

Have You Heard?

Design Guideline and Funding Updates for Public Agencies

Idaho's 2023 Local Transportation Convention

November 2, 2023



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Agenda

- PROWAG
- NCHRP 1043 – Roundabout Guide
- IIJA Funding

PROWAG Updates



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What is PROWAG

- Public Right-of-Way Accessibility Guidelines
- Built upon the implementation of the Americans with Disabilities Act
- Effective Date of the final ruling: September 7, 2023

What does PROWAG Cover?

- Pedestrian access routes along streets, sidewalks, and shared-use paths
- Alternate pedestrian access routes during construction
- Curb ramps and blended transitions
- Detectable warning surfaces
- Pedestrian signal phase timing
- Accessible pedestrian signals and pedestrian pushbuttons
- Pedestrian crossing islands
- Roundabouts and channelized turn lanes
- At-grade rail crossings
- Transit stops and shelters
- Accessible on-street parking
- Passenger loading zones
- Signs
- Street furniture
- And more!

Corner Treatments at Roundabouts and Intersections

- Requires a buffer or detectable vertical edge at roundabouts and other intersections where ped crossings not permitted.
- Sections:
 - 203.6.1.1
 - 203.6.1.2
 - 306.4
 - 306.4.1
 - 306.4.1.1
 - 306.4.1.2



Buffer example at roundabout in Boise.

Crossing Treatments at Multilane Roundabouts



Above: RRFB crossing at multilane roundabout in Meridian.

Below: Raised crosswalk at multilane roundabout in Hilliard, OH



- Multilane roundabouts must have enhanced crossings for low vision or blind pedestrians.
- Includes: pedestrian hybrid beacons, rectangular rapid flashing beacons, and raised crossings.
- Same guidance for multilane channelized turn lanes
- Sections:
 - 306.4.2
 - 306.5

Audible Pedestrian Push Buttons

- New ruling requires that pedestrian pushbuttons provide audible and vibrotactile walk indicators.
- Sections:
 - 206.3
 - 306.3
 - 307.2
 - 307.6



Crosswalk Slopes

- Clarified guidance on crosswalk cross slopes
 - Cross slope of a pedestrian access route within a crosswalk shall be 1:48 or 2.1% max at a yield or stop controlled intersection
 - Cross slope shall be 1:30 or 5% at an uncontrolled approach
 - Cross slope shall be 1:30 or 5% max at a pedestrian hybrid beacon or traffic signal
 - Cross slope at a roundabout or mid block crossing shall not exceed the street grade.

Additional Items

- Detectable warning placement at driveways
 - When a driveway is controlled with a yield or stop control device or signal detectable warnings shall be provided. (section 305.2.8)
- On-street parking space dimensions
 - Dimensions now provided.
 - Sections 310.2, 310.2.1

