Foreword

Throughout Illinois history, transportation has held an important role in shaping and developing the state. This is evident today as business and leisure travelers rely on the transportation system to support and enable all manner of economic, social, educational and cultural activity. The Illinois Department of Transportation (IDOT) has a responsibility to ensure that the transportation system can answer these needs and address future transportation demand.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005 and authorizes federal surface transportation programs for highways, highway safety, and transit through 2009. This act resulted in changes to rulemaking for statewide transportation plans. In compliance with the required changes, this Illinois State Transportation Plan will amend the 2005 Illinois Transportation Plan. Illinois law requires a plan update by December 31, 2007.

The initial phase of the update will be the adoption of technical amendments prior to July 1, 2007, to meet federal compliance deadlines. The final plan update will be completed in December 2007 to meet state legislative requirements.

The Illinois State Transportation Plan sets forth policies and goals that guide the development of the state transportation system. The plan identifies issues and key needs that will influence transportation decision making during the next 20 years or more. Instead of a specific list of projects, this plan provides the strategic framework for the future direction of transportation in Illinois.

The Illinois State Transportation Plan update consists of several special reports that address varying subjects. These special reports are designed to add information to the existing 2005 Illinois State Transportation Plan and to meet SAFETEA-LU requirements. These special reports include:

- Transportation System Update (Aviation, Bicycles and Pedestrians, Freight Railroads and Intermodal Facilities, Highways, Intercity Passenger Service, Public Transit, and Waterways and Ports)
- Trends, Issues and System Condition
- System Preservation and Maintenance
- Mobility and Reliability
- Transportation Safety
- Global Competitiveness and System Security
- Environmental Coordination and Quality of Life (including sub-reports on Context Sensitive Solutions and Human Services Transportation)
- Transportation Funding
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1.0 Introduction

The Illinois Department of Transportation (IDOT) continues to evolve in an effort to meet changing needs in the transportation of people, goods and services. These demands involve virtually all modes of transportation and include all levels of government such as the U.S. Department of Transportation, metropolitan planning organizations, and local transportation agencies among others. Recognizing the importance of informed decision-making and the best use of available funds, communications during project and systems planning takes on considerable importance. An efficient and responsive statewide transportation system must be fully integrated and responsive to its varied users and their demands. The Context Sensitive Solutions (CSS) process has recently emerged and is applied in developing the state’s transportation plans, programs, and projects. This is a recent initiative that involves all state processes for planning, implementing, and maintaining transportation systems.

1.1 Background

CSS was formally adopted by IDOT following the Illinois General Assembly’s enactment of 2003 legislation stating that the “Illinois Department of Transportation shall embrace the principles of Context Sensitive Solutions in policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities.” Illinois is the only state in the country to formally require the use of CSS by statute.

CSS is broad in scope, inclusive of a variety of transportation modes and applies to project phases beginning with planning and extending to the design, construction, operation, and maintenance of state facilities. CSS policy in the state has been influenced by more than a decade of activity and has involved federal and state agencies, non-governmental agencies, and private interests. An introduction to CSS follows and includes: a definition of CSS, a description of prior federal actions, and a summary of IDOT’s CSS policy.
1.1.1 CSS Defined

Context Sensitive Solutions for IDOT is “an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surroundings—its context. Through early, frequent, and meaningful communication with stakeholders and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.” Context can be further described as “the interrelated conditions in which something exists or occurs, or its environment or setting.” Every project has a context that varies with and may be unique to that particular project. In further defining this context it can be considered in at least three elements: 1) the transportation need, 2) the natural environment and 3) the human environment. These elements are further influenced by the perception and values of the communities through which the project passes.

1.1.2 Federal CSS Initiatives

CSS has evolved from a number of federal initiatives dating to the National Environmental Policy Act of 1969, continuing with the Intermodal Surface Transportation Efficiency Act of 1991, and through the most recent reauthorization in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. The Federal Highway Administration (FHWA) in 1997 targeted five ‘pilot’ states (Connecticut, Kentucky, Minnesota, Maryland, and Utah) to provisionally implement this policy at the state level. More recently, FHWA identified CSS as integral to the “Vital Few” goals to improve environmental stewardship and streamline planning for new transportation system improvements (FHWA, 2003). Other national organizations including the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO) have also endorsed and now sponsor programs of research and recognition for innovations in the CSS process and its application.

