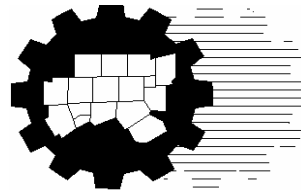


Context Sensitive Solutions

Public Works Roundup

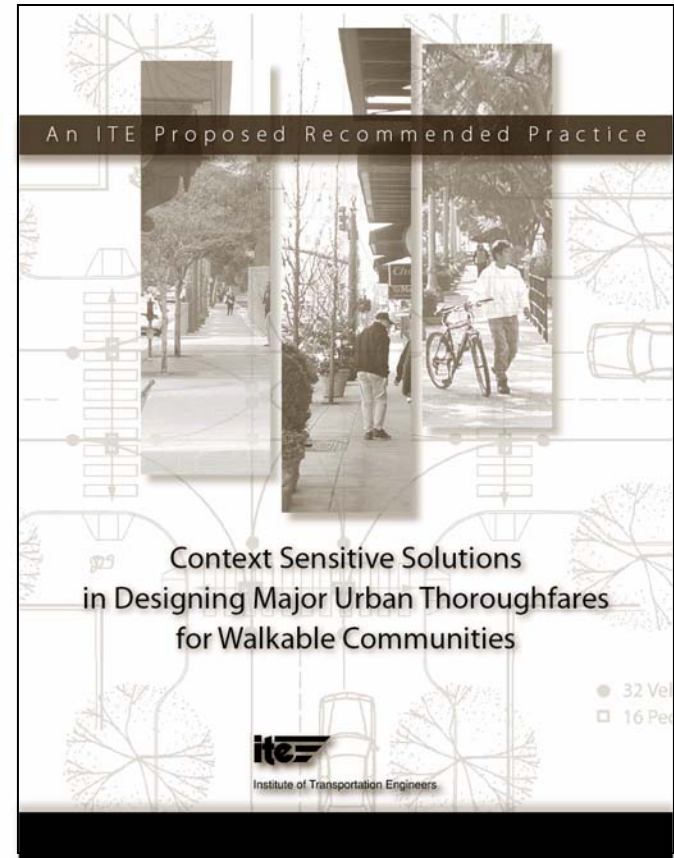
April 27, 2007



**North Central Texas Council of Governments
Transportation Department**

Context Sensitive Solutions (CSS) Project Sponsors

- **Federal Highway Administration**
- **Environmental Protection Agency**
- **Institute of Transportation Engineers**
- **Congress for the New Urbanism**



Context Sensitive Solutions (CSS)

Core Principles

Balance safety, mobility, community, and environmental goals in all projects.

Involve the public and stakeholders early and continuously throughout the planning and project development process.

Use an interdisciplinary team tailored to project needs.

Address all modes of travel.

Incorporate aesthetics as an integral part of good design.

Context Sensitive Solutions

CSS vs. Conventional Design

Conventional	CSS Approach
Context: <ul style="list-style-type: none">- Urban- Rural	Context: <ul style="list-style-type: none">- Suburban- General urban- Urban center- Urban core
Design criteria primarily based on: <ul style="list-style-type: none">- Functional class- Design speed- Forecast travel demand- Level of service	Design criteria primarily based on: <ul style="list-style-type: none">- Community objectives- Functional class- Thoroughfare type- Adjacent land use

Context Sensitive Solutions

Features that Create Context

- **Land Use**
 - Defines urban activity
 - Major factor in design criteria
- **Site Design**
 - Arrangement of buildings, circulation, parking and landscape
 - Vehicle or pedestrian-orientation
- **Building Design**
 - Height, massing shape context
 - Create enclosure/pedestrian interest



Context Sensitive Solutions (CSS)