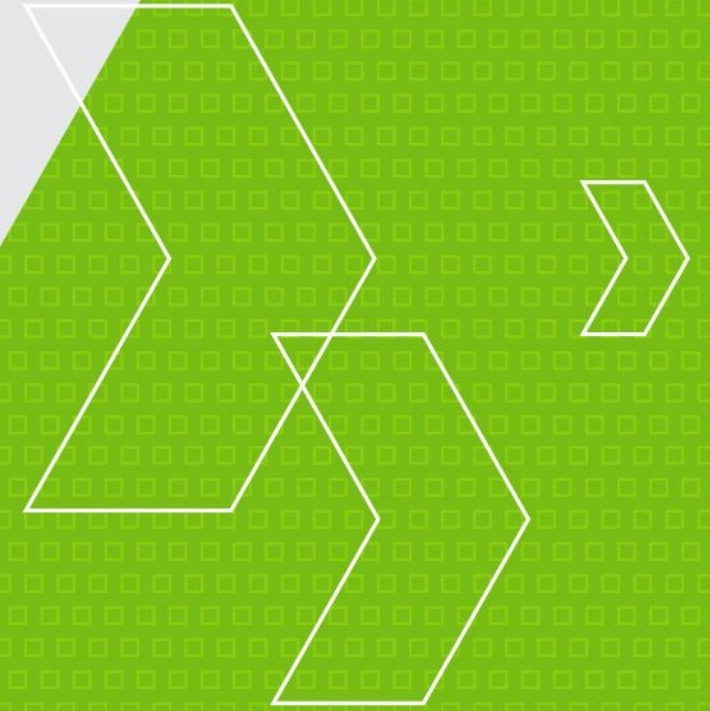
Key Basic Elements of PROWAG

- Sidewalks must be 5' wide minimum with at least 4' of clear path of travel
- Crosswalks must be at least 6' wide with detectable warning surfaces at either end
- Curb ramp design guidance
- Transit stops must have accessible boarding areas
- When crossing devices are installed or replaced, devices with audible and visual cues must be used
- When a pedestrian facility is closed for construction, a temporary alternate route with basic accessible features is required

So, What Now?

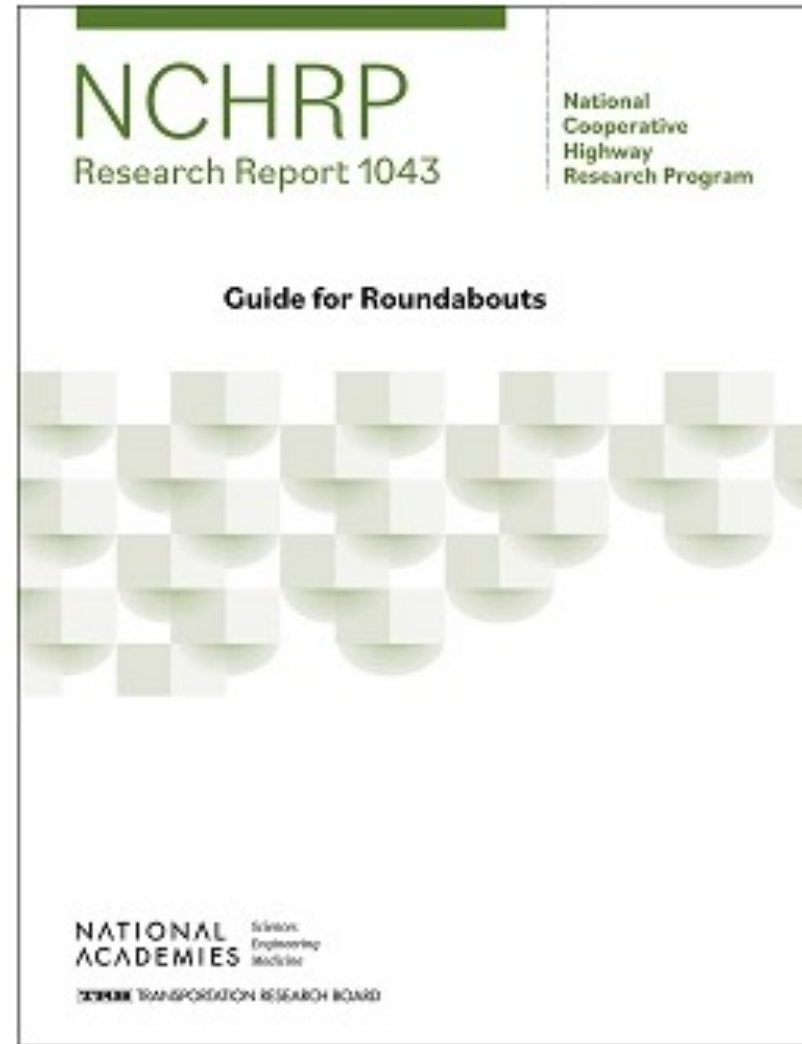
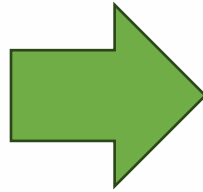
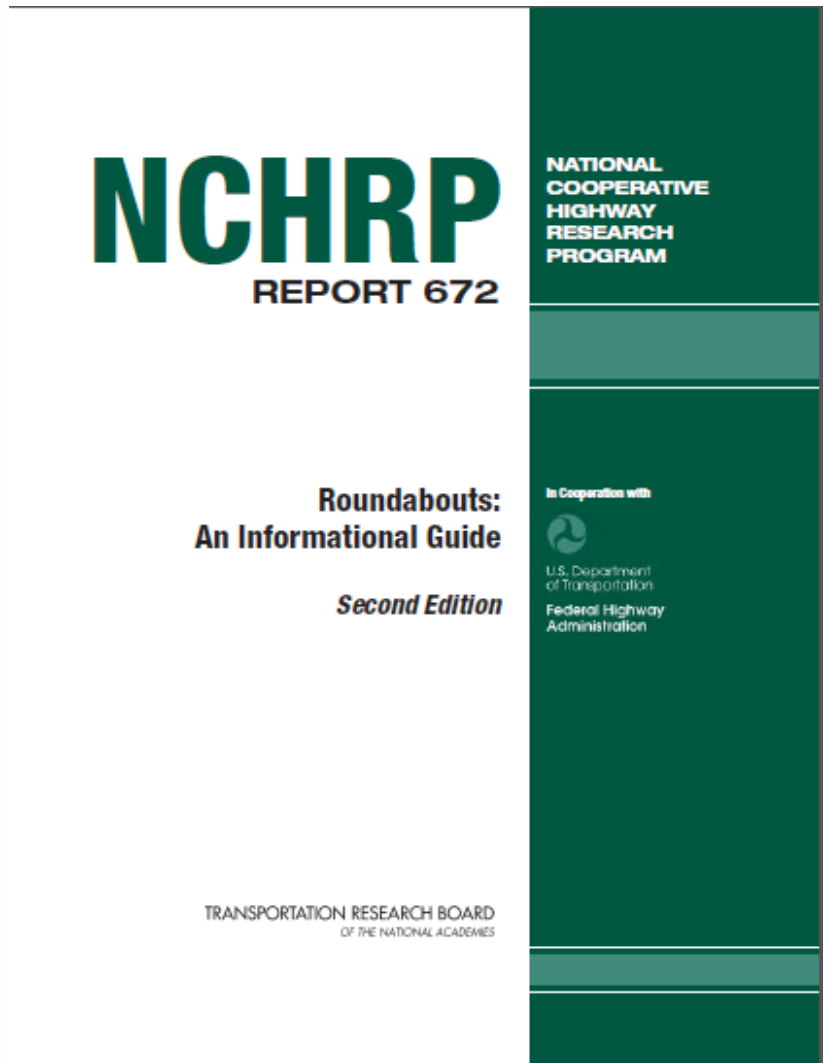
- Guidelines will be fully enforced with the USDOT and USDOJ adopt the guidelines
- Many agencies have already adopted PROWAG
- How can I prepare?

