most cases, the case study presentations were the most interesting and informative sessions at the workshops.

A discussion panel followed the case study presentations. Panelists were drawn from the region and offered their reactions to the case studies and insights into the region’s challenges and opportunities for greater application of the principles of CSS. Generally, the panel comprised of individuals invited from one of the following organizations:

- The host FHWA Division office.
- The state DOT.
- A regional or local transportation organization (MPO, city government, regional transit authority, etc.).
- A partner agency or non-profit organization active in transportation issues.

The panel discussions addressed transportation challenges and opportunities in the region and included elements presented in the case studies as examples. The perspectives and experience of the panelists were invaluable in providing regional context, especially by their ability to point out examples, policies, and practices that were familiar to the regional audience. Workshop and webcast agendas, including names and affiliations of all presenters and panelists, are provided in Appendix E.

Workshop participants were encouraged to continue their engagement with CSS topics and ideas by exploring CSS outreach and research products. Participants were referred to the CSS Clearinghouse website where an extensive database of case studies and other resources are available. The CSS online discussion forums at the CSS Clearinghouse website were specifically promoted as an opportunity for ongoing discussion.

Each on-site workshop was simultaneously broadcast via webcast, broadening the geographic reach and improving accessibility of the workshops. Webcasting the live workshop utilizing Mediasite software allowed participants to view both the live video feed of the speakers as well as the presentation slides, just as the on-site audience did. Those viewing the webcast were encouraged to participate by submitting questions or comments throughout the webcast using the email feature of the webcasting software. These webcasts are archived for on-demand viewing at www.cssnationaldialog.org and will serve as a long-term resource on CSS.

On July 25, 2013, a mid-way national webcast titled Shaping the Conversation, was held to provide an update on the CSS National Dialog 2. Participants heard an overview of CSS themes as they applied to the case studies that had been presented at the first four regional
workshops/webcasts as well as a panel discussion on CSS and performance-based accountability management.

A second national webcast was developed to serve as a capstone event for the project. A two-hour program was planned and titled *The CSS Conversation: Looking Ahead*, with an overview of innovative ideas that emerged from the last five workshops as well as looking at future opportunities based on trends in CSS practice and the direction of other related initiatives.

Each workshop/webcast was marketed throughout the country using national listservs, newsletters, and targeted email blasts. Additional marketing efforts were made to state chapters of the American Society of Landscape Architects, American Planning Association, Institute of Transportation Engineers, and American Society of Civil Engineers; MPOs; planning departments in the workshop cities and surrounding cities; DOT district offices; and the planning, landscape architecture, environmental studies, and engineering programs of local colleges and universities.

There was no registration fee and participants were able to register online. Webcast participants were able to indicate whether they were registering for a group, and if so, how many would be viewing at a single location. There were more than 300 on-site workshop participants and almost 4,000 webcast registrants. Webcast registrants were from 49 states, the District of Columbia, and as far reaching as Austria, Australia, Germany, Karnataka, Puerto Rico, Spain, St. Kitts, and several Canadian provinces.

Each workshop and webcast was submitted and approved for certificate maintenance credits by the American Planning Association. Participants were encouraged to contact other organizations, e.g., state licensing boards, for other professional credits.
THEMES AND FINDINGS

Despite the broad range of participants, case studies, and regional differences represented at the workshops and the final webcast, some common themes emerged. These themes offer a picture of current and emerging practices related to applying the CSS principles.

CSS and Ongoing National Policy

CSS offers a framework that positions transportation agencies and practitioners to align projects and programs with ongoing national policy initiatives; especially the FHWA Livability Initiative, the HUD/DOT/EPA Partnership for Sustainable Communities, the FHWA Eco-Logical program, Practical Design, and Complete Streets. The current policy environment is strongly influenced by the recognition that transportation projects significantly shape communities, both physically and functionally. Creating livable communities is at the forefront of many local transportation plans, and providing sustainable communities that have multiple transportation options is a goal sought by many agencies across the country.

The CSS principles support a process that recognizes this important relationship and offer guidance on how to deliver the best possible outcomes for communities. Further, the CSS principles promote collaborative, integrated approaches to transportation planning, design, and operations, all critical components of emerging policy initiatives.

CSS and Transportation Decision-Making Processes

The CSS National Dialog 2 call for submissions generated a substantial number of case studies demonstrating the application of CSS principles to transportation planning. These case studies illustrate the importance of a sound planning process that includes early stakeholder engagement, and the consideration of a range of factors and conditions before reaching an advanced design. The CSS principles highlighted in the case studies help agencies comply with the planning guidance set forth in SAFETEA-LU and MAP21.

Many case study submissions emphasized approaches to stakeholder engagement and demonstrated the value of using a suite of methods to connect with and involve stakeholders in projects. These case studies are notable for the high degree of public satisfaction with project outcomes and community ownership of the design.

Many workshop discussions centered on the need to link the various pieces of transportation decision making. For example, planning decisions need to be linked to project development, policy needs to be connected with implementation, and stakeholders need to be integrated into the process so that their input meaningfully shapes outcomes. This integration is at the process and institutional level, and is part of developing frameworks for stronger integration of areas of work such as land use, habitat conservation, transit, and roadway systems.

Collaboration and Engagement

There is a growing recognition among partner agencies, advocacy groups, decision makers, and the public, that transportation infrastructure must be well integrated into our human and natural
environments. Panelists and participants noted that successful delivery of the integrated and coordinated outcomes demanded by the public and favored by emerging policy will require transportation agencies to be open to forming new relationships.

The CSS National Dialog 2 provides an ongoing resource to practitioners, managers, and researchers. The case study submissions and workshop discussions have been documented and archived online at the CSS Clearinghouse (www.contextsensitive solutions.org) and the CSS National Dialog website (www.cssnationaldialog.org).
LOOKING AHEAD

The workshop discussions, case studies, and participant evaluations from the recent activities of the CSS National Dialog 2 provide guidance on practitioner needs that can inform future CSS program initiatives.

There was consistently positive feedback on the workshop and webcast model, which delivered tailored regional content and supported local and regional networking. The practitioners who attended the workshops and viewed the webcasts expressed appreciation for the opportunity to hear from leaders in the field about new approaches to transportation plans and projects. Additionally, the workshops provided a venue for discussions of different approaches taken by states within a region as well as discussions across agency levels—federal, state, regional, and local. Having FHWA Division and state DOT management staff in attendance provided value for participants. Participants also reacted positively to the case studies presented, and recognized the high quality of the work described in the case study presentations.

Participants suggested additional topics that should be covered in future CSS events, such as:

- Including projects that integrate elements such as the natural environment and historic preservation.
- Integrating CSS into corridor planning.
- Providing a cost/benefit analysis for CSS.
- Providing guidance on how to learn from mistakes and challenges.
- Providing information on the potential role of fully integrated land-use/transportation models.
- Focusing on the public relations side and taking credit for accomplishments.
- Providing guidance on how to engage interagency cooperation.
- Providing background on how CSS supports economic development and revitalization.
- Providing guidance on how to utilize CSS on fast-track or design-build type projects.

Feedback on the format and delivery of the workshops and other CSS-related activities was also collected formally (evaluation form) and informally. A summary table of participant evaluations, by workshop, is provided on the following page. In addition to the evaluation scores, written comments included:

- “National and regional perspective is great”
- “The case studies were highly informative; Talking about CSS is one thing, but applying it is another”
- “Offer additional examples, both good and bad, concerning the CSS process”
- “Additional case studies, especially within communities of lower income and minority populations, where there may be more cultural and contextual challenges to effective CSS practices”
- “Various background of panelists make for interesting perspectives”
- “More time for dialogue among presenters/panelists and participants”
- “Case study presentations. Liked the ‘real world’ examples”
- “Panel discussion and Q & A...I was on the edge of my seat, literally!”
Figure 3. Chart. Summary of Workshop and Webcast Participant Evaluations

Note: Responses were based on a scale of 1 to 5, where 5 is “Strongly Agree” and 1 is “Strongly Disagree.”

It is important to mention that while approximately 49.3% of participants who submitted workshop or webcast evaluations reported they were ‘very’ familiar with CSS, 40.8% of participants reported they were ‘somewhat’ familiar with CSS, and 10.5% stated that CSS was ‘new to me.’ Since 90% of respondents indicated that they were very or somewhat familiar with CSS, there should be an effort to continue to promote CSS and collect and disseminate best practices.
Based on the positive response to the solicitation, the workshop and webcast attendance, and the positive feedback from participants, it is clear that outreach and education activities related to CSS should continue.

The Project Team took suggestions from the first Dialog and incorporated them into the CSS National Dialog 2. These activities included information tailored to the target audience, and offered the opportunity for ‘real-time’ interaction through the webcasts as well as archiving the webcasts as a future resource. Suggestions for the next phases of the CSS Program include:

- Continuing the series of regional workshops.
- Offering a similar series targeted specifically to the academic communities with connections to transportation planning, policy, design, and construction.
- Focusing on national initiatives that relate to CSS principles, such as Every Day Counts, complete streets, sustainability, and climate change mitigation and adaptation.
- Continuing delivery of timely research and best practices via webcasts and/or webinars.
- Hosting a National CSS Summit to draw on the best of the case studies, perhaps scheduled during the summer to engage the academic community.
- Creating a CSS Student Internship program that will spawn the next generation of transportation professional in the U.S.

The CSS National Dialog 2 represents an effective outreach and education initiative of FHWA. The flexibility of activities and content as well as hands-on staff support resulted in a project that delivered high quality, timely, and meaningful content to audiences across the country. The activities conducted for the CSS National Dialog 2 represent a significant continuation from the first Dialog to build awareness and support a growing community of practice with a broad and interdisciplinary constituency. The approach used in this phase of the overall National Dialog initiative provides a solid point of departure to continue the CSS conversation.
**LIST OF APPENDICES**

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Appendix A: Case Study Evaluation Criteria

Process

- Brings a wide range of stakeholder perspectives to bear and involves them in defining context
- Starts collaboration with partners early and sustains it through the process
- Demonstrates strong interjurisdictional (horizontal) and/or intergovernmental (vertical) coordination
- Identifies context early, which generated new/different parameters for project evaluation, e.g., different alternatives developed; planning goals being realized in project implementation
- Uses CSS principles and process to bridge between planning and project development

Outcomes

- Develops nontraditional partnerships
- Provides co-benefits such as economic development, public health intervention, land use development, environmental quality
- Clearly represents diverse stakeholder values in the outcomes
- Demonstrates a flexible approach to design
- Demonstrates a cost-effective solution to a transportation problem
- Establishes or integrates with a performance measurement program
- Accelerates project, plan or program delivery without compromising quality

Workshop Relevance

- Addresses FHWA themes of interest (Livability, Sustainability, Complete Project Development Lifecycle, Balancing Needs and Affordability for Safety)
- Demonstrates the applicability of CSS to solving common, everyday problems
- Demonstrates a new, innovative or experimental approach
- Provides an excellent application of a well-known approach
- Demonstrates an approach that can be replicated in other places
Submitter had the option to create account if first time at site or to log in if account had already been created
Instructions were provided and the submitter could either start a new case study submission or edit an existing case study submission.
Tips for each step were provided. Submitters had the option to continue, save and exit, or exit without saving.
Case Study Submissions

Step 2: Background Information

Case Study Location:
Portland, Maine

Type:
- Project/infrastructure
- Plan
- Program

Sponsoring Agency:
Maine Department of Transportation

Funding Source(s):
- FHWA
- Maine DOT
- Portland Chamber of Commerce
- Maine Department of Tourism

Project Manager:
John Q. Engineer

Date of completion (if completed):
September 1, 2011

Project Web Site (if applicable):
www.smithcreekbridgeproject.com

List any awards or recognition this case study has received:

If this case study has been featured in a publication, please provide reference:

Continue to Step 3  Save and Exit
Does your case study relate to any of the following related FHWA initiatives?

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Heavy emphasis</th>
<th>Some emphasis</th>
<th>Not a theme</th>
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<tr>
<td>ADA/People with disabilities</td>
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<td>Asset management</td>
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<td>Bridge replacements including historic bridge projects</td>
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<td>Environmental analysis and NEPA</td>
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<td>Other:</td>
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TIPS FOR STEP 4
Review all sections and if needed, edit individual sections one at a time.
When you are pleased with your responses, select "Next" to continue to Step 5.

Case Study Submissions

Step 1: Contact  Step 2: Background  Step 3: Overview  Step 4: Review/Edit  Step 5: Upload  Step 6: Confirmation

Step 4: Case Study Review/Edit

Please review your pending case study details. If all information is correct, please select "Continue to Step 5" at the end of the page.

