Every Day Counts (EDC) Arizona Local Public Agency Stakeholder Council Meeting Minutes

DATE: Thursday, September 12, 2019

TIME: 10:00AM - 2:00PM

LOCATION: Maricopa Association of Governments (MAG) – 302 N. 1st Ave, Phoenix, AZ 85003

WELCOME AND INTRODUCTIONS

- Purpose and intent of the EDC meetings by Mark Henige.
- COG/MPO attendance.

RECAP AND SUMMARY OF JUNE 13, 2019 MEETING AND TOPICS – RECAP BY MARK HENIGE

- o 3D Digital Delivery Model Based Design and Construction (MBDC) Kimley Horn
 - Utah Department of Transportation 3D Digital case study.
- Public Involvement Plan (PIP) ADOT Communications presented on the topic and will send a memo and guidelines out in the near future.
- Recap Sheet ADOT Contracts and Specifications, presentation on completing the recap sheet.
- o Videos Shown

- https://www.fhwa.dot.gov/planning/public_involvement/vpi/
- http://www.lakecountyil.gov/3936/Road-Safety
- https://www.youtube.com/watch?v=txEJoGdvqjs&feature=youtu.be

SEPTEMBER 2019 MEETING PRESENTATIONS

o ADOT UTILITY AND RAILROAD ENGINEERING

Vicki Bever, ADOT Utility and Railroad Engineering (URR) Section Manager Ayman Ghadban, ADOT Southeast District Utility Coordinator

- Initially when starting a project, determine all possible conflicts.
- If this will be a long term project, the initial budget will not cover all costs. The budget and costs may go up over time, especially if new items are discovered or scope changes. Plan accordingly.
- Be sure to review the franchise agreement as well as the Intergovernmental Agreement. Review which responsibility each agency is to take on.
- On the project initiation sheet, list the utilities as well as the local agency and developers involved with the project.
- Arizona 811 is the state agency that oversees the locating of underground utilities in the state.
 You make a locating ticket for your area; AZ811 calls the locator to mark the utility. Each utility is responsible to keep maps and locate their utilities wherever they may be.

• AMERICANS WITH DISABILITIES (ADA) FEATURES INVENTORY SYSTEM (FIS)

Steven Moore, ADOT Features Inventory Services Supervisor Katheryn Hammond, Transportation Engineering Specialist

Wisam "Sam" Qasim, Transportation Engineering Specialist, ADA Specialist

- State and local governments with 50+ employees need to complete a self-evaluation, develop an ADA Transition Plan and have a way to track and report ADA features that have been updated.
- Maintenance projects do not initiate ADA requirements. New Construction, alterations and work zones will initiate ADA requirements. The Joint Technical Assistance and Supplement to the Joint Technical Assistance will help clarify those requirements.
- ADOT has data collectors who update our FIS system. They collect sign data, land features and right-of-way information.
- ADOT can provide data to our local agencies and it can be viewed using Google maps.
- A compliance and feasibility report will list what will need to be compliant during scoping.
- ADA Accessibility Guidelines (ADAAG) are the prevailing standard, but agencies may opt to use Public Right of Way Accessibility Guidelines (PROWAG). PROWAG is a more practicable standard, and can be more forgiving than ADAAG.
- Local Agencies should follow their transition plan. If they do not have one, they should follow the Joint Technical Assistance and Supplement to the Joint Technical Assistance. Local agencies are encouraged to transition all other ADA features to the maximum extent feasible.
- Websites of Note:
 - Joint Technical Assistance: <u>http://www.ada.gov/doj-fhwa-ta.htm</u>
 Supplement to the Joint Technical Assistance: <u>http://www.ada.gov/doj-fhwa-ta-supplement-2015.html</u>
 - Designing for Alterations: <u>https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/guidance-and-research/accessible-public-rights-of-way-planning-and-design-for-alterations</u>
 - Sidewalk and Trail Information: <u>https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/index.c</u> <u>fm</u> <u>https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/index.c</u> fm
 - Also see: Guide for the Planning, Design, and Operation of Pedestrian Facilities (July 2004) Purchase through AASHTO: <u>https://store.transportation.org/Item/CollectionDetail?ID=131</u>



VIDEO OF THE MONTH – VIRTUAL PUBLIC INVOLVEMENT

https://www.fhwa.dot.gov/planning/public_involvement/vpi/

SEPTEMBER MEETING TOPIC – BRIEF OVERVIEW

Future topics, ICE, PICES, and ACIS. Also HURF local perspective, method of public involvement for NEPA.