CSS Meeting
1.1.3 IDOT CSS Policy

In Illinois the legislature amended the state highway code in 2003 with the enactment of Public Act 093-0545, effective January 1, 2004. The act charged IDOT to: “… embrace principles of context sensitive design and context sensitive solutions in its policies and procedures . . . .” Other key elements in the act included a commitment to early and ongoing collaboration with the public, along with the promotion of innovative solutions which are to be balanced with mobility, community and environmental objectives.

With formal adoption of the CSS legislation, IDOT subsequently developed a policy to guide the implementation of CSS. Effective August 1, 2005, Department Policy D&E-21 (Design and Environment) was signed by the Secretary and Directors of the Division of Highways, Aeronautics, and Public and Intermodal Transportation, along with the Office of Planning and Programming. The policy contains the guidelines and responsibilities for the implementation of CSS within the Department. Key principles include:

- Balance mobility, community needs, and environment with safety being paramount
- Involve stakeholders early and often in the project development process
- Address all transportation modes
- Use all appropriate disciplines in project development
- Consider design flexibility as inherent in project development
- Incorporate aesthetics as part of good design

A conceptual model for stakeholder involvement is shown in Figure 1-1. As shown, there are a number of activities that are organized around three broad steps: 1) Identify stakeholders, 2) Develop project purpose and 3) Analyze alternatives and choose preferred alternative. This approach for stakeholder involvement emphasizes early participation of local officials and interest groups. More detailed discussion of the concepts of project development guidance, the stakeholder involvement process and design flexibility are described in Section 3.1, Policy Development.

Implementation of D&E-21 is now underway. Stakeholder involvement is the linchpin of CSS. The policy states that the CSS process shall include Stakeholder involvement processes that are:

1. Applicable to a wide range of projects
2. Flexible and modular
3. Simple enough to avoid adding another layer of process to an already lengthy planning and design schedule
Figure 1-1: IDOT CSS Stakeholder Involvement

Activity 1: Identify Stakeholders
- Form Study Management Group (SMG)
  1. Identify disciplines needed for SMG
  2. Determine general parameters of the transportation issue
- Identify Stakeholders
  1. Determine previous stakeholder involvement (e.g., if any previous studies had been performed, or community had been faced)
  2. Meet with local officials and interest groups
  3. Supplement stakeholder identification

Output: Stakeholder Involvement Plan (SIP)

Activity 2: Develop Purpose of Project
- Conduct Initial Informational Meetings
  1. Inform stakeholders about DOT initiative
  2. Set SP ground-rules
  3. Convey criteria/possible solutions, issues, needs, benefits, etc.
- Conduct Purpose of Project/Development Meetings
  1. Solicit input from stakeholders that will be used to develop a Purpose of Project statement
  2. Solicit stakeholders views on existing/most critical transportation problems in the affected area
  3. Develop an understanding of the kinds of transportation problems that can be solved with the project (including engineering, funding, and geographical limits)

Output: Understanding of the Purpose of Project

Activity 3: Analyze Alternatives and Choose Preferred Alternative
- Conduct Alternative Meetings
  1. Develop a set of alternative courses of action for the project
  2. Staff solicits input from stakeholders or alternatives
  3. After meeting(s), staff evaluates input on alternative and refines the initial presentation
  4. Form Technical Advisory Groups (TAG)
- Staff re-presents modified alternatives based on previous input
  1. Discussion of issues surrounding these alternatives
  2. If Sop has been formed, the meeting(s) will be with the Sop

Output: Understanding of the Purpose of Project

Activity 4: Approval of Final Alternative
- Staff presents alternatives and discuses their features
  1. Alternatives are evaluated throughout the process
  2. Sop has been formed, the meeting(s) will be with the Sop
  3. The Sop should be included with a general consensus form around the preferred alternative

Output: A single design for the project

Final stakeholder Meeting
- Approve the parameters of the selected alternative

Output: Preferred Design
Policy D&E-21 also contains several other important CSS principles, including the following:

- Local agencies are encouraged to use CSS as a best practice on local projects
- The assistance of the metropolitan planning organizations (MPOs) will be sought on CSS projects in urbanized areas
- IDOT makes all final project decisions
- IDOT will establish a CSS training program
- Policy D&E-21 will be reviewed annually
2.0 Issues

Various CSS policies and programs have been developed, educational materials prepared, training undertaken, and a website created to introduce the concept and inform all parties of the fundamental elements of this process. The overarching goal is to implement the CSS process and establish continuity and consistency in its application to the Department’s policies and projects.