Contact Information
Case Study Title: Smith Creek Covered Bridge
First Name: Ann
Last Name: Hartell
Organization: CTE
Email: amhartel@ncsu.edu
Phone:

Background Information
Location:
Type: no response
Sponsoring Agencies or Organizations:
Funding Source(s): 
Project Manager:
If complete, provide date of completion:
Case Study Web Site (if applicable):
Submitters were able to upload up to four supporting documents.
Each case study submission was assigned an identification number. Submitters were able to edit the case study information up until the deadline date.
## Appendix C: Complete List of Submitted Case Studies

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<thead>
<tr>
<th>State</th>
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<tr>
<td>CA</td>
<td>Dana to Downtown</td>
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<td>CA</td>
<td>21st Street Complete Green Street Concept Plan</td>
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<td>Model Design Manual for Living Streets</td>
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<td>Asbjorn Osland</td>
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<td>CA</td>
<td>Shandon Safety Roadside Rest Area, Shandon, CA</td>
<td>Corby Kilmer</td>
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<td>CO</td>
<td>I-70 Mountain Corridor CSS Design and Aesthetic Guidelines</td>
<td>Mary Jo Vobejda</td>
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<td>CT</td>
<td>Reconstruction of Routes 6 and 44 in Manchester, CT</td>
<td>William Britnell</td>
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<td>DE</td>
<td>Land Use and Transportation Scenario Analysis and Microsimulation Tool</td>
<td>Bill Holloway</td>
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<td>FL</td>
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<td>IA</td>
<td>Dubuque Historic Millwork District</td>
<td>Michael La Pietra</td>
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<td>IL</td>
<td>IL Route 159, Collinsville, IL</td>
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<td>IL Route 3 in Waterloo</td>
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<td>Mercy Davison</td>
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<td>Montgomery Co. Suburban Pedestrian Environments &amp; Environmental Site Design</td>
<td>Peg Staeheli</td>
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<td>MI</td>
<td>Blue Water Bridge, Port Huron, Michigan Aesthetic Design Guide</td>
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<td>The Fix on I-196</td>
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<td>NY</td>
<td>Community and Transportation Linkage Planning Program</td>
<td>Sandra Misiewicz</td>
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<td>NC</td>
<td>Blue Ridge Road Grade-Separation Project</td>
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<td>Churton Downtown</td>
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<td>NC</td>
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<td>OH</td>
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<td>OR</td>
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<td>WA</td>
<td>Winslow Way Street Planning and Design</td>
<td>Peg Staeheli</td>
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Dubuque Historic Millwork District,
Dubuque, Iowa

Project Sponsor: City of Dubuque
Project Manager: John Dienut

The Dubuque Historic Millwork District project is located in downtown Dubuque, Iowa. The vision was to reinvigorate a historic but run-down industrial section of Dubuque. The city wanted to create a district that would attract businesses and residents while providing a cultural destination for the city and its visitors. In order to realize the revitalization Dubuque utilized a five layered approach, including water, energy, development, vegetation/open space and arts and culture.

In planning for the project, the city studied eight similar revitalization efforts across the nation to gain insight and glean best practices. Project partners included the city of Dubuque, private property owners, Dubuque Main Street, Community Foundation of Greater Dubuque, northwest Iowa Community College Business Works and Enrich2020 Historic Millwork District Committee.

The Complete Streets project is a part of the larger revitalization and the city received a Tiger Grant for this portion of the project. Completed in 2013, the project utilized CSF principles in order to:

- Preserve the historic integrity of the Millwork District.
- Accommodate vehicular traffic for businesses, residents and visitors.
- Accommodate pedestrians and bicyclists.
- Provide an aesthetically pleasing environment.
- Provide an environment that would attract commercial concerns, residents, cultural destinations and visitors.

Challenges included the need for safe, attractive, ADA compliant streets within a set footprint, the nature of the neighborhood effectively prevented widening streets, and existing sidewalks did not meet modern requirements.

In addition the historic nature of the district had to be maintained. The city coordinated closely with the State Historic Preservation Officer in order to achieve a proper balance between sense of place and functional utility. Dubuque also coordinated closely with FHWA to complete environmental documentation.

The Dubuque Historic Millwork District incorporated many concepts into the project including:

- Livability — The project is tied to the overall revitalization of the district to provide employment, entertainment, and access to necessities all in the same neighborhood.
- Planning & Environmental Linkages — The project was part of a larger effort to provide economic growth utilizing assets already in place, emphasizing water and energy conservation and avoiding “urban sprawl”.
- Safety — The design of roads and sidewalks can change from a safe environment for pedestrians and motorists to a safer walk.
- Sustainability — Reuse and revitalization of existing assets, energy and water conservation.
- Complete Streets — Projected, safe streets that accommodate cyclists, pedestrians and motor vehicle traffic as well as providing a sense of place.

Treatments for the project included the use of bump-outs at corners to shorten the crossing for pedestrians and provide traffic calming. The project provides open spaces, through the development of courtyard spaces between some buildings. Other treatments include plazas, boulders, rocks, light poles, drinking fountains and benches that are all designed to blend in and accent the historic nature of the neighborhood. Many of the plantings are located in mowed planters to avoid altering the historic nature of the sidewalks. The streets were originally brick and many bricks were reused to provide decorative patterns in the sidewalks, and for crosswalk delineation - a nice touch.
Scopes:
The IL Route 3 project from North Market to Vanleebrook Drive in Waterloo was initiated to alleviate congestion and improve intersection performance within the project limits. The scope included widening IL Route 3 from a two lane facility with a few turn lanes at intersections, to a four lane facility with a bi-directional turn lane. Although the project was anticipated to be a Categorical Exclusion, it was also considered a major expansion project. Therefore, in accordance with IDOT’s policy, it was recommended that Context Sensitive Solutions (CSS) be applied to this project.

Outcomes:
Vanleebrook Drive:
Early in the project, residents who lived just south of the project’s limits voiced concern regarding safety of the existing access onto IL Route 3. They petitioned to have their intersection included in the project limits, and because of this early outreach, Vanleebrook Drive, the street that intersects IL Route 3 just south of the project limits and provides access to over 200 residents, was added to the project. Not only was Vanleebrook Drive included, but the Community Advisory Group (CAG) and the Project Study Team (PST) determined that the roadway would benefit from tying into the South Market intersection, creating a four legged intersection. Relocating Vanleebrook Drive to the South Market intersection was not only safer for motorists to access IL Route 3 via traffic signals, the relocation proved to be more cost effective than extending the project limits to existing Vanleebrook Drive.

IL Route 3, Waterloo, Illinois

Farmer Equipment Accommodation:
Waterloo is a rural community with farming being the livelihood for many in the area. Prior to learning more about the context of the community, it was not known that IL Route 3 was a major thoroughfare for these farmers. Initially the PST assumed the existing typical section with driving lanes and 10 foot bituminous shoulders was rural due to the rural context of the community. It wasn’t until the CAG meetings that the PST learned the full shoulders were necessary for farm equipment to navigate IL Route 3. When CAG members started considering design elements, full shoulders were accommodated as much as possible. Stakeholders considered full shoulders for farm equipment a priority over curb and gutter with storm sewer even though curb and gutter would have reduced the amount of required Right of Way (ROW).

Roundabouts with Farm Equipment Accommodation:
During the geometric review of the intersections within the project limits, the existing stop controlled intersection of Lakeview and IL Route 156, 300 ft west of the existing signalized intersection at IL Route 3 and IL Route 156, was investigated by the PST. Due to overlapping left turn storage bays, the close proximity of these two intersections was already problematic. As IL Route 3 were to be widened to accommodate five lanes, the edge of pavement or IL Route 3 would be moved closer to the IL Route 156/Lakeview Drive intersection. Several options were investigated to improve the operation of these two intersections. Due to the location of buildings adjacent to the roadway, and traffic volume utilizing these intersections, conventional methods of signalizing and providing additional turn lanes to help capacity would have greatly affected this area. In addition, the large number of farm equipment has to be considered in the design.

Taking into consideration the context of this area, the PST investigated the possibility of constructing a roundabout. The roundabout option was able to accommodate all the above noted constraints, including farm equipment accommodation, while providing the operational capacity that was desired. To help ease the farmers’ concerns about navigating a roundabout, a plan of the roundabout was displayed at public meetings with scaled size cars and farm equipment so that people could “drive” through the roundabout. This technique gave reassurance to the farmers that the design would accommodate their equipment.

Other outcomes as a result of CSS:
In addition to the outcomes detailed above, there were other resolutions that came out of the CSS process. A community landmark (former train depot) was saved, as it was a valued part of Waterloo’s history. Also, a technical advisory group was formed to determine an acceptable alignment for Vanleebrook Drive.
OVERVIEW

Pop-Up Rockwell was a five-week experiment to test Complete and Green Street enhancements on Rockwell Avenue in downtown Cleveland, Ohio. The temporary installations included Cleveland’s first segregated cycle tracks, stormwater infiltration basins, new crosswalks, enhanced cyclist waiting accommodations, and whale-scaled public art. The four-and-one-half mile installation was designed and built by graduate students from Kent State University’s Cleveland Urban Design Collaborative (CUDC), in close partnership with multiple organizations, including the City of Cleveland, the Northeast Ohio Regional Parks District, Cleveland Bike Scene, bike.LAND, Great Cleveland Regional Transit Authority, Bike Cleveland and many others.

This project created a physical embodiment, for one week, of the complete streets concept in the City of Cleveland. A recently passed Complete Streets ordinance, as well as recommendations from Mayor Jackson’s Green Plan Commission, prompted Clevelanders to be aware of the impact on the ground progress since the passage of those documents. The temporary and low cost nature of the installations provided a valuable opportunity to assess possible design options before a significant financial (and political) investment was made.

Temporarily installations, such as Pop-Up Rockwell, can introduce a crucial intermediate step between conceptual plan and final construction.

CONTEX

Going beyond drawings and digital models, Pop-Up Rockwell allowed local officials, property owners, nearby workers and the public to experience a future vision within the real world context of grand historic architecture, unique street patterns, varying weather conditions, large programmed gatherings and much local traffic. Based on observation and data collected during the exhibition, project planners were able to assess what would be feasible and discreet, what must be improved. Most importantly, key stakeholders developed strong working relationships and a better trust with the police through creative and meaningful engagement.

5 WEEKS

LESSONS

The five-week project culminated in a walk-talking, on-the-ground installation of multiple street enhancements. The temporary installations provided some lessons on the application of the design options, including:

- Although the width of the vehicle travel lane was reduced from 24’ to 20’, roads leading to and from the street were still able to accommodate multiple vehicles and bicycle riders.
- Due to tight space, the design was significantly adjusted to provide safety and space for cycling.
- The pedestrian safety features included an extended sidewalk at the street level.
- The bicycle parking was also designed to be friendly by bike enthusiasts and families with children.

In addition to the other social media about the site and installed projects, there are creative lessons that can be learned about the process of the temporary use models for urban design.

- It would be wise to have a plan of this type implemented for more than one week. While there was valuable data collected during the event, it was felt that a longer duration would have provided more weather conditions to test and time for feedback.

MORE INFO

Please visit Pop-Up Rockwell online:

Project supported by:

THE GEORGE GUND FOUNDATION
The Blue Water Bridge (BWB) is a major international border crossing between the United States and Canada, located between Port Huron, Michigan, and Point Edward, Ontario, Canada. U.S. trade with Canada averages more than $1.2 billion per day, with the BWM responsible for approximately $120 million of that daily total.

In 2011, more than 547 billion in goods (40 percent of total commercial vehicle traffic) crossed the BWB between the United States and Canada. More than 1.5 million cars and trucks cross the BWB on an average day.

The existing 18-acre BWB Plaza employs about 485 federal, state, and private business persons, most of whom live in the Port Huron area.

**PROJECT AREA AND HISTORY**

The BWB, jointly owned by the Michigan Department of Transportation (MDOT) and Blue Water Bridge Canada, consists of five bridge spans over the St. Clair River: one for eastbound traffic to Canada and one for westbound traffic to the United States. The original span (which now carries westbound traffic) was opened in 1929 and the second span (designed for eastbound traffic) opened in 1997.

Federal agencies operating in the plaza include the Bureau of Customs and Border Protection (CBP), the U.S. Department of Agriculture, and the U.S. Food and Drug Administration. The inspection agencies lease facilities in the plaza from MDOT through the General Services Administration (GSA), which provides buildings for the federal governments.

After Sept. 11, 2001, the introduction of new inspection technologies, procedures and policies to enhance security at the border highlighted the need for a larger facility. In response, the state of Michigan initiated a study in 2002 to consider expansion alternatives. Following the requirements of the National Environmental Policy Act, Concurrently, MDOT sponsored an Environmental Impact Study (EIS) with the Federal Highway Administration (FHWA), as the lead federal agency.

The EIS identified a recommended alternative, which received federal approval with a Record of Decision (ROD) signed by the FHWA in May 2003. The ROD approved the following:

- Reconstruction of 2.2 miles of existing freeway approaching the plaza
- Relocation of the existing Welcome Center
- Reconstruction of the Water Street and Laper Connector Interchanges
- Replacement of the existing Black River Bridge
- Expansion of the existing 18-acre site to a new 56-acre facility

As part of the EIS “Green Sheet” commitment, MDOT and consultants Willmar Smith and HTNB prepared an Aesthetic Design Guide (ADG) as a tool for design professionals to ensure development and implementation of context-sensitive infrastructure and landscape aesthetic improvements during construction of the project. The ADG identifies opportunities throughout the plaza and the I-94/59 corridor where aesthetic and other design treatments can be added to help offset the visual impacts of the project.