PROJECT MANAGEMENT GROUP (PMG) UPDATES

Discussion led by Jennifer Acuna, PMG Project Manager

- Technical Advisory Committee (TAC) Meetings if you are interested in having an ADOT PM come and speak at a TAC meeting, please let us know. Also, let us know what project/topic you would like us to speak about. If the PM is not available, it is possible for the Senior PM that represents that District to attend. A printout of the ADOT PMG website contact list was provided to all those in attendance. This page shows the list of Managers and Senior Project Managers and their areas of responsibility. These would be your primary contacts if you would like to discuss a project in a specific district.
- Project Development On Call (PDOC) A new process for the Statement of Interest (SOI) was recently launched which consists of a limit of 3 pages to be filled out by the interested consultant with no restrictions as to the amount of text used to address any aspect of the project. One of the 3 pages must be dedicated to the project manager (a condensed PM resume).
- Compliance Reviews of Projects/Lessons Learned The total number of LPA projects that went through the compliance reviewer process is 35 projects between the beginning of the compliance review process on June/July 2017 and ending on May/June 2019. Of these projects, the compliance reviewers stated that the the most amount of time was spent on the review of Stage 3 with an average cost of \$2,025 per review. Overall for all submittals reviewed, the average cost per review is \$1,450. Derek provided an explanation of what compliance reviewers are and why ADOT decided to go with compliance reviewers as opposed to having ADOT technical groups reviewing each submittal.
- New lighting Stds for the National Highway System (NHS) roadways per FHWA see memo included in the handout package which was sent out to your COG/MPO on August 15, 2019 stipulating that all lighting work on roads on the NHS (both local and state projects) must meet or exceed State standards for lighting.
- Project End Dates: All LPAs must be vigilant of the project end dates as FHWA is enforcing the regulations passed in 2014 requiring that all project end dates are updated if needed. Any project work performed after the "project end date" are not eligible for reimbursement. Susan Webber from FHWA clarified that if a project end date passes and an agency requests to extend the end date afterwards, any work performed between the old project end date and the date that FHWA approves the extension is not eligible for federal reimbursement.



FEDERAL HIGHWAY ADMINISTRATION (FHWA) UPDATES:

- Attached is an EDC 5 Innovations handout that lists the name of the innovation and the ADOT and FHWA champions.
- Also attached is an Area Engineer Map that lists the FHWA project manager for their region.
- Value Capture helpful links:
 - Value Capture Webinar
 Series: <u>https://www.fhwa.dot.gov/ipd/value_capture/capacity_building/webinar_series/</u>
 - Value Capture Defined (with links to information about various techniques): <u>https://www.fhwa.dot.gov/ipd/value_capture/defined/</u>
 - Fact Sheets for Innovative Finance Techniques (includes Fact Sheets for Value Capture techniques): <u>https://www.fhwa.dot.gov/ipd/fact_sheets/</u>

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN (STEP)

Kerry Wilcoxon, ADOT State Traffic Safety Engineer

HSIP FY23-24 Call for Projects Results

- \circ $\,$ Call for projects issues in January 2019 and ended in May 2019.
- Total applications received: 36 from local and 22 from state.
- Total dollar amount requested: \$123,430,604.
- Total dollar amount available: \$70,000,000.
- Local projects received: \$54,629,583 or 80.6% of total funding programmed.
- Relative to the 2019 STSP emphasis areas: 25% of all funding went to Intersection related projects, 34% went to lane departure, 12% went to pedestrian and 30% went to other projects.

Safe Transportation for Every Pedestrian (STEP) Webtool

- Pedestrian fatalities accounted for nearly 1/4 of all traffic fatalities in Arizona during 2018.
- Pedestrian fatalities have increased by 58% from 2014 through 2018.
- Most of these pedestrian fatalities (83%) occurred on the local system.
- Most of the local pedestrian fatalities involved peds hit while crossing perpendicular to traffic.
- ADOT has developed a public facing webtool to help local agencies determine what if any crossing treatments can be used to help reduce pedestrian crossing crashes.
- The new tool is the AZ STEP Webtool and can be accessed at the following web address: <u>https://azdot.gov/business/tsmo/operational-and-traffic-safety/az-step</u>
- AZ STEP was designed to help both technical and non-technical officials determine possible treatment plans for pedestrian crash hotspots.

ANNOUNCEMENTS - UPCOMING EDC MEETINGS

• Next EDC Meeting - December 12, 2019



JUNE 13, 2019 MEETING - FOLLOW UP - ACTION ITEMS

Action Required by ADOT Staff:

- Vicki Bever to contact Celeste with Pinal County.
- Steven Moore to look into the data system for Michael Bryce. COMPLETED
- Katie Hammond to look into train book standards for Celeste with Pinal County. COMPLETED

Action Required by EDC attendees:

- Share information with member agencies.
- Invite member agencies to the December 2019 meeting.
- FHWA will participate in relocation of utilities for betterments. If the state agrees, FHWA may agree to underground utilities if the local agency allows for underground.

ADJOURN

• September 12, 2019 at 2:30 pm

ATTACHMENTS

- Meeting Agenda
- Meeting Attendees
- Kimley-Horn Digital Delivery Handout
- ADA Presentation
- Step Presentation



Features Inventory System (FIS)

September 12, 2019

What Is FIS?

The Features Inventory System (FIS) is a robust, web-based asset management program developed in-house to allow ADOT users to collect and maintain their Feature Asset Information.

The database contains specific feature information, including locations and photos, which can assist in identifying features which require modifications and updates.

Features Inventory System



FIS Search Process

Search For ADA Features within the Features Inventory System

FEATURES INVENTORY SYS	TEM Welcome <u>Stev</u> Environmen	<u>ven A. Moore</u> It: Production							
Dashboard Administrator Co	onfigurations Inventory Interfaces Map Reports Help								
Inventory Search		-							
Assets	Summary Level: Statewide 💌								
Add Asset Id(s)	Asset Code: Lane Location: Select Lane Locati 🔻 Status: Select Statuses 💌								
Routes	Entered By: Date Entered: To								
Add	Created By: Date Created: to to the second s								
Reasons & Activities	Last Updated By: Date Last Updated: to								
	Date Activated: Date Inactivated: To								
	Inventory(s) Selection Category(s) Selection Feature(s) Selection	-							
	Facilities-Sites ADA Curb Ramps Curb Ramps Curb Ramps	^							
	Signing & Striping Drainage Traffic Island PED X-ing								
	Environmental Services Roadside Handrail - Measurement Desvironmental	~							
Search Save As Favorite									
NOT THE PROPERTY AND INCOME.									