Several benefits have been shown to result from the application of the CSS process in transportation planning:

- Allows projects to better fit surrounding
- Focuses on customers
- Builds positive relationships with stakeholders
- Enhances livability of communities
- Improves project delivery
- Enables timely and lasting decisions
- Provides better public involvement documentation

CSS has been undertaken in a relatively short time and brings with it a number of inherent issues:

- Addresses new challenges
- Working with a multi-disciplinary team
- Using design flexibility
- Building consensus
- Perceived additional costs
- Staff/public buy-in
- May take more upfront time
- Misunderstanding of when and how to use CSS
- Communication
CSS as a policy now allows Illinois to go beyond merely providing a safe and efficient transportation system. Transportation can now be addressed in a broader context that includes issues such as congestion, suburban growth, and preservation of scenic landscapes and historic neighborhoods, along with augmented provisions for non-motorized forms of transportation. It is important for the Department to work with stakeholders to affirm that new transportation projects are designed to improve the quality of life for all who rely on these transportation systems. In working towards successful transportation solutions, CSS can help the Department to better understand these diverse needs and concerns in making the most appropriate planning and project decisions. While the Department is ultimately responsible for the stewardship of the investments made in the state’s transportation system, the CSS process can provide a more inclusive and responsive basis for those decisions.
3.0 Policies and Goals

The CSS process is integrated into the Department’s structure. Substantial progress has been made towards achieving many of the CSS goals since its adoption, and a number of initiatives are now underway to advance the principles of CSS within the Department. With its broad scope extending to all phases of project development several specific objectives have been identified and are described in the following sections for policy development, training, communications, and program delivery.

3.1 Policy Development

The IDOT CSS policy was signed by the Secretary of the Department of Transportation along with the Directors of Highways, Planning and Programming, Public and Intermodal Transportation, and Aeronautics. Each of the signatory offices and divisions has developed procedures for the implementation of this policy. Implementation procedures can be found on the Department’s CSS website located at http://www.dot.il.gov/css/home.html.

3.1.1 Division of Highways

The Division of Highways procedures can be found in the Bureau of Design and Environment (BDE) manual in “BDE Procedure Memorandum 48-06: Design Flexibility and Stakeholder Involvement Process for Context Sensitive Solutions.” To effectively integrate CSS into project applications the memorandum contains three key elements: 1) Project development guidance, 2) Stakeholder involvement process, and 3) Design flexibility. Approved on March 1, 2006, CSS is applicable to specific state highway projects as determined by the appropriate regional engineer. The memorandum focuses on three specific elements that are summarized below.

IDOT approaches all highway projects with a multidisciplinary team, known as the Project Study Group (PSG) in the IDOT district where the project occurs. The PSG includes district or consultant staff who guide development of the project. A wide range of disciplines may participate and can include construction and operations field engineers, land acquisition staff, local roads staff,
landscape architects, environmental specialists, and other technical specialists as determined appropriate by the PSG. Outside staff may also be included from the FHWA, environmental resource and permitting agencies, county engineers, the affected MPO, and the IDOT central office. The PSG is responsible for identifying stakeholders and developing a stakeholder involvement plan, which outlines the most appropriate means and methods to involve the stakeholders.

The stakeholder involvement process is an essential component of BDE Procedure Memorandum 48-06. The stakeholder involvement process is both flexible and modular and is designed to fit the size and complexity of each project. Shown in Figure 1-1, Section 19-3.01 describes the four key steps as follows:

- **Step 1: Stakeholder Identification and Development of the stakeholder involvement process.** This first step is central to the CSS process and defines stakeholders, guides preparation of a plan for their participation, identifies techniques for communication, and defines consensus.