The ADG, which was developed between December 2009 and May 2009, and completed in partnership with the project’s Community Advisory Group (CAG), consisted of the following stakeholders:

- Local businesses
- Port Huron Chamber of Commerce
- St. Clair County
- City of Port Huron
- Port Huron Charter Township
- FHWA
- GSA
- The History District Association
- The Bridge Plaza Stakeholders and Community Coalition
- MDOT

The estimated project construction cost is approximately $300 million. However, in late 2010, as part of the federal budget process, CBP notified the GSA and MDOT that the 56-acre plaza would not receive funding. Working together, GSA, CBP, FHWA and MDOT developed a more affordable, reduced-plaza option that would undergo further technical review for re-submittal into the federal budget process. The total proposed plaza size was reduced from 56 acres to 34 acres with an estimated cost of $165 million for the federal agency facilities.

Using a variety of federal funding sources, MDOT was able to fund design and construction for the Black River Bridge and I-94/59 freeway approaching the plaza, allowing major construction to begin in the summer of 2011.

**CURRENT STATUS**

MDOT is scheduled to complete construction on the I-94/59 freeway and Black River Bridge segment of the project in November 2012. The total construction cost for the project is approximately $163 million, including a $10 million TIGER Grant. Work includes:

- Replacement and widening of the I-94/59 Black River Bridge
- Construction of a 14-foot-wide multimodal pathway across the Black River
- Construction of the new Flex Grove exit ramp from eastbound I-94/49
- Construction of the Water Street and Laper Connector Interchange
- Reconstruct the Black River Bridge
- replacement of the Water Street and Laper Connector Interchange
- reconstruction of the Black River Bridge
- construction of a pedestrian path

More information on the Blue Water Bridge Plaza project can be found at: [http://www.michigan.gov/mdot/0,4625,7-194-40527,00.html](http://www.michigan.gov/mdot/0,4625,7-194-40527,00.html)

Information on context-sensitive solutions at MDOT can be found at: [http://www.michigan.gov/mdot/0,4625,7-194-4656,00.html](http://www.michigan.gov/mdot/0,4625,7-194-4656,00.html)
The "Fix on I-196" Project Overview - Grand Rapids, Michigan

The Michigan Department of Transportation completed the Fix on I-196 in 2019 to maintain a portion of the Gerald R. Ford Freeway (I-196) east of downtown Grand Rapids, Michigan. Originally constructed nearly 50 years ago, the freeway pavement and bridges required repairs and upgrading in order to continue to serve as the principal gateway to the second largest metropolitan area in Michigan. The corridor had an average daily traffic volume of 72,100 vehicles per day in 2006 and is projected to serve 95,000 vehicles per day by 2031. The existing facility did not have the capacity to meet anticipated traffic volumes, was causing high maintenance costs on the corridor, and had numerous features which did not meet current AASHTO design standards.

The area adjacent to the freeway, known locally as the Medical Mile, includes the largest hospital in northern Michigan, Spectrum Butterworth, and also its home to several hospitals, including the Munson Memorial Hospital, Van Andel Research Institute, and the Munson Medical Center. The area is one of the nation's recognized centers for medical treatment, research, and education, and is an important component of the growing medical services and health care industry.

In cooperation with the City of Grand Rapids, an environmental assessment was prepared which identified the need for improvements. The improvements will reduce traffic on the corridor and improve the environment for pedestrians and cyclists.

The project goals were simple, clear, and measurable. This provided a clear vision of the project that was then followed throughout the design and construction phases.

The project goals included:

- Nonmotorized and Access
- Landscaping
- Traffic Impacts during Construction
- Improving Environmental Impacts
- Adding New Lane
- Reducing Noise

The customers for the Fix on I-196 is the roadway users and the entire Grand Rapids community, represented by the City of Grand Rapids, Spectrum Health, the Grand Rapids Community Foundation, the St. Joseph Mercy Health System, the Grand Rapids Community Foundation, and various business groups. A project public information website and newspaper articles were used to identify stakeholders for the project.

MDOT organized over 150 meetings with the various stakeholders and the public during the course of the project and actively solicited input from stakeholders and the public during the design and construction phases. The project was designed to be a multi-modal project, incorporating pedestrian and bicycle facilities.

Public support is essential for a project of this type to be considered a success. In addition to meetings with stakeholders, the project included a plan for communicating with the general public to ensure that the project was successful. The project was designed to be a multi-modal project, incorporating pedestrian and bicycle facilities.

Public support is essential for a project of this type to be considered a success. In addition to meetings with stakeholders, the project included a plan for communicating with the general public to ensure that the project was successful. The project was designed to be a multi-modal project, incorporating pedestrian and bicycle facilities.

During the remainder of the project, the project team worked closely with the city of Grand Rapids, the State of Michigan, and the U.S. Army Corps of Engineers to ensure that the project met all of the necessary requirements.

The Fix on I-196 in Downtown Grand Rapids.

The Fix on I-196 in Downtown Grand Rapids.

The Fix on I-196 in Downtown Grand Rapids.
The North Carolina Department of Transportation (NCDOT) prepared a corridor management study (CMS) for Alston Avenue in Durham, NC, which was developed to support the Environmental Justice (EJ) analysis process. The CMS addressed the area's needs and potential EJ issues, focusing on the project's impacts on the surrounding community.

The project was proposed to improve traffic flow and safety along Alston Avenue, which is a busy thoroughfare in central Durham. The CMS identified several EJ issues that needed to be addressed, including:

- **Area Context**: Alston Avenue is a historically African American neighborhood in central Durham. The area has a growing Hispanic population and serves as a gateway to several community facilities, including a grocery store. The CMS analyzed the area's demographics, housing conditions, and transportation needs to ensure that the project would not disproportionately affect any EJ groups.

**Project Overview/Background**

The CMS also included a comprehensive list of studies that were conducted as part of the project, including:

- **Community Impact Studies**: The CMS included a Community Impact Assessment (CIA), which identified several EJ issues and potential impacts on the community. The CIA was based on a detailed review of existing data, including:
  - Demographic data
  - Employment and income levels
  - Housing conditions
  - Access to services and facilities

- **CSS Elements and Outcomes**: The project included several CSS elements to address EJ concerns, such as:
  - **Community Engagement**: Regular meetings with community groups and stakeholders to ensure their input was considered.
  - **Environmental Justice**: The project was designed to meet EJ requirements, including:
    - **Traffic Calming Measures**: The project included traffic calming measures to reduce speeding and improve safety for all users.
    - **Green Spaces**: The project included green spaces to improve air quality and provide recreational opportunities.

**Coordination Process**

NCDOT worked closely with the community to ensure that the project met EJ requirements. This included:

- **Stakeholder Involvement**: Regular meetings with community groups to ensure their input was considered.
- **Public Outreach**: Meetings and public hearings were held to inform the community about the project and gather their feedback.

The CMS concluded that the project would not have a disproportionate impact on any EJ group and that reasonable accommodation measures were in place to address any potential impacts.

For more information on the Alston Avenue (NC 55) project, please visit [http://www.ncdot.gov/environmental/environmental_justice_alston_avenue_project](http://www.ncdot.gov/environmental/environmental_justice_alston_avenue_project).
Downtown Hillsborough Access Study/Improvements

Downtown Hillsborough has been an increasingly attractive destination for both local and tourists in recent years due to its commercial and arts-based vitality. Monthly community arts events, weekly farmers market, sidewalk dining, renowned restaurants side by side with municipal and county offices and other businesses all keep downtown Hillsborough full of people, both in cars and on foot. In 2009, the town was named one of the 100 Distinctive Communities in the nation by the National Trust for Historic Preservation and in 2012, the North Carolina Chapter of the American Planning Association named downtown Hillsborough as one of the six “Great Places” in the state.

Downtown Hillsborough has been the site of many new building projects in the early 2000s. Orange County has expanded its Justice Facility and constructed a 4-story office building along with a new public library. Downtown is also the site of a new community-based grocery store, serving as a central gathering point for customers and the community. Property owners have made considerable efforts to attract retail and restaurants to support the real estate and office space in the county seat. This economic development and revitalization of land use has had a marked impact on the transportation system, including public transit. The town has cautiously supported the repaving of certain roads while the existing development did not reflect the historic character of the town and the new development was more consistent. At its own water and sewer utility, the town is mindful of the desirability of sustainable and compact development patterns, balancing that interest with maintaining the small town and low density character of the historic district is a challenge.

In 2008, NCDOT was nearing completion of the environmental documents for project U-3085, the Elizabeth Lundy Road extension. This long-planned road was intended to relieve congestion on NC 86 which runs through the heart of historic downtown Hillsborough at Churton Street, functioning as the town’s main street. Two of the alternatives required a new bridge over the town’s river, the statement of purpose and need for the project was developed: 1) Reduce traffic congestion and improve the Level of Service in the central business district of the Town of Hillsborough, including Churton Street and St. Mary’s Road, and 2) Improve traffic safety along NC 86. NCDOT approached the Town and MPO about assessing the purpose and need because none of the modeled options could predict an improvement in the LOS in downtown. The Town agreed to question the wisdom of a significant financial and environmental cost for limited benefit. The Town notified NCDOT of their support of the No-Builder alternative and work on the project was halted. This left the downtown congestion issues in downtown with no improvement in sight.

The context of downtown was critical to the scope and direction and greatly improved the outcome of this process. Late in the study extension planning process, the Town began to get feedback from citizens that congestion was an acceptable outcome. Both citizens and businesses acknowledged that traffic in downtown was very important to its viability and they could agree that the issue had become protecting viability and pedestrian safety rather than simply moving cars. This shift in focus allowed everyone to stop trying to find a route on the map to move the cars and focus on making the targeted experience reasonable and safe.

With the support of the NPO, the town authorized a study of downtown access with a focus on improving existing traffic and improving livability rather than finding a "more efficient" route. Unlike many studies, while this one wanted to address traffic congestion, the solutions were not to be at the expense of quality of life aspects like walkability, commercial vibrancy, or historic character. The following change was given to responding consultants for the downtown study: A "Downtown Traffic Demand Management and Efficiency assessment to include looking at signalization (timings, synchronization and dedicated left turns), turn lanes, on-street parking (possible removal of off-street parking and transit and traffic calming to both improve the flow but maintain community character in the historic downtown core. The result should take into consideration a fine grain look at origins and destinations for travelers. Current and proposed transit service needs to be analyzed including potential impacts of changing headways.

This new study was reliant on stakeholder feedback. Previous corridor planning efforts for the town were generally larger scaled and throughout plans often became politically charged around the limited extension issue. Downtown has never received detailed attention to look for corridor-based solutions. This process involved a series of both stakeholder and general citizen sessions. The report includes all the suggestions from citizens and many were translated into workable and feasible improvements. The town involved downtown residents, business owners, property owners, and advocates for alternative modes of travel during the planning process. These were identified by staff while defining the context and scope. The context was defined before the project was even initiated.

Our selected consultant, Gehl Kern & Associates, proposed a CSS process, which is one of the reasons the firm was selected. They combined detailed and innovative data collection with a process heavy on participation and feedback.

The process had a series of focus group meetings and a general input meeting one day, followed by a work day, and finished with another general public review of both the comments and recommendations. The final meeting included a prioritization process to help guide the expenditure of funds.

Since there was significant citizen participation in crafting and prioritizing the recommendations, as we are moving toward implementation, there remains strong and enthusiastic support for the recommended improvements in the plan. NCDOT has been very supportive of the implementation of the recommendations. In coordinating implementation with NCDOT we have been able to time and partner on implementation. A complete resurfacing of Churton Street is planned soon, and we plan to complete the recommended curb reclamations and new crosswalks to allow the work to flow in the proper order and benefit from NCDOT financial participation.

Key recommendations include:

- Removal of approximately 10 on-street parking spaces to widen sidewalks and allow for crosswalks to become ADA-compliant.
- Rearrangement of a major off-street parking lot.
- Creation of delivery parking spaces.
- Creation of shaded market crosswalks at key intersections.
- Completion of sidewalk connections between key destinations.
- Visual narrowing of a residential portion of the corridor to slow traffic and increase pedestrian safety.
North Tryon Streetscape Case Study

The North Tryon Streetscape is phase 1 of a three-phased approach to upgrade 4 miles of the North Tryon Street corridor, the primary link between Center City Charlotte and the University of North Carolina at Charlotte. North Tryon is a 4-lane undivided arterial with 6-foot travel lanes and limited dedicated turn lanes. Currently, the innermost 4 miles of the corridor are inadequate to serve all modes of travel. The presence of the Amtrak Station and the area’s potential for redevelopment, demonstrated by recent private investments, only increases future multimodal pressure. In response to this growth, the City has identified $9 million to improve the public infrastructure to support current and future multimodal demands.

The City adopted its Urban Street Design Guidelines (USDG) and Transportation Action Plan, which taken together effectively comprise a set of complete streets policies. Within the USDG is the six-step process, which guides project teams, made up of multiple departments, on decision making processes throughout the planning and design of projects. This six-step process was applied to the North Tryon Streetscape project to evaluate benefits and trade-offs in order to deliver the best possible project.

In order to improve pedestrian, bicycle, and vehicular facilities within the North Tryon corridor, multiple design challenges including constrained right-of-way, business access needs, utility relocation, and lack of pedestrian and bicycle amenities, team was discussed each potential trade off and the impact on the goals of the project.