FIS Search Process

Filtering FIS Search Results for ADA Curb Ramp Features. The system shows the Maintenance Unit, Route, MP/Offset, and Lane Location.

FEATURES INV	ENTORY SYSTEM					Welcome <u>Steven A. Mc</u> Environment: Produc			
Dashboard Adn	ninistrator Configui	rations Inventory	Interfaces Map	Reports Help	2				
Inventory Search									
Charts: Select a chart actio Reports: Select a report to r Map Export To File Create Batch Edit Associate Disassociate									
Feature Type: Curb Ramps									
Oub I									
Basic Asset Grid	Asset Attribute Grid	Selected Assets							
Scroll To: Feature	Information	Clear Grid Filters							
K ≺ 50 - ▼ →	×				Displ	aying items 1 - 50 of 176			
Inventory Y	Category Y	Feature Y	Org Y	Route Y	From MP/Offset	Lane Location Y			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.04	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.01	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.02	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.02	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.03	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.05	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (NB)	349.42	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (NB)	349.40	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (NB)	349.39	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (NB)	349.37	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.41	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.43	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.43	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (SB)	349.46	Right			
Roadway	ADA	Curb Ramps	Camp Verde	SA089 (NB)	349.80	Right			

Features Inventory System

set Detail	(1379528)									4	
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						Compliance	e 1 (AD	A Compliance Ass	essment)		
					Image(s	5):					
					36" Wide Minimum	? : Yes 2 : Var					
				If Slope is > 8.3%, V	What is Running Slope 9	% : N/A					
					Cross Slope <2.01%	? : Yes					
				If >2% Slope, W	hat is the Cross Slope 9	16 : N/A					
					Gutter Slope <5.01%	? : No					
				If Gutter S	slope is > 5%, What is It	? : 9,1% -10.0%					
				Ramp Transit	of Detectable Warnings	? : Yes 2 : Domes					
				Can Ramp Be B	Blocked by Legally Park	ed No					
				Does Ramp Have	Flares? if Yes Answer 1 Next	of Yes					
				If Landing @	Top of Ramp >47" is Fla <10.1%	are N/A ? :					
				1		Compliance	e 2 (Sci	een 2 of ADA Ass	essment)		
				If Landing @ Top	o of Ramp is <48", is Fla <8.349	are Yes %:					
				If Vertical Sides	, Do Obstructions Deter Travel	r X Yes ? :					
				If CR Built-up, is	It Outside Path of Cars	? : N/A					
				Marked X-wal	k for This CR and Stripi Conditio	ng Yes - Good n :					
				Is Curb Ramp With	in X-walk Markings Whe	ere Yes					_
							Edit	Change Request]		



Mapping

Built-In Map Utility to see actual location of features.



FIS Data Collection



FIS Data Collection Software



The FIS Data Collection Software allows for field data collection of new Features, updating existing features, taking pictures and associating them to the Assets in the field, and accessing the Features Inventory System when connected to the ADOT Network.

FIS Data Collection



Highway Features (Assets) are GPS located / measured, additional attributes recorded.



Guidance on ADA Requirements and Transition Plans

ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

In this presentation, we will:

- Briefly summarize applicable laws, regulations, guidelines and standards pertaining to accessibility for persons with disabilities
- Discuss DOJ/DOT accessibility requirements for new construction, alterations and existing accessible facilities
- Discuss options for tracking progress towards achieving accessibility in the public right-of-way





Five Titles of ADA

- Title I Employment
- Title IIState & Local Governments(28 CFR Part 35)
- Title III Public Accommodations (28 CFR Part 36)
- Title IV Telecommunications
- Title V Misc., including requirements for the U.S. Access Board to develop design guidelines





Basic Requirements of Title II (28 CFR Part 35):

Ensure that individuals with disabilities are not excluded from programs, services, and activities. (Pedestrian facilities are an example of a program.)

State and local governments with 50 or more employees are required to:

- Designate an ADA Coordinator
- Develop & post an ADA Policy Statement
- Develop & post Grievance Procedures/Complaint Procedures
- Complete a Self-Evaluation
- Develop a Transition Plan

Self-evaluations and transition plans have been required since enactment of Section 504 in 1973. This was reiterated in 1990 when DOJ/DOT originally adopted ADAAG.



