

**Context Sensitive Solutions “CSS”  
Overview and Glossary of Terms  
Memorandum**

**Overview of CSS:**

The following materials provide an initial overview of the principles that are considered the foundation for CSS. These are used by FHWA, AASHTO and many state DOT's as guidelines for CSS planning and implementation. The material is intended for discussion and to serve as a reference for the Technology Planning Toolkit Advisory Committee.

**CSS as defined by FHWA and MDOT:**

“CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.”

**Core Principles of CSS:**

In May 1998, AASHTO and FHWA sponsored “Thinking Beyond the Pavement: National Workshop on Integrating Highway Development with Communities and the Environment While Maintaining Safety and Performance.” Beginning at this conference, CSS practitioners have identified core principles and benefits about CSS that can be applied to both project implementation and evaluation.

**Characteristics of the Process That Yield Excellence**

1. Communication with all stakeholders is open, honest, early, and continuous.
2. A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
3. A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
4. The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
5. A commitment to the process from top agency officials and local leaders is secured.
6. The public involvement process, which includes informal meetings, is tailored to the project.
7. The landscape, the community, and valued resources are understood before engineering design is started.
8. A full range of tools for communication about project alternatives is used (e.g., visualization).

### **Qualities of Excellence in Transportation Design**

1. The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
2. The project is a safe facility for both the user and the community.
3. The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
4. The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
5. The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
6. The project is designed and built with minimal disruption to the community.
7. The project is seen as having added lasting value to the community.

### **Benefits of CSS:**

- Conserves environmental and community resources. CSS facilitates and streamlines the process of NEPA compliance.
- Saves time. It shortens the project development process by gaining consensus early, and thereby minimizing litigation and redesign, and expediting permit approvals.
- Saves money. By shortening the project development process and eliminating obstacles, money as well as time is saved.
- Builds support from the public and from the regulators. By partnering and planning a project with the transportation agency, these parties bring full cooperation, and often additional resources as well.
- Helps prioritize and allocate scarce transportation funds in a cost-effective way, at a time when needs far exceed resources.
- Group decisions are generally better than individual decisions. Research supports the conclusion that decisions are more accepted and mutually satisfactory when made by all who must live with them.
- Serves the public interest, helps build communities and leaves a better place behind.

## Glossary of Terms

**AASHTO Green Book** – American Association of State Highway and Transportation Officials (AASHTO), published Policy on Geometric Design of Highways and Streets.

**Access Management** - Involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

**Aesthetics** – Consideration and/or evaluation of the sensory quality of resources (e.g. sight & sound).

**Analysis of Alternatives** - Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential changes to the system.

**Categorical Exclusion (CE)** –Under the National Environmental Policy Act (NEPA), a CE is an action that normally does not require the preparation of an Environmental Assessment or an Environmental Impact Statement.

**Charette**: A meeting format used to define issues, analyze problems and alternative solutions and to reach consensus on the approach to be taken. Purpose: Resolve a problem or issue within a specific time period and when a range of solution options are required; define values and expectations.

**Community Impact Assessment (CIA)** - The process that evaluates the potential impacts of proposed transportation projects on a local community and its sub-populations throughout the transportation decision-making process. The goal of CIA is to focus on the quality of life of the community.

**Context Sensitive Design** - CSD applies to a transportation project's engineering design features, and may include features that help the project fit harmoniously into the community (e.g., form liners for bridge piers, colored crosswalks, or streetscape design).

**Corridor Continuity** - The overall coordination and sequence of visual features, as experienced by the roadway user.

**Corridor Studies** - Typically, roadway corridor studies focus on a segment of a particular travel corridor or travel shed. Land use, access issues, capacity, level of service, geometrics and safety concerns are studied; alternatives analyzed and recommendations made. Corridor studies are usually prepared with the participation and cooperation of the affected communities and governmental agencies. Recommendations for improvements are often incorporated into the local comprehensive plans of the participating cities and continue to be used by implementing agencies as improvements in the corridor are made.

**Flexible Design** - The process of looking beyond standards and developing new ways of solving transportation project needs due to the unique natural and social contexts in these areas.

**Enhancement Activities** - Refers to activities related to a particular transportation project that 'enhance' or contribute to the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification

projects, historic preservation, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

**Environmental Assessment (EA)** – A document prepared for actions in which the significance of the environmental impact is not clearly established. Should environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment, a Finding of No Significant Impact (FONSI) is issued.