Rural to Urban Transect

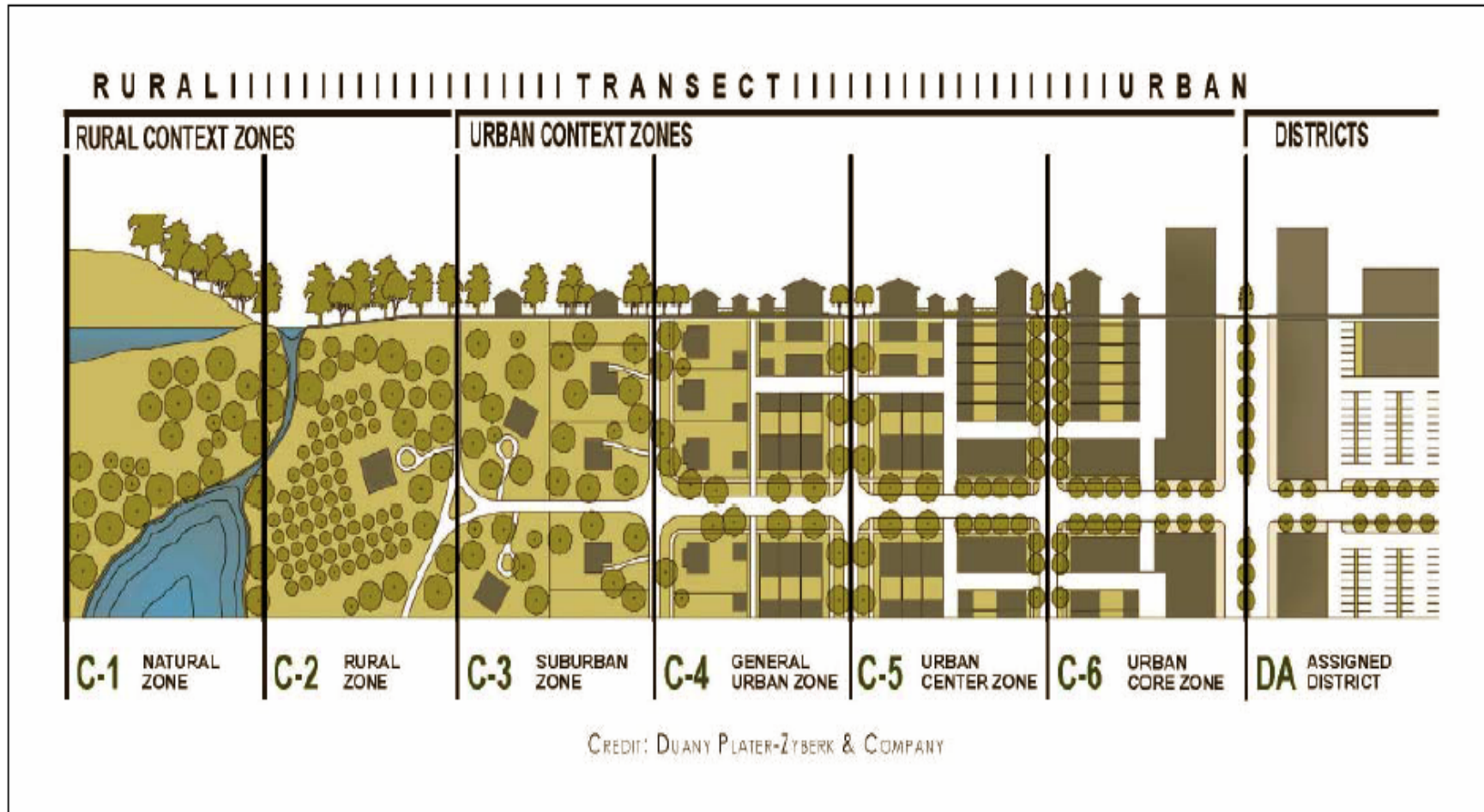


Illustration of a gradient of development patterns ranging from rural in Context Zone 1 (C-1) to the most urban in C-6. CSS principles are applied in relation to the specific zone in which a project is located.
Source: ITE CSS Recommended Practice, pg. 45

Context Sensitive Solutions (CSS)

CSS and the Transportation Planning Process

Tier	Responsibilities	CSS Applications
National	<ul style="list-style-type: none"> • Authorizing legislation • Federal regulations • Federal policy • Research programs • Highway construction funding 	<ul style="list-style-type: none"> • Interpreting legislation • Federal policy and regulations • Development of CSS and flexible design guidance • Demonstration projects • Research programs addressing design issues
Regional/Statewide	<p>Regional Long-Range Planning (10 to 50 years)</p> <ul style="list-style-type: none"> • Agency strategic plans • Regional transportation plans • Agency plans and programs <p>Programs and System Plans (5 to 10 years)</p> <ul style="list-style-type: none"> • System and corridor planning • Strategic system plans • Regional/agency operational programs and plans • Agency, regional, and state transportation improvement programs (STIP) • Highway construction funding 	<ul style="list-style-type: none"> • Network design and connectivity plans • Multimodal and CSS policies • Public participation in CSD vision and plan development • Development of CSS and flexible design guidance • State design manual revisions • Context sensitive designs of highways and thoroughfares • Coordination with resource agencies • Demonstration programs • Staff and local agency training • CSS funding partnerships
Local Agency	<ul style="list-style-type: none"> • Operations, management strategies and plans • Roadway improvement projects • Planning, design, and enhancements • Support services • Capital improvement programs 	<ul style="list-style-type: none"> • Local design manual/standards • Corridor plans • Thoroughfare plans • Multimodal and CSS policies in comprehensive plans • Integration of CSS into project development process (includes public participation)