The ADA Transition Plan:

- Addresses pedestrian facilities and any physical obstacles found in the right-of-way, and must identify/list their location
- Describes in detail the methods the entity will use to make the facilities accessible
- Provides a schedule for making the access modifications
- Provides a yearly schedule if the transition plan is more than one year long
- Describes name/position of the official who is responsible for implementing the Transition Plan



Example of ADA Annual Transition Plan Update

											ADA F	eatures						~		
FY	Rte	Beg. MP	End MP	TRACS #	Project Name	Type of Work	Curb Ramp Non-Compliant (\$3,000 each)	Curb Ramp Needed (\$4,500 each)	Sidewalk Non-Compliant (500 sq.ft Each @\$10/sq.ft)	Driveways Non- Compliant (\$3,500 each)	Handrails Non-Compliant (\$2,500 each)	Handrails Unknown (\$5,000 each)	Obstructions Non-Compliant (\$1,500 each)	Pedestrian Overpass Non-Compliant (\$100,000 each)	Accessible Pedestrian Signal (APS) Non-Compliant (\$1,500 each)	Traffic Island PED -Xing Non-Compliant (\$3,000 each)	Total Non-Compliant ADA Features	Total Compliant ADA Feature	Total ADA Features (Compliant + Non-Compliant)	Total Estimated ADA Costs
20	18	37	46	F009201C	Avenue 36E - MP 46	PP														
20	18	82	96	F009401C	East of Yuma/Maricopa County Line	PP	0		0				0				0	3	3	
20	I10	18	18	A Features at H863001C	Kest Area. ADA teatures were not addresse Tyson Wash Bridge EB #791 AND WB #792	BRIDGE	ing Stage IV	plans.												
20	I10	52	53	-	Bouse Wash Rest Area	RA														
	Action: Unknown ADA features																			
20	I10	131	145	-	Avondale Blvd - I-17	PP	102		2	23	1		55		75	17	275	129	404	\$645,000
	Action:																			
20	110	262	265	F017301C	Ajo Way, Irvington, Palo Verde Str #'s 1107, 1108, 1217, 1218, 1219, 1220	BRIDGE	16		3				5		4		28	11	39	\$76,500
	Action:		-		127 1 151 15 11 147 1 1 00005												-		-	
20	I15	9	10	H876001C	#1089	BRIDGE														
20	I17	248	249	F008601D	Bumble Bee TI OP NB #1171	BRIDGE														
	Action:	: Any A	DA fea	tures in the p	roject limits are addressed as part of F002501	C - I-17 New I	River - SR 169	 Constructe 	d in FY2017.			r	1			r	-			
20	I19	8	9	F010101C	Ruby Rd TI UP #1240	BRIDGE														
	Action	Two s	afety ra	il within the p	project limits															
20	I19	45	46	F000401C	#1572	BRIDGE														
20	I19	46	47	F013801D	Helmet Peak TI UP STR #1356	BRIDGE														
20	I40	185	186	F010601C	Bellemont TI Underpass EB #783 & WB #1083	BRIDGE														
20	I40	190	191	F010701C	A-1 Mountain TI Underpass, STR #896	BRIDGE														
20	I40	190	191	F015101C	Riordan ATSFRR OP EB #322 & WB #897	BRIDGE														
20	I40	198	200	-	4th St Overpass STR# 1182 & 1183	BRIDGE	18		2	5			1		3		29	5	34	\$87,500
	Action																			
20	140	198	200	H881501C	Butler Ave TI OP & 4th St OP, STR #2076, 2077, 1182 & 1183	BRIDGE	19		2	5			1		3		30	6	36	\$90,500



Where and When Do ADA Requirements Apply?

NEW CONSTRUCTION (28 CFR 35.151)

• New construction (and altered facilities) must be designed and constructed to be accessible to and usable by persons with disabilities

ALTERATIONS (28 CFR 35.151)

- DOJ and court decisions consider roadway resurfacing an alteration (1993)
- Roadway resurfacing triggers a requirement for curb ramp installations/retrofits (to current standards)



Where and When Do ADA Requirements Apply? WORK ZONE ACCESSIBILITY

- Interim pedestrian accommodations put in place as part of a temporary traffic control plan are considered alterations subject to the "maximum extent feasible" limit in the standard. A temporary, usable route providing accessible features must be included during construction
- MUTCD Chapter 6, Section 6D.02 provides accessibility considerations



Not an Accessible Work Zone



DOJ/DOT issued a Joint Technical Assistance on Title II of the ADA Requirements to provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing (July 2013).

The Joint Technical Assistance identified specific road treatments that qualify as **alterations** vs. **maintenance** to provide clarity and consistency in each state.

URL for July 2013 Publication:

http://www.ada.gov/doj-fhwa-ta.htm

https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm



MAINTENANCE

ALTERATION

Chip Seals Crack Filling and Sealing Diamond Grinding Dowel Bar Retrofit Fog Seals Joint Crack Seals Joint repairs Pavement Patching Scrub Sealing Slurry Seals Spot High-Friction Treatments Surface Sealing

Addition of New Layer of Asphalt

Cape Seals

Hot In-Place Recycling

Microsurfacing / Thin-Lift Overlay

Mill & Fill / Mill & Overlay New Construction Open-graded Surface Course Rehabilitation and Reconstruction



A Supplement to the 2013 DOJ/DOT Joint Technical Assistance was issued in December 2015

The Supplement was issued to respond to frequently asked questions about the Joint Technical Assistance.