**Environmental Impact Statement (EIS)** – a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.

**Environmental Inventory** - Record of an area's natural and people-made resources, including vegetation, animal life, geological characteristics and mankind's presence in such forms as housing, highways and even hazardous wastes.

**Environmental Justice (EJ)** - Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

**Environmentally Sensitive Area** - An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites.

**Environmentally Sensitive Design** - The design approach of avoiding and/or minimizing effects on important resources to the extent possible, and creating resource enhancement opportunities where impacts are unavoidable should be pursued.

**Facilitation:** The guidance of a group in a problem-solving process by a facilitator who is neutral in regard to the issues and topics under discussion and provides procedural help in moving toward consensus and a conclusion.

**Focus Group:** A group typically representing a cross section of the community who attend a facilitated meeting with carefully tailored agenda, a set of questions to guide the discussion, a discussion facilitator, eight to twelve participants and a minimum of presentation materials to set the context for discussion..

**Functional Classification** – The grouping of streets and highways according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

**Human Scale** - Characteristics of the built environment that conform to the physical dimension of people such that they foster an appropriate sense of comfort and safety.

**Hardscape** - Elements added to a natural landscape, such as paving stones, gravel, walkways, irrigation systems, roads, retaining walls, sculpture, street amenities, fountains, and other mechanical features.

**Interdisciplinary Teams** - Project teams that include multiple disciplines such as community outreach professionals, design engineers, landscape architects, land use planners, environmental resource specialists, historic preservation and cultural resources staff, and public transportation professionals who can address the multi-modal issues of a transportation project.

**Intelligent Transportation Systems (ITS)** - The application of advanced technologies to improve the efficiency and safety of transportation systems.

**Livable Community** - A neighborhood, community or region with compact, multidimensional land use patterns that ensure a mix of uses, minimize the impact of cars, and promote walking, bicycling and transit access to employment, education, recreation, entertainment, shopping and services.

**NEPA (National Environmental Policy Act of 1969)** - The National Environmental Policy Act of 1969 (NEPA), established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

**Placemaking** - The philosophy of "placemaking" centers on the belief that a public-participation process defining and responding to community conditions and needs from the outset is one of the most critical factors in achieving transportation design that is truly sensitive to its context.

**Problem Definition, Purpose and Need and Visioning** – The process of defining the nature, scope, and severity of the transportation problem being solved is a key early step in the CSS process.

**Scenario planning** - is an analytical tool that provides transportation professionals with a framework for developing a shared future vision by analyzing various forces that affect growth (e.g., health, transportation, economic, environmental, and land-use).

**Stakeholder** - Person or group affected by a transportation plan, program or project. Person or group believing that are affected by a transportation plan, program or project. Residents of affected geographical areas.

**Visual Impact Assessment** - A special study requirement for an Environmental Impact Statement document. A description of the visual environment assists in determining and understanding the level of visual changes that may arise from project implementation. When considering visual impacts, focus should be placed on the existing landscape, visually sensitive resources, and an individual's view in the study area.

**Visual Quality** – What viewers like and dislike about a particular scene.

**Vision(ing)** - A description of the future physical appearance and qualities of a community or region.

## **CSS Timeline**

CSS is continually evolving process

1969 - The National Environmental Policy Act (NEPA) is passed, requiring transportation agencies to consider adverse impacts of road projects on the environment

1991 - The Intermodal Surface Transportation Efficiency Act (ISTEA) This legislation emphasizes that, in addition to being safe, projects should be sensitive to their surrounding environment, especially in scenic or historic areas and increase public involvement by collaborating with local communities.

1995 - The National Highway System Designation Act is enacted. The planning and design guidelines state that designs may take into account: the constructed and natural environment of the area; impacts of the project upon environmental, scenic, aesthetic, historic, community and preservation interests; and access for other modes of transportation.

1997 - The Federal Highway Administration (FHWA), in cooperation with the American Association of State Highway and Transportation Officials (AASHTO), publishes Flexibility in Highway Design, which identifies and explains ways to reduce the impact of transportation projects on environment by using use the range of acceptable design guidelines.