- **Step 2: Developing the Project Problem Statement.** This step gives focus and definition to the purpose of the project, relates it to the environmental clearance process (under the National Environmental Policy Act), describes a context audit, justifies why impacts may need to occur and helps frame the alternatives to be considered.

- **Step 3: Defining Alternatives.** The range of alternatives to be considered must be responsive to the problem statement (from Step 2) can help assess the feasibility of solutions that address the public’s concerns; explains why some alternatives are not technically feasible; and helps work towards consensus.

- **Step 4: Approval of Final Alternative.** With this step the selected alternative can move forward into final design, be eligible for federal and state funding, and be included in an approved transportation plan.

CSS requires consideration of conditions and needs that are unique to each project. Transportation solutions that can reflect this individuality require good engineering judgment and the creative application of design guidelines. The process of flexible design encourages creative thinking but must always maintain safety as paramount while considering natural and historic resources and recognizing community values. This approach will consider various modes that encompass motorized vehicles as well as bicyclists and pedestrians. It further recognizes that economic elements need to be considered in the movement of goods and services.

Flexible design will not compromise safety. Compliance with standards, guidelines, and sanctioned design procedures will be maintained. Provisions have been established for design exceptions and projects are evaluated with respect to established design criteria established by the FHWA. Primary considerations are given to safety, capacity,
compatibility with adjacent sections, impacts, project timelines, and cost. Flexibility is inherent in the standards and takes into account the function and users of the facility under study.

### 3.1.2 Office of Planning and Programming

CSS implementation procedures for the Office of Planning and Programming were adopted March 15, 2007. These procedures address the utilization of CSS principles in statewide planning and in urban or metropolitan planning while focusing on stakeholder involvement in the development of identified plans and programs. Individual highway projects contained within these plans and programs are subject to CSS implementation procedures adopted by the Department’s Division of Highways as referenced above.

### 3.1.3 Divisions of Aeronautics and Public and Intermodal Transportation

The Divisions of Aeronautics and Public and Intermodal Transportation also have completed development of their CSS implementation procedures. These procedures are available on the Department’s CSS website.

### 3.2 Training

Training is an essential objective for successfully implementing IDOT’s CSS program. It has been structured to provide a basic understanding of the CSS process, introduce key principles, and demonstrate results through actual project applications.

Following adoption of CSS policy and given the need to quickly integrate CSS into IDOT practices, training began in 2006. Materials for training have been developed for several different audiences and are summarized below. Figure 3-1 illustrates the training completed in 2006 and as proposed for 2007.

#### 3.2.1 CSS Awareness Class

This half-day class is designed to provide a basic understanding of the Department’s policy on CSS and how the CSS process is addressed from planning through operations. It is intended for IDOT management, consultants, and other interdisciplinary partners.

CSS learning outcomes for the awareness class include:
Figure 3-1: IDOT CSS Training, 2006 and 2007
• History of CSS from the federal and state perspectives, including Public Act 93-0545
• Departmental Policy D&E-21 on CSS
• BDE PM 48-06
• CSS concept and basic principles
• Guidelines for the stakeholder involvement process
• How to identify stakeholders
• Principles of flexibility in design
• Importance of construction and operations
• Importance of documenting decisions during the CSS process

The awareness class has been held internally for IDOT staff 11 times and has involved 258 participants, including upper management in all nine IDOT districts. In 2006, two classes were arranged for members of the American Council of Engineering Companies, Illinois Chapter (86 attendees) at their annual civil engineering conference and for members of the Illinois Society of Professional Engineers (32 attendees). In total nearly 380 individuals attended the awareness class in 2006.

3.2.2 CSS Approach Class

This two-day class is designed to provide the knowledge and skills to collaboratively develop transportation projects by addressing the needs of a broad range of stakeholders and special interest groups. Participants learn the CSS process by using a case study to identify critical issues early in the planning and programming process. The class discusses how to evaluate alternatives in design flexibility and to document all phases of the CSS process through planning, design, construction, and operation phases.