URL for December 2015 Supplement to July 2013 Publication: <u>http://www.ada.gov/doj-fhwa-ta-supplement-2015.html</u> <u>https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm</u>

ADOT

Additional Information

More in-depth discussion on alterations and design is available in the Special Report titled *Accessible Public Rights-of-Way Planning and Designing for Alterations (July 2007)*

Available for Download (PDF):

https://www.access-board.gov/guidelines-andstandards/streets-sidewalks/public-rights-ofway/guidance-and-research/accessible-public-rightsof-way-planning-and-design-for-alterations





Which Standard Should Be Used? ADAAG (2010)

ADA Accessibility Guidelines (ADAAG) covered new construction and alterations. The guidelines for previous Title II ADA requirements were combined into one Code of Federal Regulations (28 CFR Part 35.151). ADAAG has been adopted by the DOJ and DOT.



ADAAG (2010) URL: http://www.ada.gov/2010ADAstandards_index.htm



Evolution of ADAAG

ADAAG (1991)- Original July 26, 1991

Board publishes the original ADAAG & DOJ Adopts them as ADA Standards

•September 6, 1991

Board publishes the original ADAAG for Transportation Facilities. DOT adopts them as ADA Standards

ADAAG Supplements January 13, 1998

Board publishes ADAAG supplements covering state and local government facilities and building elements designed for children

•October 18, 2000

Board publishes ADAAG supplement on play areas

• September 3, 2002 Board publishes ADAAG

supplement on recreation facilities

ADAAG (2004) July 23, 2004

Board publishes the updated ADA and ABA Accessibility Guidelines as final rule

•October 30, 2006

DOT adopts new ADA standards for transportation facilities based on the updated ADA Guidelines. (Effective November 29, 2006)

ADAAG (2010)

September 15, 2010

DOJ adopts new ADA standards (Effective March 25, 2012)

•May 7, 2014

Board publishes final guidelines for emergency transportable housing as a supplement to the ADA and ABA Accessibility Guidelines (Effective June 6, 2014)





Which Standard Should Be Used? PROWAG (2011)

- Public Right of Way Accessibility Guidelines (PROWAG) (36 CFR Part 1190) are draft guidelines to ensure that pedestrian facilities are readily accessible and useable by pedestrians with disabilities
- Until officially adopted, Agencies may opt to use PROWAG standards
- In some cases, PROWAG standards may be more forgiving than ADAAG; PROWAG is not a "higher" standard, but a more practicable standard

PROWAG (2011) URL: <u>http://www.access-board.gov/guidelines-and-</u> <u>standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines</u>



Local Government Projects

ADA improvements need to follow the local government's ADA Transition Plan, which includes the US Department of Justice requirements to provide ADA compliant curb ramps when there are alterations. If a local government has not adopted an ADA Transition Plan, the Joint Technical Assistance and Supplement should be followed -- All alterations would trigger replacement of all ADA non-compliant curb ramps, all crosswalks and street crossings must meet grade requirements, and all new ADA facilities would need to meet current ADA Standards. Local agencies are encouraged to transition all other non-compliant ADA features to the maximum extent feasible.



Tracking ADA Improvements

Tracking ADOT ADA Improvements:

- ADA Transition Plan Annual Supplement
- Annual Reporting to FHWA
- Maintaining an Asset Inventory/Database (ADOT Features Inventory)
- ADA Compliance and Feasibility Reports

Agencies will need to determine what tracking methods work best for them.



ADA Compliance and Feasibility Report

An ADA Compliance and Feasibility Report individually assesses each ADA feature located within the project limits and within the right-of-way. It provides a general proposed action which is evaluated for feasibility during the design phase of the project. Design determines an appropriate action to bring the feature into compliance. When the project is completed, new ADA features are evaluated again to prove that the new features meet accessibility requirements. The information from the report is then used to update the ADA Transition Plan and to document the improvements, document new ADA features, and to explain any constraints which prevented full ADA compliance.



Example of ADA Compliance and Feasibility Report

ADOT

Project 989 PM 035 F0130 01C

INTRODUCTION

Project No. 989 PM 035 f0130 01C (Federal Reference No. 989-A(200)T] (First Ave – SR 77 Turnback, is a pavement preservation project which is described as milling the existing 1/2" AR-ACFC in both the eastbound and westbound directions, replacing with an asphalt rubberized chip seal coat, and reinstalling the pavement markings. The project is located on SR 989 in Pima County, in the ADOT Southcentral District, and is located in the Town of Oro Valley. The proposed project limits begin at milepost (MP) 34.45, and end at MP 36.00. There are 3 intersections within the project limits (Oracle Rd, Innovation park for, and First Ave-/Rancho Vistoso Blvd.).

The ADOT Feature Inventory System (FIS) indicated that there are 10 ADA features within the project limits; 62 features were identified that were not included in ADOT FIS after an ADOT/Predesign team field visit. Of those features listed in FIS, 0 are not in compliance with current ADA standards. A summary of the non-compliant locations and locations which need to be evaluated for compliance is included in this listing. The table below provides a summary of all the ADA features listed within the ADA Transition Plan for Public Rights of Way.

Feature Type	Compliant	Non- Compliant	Not in FIS Database	Existing ADA Total	Total Proposed Improvements	Constructed Improvements
Sidewalk	-	-	-	-	-	
Curb Ramps (& Curb Ramp Needs)	11	6	17	17	6	6
Driveways						-
Accessible Pedestrian Signals (APS)	23	4	27	27	4	4
Railing	10	1	1	11	1	0
Pedestrian Island Crossings		7	7	7	7	4
Pedestrian Overpass/Underpass						
Obstructions & Needs	-	-			-	
Crosswalks	-	10	10	10	10	4
Pedestrian Furniture & Bus Stops						-
Total	64	28	62	72	28	18

Table 1: FIS List of Total ADA Features

In conjunction with any work done on existing ADA features, work zone traffic control plans should follow ADA requirements, where applicable.



