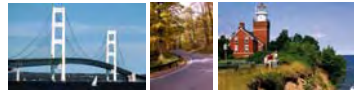


Session 14:

CONTEXT SENSITIVE SOLUTIONS AND CONTINUOUS IMPROVEMENT

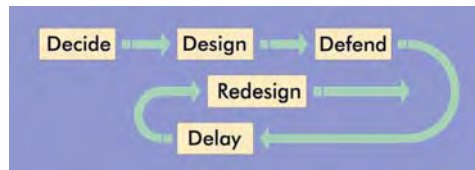


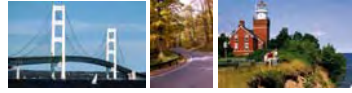
Mackinac Bridge, MI



CSS and Continuous Improvement

The goal of both is to avoid the re-work cycle

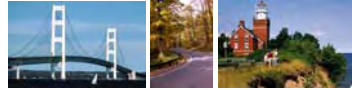
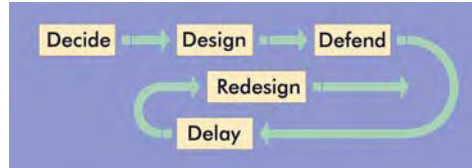




CSS and Continuous Improvement

Without CSS:

- Design
- Announce
- Delay / Defend

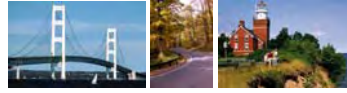


CSS and Continuous Improvement

With CSS

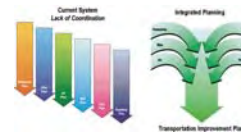
- Publicly
- Owned
- Project / Process





CSS and Continuous Improvement

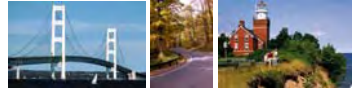
It is possible to get to “Yes” the first time by engaging stakeholders, by employing an interdisciplinary team, and by integrating all modes of transportation—by using CSS principles and methods!



CSS and Continuous Improvement

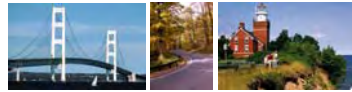
- Creating partnerships with stakeholders
- Define project purpose and need
- Define and evaluate alternatives
- Select the preferred alternative
- Define mitigation and enhancement strategies
- Agree to funding and maintenance obligations and practices





MDOT is a CSS Learning Organization

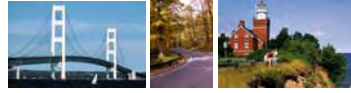
- Evaluate current and previous projects for CSS lessons learned
- Modify procedures as necessary
- Broadcast partners' successes
- Let partners broadcast MDOT's successes



Conclusion

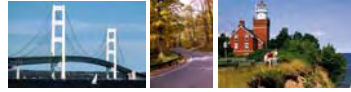
- Create Partnerships
- Consider Multimodal Components
- Use Interdisciplinary Teams
- Minimize Re-work
- Foster a CSS Learning Organization





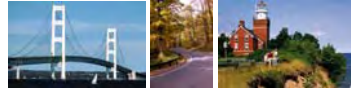
Future Report in Your Local Newspaper:

“Local officials, labor leaders, and even environmental interest groups expressed support at a House legislative hearing Tuesday night for a MDOT proposal to aggressively increase the size and accelerate the schedule for the state’s transportation program over the next five years. Traditional advocates and even some traditional foes of highway projects testified that it was important to the state’s economic, social, and environmental welfare that the large funding package be passed and signed into law immediately. The package does have the support of the Senate and Governor.”



Six National Case Studies

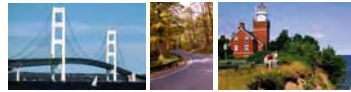




US-54 / Kellogg Avenue Freeway Improvements

Wichita, Kansas

- Improved Kellogg Ave. from a major arterial to a limited-access freeway
- Interagency and community participation
- Hike/bike trails connecting to neighborhoods
- Bas-relief form-liner art reflecting Wichita identity
- Balanced cost challenges with long-term vision for city



Interstate 10, Papago Freeway

Phoenix, Arizona

- Depressed freeway with landscaping, screen walls, & 13-acre deck park
- Catalyst for economic development
- Promotes investment in downtown housing
- Extension of downtown arts district
- Community involvement





I-676, Vine Street Expressway

Philadelphia, Pennsylvania

- Integration of road and neighborhoods
- On-grade link between communities
- Created “special places” in crucial locations
- Pedestrian-friendly treatment of surface streets



Edge of the Wilderness National Scenic Byway

Itasca County, Minnesota

- Three-tiered public involvement process
- Interpretive areas, trails, rest areas, boat access sites
- Supported year-round use by loggers and resort industry
- Protected natural resources
- Corrected only locations with crash history
- Created 10-ton, all-season road

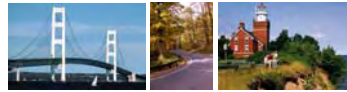




I-35W Access Project "Ellipseabout" Bridge

Minneapolis, Minnesota

- Reduced air pollution and noise
- Improved safety and mobility
- Included HOV lanes
- Pedestrian and bicycle movement
- Innovative traffic calming techniques



St. Croix Trail CSAH Highway 21

Washington County, Minnesota

- Let neighbors define issues, goals, and scope of project
- On-site meetings and adjustments to alignment as it was staked
- Aesthetic treatments mimicked rustic architecture from nearby state park
- Shoulder accommodate bicycle traffic
- Corrected only locations with crash history

