



CONTEXT SENSITIVE SOLUTIONS NATIONAL DIALOG 2: Shaping the Conversation

Webcast – July 25, 2013

1:00 – 3:00 PM EDT



WELCOME AND INTRODUCTIONS

Leigh Lane

Center for Transportation and the
Environment at North Carolina State
University

Participant Notes

- Active participation is encouraged
- Send in questions and comments

Webcast Player Controls



Or send email to:
cssnationaldialog@ncsu.edu

A screenshot of the 'Ask a Question' dialog box. The dialog has a title bar with 'Ask a Question' and a close button. It contains the following fields: 'Name:' with the text 'Your Name', 'Email:' with an empty field, 'Subject:' with the text 'Your Subject', and 'Question:' with a large text area containing the text 'Type your question or comment here.'. At the bottom right, there is a red arrow pointing down to an 'Ask Question' button. A timer at the bottom left shows '00:00:00' and 'HH:MM:SS'.

Thanks to

Federal Highway Administration

- ▣ Funding from FHWA Office of Planning, Environment and Realty's Surface Transportation Environment and Planning Cooperative Research Program (STEP)



www.cssnationaldialog.org

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CSS National Dialog 2

- 1 National Webcast
- 4 Workshops / Webcasts
 - ▣ Springfield, IL,
 - ▣ Lansing, MI,
 - ▣ Raleigh, NC,
 - ▣ Sacramento, CA



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CSS National Dialog 2

- 13 case studies have been presented
- 18 panelists have shared their knowledge and expertise
- 113 people have participated at on-site workshops
- More than 1,900 people have participated through webcasts

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FHWA PERSPECTIVES ON CSS: CSS Implementation

Rod Vaughn
Federal Highway Administration –
Resource Center

CSS

- Definition
- Principles
- Qualities
- Outcomes
- Benefits

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Where We've Been

- Previous FHWA Survey to State DOTs (5 Questions):
 - ▣ Does your state have a CSS Commitment and/or Policy?
 - ▣ Is there a commitment to CSS Training?
 - ▣ Is CSS being integrated into projects and planning studies?
 - ▣ Is there a full range of stakeholder involvement?
 - ▣ Are Interdisciplinary Teams being involved in all phases of a Project?

Question

- How do you know how well you are implementing CSS?

CSS Implementation Includes:

- Institutional Systematic Implementation of CSS
- A demonstrated proactive approach rather than crisis-driven reaction
- A supported integration of land use and development and the transportation network
- A commitment to training of DOT staff and contractors in CSS
- A commitment to CSS integration

Context Development – Throughout

- Community values and contexts at all levels, in all phases of project development, are determined (National, Regional, System, Local/Project)

CSS in the Planning Process

- A collaborative approach to defining transportation problems and community vision is being used.
- Planning ‘products’ feed directly into project development process (environmental screening, stakeholder contacts, agency partnerships, analyses).
- State DOT or MPO’s are using scenario planning.

CSS in the Environmental Process

- An adequate range of alternatives is developed.
- An interdisciplinary team is being utilized.
- There has been development of meaningful criteria for evaluation of alternatives.

CSS in Design

- There is a rigorous documentation of design choices.
- The state DOT has established a process for incorporating CSS into design manuals, methods or other internal processes and tools.
- Pedestrian, Bicycle and Transit Considerations are being incorporated into projects.

CSS in Design

- Aesthetic Considerations are being incorporated into projects.
- Design flexibilities are being used.

CSS in Construction, Operations and Maintenance

- The state DOT is actively Tracking Commitments Made to Stakeholders and the Public.
- The state DOT is ensuring Construction and Maintenance personnel are educated regarding environmental issues.

Have We Made Progress?

- What we have provided:
 - Training
 - Workshops
 - Technical Assistance
 - Resources
 - CSS National Dialog
 - CSS National Dialog 2

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Where Do We Need To Go?

- Give us feedback.