Example of ADA Compliance and Feasibility Report

ADOT

Project 989 PM 035 F0130 01C

1. SIDEWALK

There is no location of sidewalk within the project limit, but there is a multi-use path extending along the south side of Tangerine Road owned by the Town of Oro Valley (No Action Required).

2. CURB RAMPS

There are a total of 17 curb ramp locations throughout the project limits. ADOT FIS listed 0 locations, and 17 locations were not included in the ADOT FIS database. Eleven of the curb ramps meet current ADA standards. The remaining 6 locations do not comply with ADA standards. The following table summarizes the recommended action for each feature to become compliant. Detailed survey will be necessary at all locations where a new curb ramp is required.

Table 3: Summary of Proposed Curb Ramp Action Rems
Proposed Action Item- Curb Ramps
Add Truncated Domes
6
7
0
1
6

The following table gives a detailed summary of the non-compliant curb ramp locations:

Iab	ie 4: ADA Non-Col	mpliant Curb Ram	ps			
Asset ID	Location	Beginning MP	Reason for Non-Compliance	Proposed Action	Final Design	Constructed
CR012	N.E. Corner	34.45	No Detectable Warning Strips (Truncated Domes)	Add Proper Detectable Warning Strips (Truncated Domes)	Detectable Warning Strip Added.	Yes
CR013	S.E. Corner N. Crossing	34.45	No Detectable Warning Strips (Truncated Domes)	Add Proper Detectable Warning Strips (Truncated Domes)	Detectable Warning Strip Added.	Yes
CR014	S.E. Corner W. Crossing	34.45	No Detectable Warning Strips (Truncated Domes)	Add Proper Detectable Warning Strips (Truncated Domes)	Detectable Warning Strip Added.	Yes
CR015	S.E. Corner N. Crossing	34.23	No Detectable Warning Strips (Truncated Domes)	Add Proper Detectable Warning Strips (Truncated Domes)	Detectable Warning Strip Added.	Yes

ADA Compliance and Feasibility Report



Contact Information

Wisam Qasim ADOT ADA Specialist 602-712-7638 Wqasim@azdot.gov

Kathryn "Katie" Hammond ADOT Transportation Engineering Specialist <u>Khammond@dot.gov</u>



QUESTIONS?

ARIZONA DEPARTMENT OF TRANSPORTATION

EVERYDAY COUNTS ARIZONA LOCAL PUBLIC AGENCYADDTSTAKEHOLDER COUNCIL

ADOT Traffic Safety Update: HSIP and AZ STEP Web-tool

Kerry Wilcoxon, P.E., PTOE ADOT Traffic Safety Section

ARIZONA DEPARTMENT OF TRANSPORTATION





FY23 and FY24 HSIP Call For Projects Review Results





ADOT

Federal HSIP Guidance

Program purpose

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a datadriven, strategic approach to improving highway safety on all public roads that focuses on performance.

U.S. Department of Transportation Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590 202-366-4000

Fixing America's Surface Transportation Act or "FAST Act"

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Fiscal year	2016	2017	2018	2019	2020
Estimated funding*	\$2.226 B	\$2.275 B	\$2.318 B	\$2.360 B	\$2.407 B

*Calculated (sum of estimated individual State HSIP apportionments)

Program purpose

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Statutory citation

FAST Act § 1113; 23 U.S.C. 148

Funding features

Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federalaid obligation limitation.

Pre-apportionment set-asides

The FAST Act continues to require FHWA to set aside, prior to apportionment, HSIP funding for the Railway-Highway Crossings program, and increases the amount of this set-aside. (See "Railway-Highway Crossings Program" fact sheet for additional information on this program)

The FAST Act newly authorizes an annual set-aside (prior to apportionment) of \$3.5 million in HSIP funds to carry out specified safety-related activities and operate specified safety-related clearinghouses. [FAST Act § 1417-1418; MAP-21 § 1519(a); SAFETEA-LU § 1409]

Apportionment of funds

As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Within this process, a State's HSIP apportionment is





Arizona HSIP Selection Process

- Data Driven Safety Program
- Primarily infrastructure
- Spot Improvement or Systemic
- Countermeasures must address fatal and serious injury crashes
- Statewide competition funding highest B/C ratio projects



Agency:			Title of Project:					
County:			COG/MPO:					
District:			Date:					
Ca	ontact:		Phone:	E-	Mail:			
Type of Safe	ty İmprovemer	Spot	- mes - mo	Systemic 🖷	□ N ^O			
Mark all that apply to your pr. et an a cost northeaters								
Anticipated	lotal Cost Esti	mate:		\$0.00				
Anticipated o	dollar amount	of HSI	P Funding:	\$0.00				
Anticipated I	Jollar amount	of Loc	al Match (5.7%)	\$0.00				
Anticipated I	Dollar amount	of Oth	ner:	\$0.00				
Funding Sou	Detarias ⊡ar	55 HS2	34.34% HSX	Cost Estimate	Tab:			
Administratio	n of Project:	Agen	icy⊡™ ⊡™	ADOT: 🗆 🖷 🛛	01			
Name and Ti	IS OF COCUMP		vocontativo					
Anticipated								