1998 - The Maryland Department of Transportation, State Highway Administration conducts Thinking Beyond the Pavement: National Workshop on Integrating Highway Development with Communities and the Environment While Maintaining Safety and Performance.

1998 – Subsequent to the Thinking Beyond the Pavement conference, FHWA selects five pilot states to implement the CSD approach and to share their experiences with the States within their region: Connecticut, Kentucky, Maryland, Minnesota, and Utah. Additional details on the FHWA CSD Pilot program can be found online at: <http://www.fhwa.dot.gov/csd/states.htm>

1999 – The American Society of Civil Engineers (ASCE) hosts a national Context-Sensitive Highway Design Workshop in Reston, Virginia, which heightened awareness and increased understanding of those working in context-sensitive design.

2003 - Project for Public Spaces is commissioned by FHWA to work with key stakeholders in the transportation field to create [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org), an online resource to facilitate the integration CSS in the project development process.

2004 – Gov. Granholm issued an Executive Directive that requires MDOT to incorporate context sensitive solutions into transportation projects whenever possible.

2004 - Transportation Research Board (TRB) publishes Context-Sensitive Design Around the Country, providing examples of CSD implementation throughout the United States.

2004 - TRB's National Cooperative Highway Research Program (NCHRP) publishes Performance Measures for Context-Sensitive Solutions - A Guidebook for State DOTs.

2004 -The Center for Transportation and the Environment at North Carolina State University holds a nationally televised broadcast Context-Sensitive Solutions in Transportation: A Better Way.

2005 – MDOT host CSS awareness trainings for MDOT Staff and Stakeholders

2006 – AASHTO/FHWA Peer Exchange: Context Sensitive Solutions held in Baltimore, Maryland, September 6-8, 2006. Over 260 participants from 46 states, the District of Columbia, Puerto Rico and Nova Scotia participated in peer exchanges, discussing the issues and challenges to implementation.

2007 – FHWA goal to assist all 50 states DOT's on implementing a CCS Framework.

### **CSS Web Links**

#### **MDOT CSS**

[http://www.michigan.gov/mdot/0,1607,7-151-9621\\_41446---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_41446---,00.html)

#### **FHWA and Context Sensitive Solutions**

<http://www.fhwa.dot.gov/csd/index.cfm>

#### **AASHTO Center for Environmental Excellence**

<http://environment.transportation.org/>

The American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence has been developed in cooperation with the Federal Highway Administration to promote environmental stewardship and to encourage innovative ways to streamline the transportation delivery process. The Center is designed to serve as a resource for transportation professionals seeking technical assistance, training, information exchange, partnership-building opportunities, and quick and easy access to environmental tools.

#### **Context Sensitive Solutions.org**

<http://www.contextsensitivesolutions.org/>

This Resource Center was created by Project for Public Spaces in collaboration with Scenic America to assist the Federal Highway Administration in accomplishing one of its Vital Few Strategies - the integration of context sensitive solutions (CSS) into project planning, development, and implementation in all 50 states by September 2007.

This web site is being developed in partnership with:

- American Association of State Highway and Transportation Officials (AASHTO)
- Federal Transit Administration
- Institute for Transportation Engineers (ITE)
- National Association of City Transportation Officials (NACTO)
- National Park Service

### **Transportation Research Board Visualization Symposium**

<http://www.trbvis.org/>

TRB Visualization and Transportation Task Force. The mission of the Task Force is to foster and disseminate research that advances the development, application, and evaluation of visual simulation as an integrated, "core" technology in the life-cycle process of collaboration, system planning, design, operations, and maintenance across all modes of transportation.

### **CSS Planning Tools Example**

#### **Pennsylvania Department of Transportation Community Context Audit**

<http://65.207.30.22/css/www/community.php>

Penndot uses a CSS questionnaire for transportation projects to promote CSS. The Community Context Audit Process is part of the overall Community Impact Assessment (CIA) that is conducted in conjunction with PENNDOT's environmental review process as an integral part of the project development process. The Community Context Audit process incorporates views of various stakeholders within the community along with PENNDOT from a multi-disciplinary approach. The community context audit should be performed early in the process as part of the project identification in order to provide necessary documentation to support development of a project purpose and needs statement and adequate funding allocation and identification. A copy of the audit is attached at after page 8.

