



CSS

Context Sensitive Solutions

The MDOT Project Development Process

2017 Capital Conference Workshop
How Can Complete Streets Connect Your Community?

Bradley Peterson, L.L.A.
CSS Coordinator



Context Sensitive Solutions

MDOT definition of CSS:

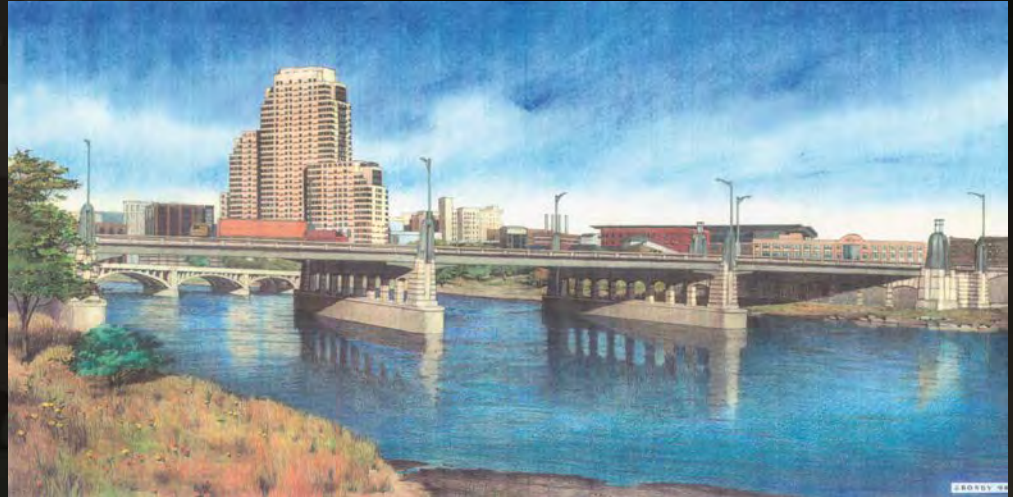
“A collaborative, interdisciplinary approach that **involves stakeholders** to develop a transportation facility that **fits its physical setting** and preserves scenic, aesthetic, historic, and environmental resources, **while maintaining safety and mobility**”



Defining CSS

Natural Environment
+ Cultural Environment
= Context

The natural and cultural landscapes adjacent to the transportation facility are the context of the transportation project.