Using the 6-step process, the project team created design alternatives to minimize impacts to adjacent properties and utilities. The initial concept of a median divided four-lane section was rejected because of constrained right-of-way and access issues for numerous industrial businesses throughout the project limits. Moving to the opposite extreme, removing the entire median eliminated the potential for pedestrian upgrades and other improvements that were primary objectives of the project. The team took a step back and asked what could be done differently. The concept a one-way pair was developed. At first the concept seemed too expensive and possibly challenged for public support. Despite these concerns the project team evaluated the pros and cons of the idea and ultimately concluded that the one-way pair was the best solution.

In order to gain support for the project, the team conducted public meetings as well as door-to-door meetings with over sixty individual property owners. The project is currently in design. The planning process and the level of commitment from each department to build the best possible project was critical to thinking outside the box and has led to a project that will be unique and allow for growth in the corridor.

For Further Information Contact
James Shapard: jshapard@charlotte.gov
Matt Magness: mmagness@charlotte.gov
Project Background and Setting
Blue Ridge Road is a four- and five-lane roadway serving a mix of commercial, institutional, and light industrial land uses in west Raleigh. It intersects Hillsborough Street, an important arterial leading to North Carolina State University and downtown Raleigh.

Blue Ridge Road (running top to bottom in the photo, right) serves several major destinations, including Rex Hospital, the North Carolina Museum of Art, NCSU’s Carter-Finley Stadium, and the PNC Arena. The North Carolina State Fairgrounds and the NCSU School of Veterinary Medicine are located in the northern quadrant of the Blue Ridge and Hillsborough intersection. Access to these destinations is almost entirely limited to automobiles, with few pedestrian or bike facilities and limited transit service.

Raleigh’s recently completed Blue Ridge Road District Study calls for a high intensity mix of land uses and a transportation concept that enhances connections between the area’s destinations through a fine-grained network of walking paths, complete streets, and improved transit service. [http://www.raleighnc.gov/businesses/business OnCollisionUrbanDesign/BlueRidgeRoadDistrictStudy.html](http://www.raleighnc.gov/businesses/business OnCollisionUrbanDesign/BlueRidgeRoadDistrictStudy.html)

Planning is underway for regional light rail service, utilizing the 20F wide North Carolina Railroad corridor (NCRP). The railroad intersects Blue Ridge Road immediately south of the roadway’s intersection with Hillsborough Street at the State Fairgrounds. A light rail station is planned at this location, which is expected to generate transit oriented development around Blue Ridge Road.

The Transportation Problem
The Blue Ridge Road project began as a typical intersection improvement project, needed due to congestion at Blue Ridge Road’s intersection with Hillsborough Street, the hazardous NCRP crossing, and an intersection with Beryl Drive, all within 200 feet. The intersection functions poorly now, but will perform at Level of Service F in the 2020 design year.

Frequent signal preemption due to 22+ daily trains further degrades the intersection.

A pedestrian problem also exists. The annual State Fair attracts one million visitors each year. Parking is dispersed and many fairgoers walk from remote sites, although few sidewalks exist. A 2003 pedestrian count revealed that over 15,000 people cross the Hillsborough/Blue Ridge intersection daily during the Fair. Though pedestrian activity peaks during the Fair, the Fairgrounds host over 600 events annually, generating substantial pedestrian activity. In addition, many sports fans attending games at NCSU’s Carter-Finley Stadium and PNC Arena walk to the venues from remote parking areas.

Public Involvement
Unlike most transportation projects, Raleigh’s citizens showed little interest in the Blue Ridge Road intersection improvement project, likely because there are no residences in the immediate project vicinity. However, stakeholders in the project area were aware of the project’s potential impacts for their facilities and sections. A Citizens and Stakeholders Action Committee was formed and met five times during the planning process. Numerous additional meetings were held with individual stakeholders or smaller sub-committees with common interests. City planning staff actively participated.

Alternatives, Alternatives, Alternatives
Due to the constrained location, it became apparent early in project planning that the best solution was a grade separation. It was assumed that Blue Ridge Road would go over Hillsborough Street, the railroad, and Beryl Drive. To accommodate high volume volumes, a new connector road was planned in the intersection’s northeast quadrant. A set of design criteria for the grade separation included: a new connector road was planned in the intersection’s northeast quadrant. A set of design criteria for the grade separation included: a visual impact to the Fairgrounds and Vet School, inaccessibility to pedestrians and bicyclists, and consistency with plans for transit-oriented development.

Alternative 12: A Complete Street
NCDDOT went back to the drawing board and created several new options, including the controversial Alternative 12 (see below), which changes Blue Ridge Road under Hillsborough Street, the railroad, and Beryl Drive. Wide sidewalks are provided on both sides, and sidewalks are provided on both sides, and sidewalks are provided on both sides, and sidewalks are provided on both sides, and sidewalks are provided on both sides. The right away road to the Fairgrounds is quite tall, so the adjacent sidewalk was bifurcated from the roadway, providing a more humane scale.

NCDDOT also coordinated with Triangle Transit to ensure the future light rail station is accommodated in the Blue Ridge Road plan. The alternative plan included designing the bridges over Blue Ridge Road to include “breaks” on each side to provide pedestrian access to the light rail platforms from Blue Ridge Road.

Public Art
Stakeholders suggested that public art on the retaining walls would distinguish the area and enhance the pedestrian environment. NCDDOT agreed, and is working with the Raleigh Arts Commission and Design Center, the Fairgrounds, NCSU, the North Carolina Museum of Art and others to develop a public art program for the walls and bridges. In addition to improving the pedestrian’s experience, the program will feature a competition driven by the city’s effort to relaunch and revitalize Blue Ridge Road as an entertainment district. The sketch to the right is just one representation of how the art could reflect its setting between the Fairgrounds and the Vet School.

The project was recently scheduled for right of way acquisition in 2015 and construction in 2016. For project information, contact Ken Nuzzo, NCDDOT. [kennzo@ncdot.gov](mailto:kennzo@ncdot.gov) or [919-736-8829](tel:919-736-8829). Information on NCDDOT’s Complete Streets policy can be found at [http://www.ncdot.gov/complete/streets/policy.php](http://www.ncdot.gov/complete/streets/policy.php).
California Department of Transportation
SHANDON SAFETY ROADSIDE REST AREA
Highway 46, Shandon, California

Driver safety in Central California has been increased by the revitalization and expanded functionality of the Shandon Safety Roadside Rest Area (SRRA). Modern "green" design has replaced worn out 1970's facilities, and brought the rest area up to current standards for ADA accessibility, earthquake, fire, health and safety codes, and groundwater protection. Located in rural San Luis Obispo County, east of Paso Robles, the Shandon SRRA is a single facility serving both directions of traffic on Route 46, a Designated Safety Corridor. The 10-acre site is located in the middle of this significant east-west highway which links California's great central valley with the Pacific coast. The SRRA is heavily used by commercial truck drivers supporting the movement of goods and services, and it is visited annually by almost 1 million travelers, including local commuters, regional school buses, and recreational tourists.

SRRA improvements include extensive rehabilitation of water, sewage, and electrical systems, as well as the construction of expanded restrooms, maintenance facilities, a satellite California Highway Patrol office, and many visitor amenities. The architectural design, building materials and site furnishings emphasize low-maintenance, vandal-resistance, energy efficiency, and are complimentary to the natural surroundings and the area's rural heritage. The new and improved Shandon rest area is the result of the creative collaboration of a talented interdisciplinary design team and community outreach. Its aesthetic appeal and the improved reliability of the new facilities encourages more people to stop, rest, and then continue on its refreshed and safer drives.

Like all State-owned facilities, rest areas must meet strict standards regulating the use and protection of California's natural resources. Rest construction practices, energy efficient design, flood protection, water conservation, and the proper handling of wastewater are all part of California's responsibility to safeguard the health and well-being of people and the environment. At Shandon SRRA, an innovative new wastewater treatment system, the first of its kind in a California rest area, was installed to serve as a "model of success" in reducing impacts on the local ecosystem. The success of this SRRA wastewater disposal system will act as a model for similar "green" designs which may be incorporated into other rest areas in the State.

Construction of the Shandon SRRA was funded by the Federal American Recovery and Reinvestment Act of 2009. The cost to construct the rest area was approximately $2.9 million dollars. This construction project provided many local construction jobs in tough economic times. Early design charrettes and a Value Analysis study helped refine many cost sensitive solutions and kept the project's budget on track. The new buildings and many infrastructure improvements have not only reduced long term maintenance costs and voyage times, freeing up resources for other critical route projects.

Since reopening the Shandon SRRA, Caltrans has received many positive comments from the traveling public about the improved facilities. Visitors have expressed their appreciation for the combination of appealing and functional architecture, many amenities, and beautiful grounds. They have especially noted unique features such as the cultural interpretive displays, and the public information kiosks which provide enhanced insight into this unique place, and valuable guidance to local tourist attractions and events. Caltrans Maintenance has taken a very active role in the planning and upkeep of the SRRA, which contributes greatly to its on-going value as a safe and attractive stopping opportunity. Traveler use has increased significantly from past traffic counts in just a short period of time, a testament to a successful design and the high quality of user experience.

Clean, safe, attractive rest areas are a vital part of a safe transportation system and a prosperous California economy. The Shandon SRRA is an exceptional project due to the innovative approaches that were used to balance community, aesthetic, historic, and environmental values with cost and transportation safety, maintenance, and performance goals.

Core Project Team:
- Jerzy Pietrzak, Project Architect
- Carole Kim, Project Landscape Architect
- Lisa Lowenstern, Project Manager
- Tom MacJilton, Structural Engineer
- Laura Vargas, Water/Wastewater Engineer
- Claude Dufour, Mechanical Engineer
- Barrie St. John, Electrical Engineer
- Pete Reiger, Stormwater
- Paul J. C. Archer, Architectural Historian
- Cecilia Boulmetis, Environmental
- Rick Henderson, Structures
- Tim Richards, Tony Pancari, Engineering Construction
- Joseph Amador, Landscape Construction
- Charles Palmer, Mark Lewis, Vince Zelt, Maintenance

Prime Contractor: Specialty Construction, Inc. San Luis Obispo, California

For more information contact: <caltransca@caltransca.gov>
STATE ROUTE 44 DANA TO DOWNTOWN PROJECT

FACT SHEET

The Project
The Dana to Downtown Project is on State Route 44 between Interstate 5 and downtown Redding. The project will relieve congestion at the greater Redding area, improve highway safety, supplement the Redding bike trail system and provide an enhanced gateway into downtown Redding.

Project highlights include:
- Additional westbound and eastbound lanes from downtown Redding to Interstate 5
- Replacement of the Route 44 bridge across the Sacramento River
- Reconstruction of the Turtle Bay/Sundial Bridge interchange (primary access into the Turtle Bay and Sundial Bridge area)
- Construction of a new on-ramp from the Dana-Hitchcock retail/commercial area to westbound Route 44 and downtown Redding
- Construction of a bike/pedestrian path from the Turtle Bay/Sundial Bridge area across the Sacramento River underneath I-5 to the Dana-Hitchcock retail/commercial area
- Landscape plantings and metal artwork sculptures will be placed in the raised median planter,
- Decorative fence and railing on the overcrossing and Sacramento River Bridge
- Ornamental lighting and decorative walls along local roads and the bike path
- Dept. of Fish & Game required monitoring of bald eagles
- Extensive public outreach, EagleCam
- Wetland mitigation

Project Schedule
- Begin Construction – April 2008
- End Construction – September 2010 (9 months ahead of schedule)

Partnership
This project was a joint undertaking by Caltrans, the Federal Highway Administration (FHWA) and the Shasta Regional Transportation Planning Agency.
GOALS
The Draft Safe and Complete Streets Plan outlines the goals for the development of SeaTac's pedestrian and bicycle networks through 2040.
- Improve safety for all users and all modes in the right-of-way.
- Support efforts to define and complete the City's pedestrian and bicycle network.
- Focus improvements to the bicycle and pedestrian network to where they do the most good.
- Encourage multi-modal transportation including walking, biking and transit within SeaTac.
- Create more opportunities for SeaTac's residents, workers and visitors to enjoy an active lifestyle through walking and biking.

OUTREACH
The SeaTac community was engaged in the process through the City's websites, surveys, walking map, safety trainings at schools and "walk-in" movie nights at elementary schools. Outreach was often done in both English and Spanish to involve a wider range of residents.