Context Sensitive Solutions (CSS) Design Examples

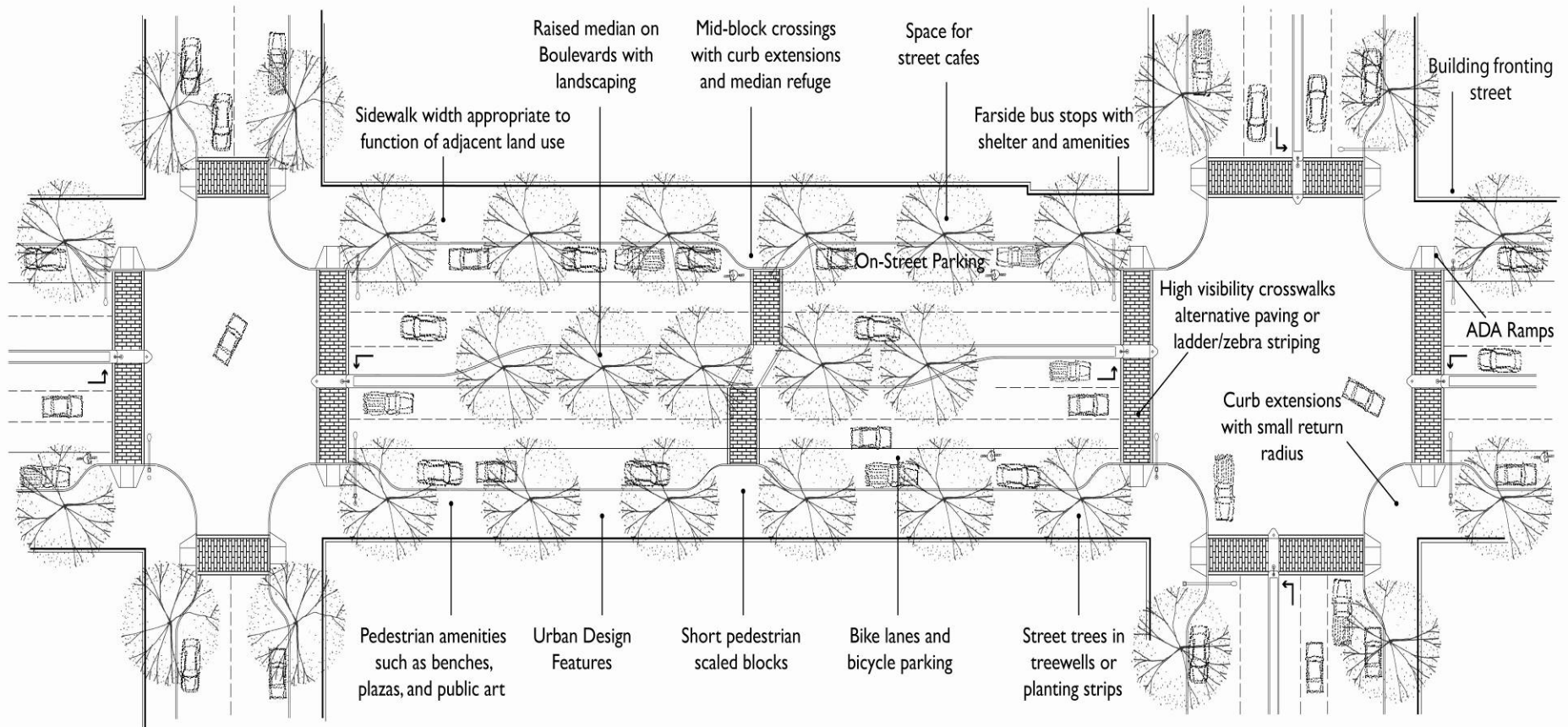


Illustration of the elements of a context sensitive thoroughfare
Source: ITE CSS Recommended Practice, pg. 56