#### **Highway Sustainability Checklist Parsons Brinckerhoff**

The Highways Sustainability Checklist was developed by Parsons Brinckerhoff in response to our clients' interest in accessing an objective, non-prescriptive, broad-based tool that could enable them to more systematically integrate environmental stewardship practices and context sensitive design considerations into their day-to-day highway-related practices. The result is a flexible tool that planners, environmental staff, design and construction engineers, and operations and maintenance personnel can apply to analyze opportunities and tradeoffs and determine actions to take.

This checklist is a compendium of possible measures associated with various phases of highway projects - from planning to design, through construction, operations, and maintenance. It is meant to facilitate analysis and decision making about the extent to which highway improvements might incorporate measures that go beyond satisfying highway related functional requirements while addressing contextual factors involving the natural, built, and human environments. The Checklist is a Microsoft Excel template and will be e-mailed as an attachment.

# Community Context Audit

## For Transportation Projects

**Purpose:** The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general. This information will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (*vehicular, non-vehicular and transit modes*), safety, local and regional economics, aesthetics and overall quality of life.

**Municipality:** \_\_\_\_\_

**Project Location & Limits:** \_\_\_\_\_

Attach a project location map to this form.

State Route #: \_\_\_\_\_ Road Name: \_\_\_\_\_

Township Route #: \_\_\_\_\_ Road Name: \_\_\_\_\_

### For MPO/RPO Use Only

**MPMS#:** \_\_\_\_\_

**Project Estimate/Budget/Funding Sources:** \_\_\_\_\_

### Project Type:

Resurfacing

New Roadway

Intersection Improvements

Widening

Bridge Rehabilitation

Enhancement Project

Betterment Project

Bridge Replacement

Other \_\_\_\_\_

**Project Description:** \_\_\_\_\_

**Reason for Project:** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_

**Telephone #:** \_\_\_\_\_

**Individual Completing Context Audit Form:** \_\_\_\_\_

**Date:** \_\_\_\_\_

# Community Context Audit

## For Transportation Projects

### Section 1: Community Characteristics/ Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance Present and Future		
	Yes	No	High	Medium	Low
Is this place an established center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a multi-modal transportation center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a residential center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a mixed residential /commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place an industrial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a rural/agricultural area? Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important cultural features or identifiers within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important architectural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important natural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Overall assessment of community characteristics and setting:**     Urban     Suburban     Rural  
 (Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

# Community Context Audit

## For Transportation Projects

### Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (*a yes response*) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (*a no response*), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance Present and Future		
	Yes	No	High	Medium	Low
<b>Sidewalks</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ADA Compliance</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Bicycle Lanes/Paths/Facilities</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-street Parking</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Transit Connections</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Transit Shelters</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Street Lighting</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Pedestrian Lighting</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Pedestrian Crossings</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Signals (Traffic, Directional &amp; Pedestrian)</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Crosswalks</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other Comments:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Community Context Audit

## For Transportation Projects

### Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (*a yes response*) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (*a no response*), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known / planned future conditions.

Resource	Presence		Importance Present and Future		
	Yes	No	High	Medium	Low
<b>Neighborhood Parks /Open Space /Civic Areas</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Benches</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Trash Containers</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Street Trees</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Landscaping</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wayfinding Signage</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Community Safety Issues</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Traffic Safety</b> Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Please list any seasonal events affected by proposed improvements at this location.** \_\_\_\_\_

**Overall Comments:** \_\_\_\_\_

# Community Context Audit

## For Transportation Projects

### Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known / planned future conditions.

Resource	Presence		Importance Present and Future		
	Yes	No	High	Medium	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups? <i>(in addition to public agencies and residential associations)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other Comments:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# Community Context Audit

## For Transportation Projects

### Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
<p><b>Does the municipality have a comprehensive plan?</b> If yes, indicate the date of the plan.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Is this project generally consistent with the municipality's comprehensive plan?</b> If yes, indicate how.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Are there any special studies associated with this project?</b> If yes, please indicate the name of study or studies and attach copies.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Has the municipality adopted a growth management plan or designated growth area?</b> If yes, is this project located within the designated growth area.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Does this project have regional significance?</b> If so, explain.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Are there other scheduled or planned projects that may tie into this project or impact this project?</b> If yes, please indicate the project name(s) and type of project(s).</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Identify planning and project development partners for this project:</b></p>  		
<p><b>Other Comments:</b></p>    		