RECOMMENDATIONS
Key recommendations were made as a result of the planning and public outreach around complete streets and active transportation:
- A pedestrian network that provides access to key community destinations.
- A bicycle network that includes both on and off street facilities to accommodate a wide range of users with varying abilities including trails and neighborhood greenways.
- Prioritize projects to assist decision makers as to what project(s) to fund first based on underserved populations and proximity to key destinations.
- Continue to engage the community to inform them and educate them about Safe and Complete Streets in SeaTac.
Sunset Area Community Revitalization

CONTEXT SENSITIVE SOLUTIONS CASE STUDY

Project Overview
The Sunset Area Revitalization Program is a neighborhood redevelopment effort that coordinates four major elements:

- Redevelopment of Sunset Terrace public housing project
- Sub-regional stormwater infrastructure utilizing low impact development techniques
- Improvements to SR 900, SW
- General neighborhood development including growth of housing and employment, and improvements to public, recreation, schools, and infrastructure

Context
The Sunset Area emerged as publicly funded worker housing to support World War II and grew to include multi-family housing, schools, shopping areas, and civic buildings. Sunset Terrace, a 100-unit public housing project, is located in the heart of the Sunset Area, with a handful of older senior public housing projects spread throughout the neighborhood. For several decades the Sunset Area was a stable community, but over time homeownership declined, housing conditions were deferred, social support systems declined, environmental problems increased, and crime escalated. Developed without much regulation, the neighborhood lacks adequate sidewalks and stormwater control. An armored, struggling commercial area stretched west along Sunset Boulevard; SR 900 physically splits the community in half and is not designed to encourage pedestrian or bicycle circulation.

Collaboration
Community stakeholders shaped the effort from the beginning, framing local issues, identifying important contextual elements, and setting a vision. Through a series of public processes from 2006-2011 the project grew based on collaborations, each of which narrowed the project further, turning a vision into a concept, developing a strategy for implementation, selecting multiple alternatives, and seeing a preferred alternative. Stakeholders involved in defining the project included public agencies, neighboring residents and property owners, and local business owners.

Complete Streets and Green Connections
Complete streets principles will be applied to SR 900 to improve opportunities for multi-modal transportation by providing bike lanes, increasing space for transit shelters, adding painted strips that calm traffic and provide a pedestrian buffer, installing sidewalks, improving crosswalks, and providing better street and sidewalk lighting. As redevelopment occurs in the rest of the neighborhood, remaining streets will also be upgraded consistent with City complete streets standards, but the project notably goes one step further by creating "green connections." Green connections combine complete streets principles with low impact development stormwater systems to build a network of path-like pathways. Pedestrian corridors that link community amenities will be enhanced with landscaping, benches, and rain gardens that provide low impact stormwater development. This builds upon the system of pathways and corridors originally built for a community that was less dependent upon automobile transportation than it is today, and are unique to the Sunset Area.

Project Contributors
- Sunset Area Partners
  - City of Kent
  - Kent Housing Authority
  - Kent School District
- Project Consultants
  - CH2MHILL
  - HCM
  - Metcalf
  - Weinman Consulting LLC

Community Partners
- Kent Chamber of Commerce
- Kent Downtown Partnership
- Kent Main Street
- Kent County Library
- Kent Neighborhood House
- Kent Goodwill Industries
- Kent Technical College
- Kent State at Kent
- U.S. Department of Housing and Urban Development
- Kent County, Ohio
- Kent County Public Library
- Kent Fire Department
- Kent Police Department
- Kent Community Development Corporation
- Kent Community Development Council
- Kent Community Development Fund

Context Sensitive Solutions
- Landscaping improvements will buffer pedestrians from motorways to create a safe and comfortable pedestrian experience along SR 900.
- A multi-use trail will separate bike traffic from automobile traffic on the uphill climb of SR 900.
- Complete streets improvements will connect the north and south halves of the neighborhood and eliminate SR 900 as a community barrier.
- The final phase of Sunset Terrace redevelopment will be shifted slightly north to accommodate the increased right of way needed to install complete street features on that segment of SR 900.
- Green connections will link community parks, connecting schools, parks, community facilities, housing and shopping, and employment.
- Green connections integrate complete streets with low impact development stormwater techniques such as rain gardens, landscape, and porous pavement to improve water quality and stormwater control.
- Complete streets approach integrates transportation planning with land use and economic development planning.
- Planning is consistent with both the community vision for the Sunset Area and the Livability Principles developed by the Federal Partnership for Livable Communities.
In addition to providing non-motorized improvements, the streetscape also creates a change in the roadway environment as people enter Bainbridge’s downtown core. It narrows the existing roadway width and introduces street trees and landscaping that reduce the optical width of the roadway, the physical relationship between the width of the road and the height of nearby vertical elements increasing drivers’ perception of the appropriate travel speed.

A variety of stormwater facilities were installed, allowing smaller water quality footprints to be integrated and dispersed throughout the street to enhance the streetscape and allow a more flexible approach to meet WQC water quality standards without compromising mobility and community goals. The right choice isn’t always green and, for Winslow, it was important to remember that sometimes grey infrastructure provided the best solution to provide water quality while still meeting other goals.

### Facts and Figures

- 0.3 miles project length
- 0’ sidewalk width - before
- 10’ sidewalk width - after
- 18’ travel lane width - before
- 11’ travel lane width - after
- 0 sidewalks meeting PROWAG - before
- All sidewalks meeting PROWAG - after
- 7 Silva Cells™ installations
- 6 stormwater installations
- 1,300 bioretention area (sq ft)
- 14 trees saved/transplanted
- 25 new trees planted
- 53% evergreen & semi-evergreen plantings
- 19 bike racks added
- 39 benches added
- 7 art installations (about 1,400 sq ft)

Working with the City of Bainbridge Island from planning through construction, SwR helped realize the City’s vision of creating a vibrant pedestrian downtown environment that enhances multimodal and multi-use activity.

The design program for this one-half mile of roadway addressed the reconstruction of failing utility infrastructure (including water, sewers, and drains), relocation of overhead utilities, intersection improvements and the introduction of new green infrastructure systems including rain gardens, stormwater planters, and porous pavements. The design emphasized community values in providing bike facilities, wider sidewalks, gathering areas, and site amenities while addressing accessibility. Street lighting was executed with Puget Sound Energy to integrate new catenary street lights as well as pedestrian level lighting.

SwR’s well-documented P&A’s resulted in multiple bids coming in within less than one percent of the $4.6 million engineer’s estimate. This project won the 2013 FHWA/WSDOT Projects of Excellence Award for Best City Project.

[www.wediridge.com](http://www.wediridge.com)
The I-83 Master Plan is a transportation planning study for the section of I-83 from the I-81 junction in Dauphin County to the New Cumberland Interchange in Cumberland County, a distance of approximately 11 miles containing 12 interchanges. The purpose of the I-83 Master Plan is to provide the required background information for programming environmental design studies and construction projects throughout this I-83 corridor.

The I-83 Master Plan process involved extensive coordination with the public. Special interest groups and the study area municipalities were solicited to obtain their comments throughout the course of the study. Two series of public meetings were held, as locations in both Dauphin and Cumberland Counties.

I-83 Master Plan Conclusions - Existing Conditions of the roadway

The I-83 Master Plan included traffic studies, crash data analysis, and municipal coordination to illustrate and characterize the deficiencies of the existing system. Three basic corridor-wide needs categories were determined:

- The deteriorating pavement conditions of the existing facility.
- The high traffic volumes and congestion. The existing roadway configuration will not accommodate existing traffic volumes at some locations and will fall system-wide with future traffic volumes.
- The comparably poor safety characteristics. The existing roadway system features design elements from 60 years ago which do not afford the safety characteristics of modern roadway design for high speed, high volume facilities. As a consequence, there are operational safety concerns with the existing 9-lane interchange configurations.

I-83 Master Plan Conclusions - Transportation Solutions

The I-83 Master Plan explored a wide range of transportation solutions to improve the overall mobility on the I-83 corridor. Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), transit, and roadway improvements were considered. The results of this investigation were then:

- TSM, transit, and ITS strategies have the potential to reduce peak hour volumes on the highway and ITS strategies can maximize the efficiency of the highway facility by redirecting traffic flow.
- The I-83 roadway corridor will need to be reconstructed.
- The I-83 interchange will need to be reconfigured to meet current design criteria and to provide the required access, and the upgrade of local roads to improve access and ingress to the Interstate highway.

In summary, the I-83 Master Plan is a comprehensive tool to assist the local Metropolitan Planning Organization (MPO), which is the Harrisburg Area Transportation Study (HATS), and the Pennsylvania Department of Transportation (PennDOT) in the planning and programming of future transportation projects on the I-83 corridor.
Revive Cincinnati:
Mill Creek Valley and I-75

I-75 Corridor

The I-75 corridor through Cincinnati is a complex urban environment that comprises a key transportation network, major industries, and numerous communities, all within the Mill Creek watershed.

The Ohio Department of Transportation (ODOT) has begun the process of reopening more than 17 miles of I-75 from just south of Interstate 275 to the Ohio River to improve safety and traffic flow.

Early in the planning process, the Metropolitan Sewer District (MSD) approached ODOT about coordinating sewer infrastructure improvements during the roadway reconstruction. This collaboration on two major infrastructure projects, each commissioned in the billions of dollars, ultimately led to a partnership between MSD and Cincinnati to develop an integrated sewer management approach -- known as Cincinnati in a Box, a system to improve water quality and increase community and business access along the I-75 corridor.

Project Groundwork

During heavy rains, the Mill Creek system carries millions of gallons of combined sewer overflow (CSO) directly into the Ohio River. This system has been a challenge to the City of Cincinnati, known as Cincinnati in a Box, a system to improve water quality and access to the river. The project is designed to prevent overflows into the river.

D-18 Integrated Planning Approach

In line with the Revive Cincinnati plan, MSD saw an integrated sewer management approach to eliminate CSO overflows, which also addressed other needs, challenges, and goals of the CMS.

MSD’s coordination with ODOT on the I-75 corridor includes:

- Developing a CSO by reconnecting the suburban area from I-75 with improvements in the existing CSO to the I-75 corridor.
- Installing storm sewer connections along the highway.
- Improving the quality of stormwater management within the Mill Creek watershed.
- Achieving significant cost savings through the use of construction coordination and independent project monitoring.
- Identifying and implementing infrastructure improvements, including replacement, relocation, or protection.

Supporting community and business development opportunities along the I-75 corridor.

Status of Projects

At this time, the MSO is implementing infrastructure projects to improve water quality and access along the I-75 corridor. These projects are scheduled to be completed over the next 10 years.

ODOT and MSD are working together to ensure that the projects are completed in a coordinated manner. This includes the installation of new storm sewer connections, the improvement of CSO overflows, and the implementation of water management systems to eliminate CSO overflows.

For more information, contact MSD Engineering/Geotechnical Services at (513) 551-3534 or MSD Communications at (513) 742-7500.
The Community and Transportation Linkage Planning Program

An integrated land use and transportation planning assistance program offered by the Capital District Transportation Committee.

Program Overview

The Capital District Transportation Committee (CDTC) is the Metropolitan Planning Organization (MPO) for New York’s Capital Region (Albany, NY). CDTC initiated the Community and Transportation Linkage Planning Program (Linkage Program) in 2010 as an implementation program for its New Visions regional transportation plan. At that time, a regional consensus emerged around the notion that the region’s quality of life, mobility and economic vitality were dependent upon improved local land use and transportation planning. Each planning effort is consistent with at least one of the below program strategies, which are consistent with Context Sensitive Solutions (CSS) concepts.

Linkage Program Strategies:

- Support urban revitalization and redevelopment of existing commercial and/or residential areas.
- Improve street connectivity and reduce roadway conflicts through access management.
- Enhance and develop activity centers and town centers.
- Enhance and develop transit corridors and transit supportive built environments.
- Encourage a greater mix and intensity of land uses.
- Develop bicycle and pedestrian-friendly design standards.
- Create an integrated multi-modal transportation network.

Eligible Initiatives

The current focus of the Linkage Program is on initiatives that implement or further refine the recommendations of completed Linkage Programs plans or other local planning work. Eligible initiatives must have a clear and direct connection to transportation issues. Applicants are encouraged to apply for strategic zoning code changes/planning code overlays, site design standards or guidelines, official mapping, and multimodal traffic studies. Other types of planning work are eligible but will only be considered after all worthy candidate projects related to the above four activities have been funded. Inter-municipal initiatives are also encouraged.

Progress to Date

The program has been recognized as a national best practice in livability planning and is the cornerstone of CDTC’s public outreach efforts. As of September 2013, CDTC had funded 76 Linkage Program studies and completed 60 with all unique sponsors. Roughly $50 million in federal, state, and local funds have been invested in the program through 2012 with additional staff commitment from the CDTC and the study sponsors.

Key Program Aspects Related to CSS

The process used in the development of a Linkage Program planning project reflects CSS principles in the following ways:

- The planning projects are considered to be joint regional-local efforts. CDTC works closely with the community throughout the entire process and serves directly on the study advisory committee, which includes the administrator of the consultant contract, and assists the sponsor with the study oversight. Sharing resources in this manner reduces the burden on local communities, particularly smaller towns or villages which may lack professional planning staff to assist in project administration.

- The use of a multi-disciplinary study advisory committee ensures a broad range of perspectives are brought to the table from the beginning. Direct participation is required of the regional planning commission, the regional transit authority, the New York State Department of Transportation, the municipality(ies) that is (are) directly involved in the project and the county in which the project is located.

- An extensive public involvement process is required for each planning initiative. These major involvement public involvement opportunities such as workshops, charrettes, etc., are required as well as ongoing opportunities for engagement through options such as websites, social media, etc. Ongoing engagement opportunities build the trust of stakeholders including business owners, land owners, and community leaders. Transparency and communication are keys to the success of the Linkage Program.