Context Sensitive Solutions (CSS) Design Examples

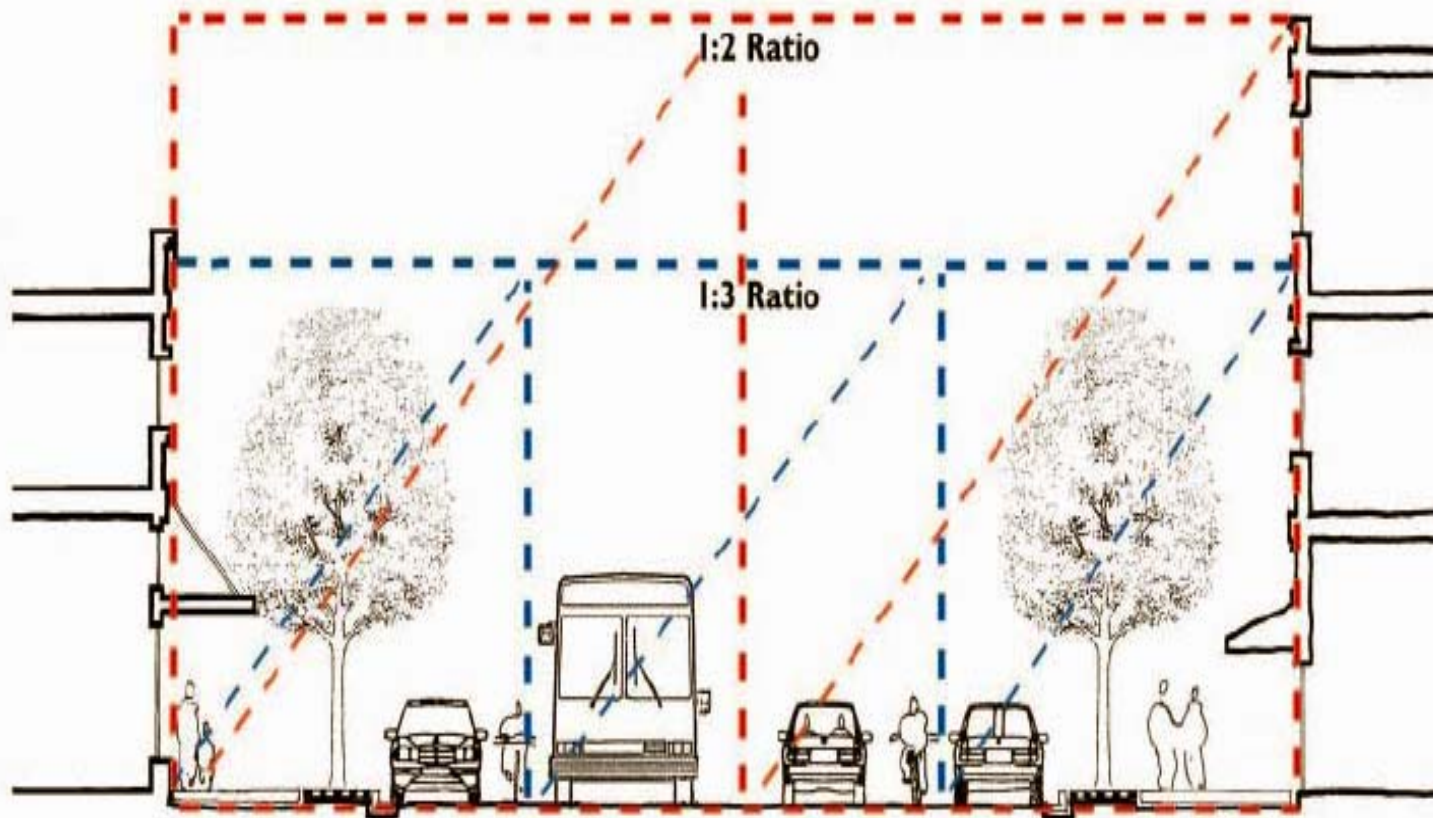


Illustration of height to width ratios that create a scale on thoroughfares that is comfortable to people and encourage walking (human scale). Human scale ratios fall between 1:3 and 1:2 as measured from the building fronts.

Source: ITE CSS Recommended Practice, pg. 44

Context Sensitive Solutions

Next Steps

NCTCOG is inviting other MPOs to:

Review the ITE Proposed Recommended Practice, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, available at www.ite.org/css.

Review the “Context Sensitive Solutions in the Design of Texas Transportation Infrastructure” white paper available at www.nctcog.org/trans/sustdev/landuse/css/.

Evaluate the costs and benefits of implementing Context Sensitive Solutions design principles in transportation infrastructure projects in Texas.

Context Sensitive Solutions

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<http://www.nctcog.org/trans/sustdev/landuse/css/>