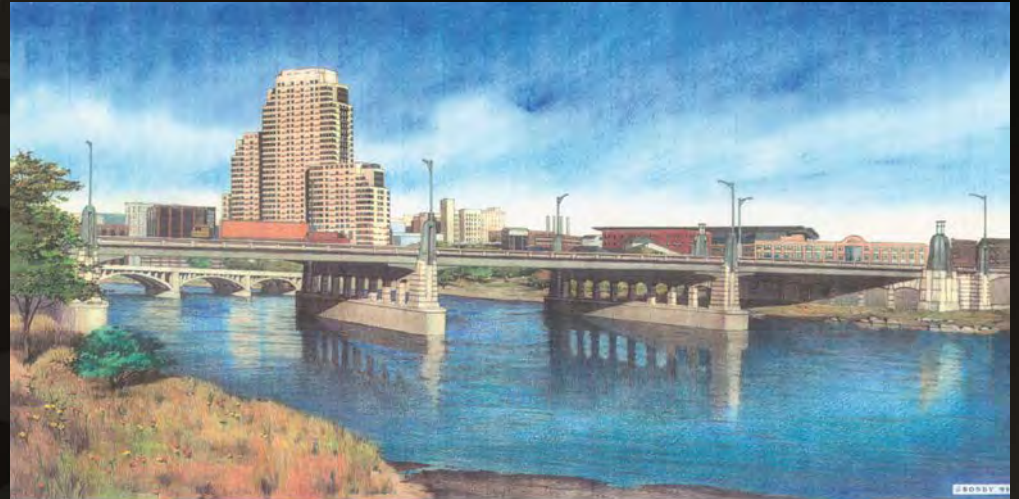


US-131, Grand Rapids, MI

Defining CSS

Natural Environment
+ Social Environment
+ Stakeholders

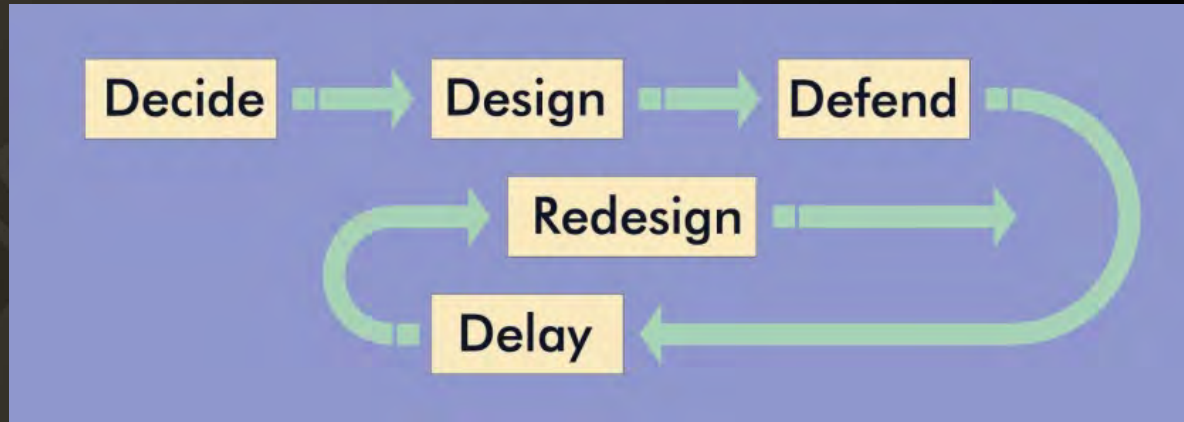
= Value of the Context



US-131, Grand Rapids, MI

What people value is critical to determining what needs to be considered as part of the transportation project.

CSS Avoids Rework



- Re-work is common on too many transportation projects and too commonly accepted as inevitable.
- Delays in implementing needed transportation improvements decrease economic productivity and social welfare.
- Typically, delayed projects also increase right-of-way and construction costs.

Good design takes time . . .
Bad design wastes time!

CSS Streamlines Project Delivery

Listen



Design



Build

CSS moves the discussion between MDOT and stakeholders from position-based stances to interest-based solutions.”

- Lynn Lynwood, LLA
MDOT Landscape Architect

Applying the CSS Process

CSS are grounded in these **key** fundamentals:

- Stakeholder Engagement
- Flexibility
- Effective Decision Making

These fundamentals are applied to environmental and social contexts.

- Rural
- Suburban
- Urban



What is a Complete Street?

Public Act 135 of 2010 defines Complete Streets as:

“...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.”