NCHRP 1043 Roundabout Guide



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We have a new guide!



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Vision Zero and Safe System Applications

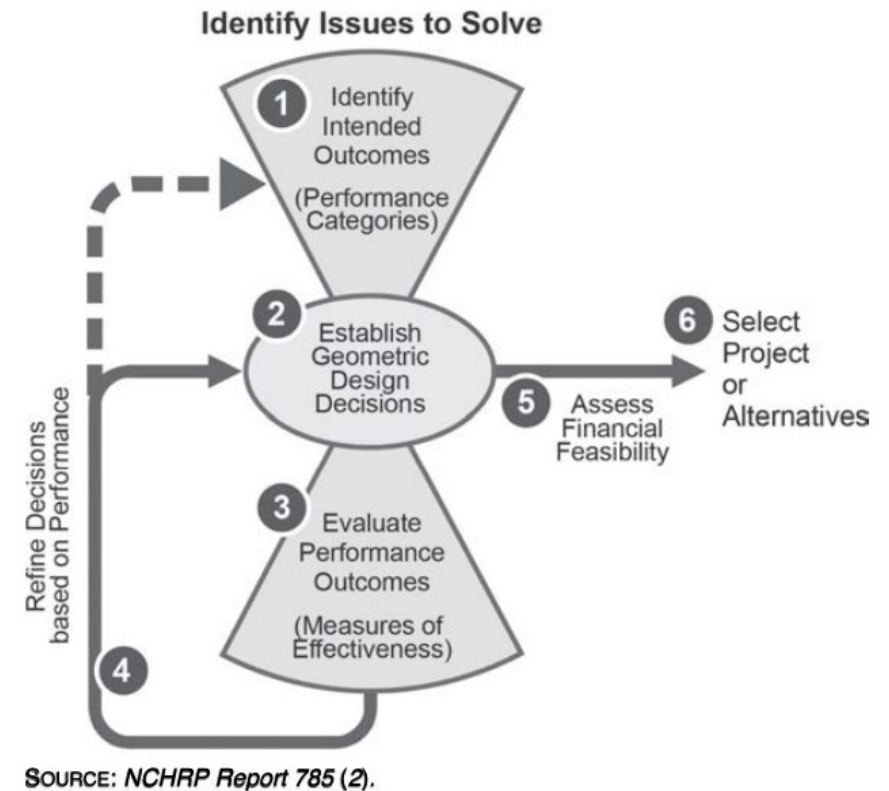
- New policy discussion section
- Vision Zero
 - Roundabouts are a proven FHWA safety countermeasure
 - Can be incorporated into vision zero approaches
- Safe System Approach
 - Push from FHWA
 - Safe Streets for All Program
- Roundabout First Policies

