# **ACONTEXT** Sensitive Solutions

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**ANORTH SPLIT** 



### What is CSSP **"Context Sensitive** Solutions"

CSS is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting.

> - US Department of Transportation Federal Highway Administration



### BSS BORE PRINCIPLES **DECISION-MAKING PROCESS**

Strive towards a shared stakeholder vision to provide a basis for decisions.

Demonstrate a comprehensive understanding of contexts.

Foster continuing communication and collaboration to achieve consensus.

**Exercise flexibility** and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.



### BSS BORE PRINCIPLES **DESIGN APPROACH**

### Safe for all users.

Shared stakeholder vision as a basis for decisions and for solving problems.

> **Design outcomes** meet or exceed expectations of designers and stakeholders, adding lasting value to the community, environment, and transportation system.

Demonstrate effective and efficient use of resources.











### PUBLIC ENGAGEMENT FEEDBACK RESULTS

#### **PART 1 SUMMARY**

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**DRIVING PROGRESS** 

The first round of the CSS public engagement process was completed in March & April 2019.

#### **CSS PUBLIC ENGAGEMENT BY THE NUMBERS**

 Neighborhood Workshops Neighborhoods Local Business Groups ReThink Coalition Meetings **250+** Residents Engaged 2,627+ Comments Recieved

#### **TOP 5 FEEDBACK ELEMENTS**

- **1.** Underpass Lighting
- **2.** Under-Bridge Enhanced **Pedestrian Treatments**
- 3. Multi-Use Paths & Trails
- 4. Green Street Program
- **5.** Street Trees



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## WHERE ARE WE NOWP

**PRELIMINARY DESIGN** TREATMENTS Preliminary Design Treatments are a series of recommendations or ideas based on the visioning phase of the CSS Process.

The preliminary design treatments illustrate ways the stakeholder comments can be incorporated into physical design treatments.



#### **CSS PROJECT SCHEDULE**

#### MONTH 1 MONTH 3

# VISIONING

- Conduct Inventory and Assessment
- Develop Charage
- and Themes

#### MEET

- Feam Kick off source Team
- CSS Design Team Review
- City/MPO Briefing

#### **PUBLIC INVOLVEMENT:**

• Neighborhood Meetings -: Round 1

#### PART 2 PRELIMINARY DESIGN TREATMENTS

- •Develop Conceptual Treatments
- •Develop Conceptual **CSS** Plan

#### **MEETINGS**:

- CSS Design Team
- Resource Team
- City/MPO

#### **PUBLIC INVOLVEMENT:**

- Neighborhood Meetings -Round 2
- CAC Briefing
- Public Meeting 3

### **OVERALL PROJECT TIMELINE**



#### MONTH 4 MONTH 6

#### MONTH 7 MONTH 9

#### PART 3 **CSS DESIGN** GUIDELINES PACKAGE

•Revise and Finalize CSS **Design Treatments** 

• Develop Preferred **Conceptual Plan Costs** 

#### **MEETINGS**:

- CSS Design Team
- Resource Team
- City/MPO

### & STANDARD DETAILS

•Develop specifications and standard details

#### **MEETINGS**:

• Resource Team

#### **PUBLIC INVOLVEMENT:**

- CAC Briefing
- Public Meeting 4





## **Goals and** Objectives

#### **VISION STATEMENT**

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**DRIVING PROGRESS** 

The I65/I70 North Split Project will focus on five project goals for community growth including safety, identity, mobility, sustainability, and artistry. Conceptualized through a Context Sensitive Solutions (CSS) process, the well-designed, multimodal public infrastructure will capitalize on surrounding connections, expand the public realm, and address the relationship between the new interchange and the existing adjacent neighborhoods.

The success of the I65/I70 North Split Project - resulting from an inclusive CSS and planning process that involves the community - will be dependent upon the follow through on project objectives that fulfill the goals and improve on quality of life for pedestrians, cyclists, drivers, visitors, and residents of the greater Indianapolis downtown area.



FOSTER **SAFE** COMMUNITIES

#### **SAFETY OBJECTIVES**





#### **IDENTITY OBJECTIVES**



**Support land use** and development **preferences** for the study area.



#### **CONNECTIVITY OBJECTIVES**



**Provide opportunity** for **enhanced access** to BRT and other local transit methods within and near the site.



#### **SUSTAINABILITY OBJECTIVES**



Include "complete **streets**" at the surface road level, providing necessary features for all forms of transit.

#### **ARTISTRY OBJECTIVES**



Design to **minimize or** mitigate impacts of roadway development on historical, cultural, and environmental resources.











CULTIVATE **IDENTIFIABLE** COMMUNITIES



SUPPORT CONNECTED COMMUNITIES



CONNE



ADVANCE SUSTAINABLE COMMUNITIES





ENHANCE **ARTFUL** COMMUNITIES



Minimize the need for traffic weaving in the interchange and along the "legs".



Include safety railings and fencing for not only function, but also aesthetics.



Provide **bicycle and** pedestrian safety throughout the project site, particularly at high capacity intersections & mid-block crossings.



Include methods for traffic calming.



Allow opportunity for **continued** collaboration and partnerships among neighborhoods.



Provide for the accessibility of all users.



Allow for project **phasing** – maintenance of traffic and agency coordination schedules will consider local access as a priority.



Provide the opportunity for **enhancement** of the physical integrity of adjoining neighborhoods.



Include opportunity to expand & connect to existing trails (The Monon, The Cultural Trail, Pogues Run Greenway).



Anticipate development and redevelopment around mobility hubs, multiuse trails, and public amenities.



Facilitate pedestrian amenity improvements and additons to key aeas within & adjacent to the project site.



Facilitate bicycle amenity improvements and additons at key areas within & adjacent to the project site.



Include improvements that are of high quality, demonstrating commitment to supporting community and economy.



Allow for **site access** management that focuses on safety, but also the best ways to support business and employment land uses.



Use **best practices in** sustainable design techniques.



Use feasible, best practices in sustainable construction techniques.

Design bridges to act as integrated gateways and design features for neighborhoods.



Create **new plantings** and storm water treatment to keep a "naturalized" feel around infrastructure.



**Provide landscape buffers** with trees, lawn, and ornamental fencing between designated public and private areas.



**Include public art spaces** at various forms and scales at locations of significance.



Include street and accent lights to help minimize crime and maximize pedestrian **safety** – particularly at the underpasses.



Provide unique gateway points and substantial signage to identify key points of interest across the project site.



Create wayfinding for major destinations, multimodal locations and cross-site connections.



Include bioswales and infiltration zones to provide **storm water** best management practices in designated public areas.



Provide neighborhood and corridor identity markers that are in keeping with context aesthetic.

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# COMPLETE

# THE NORTH Split public Survey here

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# PROJECTION OF THE PROJECTION O

PRELIMINARY MODEL FOR SCALE AND ALIGNMENT ONLY.

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