CSS learning outcomes for the approach class (in addition to those previously listed for the awareness class) include:

• Identify projects that require CSS
• Identify and engage stakeholders
• Create a stakeholder involvement plan
• Identify and include multimodal transportation needs in the stakeholder involvement plan
• Build consensus
• Identify the context of a project and perform a community context audit
• Integrate aesthetics into transportation projects
• Apply flexible design into transportation projects

The approach class has been held internally for IDOT staff eight times and has involved a total of 160 participants. The sessions have included a number of organizations, including employees of the Federal Highway Administration, 73 consultant representatives, and staff from IDOT districts and central office.

3.2.3 CSS Class for Local Agencies
This half-day class provides local agencies with an understanding of the Department’s policy on CSS and how the CSS process involves local agencies. The class is intended for local agency staff who will be responsible for implementing CSS for their agency or who will represent their agency’s interests as a stakeholder. The topics covered are similar to those previously described for the awareness class.

The CSS class for local agencies has been held seven times and has included more than 230 individuals representing local transportation agencies statewide.

3.2.4 Community Impact Assessment Class
Two community impact assessment classes were completed in 2006. Taught by national instructors, the classes focused on better understanding the effects of a transportation project on a community and its quality of life. All items of importance to a community are stressed, including mobility, safety, employment effects, relocation, isolation, and other community issues. Participants totaled 79 and included Department employees, FHWA staff, and other interested parties.

The first round of training completed by IDOT has involved nearly 860 individuals. With the beginning of the second round in July 2007 (FY2008) additional participants will be sought from within the Department, engineering and planning consultants, state and federal resource agencies, and special interest or advocacy groups. Each of the four classes previously described will be offered in the year ahead.

3.2.5 Other Training
The Department will identify additional training that may assist in implementing CSS. One need that has been identified is in the area of facilitation. To address this need, key IDOT personnel have begun attending facilitation training. This will enable the Department to more effectively facilitate the various meetings, especially stakeholder meetings, to develop plans and projects that can be assets to the communities in which they are located.
3.3 Communications

IDOT has committed extensive resources to communicating CSS to its employees and the general public. This has necessarily involved other parties, including the FHWA, transportation consultants, and the various municipal planning organizations statewide. In the initial development of the CSS program, presentations have been made before numerous organizations, while two general stakeholder meetings were convened in spring 2006 to gain input and feedback for shaping future CSS content and activities.

3.3.1 CSS Website

A CSS home page has been created to capture and make available material developed for IDOT’s CSS program. Located on the IDOT home page, this website provides relevant information about the CSS policy and program elements and provides an easy opportunity for stakeholders to communicate with IDOT. The CSS website can be found at: http://www.dot.il.gov/css/home.html

The site is comprehensive in scope and has been organized around a number of the CSS program elements including:

- Basic CSS principles, policies, and a vision statement
- Summary of May and September CSS stakeholder meetings
- The Secretary’s 2004 Report to the Governor and General Assembly of Illinois
- Design and Environmental Manual
- Contact information
- Announcements
- Success stories (example project descriptions)

In addition, the site provides a number of CSS links—including federal CSS information, CSS policy and guidelines, and resources—and an opportunity to provide feedback to the Department directly from the website. The Department is committed to keeping the site current, and it is updated periodically.
3.4 Program Delivery

Program delivery focuses on tools to achieve effective organization-wide implementation of CSS and monitoring for CSS implementation throughout the Department. IDOT already has been actively incorporating CSS into major projects such as the Prairie Parkway. Several projects on recent Consultant Professional Transportation Bulletins include CSS activities as part of the projects. Implementation of new CSS projects will be tracked and examples will be provided to assist with other projects. An awards program also will be developed to recognize outstanding examples of CSS implementation by the Department and by outside agencies.

An important part of program delivery is ongoing analysis of the Department’s CSS implementation, identifying areas needing improvement, and taking steps to implement methods for achieving that improvement. This has been incorporated into the Department’s CSS implementation plans.
4.0 Implementation Strategies and Programs

The long-term success of IDOT’s CSS process will depend on its ability to respond to change while addressing issues and concerns unique to the state’s various transportation modes and stakeholders’ interests. Several strategic additions or refinements to the existing CSS process are under consideration for the future.