- The process helps to identify the stakeholders that may need to be made aware of the land and transportation concept options for the planning study. Preliminary and draft concepts are presented with some discussion as to the issues that need to be considered if a future project is to be pursued.

- The Linkage Program has been successful in developing transportation concepts that fit the context of the community.

For more information on the Linkage Programs, visit CDTC’s website at www.cdtcmpa.org/Linkages.html or contact Emily Meehan, AICP at (888) 485-2161 or E-mail: emeehan@cdtcmpa.org.
I-40 Exit 102: JUNCTION WITH INDIAN SERVICE ROUTE 30
PUEBLO ACONA, NEW MEXICO

Summary
The I-40 Exit 102 interchange provides access to the Pueblo Acona reservation, the Cuba Land Grant, and nearby small agricultural communities. Existing physical deficiencies resulting in safety concerns, existing and proposed traffic congestion, and the desire of the Pueblo to improve access to limit traffic for development led to efforts to improve the interchange. New Mexico DOT entered into a partnership with the Pueblo whereby the Pueblo provided nearly half (62 million) of the funds to construct the project. An extensive stakeholder involvement process over two years resulted in the construction of a new interchange just west of the existing interchange, which meets the project purpose and need while minimizing impacts to the community, cultural resources, and the natural environment.

Purpose/Need
The primary purposes of the I-40 Exit 102 interchange project are:
- Correct physical deficiencies at the interchange
- Reduce traffic congestion caused by existing and proposed traffic demand
- Improve safety conditions and access while balancing these objectives with the concerns and desires of local communities.

Context:
The interchange and local roadway network provides access to a travel center/retail step and parking area located northeast of the interchange, Arizona businesses including a casino and hotel located northwest of the interchange, and a NMDO T rest area to the southwest of the interchange.

The Pueblo is planning to develop 137 acres of land around Exit 102, known as Sky City Junction for commercial land use. Proposed development in this area will depend on direct access to I-40 at Exit 102. Nearby local communities—such as Acuna, Cuba, and Sas-Fidel—are agricultural-based communities with low population densities and limited commercial development.

Conditions:
There are numerous physical deficiencies at the interchange which create safety concerns. Traffic volumes do not have adequate opportunities to enter or exit in conflict with I-40 traffic, and large commercial trucks cannot reach a safe merging speed. In addition, commercial trucks lack space for turning movements at the interchange. The bridge under deck has reduced visibility and limited access points to the interchange.

Process:
In 2004, the Pueblo of Acona wanted to see larger scale interchange improvements made to accommodate safety concerns and facilitate the planned expansion of Sky City Junction, but NMDO T did not fund the project. The Pueblo offered to partner with NMDO T to fund 50% of the project costs, up to $7.2 million, and provided right-of-way on their land in return for the interchange. NMDO T, valued at $360,000, was approved in 2005.

The project area occurs on NMDO T right-of-way, Cuba Land Grant lands, Pueblo of Acona lands, and private property. The interchange is located in the town of Acuna and provides access to the interchange. NMDO T utilized CSS process not only to engage these local stakeholders but to resolve conflict between them and overcome longstanding disputes.

The NMDO T staff engaged the stakeholders through these advisory groups:
- Technical Advisory Committee (TAC)
- Tribal Advisory Committee (TAC)
- Stakeholder

Stakeholder input focused on seven major areas of concern including:
- Land Preservation / Rust/Leaking
- Traffic Management
- Local Businesses / Acuna-Cuba-Laguna Hospital Access During Construction
- Pipeline Coordination / Inservice Design Concepts
- Construction Duration and Impact to Adjacent Interchanges and Roads (I-55)
- Construction Lighting (Glare/Safety)
- Construction Management
- Long-term Emergency Response and School Bus Access through the Intersection
- Emergency Vehicles and School Bus Access During Construction
- Economic Development
- Road and Natural Resources
- Land Use
- Construction Coordination
- Parking/Guest Traffic

Design Solution:
After consideration of many alternative interchange designs, the selected alternative was to construct a new interchange with two lanes located approximately 1,500 feet west of the existing interchange. A roundabout interchange is planned where the new roundabout will connect with the new connector road south of I-40.

A bridge will be constructed on the east side of the new interchange and located on the right-of-way on the left of the new interchange. The bridge will be constructed on both sides of the new connector road and connector roads. The selected design will allow improvements to Acuna land north of I-40.

Landscape design utilized the colors of the surroundings in the pavement to reduce the visibility of the changes, and included placing the roundabout with vegetation in addition. The project will add a new roundabout to the existing interchange and will improve safety for vehicles and pedestrians.

CSS—The Bottom Line
NMDO T staff believe that because of the extensive and early stakeholder involvement, the project resulted in a better design and delivered on time. By partnering with the Pueblo and engaging their financial support, NMDO T saved money on the overall project.

Although the initial cost of the project was $14 million in 2004, it was bid at about $17 million, of which the Pueblo Acuna provided $7 million.
**US ROUTE 380 in Lincoln, NM**

**The Context**

The 380 Corridor US 380 Lincoln Corridor begins at the western boundary of the Lincoln County Historic District (south of A) and ends at the eastern boundary of the Lincoln County, New Mexico Historic District (south of A). The Old West route along Old Stage Road, which is the converted route of the Lincoln County Corridor, is a former stagecoach road that was an important stagecoach route serving the mining towns and ranches along the route. The Lincoln County Courthouse, where Billy the Kid was killed and escaped, is located near the project corridor.

**Summary**

The project corridor's cultural resources include the Lincoln Historic District, Lincoln National Historic Landmark, and Lincoln National Register Historic District, which contain over 80 historic buildings, as well as many scenic areas of great local importance. The existing two-lane roadway is horizontally and vertically deficient, has poor pavement condition and drainage, and has narrow or nonexistent shoulders. The existing poor condition of the roadway is a primary factor in the project's need for improvement.

**Purpose and Need**

The project corridor's cultural resources include the Lincoln Historic District, Lincoln National Historic Landmark, and Lincoln National Register Historic District, which contain over 80 historic buildings, as well as many scenic areas of great local importance. The existing two-lane roadway is horizontally and vertically deficient, has poor pavement condition and drainage, and has narrow or nonexistent shoulders. The existing poor condition of the roadway is a primary factor in the project's need for improvement.

**The Process**

An interdisciplinary team was formed to guide the project. The team included a Project Management Team consisting of local, regional, and state representatives, and a Project Management Team consisting of NMDOT and consultant staff from CH2M and HILL. The project also involved several other stakeholders, including the Lincoln County Historical Society, the Lincoln County Museum, and the Lincoln County Historical Foundation.

**Design Solution**

Phase 1 of the design is the replacement of the existing bridge. Drainage improvements in Lincoln will follow as Phase 2 of the project. The design includes a replacement bridge that is structurally similar to the existing bridge. The new bridge will be designed to accommodate two-lane traffic, with a sidewalk along both sides. The new bridge will be located on the same alignment as the old bridge.

**CES—The Bottom Line**

In addition to achieving aesthetic consistency, the CES process has led to significant benefits for NMDOT, as identified by project staff:

- Increased coordination with stakeholders created a better project for NMDOT and helped make the NMDOT regulation.
- Increased coordination is likely to result in a more effective and efficient design and construction of the roadway project, since there are currently more than one design team.
- Increased coordination with the many agencies involved in the project was crucial to the success of the project.
- Having a reduced shoulder width and a reduced right-of-way footprint in response to stakeholder concerns reduced the cost of the project.
GAINEVILLE, FLORIDA
INNOVATION SQUARE NINTH STREET

Innovation Square is the redevelopment of the former AGH Hospital into a twelve block urban mixed use research district that integrates new development into the existing urban fabric. As the central element of the proposed Innovation Square, Ninth Street will be the active center of the District and the first infrastructure project focused on restructuring the traditional public realm within the City.

Ninth Street is defined as a pedestrian friendly environment with similar materials and patterns, from building edges to landscaping. Bands of integral colored dark gray concrete create a rhythm and lead the pedestrian to the street.

This definition indicates a change in the use, movement and intent of this space within the District. The pedestrian is prioritized through wide sidewalks and tree lined streets.

Within these widened tree streets, stormwater is captured and treated. On the west side of the street water is directed to a large retention area planted with a row of Bald Cypress trees. A park space on the southeast corner of the project contains a large landscaped area filled with Iris, Crape Myrtles, and Sand Grass. A crushed stone path in the public space intrudes stormwater as well.

Prior to the project, the stormwater infrastructure could not accommodate a five-year storm. A significant amount of the area's stormwater runoff was discharged directly into the Millpond and left untreated. The current stormwater system is vented to the drainage system to treat for water quality before it is discharged.

The east side of Ninth Street showcases the Live Oak, a signature tree for Gainesville. The design incorporated several features to create these trees which add a grand visual use such as wide planting areas (7’ x 12’) and underground Storm Cells. Future generations will appreciate the street-scene canopy that each over the street.

A broad base of patrons and stakeholders worked together on the larger Innovation Square project including City of Gainesville, UF, UF, Shands Hospital at UF, Santa Fe College, Gainesville Area Chamber of Commerce, University of Florida, and members of the development community.
Jumper Creek Bridge Replacement

In 2007, the Florida Department of Transportation (FDOT) conducted a detailed inspection of the bridge that conveyed Sumter County Road 311W (CR 311W) over Jumper Creek. The inspection revealed significant deterioration of the bridge's substructure and deck, and it was tagged as structurally deficient. As such, it was programmed for replacement by FDOT in 2011.

CR 311W is located adjacent to I-75, just west of the City of Bushnell. When I-75 was constructed in the 1960's, it cut off access to several properties on the west side of CR 311W, which was a major arterial route. The bridge provided a connection to these properties located on the west side of I-75. The area is extremely rural, with agriculture and livestock being the primary land uses.

About 5 miles south of where CR 311W crosses under I-75, the road was converted over Jumper Creek by a one-lane, timber truss bridge. The bridge was built in 1960, had a total length of 212 feet, and provided 11 feet of clear width from curb to curb. The original structure had timber piers, timber decking, and a 6-inch high timber rail.

Discussions with property owners along CR 311W revealed that, in general, they wanted to limit any future growth and changes to the area. They were concerned that a large, concrete and steel bridge would open up the gateway to potential development. The design team decided to explore potential Context Sensitive Solutions (CSS) that could achieve a Practical Design as well.

Because the existing roadway was very low volume, less than 10 vehicles per day, it was decided to keep the one-lane typical section. In addition, shoulders were not included on the new bridge. The relatively low design speed (20 mph) combined with the expectation that only local users would be traversing the bridge helped give the design team comfort with these decisions. The clear width of the bridge was expanded from 11 feet to 14 feet to provide a little extra margin of error for drivers. By maintaining the one-lane typical section, the design team was able to meet the needs of the bridge users and save on construction costs.

Standard FDOT bridge design would have replaced the existing bridge with a new concrete and steel structure. In addition, full implementation of FDOT roadway standards would have required two 12-foot lanes with 1-foot outside shoulders. Barrier walls would also have been required along the outside of the new structure to keep errant vehicles from falling off the bridge.

The design team decided to use a practical solution that maintained the one-lane typical section to save money on construction costs and avoid the need for a new bridge. The new bridge was designed to be minimal in width and height, and the red brick piers were designed to blend into the surrounding landscape. The design also included a pedestrian walkway on either side of the bridge to encourage the use of the bridge and connect property owners.

In addition to maintaining a one-lane bridge typical section and using timber as a construction material, the new bridge also included a barrier wall on the east side of the bridge to provide safety for those using the pedestrian walkway. The new bridge was designed to be minimal in width and height, and the red brick piers were designed to blend into the surrounding landscape. The design also included a pedestrian walkway on either side of the bridge to encourage the use of the bridge and connect property owners.

One final way in which the new bridge achieved both CSS and Practical Design was in the maintenance of traffic (MOT). Initial design proposals included a temporary right-of-way easement adjacent to the existing bridge and construct a temporary bridge to the west of CR 311W. However, during the design process, the idea came about to enter into negotiations with the three affected property owners about potentially cutting their access during construction. By closing the road during construction, FDOT was able to save dollars that would have been spent on the temporary bridge and shorten the project schedule.

This design decision had the added benefit of minimizing the project footprint, which allowed for minimal encroachment on the vegetation in the area.
Centrally located in the Salt Lake Valley, Murray, Utah continues to evolve from a regional industrial center into a regional commercial destination. The city’s central location also now benefits from two TRAX light rail stations, as well as an intermodal center for FrontRunner commuter rail, TRAX, local bus service, and future bus rapid transit (BRT) service.

With the addition of high-capacity transit, the city has initiated efforts to redevelop areas adjacent to TRAX and FrontRunner stations. The Murray City Center District is a 100-acre, planned mixed-use district that includes new retail, commercial, and civic facilities, cultural opportunities, public spaces, and high-density residential land use.

The Fireclay Redevelopment Area is a 97-acre, mixed-use project. When completed, the Fireclay Village will include 1 million square feet of new residential space, housing 1,670 people, and 94,000 square feet of retail space in a mixed-use, mixed-income neighborhood.