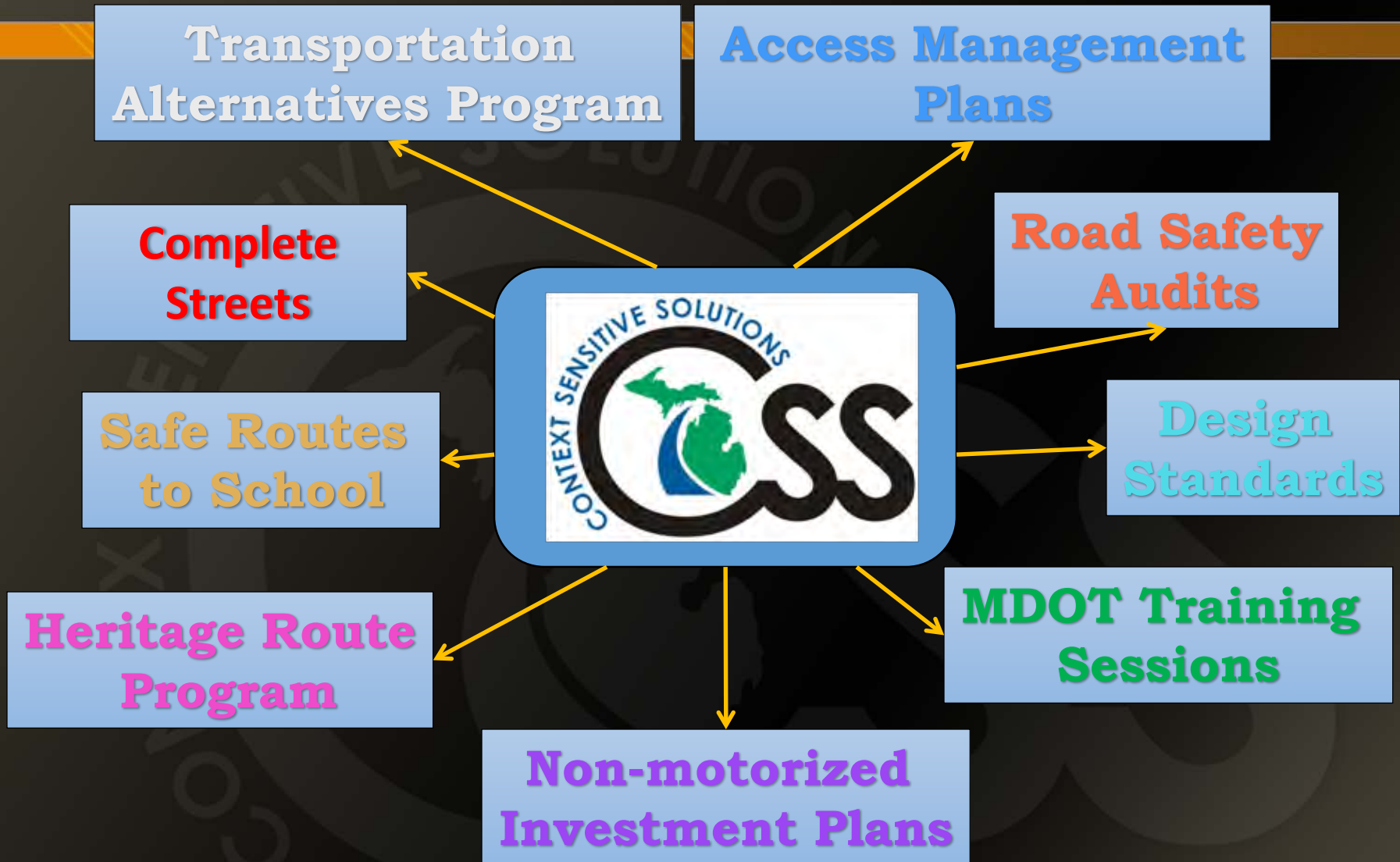


Before – no sidewalk



After

How does MDOT address Complete Streets?



What is a Complete Street?



Bagley Street Pedestrian Bridge over I-75
Gateway Project, Detroit , Michigan

Every application is unique as all communities are unique

Community needs, road function and contexts vary

No “one size fits all” approach works for Complete Streets elements

What “Completes” the Street?

The context of the road and surrounding land use play a pivotal role in what may be the appropriate Complete Street response.