Resources

- www.ContextSensitiveSolutions.org
- CSS Practitioner and Citizen's guide :
http://contextsensitivesolutions.org/content/reading/going_the_distance_together__co/

Technical Assistance

- Rod Vaughn
 - Federal Highway Administration
 - Resource Center Environment Technical Services Team
 - rodney.vaughn@dot.gov
 - 303-204-1685



REFLECTION OF THE DIALOG: Highlights of Case Studies Presented in Previous CSS National Dialog 2 Workshops

Leigh Lane

Center for Transportation and the
Environment at North Carolina State
University

Case Study Projects

- **Springfield, IL**
 - ❑ Dubuque Historic Millwork District, Dubuque, Iowa (City of Dubuque)
 - ❑ Illinois 3, Waterloo, Illinois (Illinois DOT)
 - ❑ The Uptown Normal Circle (Town of Normal, IL)
- **Lansing, MI**
 - ❑ Blue Water Bridge Plaza and Corridor Expansion Project (Michigan DOT)
 - ❑ The "Fix on I-196" Project (Michigan DOT)
 - ❑ Pop Up Rockwell (Kent State; Cleveland Urban Design Collaborative)

Case Study Projects

- Raleigh, NC
 - ❑ Alston Avenue (NC 55) in Durham, NC – CSS to Support Environmental Justice (North Carolina DOT)
 - ❑ Downtown Hillsborough (NC) Access Study/Improvements (Town of Hillsboro and NCDOT)
 - ❑ Hillsborough Street/Blue Ridge Road Intersection Improvements (NCDOT)
 - ❑ North Tryon Streetscape Case Study – (City of Charlotte and NCDOT)

Case Study Projects

- Sacramento, CA
 - ❑ Dana to Downtown – State Route 44 Dana to Downtown (California DOT, FHWA and others)
 - ❑ Presidio Parkway Project (Caltrans, FHWA, and several others)
 - ❑ Shandon Safety Roadside Rest Area (Caltrans)

Dominant Themes

- Stakeholder Involvement (all projects)
- Complete Streets & Bike/Pedestrian Improvements
- Livability/Sustainability
- Aesthetic Considerations

Stakeholder Involvement – Waterloo, IL Illinois Route 3



“Drivable” Roundabout with scaled farm equipment

Roundabout for adjacent road provided business access and allowed for fewer impacts on main Illinois Route 3



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Stakeholder Involvement – Hillsborough, NC