Part 2: Planning

- Performance-Based design approach (Chapter 3)
- More stakeholder engagement techniques (Chapter 5)
- Intersection Control Evaluation (Chapter 6)

Performance Based Planning and Design

- Follows FHWA performance based practical design initiative and NCHRP Report 785
- Process that right-sizes the project
- Achieve goals and objectives by evaluating performance measures/characteristics.
 - Ex: accessibility, mobility, safety, etc.



Stakeholder engagement

- New guidance on how to select an outreach approach
- More guidance on when to reach out to stakeholders
- Outreach examples:
 - Websites
 - Mock roundabouts
 - Walking and biking tours
 - Roundabout rodeos
 - Driver's ed coordination
 - simulations



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Intersection Control Evaluation

- Chapter 6 provides an overview of the ICE process.
- Evaluation framework that helps you chose an intersection type.
- Ties into the performance based design process
- Includes example evaluation

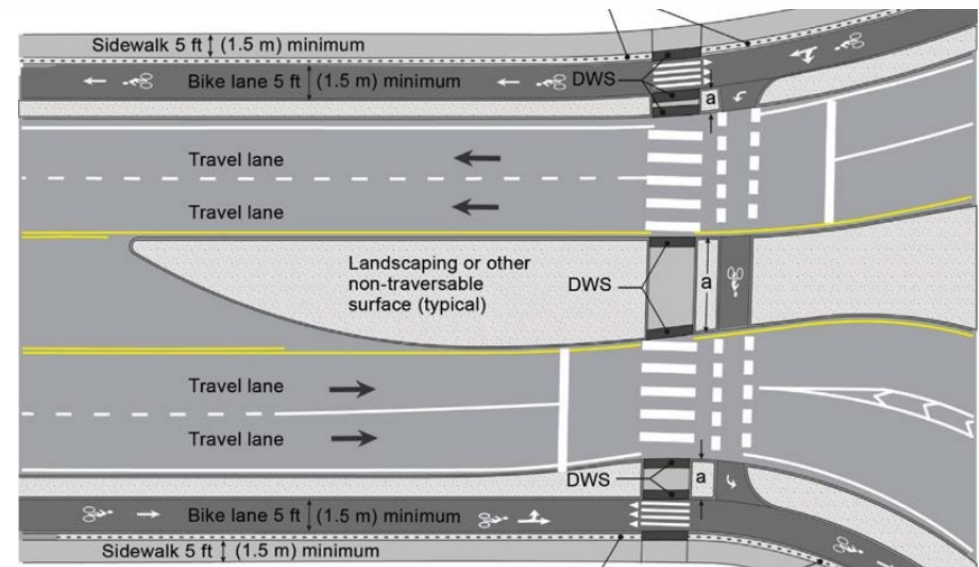
Identify and Evaluate Alternatives

- Safety analysis guidance is reflective of the Highway Safety Manual and NCHRP Report 888 (development of roundabout crash prediction models and methods)
 - Chapter 7
- Operations analysis guidance reflects HCM 7th edition
 - Includes guidance on simulation techniques
 - Chapter 8
- Design Vehicles vs Check Vehicles – Chapter 9
- Bike and pedestrian accommodation evaluation – Chapter 9
- Significantly improved fastest path guidance – Chapter 9

