

References And Resources For More Information

Bicycle Friendly Community

(<http://www.bicyclefriendlycommunity.org/>) The Bicycle Friendly Community Campaign is an awards program that recognizes municipalities that actively support bicycling. A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. The League of American Bicyclists administers the Bicycle Friendly Community Campaign.

Community Impact Assessment Website (www.ciatrans.net), sponsored by the U.S. Federal Highway Administration, provides information on methods for evaluating the impacts of transportation projects and programs on communities.

Complete Streets (www.completestreets.org) is a campaign to promote roadway designs that effectively accommodate multiple modes and support local planning objectives.

Context Sensitive Solutions (www.contextsensitivesolutions.org), is a comprehensive website devoted to CSD, sponsored by the Project for Public Spaces (www.pps.org).

Charlotte Urban Street Design Guidelines

(<http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm>)

The *Charlotte Urban Street Design Guidelines* (USDG) are intended to create "complete" streets--streets that provide capacity and mobility for motorists, while also being safer and more comfortable for pedestrians, cyclists, and neighborhood residents.

Reid **Ewing** (2003), *Overcoming Impediments to Context-Sensitive Street Design*, Transportation Research Board Annual Meeting (www.trb.org).

FHWA (1997), *Flexibility in Highway Design*, Federal Highway Administration, FHWA Pub. No. FHWA-PD-97-062 (www.fhwa.dot.gov/environment/fhd.htm).

FHWA (2001), *Transportation and Community and System Preservation Pilot Program*, Federal Highway Administration (www.fhwa.dot.gov/tcsp). This is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

FHWA (2002), *Context Sensitive Design/Thinking Beyond the Pavement*, Federal Highway Administration (www.fhwa.dot.gov/csd).

Benjamin **Fried** (2004), "The Road Ahead: How Context-Sensitive Solutions Will Change Our Streets," *Making Places*, Project for Public Spaces (www.pps.org), January 2004.

Jonathan **Gifford**, *Flexible Urban Transportation*, Elsevier (www.elsevier.com), 2003.

ITE (2006), *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, Proposed Recommended Practice, Institute of Transportation Engineers (www.ite.org); available at www.ite.org/bookstore/RP036.pdf.

KTC (1998), *Thinking Beyond the Pavement; Context-Sensitive Design Workshop Presentations*, Kentucky Transportation Center (www.ktc.uky.edu/CSDWorkshop.htm).

Metro (2003), *Creating Livable Streets: Street Design Guidelines for 2040*, Portland Metro (www.metro-region.org).

MLUI (2004), *People and Pavement: Transportation Design that Respects Communities*, Michigan Land Use Institute (www.mlui.org).

National Transportation Enhancements Clearinghouse (NTEC) (www.enhancements.org) provides information to incorporate various types of community improvements in transportation projects, including trails and pedestrian facilities, scenic and landscape improvements, preservation of historic and cultural facilities, and environmental protection.

NYSDOT (1999), *Environmental Initiative Fact Sheet*, New York State DOT, Region 4, Rochester (www.dot.state.ny.us/eab/eiexam14.html).

Harold E. **Peaks** and Sandra Hayes (1999), "Building Roads in Sync With Community Values," *Public Roads*, (www.tfhr.gov/pubrds/marapr99/flexdsgn.htm).

PPS (2000), *How Transportation and Community Partnerships Are Shaping America; Part II: Streets and Roads*, Project for Public Spaces (www.pps.org) for the American Association of State Highway and Transportation Officials.

Scenic America (2000), *Getting It Right In the Right of Way: Citizen Participation in Context-Sensitive Highway Design*, Scenic America (www.scenic.org).

Smart Growth Network (www.smartgrowth.org) provides information and support for Smart Growth planning and program implementation.

Nikiforos **Stamatiadis** (2001), "A European Approach to Context Sensitive Design," *Transportation Quarterly*, Vol. 55, No. 3 (www.enotrans.com), Fall 2001, pp. 41-48.

TRB (2000), *Context Sensitive Design for Integrating Highway and Street Projects with Communities and the Environment*, Taskforce 114, NCHRP, Transportation Research Board (www4.nas.edu/trb/crp.nsf/All+Projects/NCHRP+20-07#114Task).

TRB (2002), *Best Practices For Achieving Context-Sensitive Solutions*, Transportation Research Board, NCHRP Report 480 (www.trb.org). This guidebook focuses on how state departments of transportation and other transportation agencies can incorporate context-sensitive solutions into transportation project development.

USEPA, *Smart Growth Policy Database*, US Environmental Protection Agency (<http://cfpub.epa.gov/sgpdb/browse.cfm>). This database provides information on hundreds of examples of policies that support Smart Growth.

WSDOT (2003), *Building Projects that Build Communities:*