The City Center District and the neighborhood between both redevelopment areas comprised the study area for the Cottonwood Street Environmental Assessment (EA). The existing transportation network is poorly connected, creating lengthy and circuitous routes, landlocked parcels, destinations not connected to transit stations, an unsafe environment for cyclists and pedestrians, and limited street frontage that provides little opportunity for “street life.”

Unlike typical National Environmental Policy Act (NEPA) projects where the purpose and need is focused on addressing capacity issues, the Cottonwood Street EA was focused on livability—a joint initiative by the U.S. Department of Transportation, the Department of Housing and Urban Development, and the Environmental Protection Agency aimed at improving access to affordable housing, providing more transportation options, and lowering transportation costs—supporting Murray City’s plans for a more livable, walkable community.

Through active stakeholder and public involvement, the close-knit neighborhood supported an alternative that includes a one-way couplet system and a 10-foot-wide multi-use trail connecting both redevelopment areas, and provides improved commercial frontage in the City Center District.
What is the I-70 Mountain Corridor CSS project?

The I-70 Mountain Corridor is unique in the world. The I-70 Mountain Corridor is the gateway to the Colorado Rockies, one hundred forty-four miles of mountains and valleys, towns and scenic views, places to stop and linger, destinations and activities, places to live, history to experience, a world of snow, rivers, flowers, stars, wildlife and people.

If you ski, hike, camp, fish, hunt, gamble, mountain bike, love history, or just like clean air then the I-70 Mountain Corridor is a place you want to visit.

Sounds like travel advertising, but these are introductions we use for the I-70 Mountain Corridor CSS project. Over the years, the project team has worked with 7 counties, 27 towns, 2 National Forests, 1 ski corporation, 6 ski resorts, and thousands of residents, business owners, truckers, commuters, and the miscellaneous lost traveler to develop the ground rules for building the planned improvements.

The Colorado Department of Transportation supported the corridor citizens and agencies and adopted the I-70 Mountain Corridor CSS Process and Guidance for use on all projects moving forward through the Programmatic EIS which was signed in 2011.

The CSS Process and Guidance details process steps as well as the citizens and agencies who must be invited to participate in the development, design and construction of projects. The CSS Guidance Manual provides the context statement, process steps, stakeholder lists, the History Context Report, the guidelines for engineering designs, aesthetic treatments, impact mitigation, and construction procedures. This has become the how-to-get-it-done-right on I-70 manual and will be used for all future NEPA documents, all design projects, and all future construction.

Using the CSS process and guidelines, the corridor is under construction. Projects range from a design for improving the chain stations along the corridor (where trucks and cars put-on and take-off chains during blizzards), the widening of 2 of the tunnels on the corridor, and the planning, through a NEPA document, for the temporary use of the shoulders for a peak hour lane.

This corridor has it all and our goal is to have the I-70 Mountain Corridor become the nation’s standard for collaboration, partnerships, transportation innovation, and environmental sustainability.

For more information please contact:

David Singer (David.Singer@state.co.us) or

Mary Jo Vobejda (maryjo.vobejda@eh2m.com)

To view the I-70 Mountain Corridor CSS Process and Guidelines please visit

http://www.colorado.dot.info/projects/contextsensitivesolutions
RECONSIDERING THE CURVE

Located 60 miles from the Canadian border in the Panhandle of Idaho and buffered by Lake Pend Oreille and mountains with a premier ski resort, Sandpoint (pop. 7,900) values livability and wishes to protect its walkable and traditional urban fabric. Having recently completed a detailed downtown streets plan, the City, business and residents are anxious to implement its more critical components which include the conversion of primary downtown retail areas from multi-lane, one way corridors into narrower, two lane streets with angled parking and a more pedestrian oriented streetscape, a destination rather than a thoroughfare. Funding is already earmarked with tax increment financing through the Sandpoint Urban Renewal Agency.

Thus began a process involving the City and ITD to devise a solution so that the City could implement its plan, trucks wouldn’t have to go through downtown or adjoining neighborhoods and ITD would no longer have to maintain downtown streets. The curve “mini couplet” idea was a compromise between both the City and ITD. In order to move the downtown streets to the City without cutting off downtown from adjoining neighborhoods or jeopardizing safety, walkability, or the local economy.

The city took an active role in the design process spending $265,000 on a concept plan with robust public input. However, when it came time for ITD to do the preliminary engineering, the City did not feel that the preferred concept by ITD reflected the City’s values. The resulting ITD preferred alternative included wide curb radii, a 91 foot crossing distance across six lanes at a critical intersection for youth and access cut off to multiple local businesses. A clash of values ensued between town livability and levels of service for cars and trucks (twenty years into the future for peak hours on peak days). After looking closely at revised traffic data and through talking with the

City, ITD leadership boldly agreed that a more context-sensitive approach was the appropriate course. The current plan is a three-lane option, which would allow the rerouting of downtown streets to the City, reroute highway traffic out of the downtown and neighborhoods; save taxpayers millions in the near term; and maintain walkability, town character and the viability of local businesses.

However, in order make this happen, Highway 2 needs to first be re-routed before the City can reclaim these streets from the Idaho Transportation Department (ITD).
Appendix E: Workshop and Webcast Agendas

AGENDA

Welcome and Introductions  David Carlson, Parsons
FHWA Perspectives       Shari Schaftlein, FHWA
Background on the CSS National Dialog  David Carlson
Introduction to the CSS National Dialog 2  Norman Steinman, City of Charlotte, North Carolina
FHWA Themes for the CSS National Dialog 2  Rodney Vaughn, FHWA
How to Participate in the National Dialog  David Carlson
                      Ann Hartell, Center for Transportation and the Environment
Question and Answers  All

Submit your questions by email to: csnationaldialog@ncsu.edu

Or use the ‘Ask a Question’ feature in the Mediasite Player:

1. Click the Ask a Question icon.
2. Enter your name, email address (optional), the subject your question is addressing, and your question.
3. Click the Ask Question button to send. Click Close to exit the window.

Thanks to today’s sponsors!

Production facilities provided by: NCSU’s Distance Education and Learning Technology Administration. Staff support by Center for Transportation and the Environment.

This webcast has been funded by the Federal Highway Administration’s Office of Planning, Environment and Realty’s Surface Transportation Environment and Planning Cooperative Research Program (STEP).

Visit: www.cssnationaldialog.org
www.contextsensitivitysolutions.org
CSS National Dialog 2

Workshop Agenda
Thursday, September 27, 2012, noon to 4:00 PM
Illinois Department of Transportation
Springfield, Illinois
(Note: All times Central Daylight Time)

Sign in
11:30 AM

Session A: Welcome, Introductions, Orientation
David Carlson, Vice President, Director of Sustainable Development, Parsons
Norman Storer, Division Administrator, Illinois Division Federal Highway Administration

CSS Update
Il Keith Moore, Environmental Protection Specialist, Federal Highway Administration

Case Study Presentations
Moderator: James Martin, Associate Director, Center for Transportation and the Environment

Case Study #1:
Dobbuquio Historic Millwork District
Dobbuquio, IA
Tom Parham, Transportation Engineer, Iowa Division Federal Highway Administration

Case Study #2:
IL Route 3 in Waterloo
Waterloo, IL
Karen Geldert, Senior Project Studies Engineer, Illinois Department of Transportation

Case Study #3:
Uptown Circle
Normal, IL
Merce Davison, Urban Planner, Town of Normal
Wayne Aldrich, Uptown Development Director, Town of Normal

Break
2:00 PM

Session B: Panel Discussion

What's Next:
Moderator: David Carlson, Vice President, Director of Sustainable Development, Parsons
Panel:
Peter Harten, Bureau Chief of Programming, Illinois Department of Transportation
Josh Ellis, Program Director, Metropolitan Planning Council
Cara Fulton, Assistant Professor, University of Illinois at Urbana-Champaign
Janet Attarian, Project Director, Streetscapes and Sustainable Design, Chicago Department of Transportation

What's Next for the National Dialog?
James Martin, Associate Director, Center for Transportation and the Environment

End
4:00 PM

Thanks to today's sponsors!

Facilities and on-site support provided by Illinois Department of Transportation.
Staff support by the Federal Highway Administration and Project Performance Corporation in collaboration with the Center for Transportation and the Environment @ North Carolina State University, Parsons, and Project for Public Spaces. This workshop has been funded by the Federal Highway Administration's Office of Planning, Environment and Policy's Surface Transportation Environment and Planning Cooperative Research Program (STEP).

Visit: www.cssnationaldialog.org
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<tr>
<th>Time</th>
<th>Session A: Welcome, Introductions, Orientation</th>
<th>Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces</th>
<th>Theodore D. Burch, Assistant Division Administrator, Federal Highway Administration, Michigan Division</th>
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<tr>
<td>1:00 PM</td>
<td>CSS Update</td>
<td>Rodney Vaughn, Environmental Protection Specialist, Federal Highway Administration</td>
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<td>Case Study Presentations</td>
<td>Moderator: Leigh Lane, Senior Research Associate, Center for Transportation and the Environment</td>
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<td>Case Study #1: Pop Up Rockwell</td>
<td>David Jerca, Associate Director, Cleveland Urban Design Collaborative, Kent State University</td>
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<td>Case Study #2: Blue Water Bridge, Port Huron, Michigan Aesthetic Design Guide</td>
<td>Bradley Peterson, CSS Coordinator, Michigan Department of Transportation Kelby Wallace, Senior Project Manager, Michigan Department of Transportation</td>
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<td>City of Port Huron &amp; Port Huron Township, MI</td>
<td>Art Green, Muskegon TSC Manager, Michigan Department of Transportation Dennis Kent, Region Transportation Planner, Michigan Department of Transportation</td>
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<td>Case Study #3: The Fix on I-156</td>
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<td>Grand Rapids, MI</td>
<td>Break</td>
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<td>Session B: Panel Discussion</td>
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<td>Moderator: Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces</td>
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<td>David Williams, Environmental Program Manager, Michigan Division</td>
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<td>• for Transportation Practitioners and Policy Makers</td>
<td>Jason Mancini, Legislative Associate, State Affairs, Michigan Municipal League Paul T. Hamilton, Chief Planner, Tri-County Regional Planning Commission Mark Van Port Fleut, Director, Bureau of Highway Development, Michigan Department of Transportation</td>
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<td>What's Next for the National Dialog?</td>
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CSS NATIONAL DIALOG 2

Workshop Agenda
Thursday, February 28, 2013, 1:00 to 5:00 PM
Research Building IV, Centennial Campus, NC State University
Raleigh, NC
(Note: All times Eastern Standard Time)

Sign in

12:30 PM

Session A
Introductions, Orientation
Moderator: James Martin, Associate Director, Center for Transportation and the Environment

Welcome, CSS Update
Edward Parker, Assistant Division Administrator, Federal Highway Administration, North Carolina Division

Case Study Presentations

Case Study #1:
NC 55 (Altus Avenue) Improvements
Durham, NC
Ann Steedly, Chief Operating Officer, Planning Communities, LLC

Case Study #2:
Charlton Downtown
Hillsborough, NC
Margaret Hauth, Planning Director, Town of Hillsborough

Panel Discussion A
What's Next:
• in Our Region
• for Transportation Agencies
• for Transportation Practitioners and Policy Makers

Panel:
Nina Schoeb-Landis, President, Circle Squared Media
Eric Lamb, Transportation Planning Manager, City of Raleigh
Edison H. Johnson, Jr., Director, Capital Area Metropolitan Planning Organization

Break

3:00 PM

Session B
Moderator: Leigh Lane, Senior Research Associate, Center for Transportation and the Environment

Case Study Presentations

Case Study #3:
North Tryon Streetscape Redesign
Charlotte, NC
James Shapard, Transportation Project Manager, Charlotte Department of Transportation

Case Study #4:
Blue Ridge Road Grade-Separation Project
Raleigh, NC
Leza Mundt, Project Planning Engineer, North Carolina Department of Transportation

Panel Discussion B
What's Next:
• in Our Region
• for Transportation Agencies
• for Transportation Practitioners and Policy Makers

Panel:
Joey Hopkins, Deputy Division Engineer – Division 5, North Carolina Department of Transportation
John Stoney, Professor, Civil, Construction, and Environmental Engineering, North Carolina State University
Unwanna B. Dabney, Planning and Program Development Manager, Federal Highway Administration, North Carolina Division

What's Next for the National Dialog?
Leigh Lane, Senior Research Associate, Center for Transportation and the Environment

End
5:00 PM

Thank you to today's sponsors!
Facilities and on-site support provided by: Institute for Transportation Research and Education at North Carolina State University.
Staff support by the Federal Highway Administration and Project Performance Corporation in collaboration with the Center for Transportation and the Environment at North Carolina State University, Parsons, and Project for Public Spaces. This workshop has been funded by the Federal Highway Administration's Office of Planning, Environment and Realty's Surface Transportation Environment and Planning Cooperative Research Program (STEP).