Preliminary Design – Chapters 10 & 11

- High-speed application guidance
- Truck Accommodation in Multilane roundabouts
- Oversized-Overweight Loads
- Bypass Lanes
- Turbo Roundabouts
- Bike and ped facility guidance and examples

- Mini Roundabout and unique shapes design guidance



Final Design and Implementation

- Expanded guidance on lighting design and flexibility (Chapter 14)
- More construction staging guidance and examples (Chapter 15)
- Discussion on locations near rail crossings (Chapter 12)
- Discussion on signals and beacons (Chapter 12)
- Expanded examples of traffic control devices (Chapter 12)

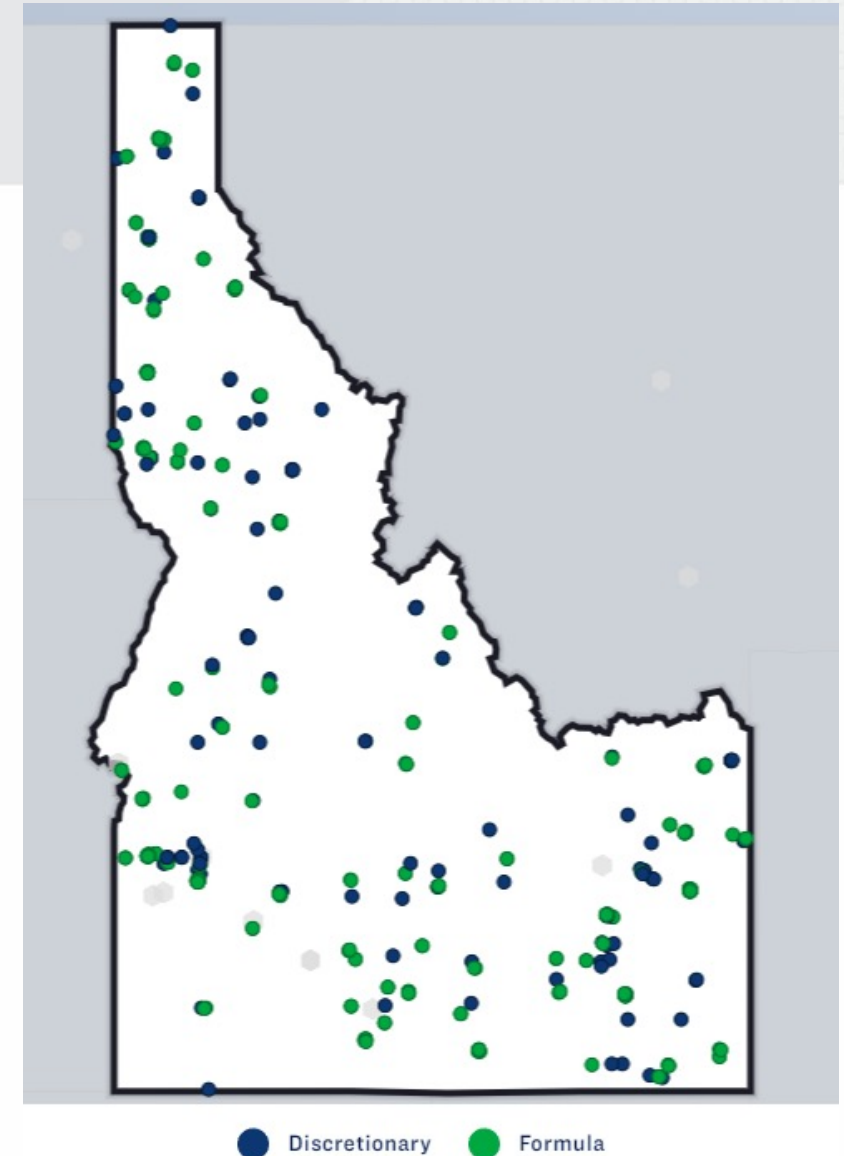
IIJA Transportation Funding Updates



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IIJA – Where are we?