Rural



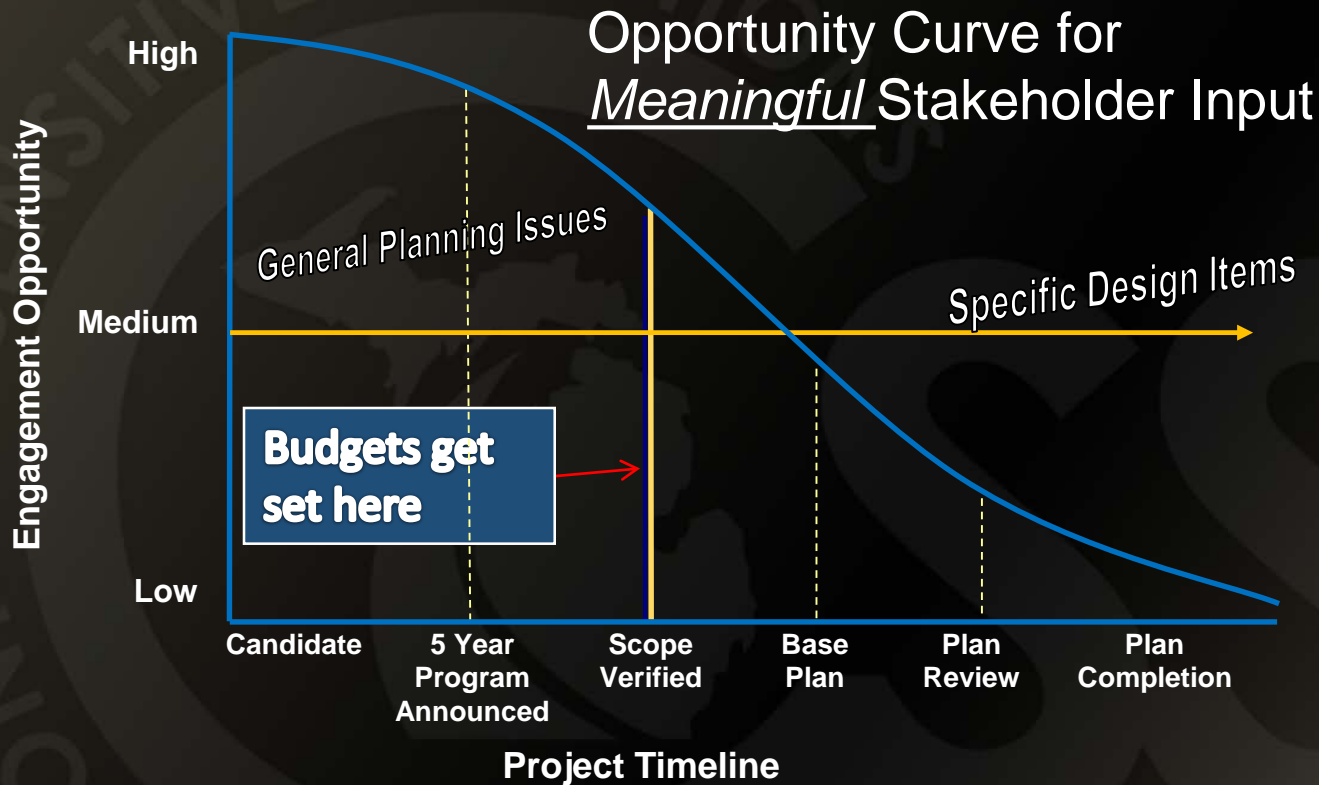
suburban



Urban

Stakeholder Engagement

Timing is critical in Stakeholder Engagement



Effective Decision Making

- Understand the purpose and need of a project
- Understand what decisions will be made and by whom and when
- Identify community values & concerns
- Provide alternatives
- Provide sound engineering data

Design Flexibility

Use sound engineering judgment

- Document safety data, costs, and consequences, i.e. Performance Based Practical Design, Data Driven Safety Analysis
- Look for solutions that safely integrate the project into the community
- MDOT and FHWA encourage consideration of NACTO Urban Street Design Guide and Urban Bikeway Design Guide

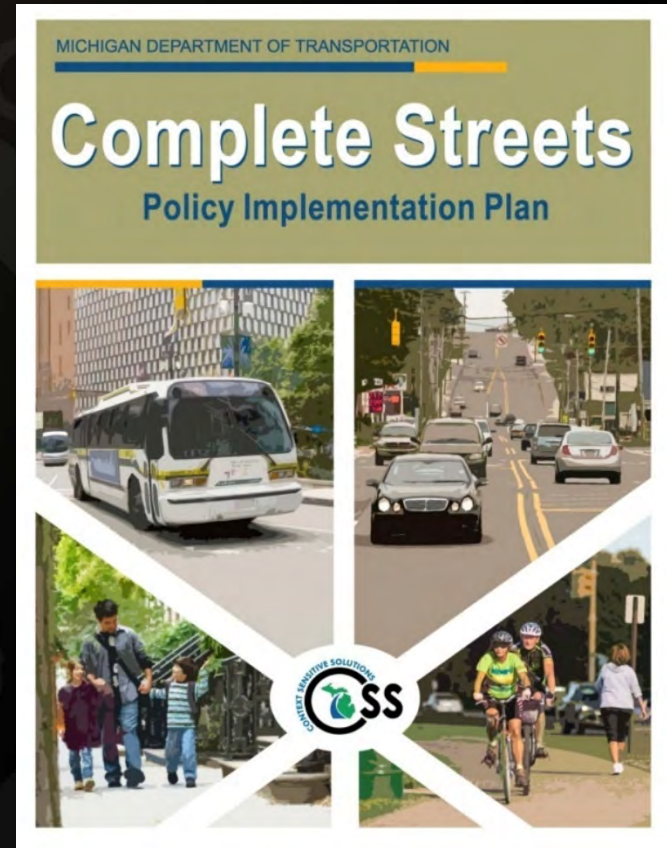
Purpose of M2D2



- A project to support Michigan's economic recovery by improving MDOT's institutional capacity to plan, design, construct, operate & maintain Michigan's transportation system for Complete Streets & multiple modes.








Why M2D2?

- Weigh conflicting interests, standards & guidelines
- Accommodate public need vs. existing guidance
- Better respond to situational-related requests
- Balance needs & expectations for each transportation mode & identify ways MDOT can balance those needs collectively when multiple modes exist



MDOT Project Stakeholder Group

Held 6 workshops / reviewed gaps & opportunities in policy & standards

1	2	3	4	5	6	
March 10	April 14	May 1	May 19	June 9	June 16-17	
 Transportation and Land Use	 Active Transportation	 Public Transportation	 Intelligent Transportation Systems (ITS)	 Transportation Demand Management (TDM)	 Freight Logistics	 Multimodal Integration and Trade-Offs

M2D2 Products

- Report that lists procedures, practices, standards, guidance documents & manuals that require revisions or modifications
- Work plan that identifies agency or department responsible for making revisions & expected completion date
- Recommendations for ongoing training & development for MDOT staff & other stakeholders to understand & utilize revised practices



M2D2 Where Are We Now?

- Formed implementation team that meets monthly
- Finalized work plan for implementation setting priorities
- Reached out to all owners of documents that need updating & created teams to work on each
- Developing a statement on state's design flexibility

"I think [M2D2] opened my eyes to where transportation needs to go to meet the needs of the future. It helped me understand there are many different uses for the roadway and right of way."

-- MDOT participant



Thank You!



Bradley Peterson, L.L.A.
petersonb3@michigan.gov