ARIZONA HIGHWAY SAFETY IMPROVEMENT PROGRAM MANUAL

> Arizona Department of Transportation Transportation Systems Management & Operations Grou Traffic Safety Section May 2015 (Revised February 2017)

> > ΛΟΟΤ

FY23-24 Call for Projects

- May 3, 2019 Final HSIP applications due
- August 7, 2019 HSIP Safety Committee Meeting
- August 12, 2019 ADOT Management Meeting
- October 31, 2019 All eligibility letters issued
- Approximately \$70 million available



Breakout of Total HSIP Funding

FY23 and FY24

Apportionments (Each Year)\$ 44 MObligation Authority (OA) (90%)\$ 39.6 Mor\$ 40 MEmergency Statewide Set Aside (10%)\$ 3.9 Mor\$ 4 MAvailable Funds\$ 35.7 Mor\$ 35 M



Initial vs Final Applications

Initial Submittal Local Applications, 47 which = \$73,229,144.00 State Applications, 28 which = \$65,456,267.00 Total Applications, 75 which = \$138,685,411.00

After Eligibility Review Local Applications, 36 which = \$62,419,187.00 State Applications, 22 which = \$61,011,417.00 Total Applications, 58 which = \$123,430,604.00

All estimates do not include \$8 m local/state matches or other funds.



Initial and Final Eligibility Review









FY 24 Construction





Total FY23/FY24 Programmed





2019 STSP Categories



Includes other funds and matching funds.



Breakout by Agency

Agency	Projects	Total Eligible		Agency	Projects	Total Eligible		
NACOG	2	\$	2,352,184.00	NC District	2	\$	1,216,956.00	
CAG	2	\$	9,203,039.00	NW District	4	\$	5,287,670.00	
MAG	10	\$	23,478,124.00	NE District	1	\$	1,072,027.00	
PAG	7	\$	6,779,923.00	SC Distirct	2	\$	1,758,404.00	
LHMPO	1	\$	606,287.00	Central	1	\$	4,165,624.00	
WACOG	4	\$	7,076,052.00					
YMPO	8	\$	10,771,895.00					

Totals include local/state matching and other funds.



6-Yr HSIP Program Trend



Totals include local/state matching and other funds.





Questions?



Arizona STEP Tool:

ADOT

Safe Transportation for Every Pedestrian



ARIZONA DEPARTMENT OF TRANSPORTATION











Road System: State – 20,000 miles Local – **125,000** miles **Crash Stats:** 2018^{*} Fatalities **1021** 40% SHS - 60% Local Ped fatalities 245 17% SHS - 83% Local *2018 Arizona Crash Facts





Fatal Crash Types – State vs. Local Roads 2012-2017

State		Local				
Multi-vehicle		Multi-vehicle				
Rear-end	21%	Ped/Bike	37%			
Ped/Bike	21%	Angle	18%			
Head-on	19%	Left-turn	15%			
Single-vehicle		Single-vehicle				
Roll-over	55%	Roll-over	33%			
RD-Hit Tree	8%	Curb Strike	16%			









Data Problems

- Historically heavily behavior based causation
- <u>No exposure data</u>
- Majority of crashes, injuries and deaths on local system
- Random and widely dispersed (even locally)
- Crash types fundamentally differ:
 - Local: Crossing (perpendicular) crashes
 - State: Parallel crashes



AZ STEP Tool

Arizona specific guidance tool for crossing treatments



- Public facing tool developed by ADOT
- Intended for use by:
 - Municipalities without pedestrian safety expertise
 - State reference for pedestrian safety practices
 - Consultants working on similar state or local projects

ADOT

Contents

- Provides decision tree and countermeasure matrix for <u>Arizona specific</u> crossing treatment selection
- Practical design level information on proven safety countermeasures



• Links to state laws, standards/best practices (national and state), example installations (PDF and dwg)



Traffic Contact About Motor Vehicles Projects Business Planning News Maps Home > Business > Transportation Systems Management and Operations (TSMO) > Operational and Traffic Safety Business **Operational and Traffic Safety AZ STEP Tool** ADOT Business Coach On Demand Initiatives and Innovations Operational and Traffic Safety Overview Business Engagement and Compliance System Maintenance and Management Emergency Management Traffic Maintenance and Management Engineering and Construction **Regional Traffic Engineers** ☆ K : Contracts and Specifications \rightarrow C 🛆 🔒 azdot.gov 🗄 Apps 👩 Citrix Receiver 🚺 Time Converter and... 🧿 State of Arizona - P... 🗛 Standards Committ... 🗛 AZ STEP Overview Project Management Services ADOT Improvement Program Highway Maintenance Procurement AC Engineering Consultants Arizona Strategic Highway Safety Motor Vehicles About -About Programs and Partnerships Plan Permits ADOT Business Coac and analyses traffic crash data, identifies and develops safety nd funds the installation of safety improvements throughout the Equipment Services AZ Step Guide Business Engagemen Standards and Guidelines Compliance fety Plan FHWA Strategic Highway Safety Plan (SHSP) N Environmental Planning Related Links **Civil Rights** FHWA Highway Safety Improvement Program Right of Way / Properties LIC Program (HSIP)#P **Civil Rights** Contracts and FHWA Every Day Counts Program # Specifications System Maintenance and Management Arizona Governor's Office of Highway Safety ADOT Innovation Don't Subscril for updat (GOHS) Transportation Systems Management District Contacts Now A AASHTOware Safety Analystif and Operations Emergency Management Overview Engineering and Initiatives and Innovations Construction A ADOT > Operational and Traffic Safety esource Sub Road Safety Assessments Traffic Guidelines and Procedures (TGP) GI-1 for up Transportation System Management and Operations (TSMO **Crash Modification Factors** Manual of Approved Signs (MOAS) Clearinghouse 9/10 an integrated approach to optimize the performance of Feder Signing and Marking Standard Drawings Stewardship and Oversight Agreement for Arizona existing infrastructure by implementing multimodal, Natio Signals and Lighting Standard Drawings Arizona Highway Safety intermodal, and often cross-jurisdictional systems, services Improvement Program Manual on Uniform Traffic Control Devices (MUTCD) and other References projects. Arizona Strategic Highway Safety Highway Safety Manual and other Safety Links Crash Modification Factors Clearinghouse AZ Step Guide Transportation System Management and Operations (TSMO)