- As of September 7, 2023 over \$280 billion has been announced
- IIJA supported over 400 program from transportation to agriculture
- Approximately \$350 billion over FY2022-FY2026 is for transportation



Source: https://www.whitehouse.gov/invest/?utm_source=invest.gov

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Notable Idaho Wins

- RAISE Grants: Nampa, ACHD, ITD, McCall
- Safe Streets for All: COMPASS, Ammon, Lewis Clark MPO, Pocatello,
- National Culvert Removal, Replacement, Restoration Grant
- Water Smart Grants
- Nationally Significant Federal Lands and Tribals Projects
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- Fish Passage

Grant Timelines

- Some new programs this year
 - Neighborhood Access and Equity Grant (Summer NOFO)
 - ATIIIP Active Transportation Infrastructure Investment Program
- NOFO Releases for Grants of Interest
 - RAISE – November/December
 - SS4A – April
 - MPDG (INFRA and Rural) – July
 - Reconnecting Communities – July
 - Bridge Investment Program
 - Large bridge – September/October
 - Planning and small structures – November
 - Thriving Communities – September
 - Rail Crossing Elimination – October
- <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Touch all selection criteria

IMPROVE CONSISTENT WITH ASSET PLAN

Improve the condition, resilience and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets);

PROMOTE SAFETY FOR ALL

Promote and improve safety for all road users, particularly vulnerable users;

BE ACCESSIBLE TO ALL

Make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act;

BE GREEN

Address environmental impacts ranging from storm water runoff to greenhouse gas emissions;

BE MORE RESILIENT

Prioritize infrastructure that is less vulnerable and more resilient to a changing climate;

INCLUDE NEW TECHNOLOGIES

Future-proof our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way;

RECONNECT TO KEY AREAS

Reconnect communities and reflect the inclusion of disadvantaged and underrepresented groups in the planning, project selection and design process;

BE EFFICIENT AND EFFECTIVE

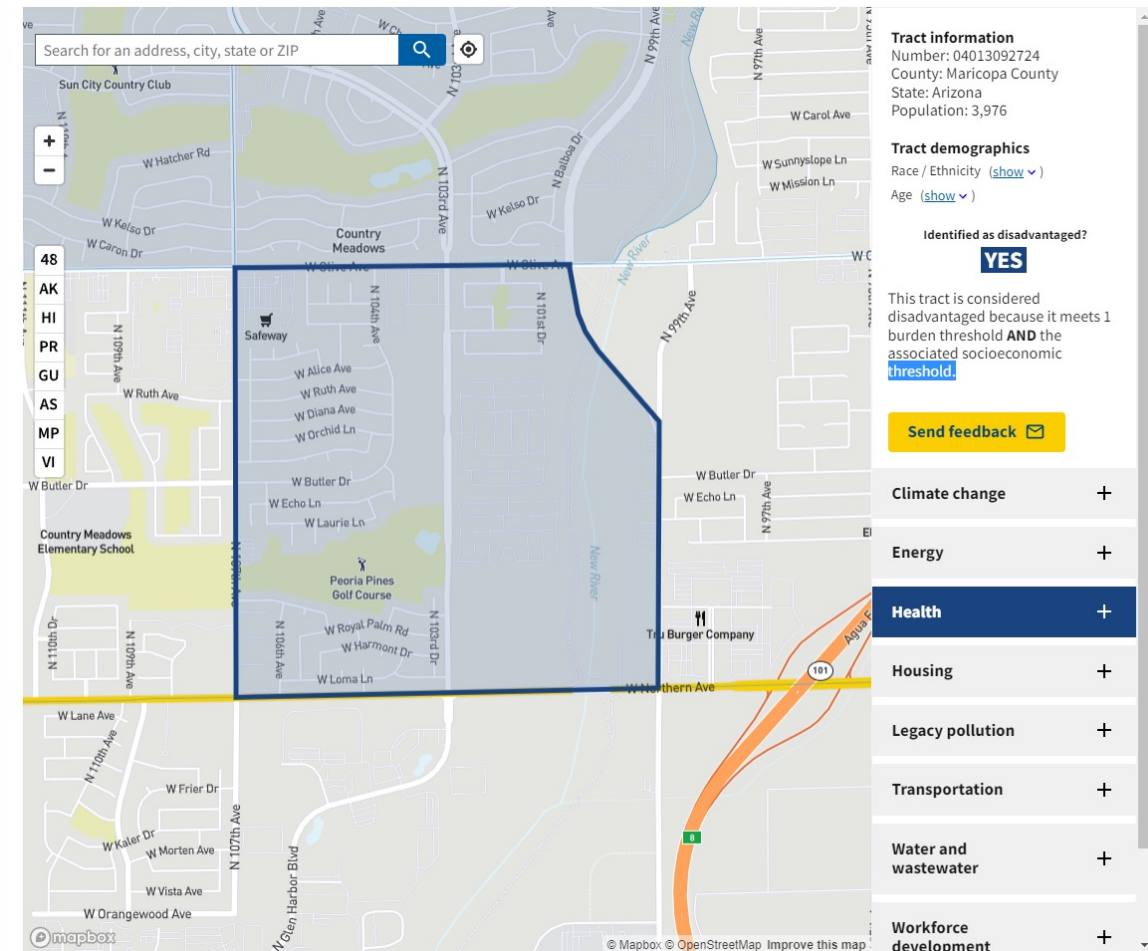
Direct Federal funds to their most efficient and effective use, consistent with these objectives.