Downtown Hillsborough Access Study/Improvements

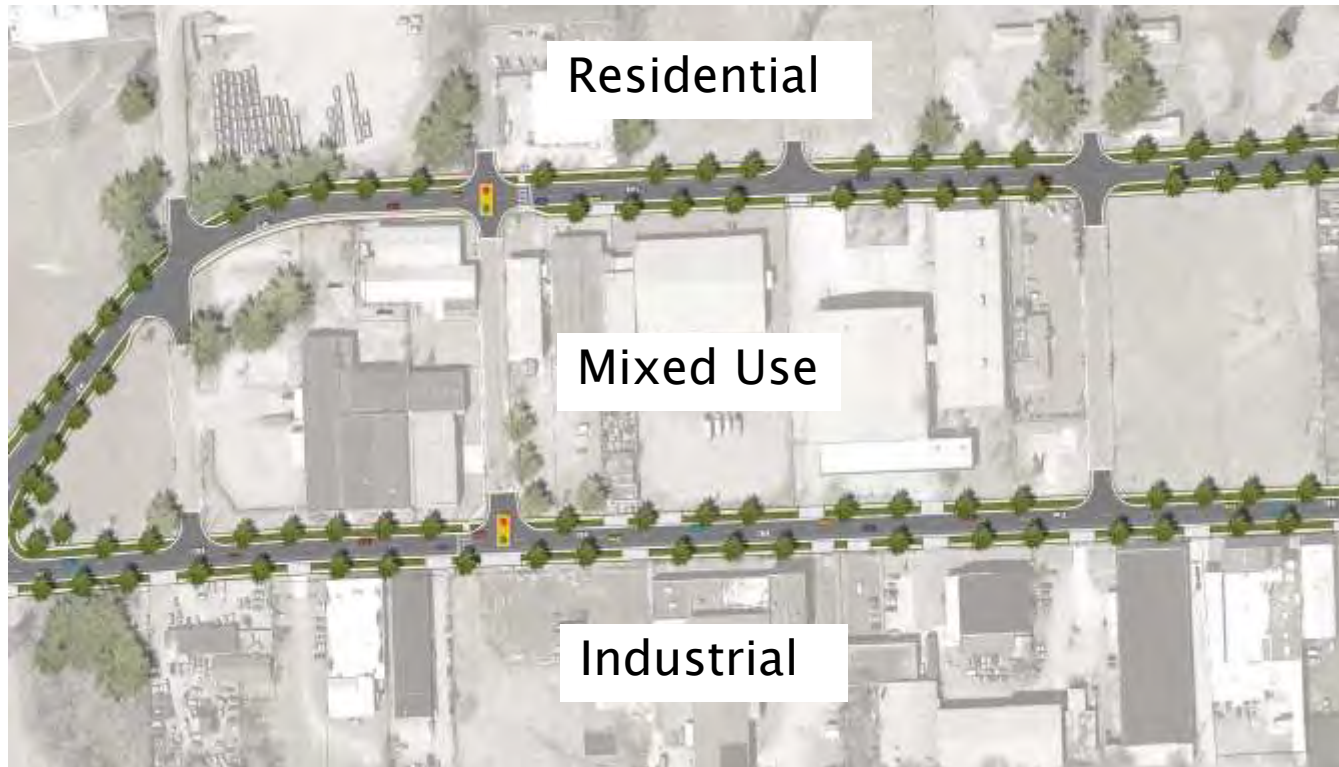


*Christmas parade on
Churton St. in
downtown
Hillsborough, NC*

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Complete Streets & Bike/Pedestrian – Charlotte, NC North Tryon Streetscape Study



*Planned one-way pair and proposed future land uses
on North Tryon St*

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Complete Streets & Bike/Pedestrian – Cleveland, OH

Pop Up Rockwell



Temporary grass strip/planted buffer for segregating the “cycle track”



Painted temporary “cycle track” – a segregated bike lane

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Livability/Sustainability – Durham, NC

Alston Avenue (NC 55)



Grocery store providing healthy foods that serves ped, bike, & transit dependent populations

"Best fit" alignment and design modifications minimized impacts to grocery and social services

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Livability/Sustainability – Dubuque, IA

Dubuque Historic Millwork District



District site plans showing open space and reconnected street network with surrounding neighborhoods



Planned open space in redeveloping former millwork district

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Aesthetic Considerations – Shandon, CA Shandon Safety Roadside Rest Area (SSRA)



Attractive and appealing sustainable rest area that reflects the area's natural colors and geography

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Links

Links to the four workshops, presentations, and handouts are located on the CSS National Dialog 2 website.

<http://www.cssnationaldialog.org/2/workshops.asp>



PANEL DISCUSSION: CSS in the Era of Performance-based Management

Leigh Lane

Center for Transportation and the Environment
at North Carolina State University

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Panelists

Edward T. Parker

- ▣ Assistant Division Administrator, Federal Highway Administration, North Carolina Division

Nina Szlosberg–Landis

- ▣ President, Circle Squared Media

David King

- ▣ CEO and General Manager, Triangle Transit

The MAP-21 Goals or Themes:

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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WHAT'S NEXT FOR THE NATIONAL DIALOG?

Next Workshop/Webcast

Olympia, Washington

- Tuesday, August 13, 2013
- 9:00 am – 1:00 pm PDT
- Comfort Inn Conference Center, Tumwater

- Find out more and register at www.cssnationaldialog.org



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Final Notes

- Webcast Evaluation in Links
- Video and presentation slides will be available for download from CSS National Dialog 2 Website – www.cssnationaldialog.org

Thank You for Your Participation!



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