Visit: www.cssnationaldialog.org
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### Workshop Agenda

**Tuesday, April 23, 2013, 9:00 AM to 1:00 PM PDT**

**John E. Moss Federal Building, Stanford Conference Room**

Sacramento, CA

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<td>David Carlson, Vice President, Director of Sustainable Development, Parsons</td>
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<td>Vincent P. Mammano, Division Administrator, Federal Highway Administration – California Division</td>
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<td>Keith Harrison, Safety and Design Engineer, Federal Highway Administration – Resource Center</td>
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<td>Moderator: James Martin, Associate Director, Center for Transportation and the Environment</td>
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<th>Time</th>
<th>Case Study #1: Shandon Safety Roadside Rest Area Shandon, CA</th>
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<td>10:15 AM</td>
<td>Corby Klimer, Landscape Architect, California Department of Transportation, District 5</td>
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<tr>
<th>Time</th>
<th>Case Study #2: Presidio Parkway San Francisco, CA</th>
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<td>10:30 AM</td>
<td>John Eddy, Principal, Arup</td>
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<tr>
<th>Time</th>
<th>Case Study #3: Dana to Downtown Redding, CA</th>
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<td>Phil Baker, Project Manager, California Department of Transportation District 2</td>
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<th>Time</th>
<th>Session B: Panel Discussion</th>
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<td>11:15 AM</td>
<td>Moderator: David Carlson, Vice President, Director of Sustainable Development, Parsons</td>
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<th>Time</th>
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<td>11:30 AM</td>
<td>Panel:</td>
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Welcome and Introductions

CSS National Dialog 2: Where We Are

FHWA CSS Perspectives

Reflection of the Dialog: Highlights of Case Studies Presented in Previous CSS National Dialog 2 Workshops

Break

Panel Discussion: CSS in the Era of Performance-based Management

Panel:
- Edward Parker, Federal Highway Administration, North Carolina Division
- Nina Szlosberg-Landis, Circle Squared Media
- David King, Triangle Transit

What’s Next for the National Dialog?

Leigh Lane, Center for Transportation and the Environment at North Carolina State University

Submit your questions by using the ‘Ask a Question’ feature in the Mediasite Player:

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2. Enter your name, email address (optional), the subject your question is addressing, and your question.
3. Click the Ask Question button to send. Click Close to exit the window.

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CSS National Dialog 2

Workshop Agenda
Tuesday, August 13, 2013, 9:00 AM to 1:00 PM PDT
Evergreen Room, Comfort Inn Conference Center
Olympia, WA

Sign in and Informal Networking
8:30 AM

Session A:
Introductions, Orientation
David Carlson, Vice President, Director of Sustainable Development, Parsons

Welcome from Washington State Department of Transportation
Lynn Peterson, Secretary of Transportation, Washington State Department of Transportation

Welcome from Federal Highway Administration, Washington Division
Daniel Mathis, Division Administrator, Federal Highway Administration – Washington Division

CSS Update
R. Keith Moore, Environmental Protection Specialist, Federal Highway Administration

Case Study Presentations
Moderator: Damon Fordham, Principal, Sustainable Transportation Practice, The Cadmus Group

Case Study #1:
Communities Putting Prevention to Work (CPPW): Draft Safe and Complete Streets Plan - SeaTac, WA
Amalia Leighton, Director, Civil Engineer, Planner, Srk Design Company

Case Study #2:
Sunset Area Community Revitalization - Renton, WA
Erik Conklin, Senior Planner, City of Renton, WA

Case Study #3:
Winslow Way Street Planning and Design - Bainbridge Island, WA
Peg Steehl, Founding Principal, Srk Design Company

Break and Informal Networking
11:00 AM

Session B:
Moderator: David Carlson, Vice President, Director of Sustainable Development, Parsons

Washington State Department of Transportation's Main Streets Program
Pasco Bakotich, Director & State Design Engineer, Development Division, Washington State Department of Transportation

Panel Discussion
Panel:
Pasco Bakotich, Director & State Design Engineer, Development Division, Washington State Department of Transportation
Elaine Clegg, Projects Coordinator, Idaho Smart Growth
Brian Dougherty, Senior Transportation Planner, Seattle Department of Transportation
Shelley D. Richards, Environmental Program Manager and Associate, HDR Engineering

What's Next for the National Dialog?
Damon Fordham, Principal, Sustainable Transportation Practice, The Cadmus Group

End
1:00 PM

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Facilities and on-site support provided by: Washington State Department of Transportation.

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Workshop Agenda
Tuesday, October 1, 2013, 1:00 to 5:00 PM EDT
Conference Rooms A & B,
New York State Department of Transportation, Albany, NY

Sign in and Informal Networking
Session A:
Introductions, Orientation 1:00 PM
Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces

Welcome from New York State Department of Transportation
Richard W. Lee, Acting Director, Office of Design, New York State Department of Transportation

CSS Update
R. Keith Moore, Environmental Protection Specialist, Federal Highway Administration

Case Study Presentations
Moderator: James Martin, Associate Director, Center for Transportation and the Environment at North Carolina State University

Case Study #1:
I-83 Master Plan, Harrodsburg, PA 1:15 PM
Brian St. John, Associate and Transportation Engineer, McCormick Taylor, Inc.

Case Study #2:
Mill Creek Valley and I-75, Cincinnati, OH
Marylyn Lofers, Deputy Director, Metropolitan Sewer District of Greater Cincinnati

Case Study #3:
Community and Transportation Linkage Planning Program, Albany, NY
Sandra Misienicz, Senior Transportation Planner II, Capital District Transportation Committee

Break and Informal Networking

Session B:
Moderator: Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces 3:00 PM

Using GreenLITES as a Tool to Develop Context Sensitive Solutions 3:15 PM
Paul Keleher, GreenLITES Program Manager, New York State Department of Transportation

Panel Discussion
What’s Next:

Panel:
Paul Keleher, GreenLITES Program Manager, New York State Department of Transportation
Gary McCoy, Transportation Vice President Sustainability and Climate, Parsons Brinkerhoff
Nadine Lennon, Albany Legislative Advocate, Tri-State Transportation Campaign
David Judges, Deputy Director, Capital District Transportation Committee

What’s Next for the National Dialogue?
James Martin, Associate Director, Center for Transportation and the Environment at North Carolina State University

End 5:00 PM

Thanks to today’s sponsor!
Facilities and on-site support provided by New York State Department of Transportation.

Staff support by the Federal Highway Administration and The Camus Group, Inc. in collaboration with the Center for Transportation and the Environment @ North Carolina State University, Parsons, and Project for Public Spaces. This workshop has been funded by the Federal Highway Administration’s Office of Planning, Environment and Project’s Surface Transportation Environment and Planning Cooperative Research Program (STEP).

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Workshop Agenda
Thursday, December 12, 2013, 9:00 AM to 1:00 PM MST
Training Rooms 1 & 2
New Mexico Department of Transportation
Santa Fe, NM

Sign in and Informal Networking
8:30 AM

Session A:
Introductions, Orientation
Leigh Lane, Senior Research Associate, Center for Transportation and the Environment at North Carolina State University
9:00 AM

Welcome from New Mexico Department of Transportation
Tom Church, Secretary, New Mexico Department of Transportation

Welcome from Federal Highway Administration – New Mexico Division
Greg Heitmann, Environmental Specialist, Federal Highway Administration – New Mexico Division

CSS Update
Rod Vaughn, Environmental Program Specialist, Federal Highway Administration

Case Study Presentations
Moderator: Damon Fordham, Principal, Sustainable Transportation Practice, The Cadmus Group

Case Study #1:
Interstate 40, Exit 302 - Junction with Indian Service Route 30, Pueblo Acoma, NM
Albert "Bert" Thomas, Vice President and Engineer, Bohan

Case Study #2:
US Route 380 in Lincoln, NM
Jeff Fredine, Environmental Planner, Parsons Brinckerhoff

Case Study #3:
New Mexico State Road 14 - From Madrid to Lone Butte
Ross Lockridge and Ann Murray, Stakeholder Community Representatives, Cerrillos, NM

Break and Informal Networking
11:00 AM

Session B:
Moderator: Leigh Lane, Senior Research Associate, Center for Transportation and the Environment at North Carolina State University
11:15 AM

Panel Discussion

What's Next:
Panel:
Charlie Deans, Urban Planner, New Mexico MainStreet
William Hutchinson, Landscape Architect, New Mexico Department of Transportation
All Simon, Professor and Associate Dean, School of Architecture and Planning, University of New Mexico
Keith Wilson, MPO Senior Planner, Santa Fe Metropolitan Planning Organization

Damon Fordham, Principal, Sustainable Transportation Practice, The Cadmus Group

End
1:00 PM

Thanks to today's sponsors!
Facilities and on-site support provided by: New Mexico Department of Transportation.
Staff support by the Federal Highway Administration and The Cadmus Group, Inc. in collaboration with the Center for Transportation and the Environment at North Carolina State University, Parsons, and Project for Public Spaces. This workshop has been funded by the Federal Highway Administration’s Office of Planning, Environment and Realty’s Surface Transportation Environment and Planning Cooperative Research Program (STEP).

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E-9
Workshop Agenda
Wednesday, March 19, 2014, 1:00 to 5:00 PM EDT
Burns Building - Auditorium
Florida Department of Transportation, Tallahassee, FL

Sign in and Informal Networking
12:30 PM

Session A:
Introductions, Orientation
David Carlson, Vice President, Director of Sustainable Development, Parsons
1:00 PM

Welcome from Florida Department of Transportation
Thomas C. Byron, Chief Engineer, Florida Department of Transportation

Welcome from Federal Highway Administration – Florida Division
James Christian, Division Administrator, Federal Highway Administration – Florida and Puerto Rico Divisions

CSS Update
R. Keith Moore, Environmental Protection Specialist, Federal Highway Administration

Case Study Presentations
Moderator: James Martin, Associate Director, Center for Transportation and the Environment at North Carolina State University

Case Study #1:
Innovation Square Ninth Street
Micah Lipscomb, Landscape Architect, Perkins+Will

Case Study #2:
Jumper Creek Bridge Replacement
John Fowler, District Roadway Design Engineer, District Three, Florida Department of Transportation

Case Study #3:
The Evolution of FDOT’s Lane Elimination Process
Steven C. Braun, Transportation Planning and Environmental Manager, District Four Planning and Environmental Management Office, Florida Department of Transportation

Break and Informal Networking
3:00 PM

Session B:
Moderator: David Carlson, Vice President, Director of Sustainable Development, Parsons
3:15 PM

Panel Discussion
What’s Next:
Panel:
Beverly G. Ward, Principal, BGW Associates, LLC
Billy Hataway, District One Secretary, Florida Department of Transportation

John Fowler, District Roadway Design Engineer, District Three, Florida Department of Transportation

Jeff Caster, State Transportation Landscape Architect, Florida Department of Transportation

What’s Next for the National Dialog?
James Martin, Associate Director, Center for Transportation and the Environment at North Carolina State University

End
5:00 PM

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Facilities and on-site support provided by: Florida Department of Transportation.

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E-10
Workshop Agenda
Thursday, June 12, 2014, 9:00 AM to 1:00 PM MDT
Conference Room
Idaho Transportation Department
Boise, Idaho

Sign in and Informal Networking
8:30 AM

Session A:
Introductions, Orientation
Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces
9:00 AM

Welcome from Federal Highway Administration – Idaho Division
Peter Hartman, Division Administrator, Federal Highway Administration – Idaho Division

CSS Update
R. Kohl Moore, Environmental Program Specialist, Federal Highway Administration

Case Study Presentations
Moderator: Leigh Lane, Senior Research Associate, Center for Transportation and the Environment

Case Study #1:
Cottonwood Street Environmental Assessment - Utah
Jason Green, Transportation and Environmental Planner, Lochner and Loretta Markham, Project Manager for Transportation Planning and NEPA, Lochner

Case Study #2:
I-70 Mountain Corridor CSS Design and Aesthetic Guidelines - Colorado
Mary Jo Vobejda, Principle Project Manager, CH2M HILL

Case Study #3:
Reconsidering the Curve – Idaho
Aaron Quals, Planner II, City of Sandpoint, Idaho

Break and Informal Networking
11:00 AM

Session B:
Russell Street Reconstruction Project - Montana
Ed Toave, Missoula District Administrator, Montana Department of Transportation
11:15 AM

Panel Discussion
Moderator: Gary Toth, Senior Director, Transportation Initiatives, Project for Public Spaces

What’s Next:
Panel:
Chris Danley, Principal, Vitruvian Planning
Aaron Quals, Planner II, City of Sandpoint, Idaho
Deanna Smith, Project Coordinator, Idaho Smart Growth
Michael Tooley, Director, Montana Department of Transportation

What’s Next for the National Dialog?
Leigh Lane, Senior Research Associate, Center for Transportation and the Environment
1:00 PM

End

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Welcome and Introductions
David Carlson, Parsons

CSS National Dialog 2: Where We Are
David Carlson, Parsons

Reflection of the Dialog:
Highlights of Case Studies Presented in the
Second Half of the CSS National Dialog 2
Workshops
David Carlson, Parsons

FHWA Perspectives On CSS
Shari Schaftlein, Federal Highway Administration

Break

Panel Discussion:
Exploring Future Opportunities for CSS
Panel:
- Beth Osborne, Transportation for America
- Neil Pedersen, TRB, Strategic Highway Research Program 2
- Harriet Tregonning, Housing and Urban Development
- Philip Caruso, Institute of Transportation Engineers
- Shari Schaftlein, Federal Highway Administration

Wrap-Up
David Carlson, Parsons

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