Support is Key

- Public Support
- Partner Agency Support
- Elected Official Support at both the State and Federal level
- DOT is looking for letters of support from the above submitted with the application package.
 - Quotes that can be included in the narrative also help.
- Support = official letters

Tell a Data Driven Story

- Most of the grant review team are not subject matter experts (SMEs)
- Need to paint a clear picture of the need with data but make it read like a story
- Use DOT resources to back up statements
 - Justice 40: <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>



There's Never Enough Data

- Benefit Cost Analyses (BCAs) are required for construction grants
- Reviewed by SMEs
- Need to start 2-3 months ahead of grant submittal
- Used as a benchmark to evaluate and compare potential transportation investments for their contribution to the economic vitality of the Nation



U.S. Department
of Transportation

Benefit-Cost Analysis Guidance for Discretionary Grant Programs

Office of the Secretary

U.S. Department of Transportation

February 2021

Resources

- LHTAC
- ITD
- Thriving Communities Program
 - Link for communities: <https://www.transportation.gov/grants/thriving-communities/information-for-technical-assistance-seekers>
- USDOT website: <https://www.transportation.gov/grants>
- Remember to get registered with Grants.gov
- Grant summary table:
<https://airtable.com/appoN6JWzzUI9iMKc/shrgLmCBM5OE04yBt/tbIRGDAHVILFjwyyp>

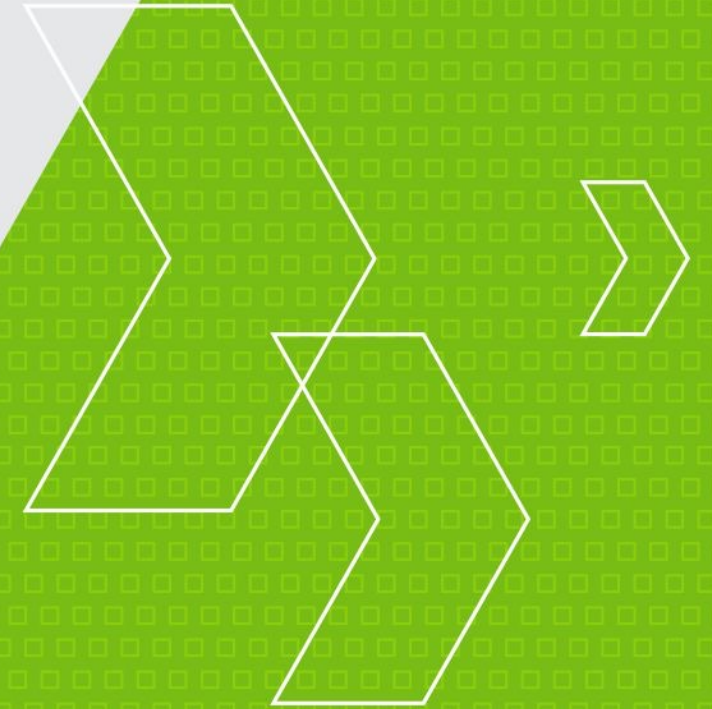
Thank You!

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