Traffic Volumes

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ADOT

AZ STEP Guide Safe Transportation for Every Pedestrian

As part of the Every Day Counts (EDC-5) program on safe transportation for every pedestrian (STEP), the Federal Highway Administration (FHWA) published an updated "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations" to help agencies choose countermeasures based on roadway characteristics and pedestrian safety issues. We're creating an Arizona-specific guide so that local engineers can find examples and drawings and specs for these countermeasures.

While AZ STEP program contains information about national, state and local best practices, site specific design solutions, national standards and state laws, the document remains a guide to practitioners. It is not intended to supersede local practices, standards or engineering judgment.



ADOT

Countermeasure Selection

Pedestrian Hybrid Beacon (PHB)

The <u>pedestrian hybrid beacon (PHB</u>), or High Intensity Activated Crosswalk (HAWK), is a traffic control device designed to help pedestrians safely cross busy or literation

speed roadways at midblock crossings and uncont intersections. The beacon head consists of two red above a single yellow lens. The lenses remain "dar a pedestrian desiring to cross the street pushes the button to activate the beacon. The signal then initia yellow to red lighting sequence consisting of steady flashing lights that directs motor to slow and con stop. The pedestrian signal shes a WALK d the pedestrian. Once the trian has safely cro the hybrid beacon again as dark.

PHB Warrants

The first PHB was developed in Tucson, Arizona in Arizona have constructed PHB's including Bullhead Phoenix and Tucson metropolitan areas.

Countermeasure Tech Sheet

- Countermeasure Tech Sheet
- FHWA Safety Proven Count

Example Projects

Florence Boulevard - PDF | DGN (4.5 MB .zip)











AZ STEP Tool

- Intent to provide easy decision tool to non-expert engineers, planners or elected officials
- Released to public facing ADOT web page May 2019
- Address: https://azdot.gov/business/tsmo/operational-and-traffic-safety/az-step

While AZ STEP program contains information about national, state and local best practices, site specific design solutions, national standards and state laws, the document remains a guide to practitioners. It is **not intended to supersede local practices, standards or engineering judgment**.

AZ STEP Tool



Thank You!

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HSIP Program

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AZ STEP Web-tool

Pedestrian/Bike Program Donna Lewandowski <u>dlewandowski@azdot.gov</u> 602-712-8141

DIGITAL DELIVERY

with Model Based Design and Construction (MBDC)

UDOT'S DIGITAL DELIVERY GOALS

- » Produce a more optimal design
- » Improve information transfer
- » Obtain and manage better digital data to improve decision making throughout a project's lifecycle
- » Improve efficiency

REALIZED BENEFITS

- » More data available vs. plan sheets
- » Fewer change orders in construction more detailed/complete design
- » Automated Machine Guidance (AMG)
- » Better public involvement-visualization capabilities
- » Utility clash detection
- » More accurate field inspection tracking of quantities
- » Easier reporting



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David Rutkowski, P.E.

- » 18+ years designing ADOT freeways
- » Served on ADOT's Every Day Counts Committee for 3D File Format and Structure
- » Design manager for I-10/SR 303L Phase 2 3D model, first ADOT 3D model provided to bidders
- » Urban freeway project experience including multiple Design Builds

Nicole Williams, P.E.

- » 10+ years designing and managing UDOT projects
- » Project Manager on three Digital Delivery projects and Deputy Project Manager on one—together totaling over \$120M in construction fees
- » Serving on UDOT MBDC Roadway Design Steering Committee
- » Project Manager for UDOT Digital Delivery Process and Data Development

John Matern, P.E.

- » 10+ years designing UDOT projects
- » Design Lead on four Digital Delivery projects totaling over \$100M in construction fees
- » Assisted in drafting UDOT MBDC Guidelines Document
- » CADD Lead for UDOT Digital Delivery Process and Data Development

Ariel Froerer

- » Lead roadway designer on UDOT's \$90M Digital Delivery 5600 West project (segment 1)
- » Design and CADD Support on UDOT's I-80 and 9000 South Digital Delivery Projects
- » Assisting in developing UDOT's ORD Workspace

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