4.1 Program Initiatives

Recommendations to improve roles and responsibilities within IDOT are currently being evaluated by the CSS Steering Team. Several work groups have been established to more specifically address topics of interest, including: bicycle and pedestrian, cost-sharing, and communication needs of local governments, public and private agencies, and other stakeholders. Additional information may also follow for updates to training materials and project applications that would further clarify criteria for project selection (for CSS), consensus-building, methods to effectively inform and engage stakeholders, and refinement of performance measures. As CSS is implemented, successful project examples are documented and further incorporated into the training materials and the CSS website. These “real-world” case examples help influence future program content and strengthen the overall framework for IDOT’s CSS process.

4.2 Recognition

Demonstration of the value of CSS in transportation planning is essential to help validate the effectiveness of the program at the state and national levels. External acknowledgment of the Department’s CSS approach includes:

- Eminent Conceptor Award for the removal and widening of the Murray Baker Bridge, part of the I-74 project (American Council of Engineering Companies [ACEC])
- Excellence in Community Outreach for the I-74 project (AASHTO)
- Recognition for the South Lake Shore Drive reconstruction (FHWA and Institute for Transportation Engineers [ITE])

I-74 Bridge, Peoria
• Recognition for the Department’s Balanced Scorecard approach to implementing CSS (AASHTO)

4.3 Training

Training will continue to play an important role in IDOT’s CSS process. It will help raise awareness of the functional application of CSS principles while developing skills in decision-making during planning, project development, construction, and maintenance. In addition to training IDOT staff, classes are being developed for representatives of resource agencies, consultants, and special interest or advocacy groups. IDOT is expanding training content to related topics, including public involvement processes, bicycle and pedestrian accommodations, the environmental review process, and CSS in construction and maintenance.

It is intended that a broad base of knowledge and training in CSS practices will, over time, help institutionalize this approach. IDOT is also working with the state’s colleges and universities to include information regarding CSS in their programs.

4.4 Recognition of Excellence in Project Development

The state and a number of professional societies have established programs for recognizing outstanding achievements in the planning and engineering professions. IDOT will create a similar program of recognition for those projects where safety, aesthetics, and design arise from the successful and creative application of CSS practices. Project and real-world examples often provide the best opportunity to demonstrate innovative practices that result in positive outcomes, and the Department intends to elevate CSS for such recognition.
5.0 Public Concerns

The CSS process at IDOT has identified several topics that are appropriate for further consideration. Over time, this additional input will help to more effectively integrate CSS into the planning, design, construction, and operations of all Illinois transportation infrastructure projects. The Department’s “CSS Detailed Guidelines for Practice” and the “Report to Governor Rod R. Blagojevich and the General Assembly of Illinois regarding Context Sensitive Solutions” identified several topics of concern which are summarized below. IDOT is committed to engaging community, professional, and advocacy interests in these and other concerns as the CSS process continues to evolve.

It is expected that other areas of improvement will emerge as CSS is integrated statewide. IDOT welcomes further suggestions for improvement and attention.

5.1 CSS Project Tracking

The Department has developed a method for monitoring CSS projects within a project tracking system that will require reporting twice a year. Projects with CSS application will be identified, providing an overview of the specific CSS components, unique or special considerations, and progress of each selected project.

5.2 Cost-sharing Policy for Bicycle and Pedestrian Accommodation

Early stakeholder involvement indicates that the needs of non-motorized transportation users should be more completely integrated into highway and public transit planning. These needs are taken into account during project planning and design and typically address safety, comfort, and mobility. However, present-day policies for cost sharing with local agencies may limit the extent to which these multi-modal options can be considered during the initial phases of project planning.

IDOT collaborates with sponsors of bicycle and pedestrian facilities. The intent is to identify and address specific issues in cost-sharing and to account for current funding constraints. One important element in this effort will focus on prioritizing multi-modal decisions.
5.3 Stakeholder Involvement during Initial Project Planning

The principles of an effective stakeholder involvement plan require participation to commence early in project development, with an understanding of the fundamental elements for its purpose and need. Historically, such involvement has typically been initiated during the planning and design phases of project development. The Department has played an active role in the metropolitan planning process and will continue its efforts in this area. Further, SAFETEA-LU requires expanded coordination in the development of regional transportation plans. As the Department continues with the implementation of CSS, further needs in this area may be identified.
6.0 References

http://www.fhwa.dot.gov/csd/history.cfm Washington, DC.

