



MAINE DEPARTMENT OF TRANSPORTATION
American Council of Engineering Companies (ACEC-Maine)
Multimodal Subcommittee
2024-06-12 Meeting Minutes – Via Teams


MEMBERS	Jeff Tweedie, MaineDOT Nate Benoit, MaineDOT Mike Laberge, MaineDOT Aurele Gorneau II, MaineDOT Jeff Beaulé, City of Lewiston Travis Wolfel, Stantec	Adam Stockin, WSP Brett Hart, Sewall Ariel Greenlaw, HNTB Brad Lyon, Sebago Technics Owen Chaplin, Wright-Pierce

Subcommittee Mission: Improve communication between MaineDOT and Consultants and assist MaineDOT in achieving Multimodal Program goals.

Discussion Items:


1. Review of meeting minutes from 9/13/23 & 12/6/2024 meeting. *Please respond to the email with comments*
2. Subcommittee Size, Rotation, & Co-Chair updates (ACEC). Brandon Havu from Gorrill Palmer is rotating on in Adam’s position next quarter. Brad Lyon has agreed to Co-Chair the committee moving forward.
3. Department updates (staffing, deliverables, projects, trends, issues, training, etc.).
 - Joe Stillwell has left DOT, interviews for replacement
 - Steve Bodge to retire in next couple of weeks
 - ROW appraisers are being hired
 - For the first time since measures have been in place, the delivery schedule for the year will be below 80%. Largely due to short staff in ROW and other areas. Multimodal will still be above 80%
4. Pedestrian Lighting Updates (Shaynae Bramley) *unable to attend*
5. PROWAG update (Theresa Savoy)
 - See attached ppt
6. Potential Future Topics
 - ISMA Training – Brad Lyon
 - i. Brad and Ariel are on a committee looking at the mobility report for MaineDOT

- ii. Disconnect is on the training aspect and how to get folks certified
 - iii. Need a certain level of experience to go into cabinets etc.
 - iv. MaineDOT trying to standardize as much as possible and that everything is up to date, but it is difficult to keep up with the technology
 - v. Next evolution is the operation of these signal systems
 - vi. Challenge of availability of the training
 - 1. How can we work with DOT to have more training available and what is in the curriculum?
 - 2. There is signal school offered by MaineDOT. Good for understanding where the industry is heading. Can consultants be invited in the future? IMSSMA is a separate certification
 - Compare/Contrast NH and Maine LPA processes. – Mike Laberge/Travis Wolfel (*to be discussed when Mike gets back in subsequent meetings*)
 - i. May be able to bring in FHWA as a resource
 - ii. Key issues
 - 1. On time delivery
 - 2. Construction issues
 - Contractor bidding challenges/labor shortage – tabled
 - Work with UMaine on encouraging Traffic Engineering – Ariel Greenlaw
 - i. Ariel visiting UMaine to present on Traffic Engineering to the students
 - ii. Curtis and Steve Landry going to U Maine to discuss.
 - iii. Ariel to meet with Curtis and/or Steve to debrief their visits and report back to the committee.
 - Buy America revisit
 - i. Jeff Folsom to provide update hopefully for the next meeting – Adam sent an invite following the meeting. *Jeff is not available for Q3, however he will attend Q4.*
7. Date of 2024 Q3 meeting. September 18, 2024 (*teams invite sent*)



ADA UPDATE 2024

Theresa Savoy
ADA Coordinator
June 12, 2024



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WHAT IS NEW...

PROWAG is out of Access Board, but MaineDOT has NOT yet adopted the PROWAG.

Standard Details now require 1.5% cross slope;

A Blended Transition is now require 4-foot level pedestrian circulation path at top of ramp;

Clear space at perpendicular ramps. This isn't new but there has been confusion regarding the old standard of 'Diagonal Clear space";

We no longer allow for 3 feet of clearance at pinch points in design, 4 foot minimum. If we cannot get 4 feet we will need to get permission from Chief Engineer.



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PROWAG PROCESS

DRAFT PROWAG rules were released in 2011 but not approved until August 2023, with revisions. These are referred to in this presentation as NPRM. Last comment period was in 2013.

These minimum guidelines will become enforceable *once they are adopted*, with or without modifications, as mandatory standards under the ADA by the U.S. Department of Justice (DOJ) and the U.S. Department of Transportation (USDOT)

So, there may rulemaking, which provides an opportunity to comment and possible modifications.

The USDOJ and USDOT cannot be less restrictive than the Access Board final rule.

OR, they could be adopted by DOJ and DOT without modifications.



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TECHNICAL INFEASIBILITY

2011 Draft PROWAG

Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

FINAL RULE REMOVES RoW

Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.



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APS AND MUTCD

In the Final Rule, APS and Work Zone compliance will be in the PROWAG (2011 Draft PROWAG referred guidance to MUTCD. MUTCD is reviewing changes.



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TWO RAMP PRIORITY

Like out Standard Details have stressed, a two-ramp option at a corner is preferred and should be used.

Final Rule of PROWAG stresses this as a requirement AND rarely speaks to 'diagonal ramps'

Diagonal curb ramps can be used but after other options are exhausted.



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REVISED CLEAR SPACE REQUIREMENT

OLD RULE Clear space was under common requirements

FINAL RULE – Clear space only required at perpendicular curb ramps

R304.2.4 Clear Area

48 inches wide min. by 48 inches long min. beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk.

At shared use paths, as wide as the shared use path.

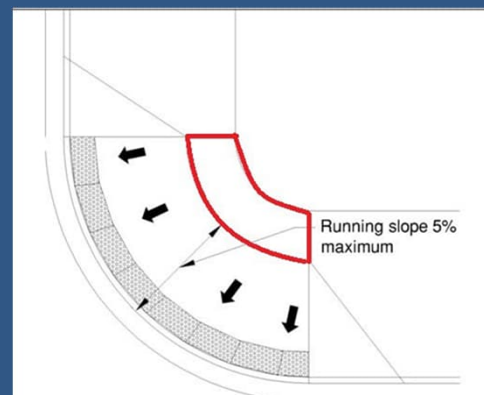
- Located wholly outside the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk.
- Running slope: 1:20 (5.0%) maximum.



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BLENDED TRANSITIONS

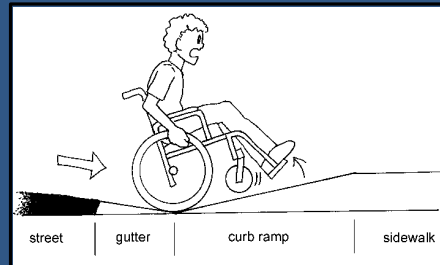
R304.4.3 Bypass. Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route must be provided so that a pedestrian not crossing the street may bypass the blended transition.



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COUNTER SLOPE OPTION A

The counter slope has been 5% maximum but if where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade cannot exceed 13.3%.



THINGS THAT WE ARE WATCHING

- APS Button Arrow
- Clarified Edge Detection at Roundabouts
- Crosswalk Treatments at Roundabouts and channelized turning lands
- Detectable warning fields

MUST HAVE DETECTABLE ARROW



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CLARIFIED EDGE DETECTION AT ROUNDABOUTS

FINAL RULE

R306.4.1 Edge Detection is required on the street side edge of the pedestrian circulation path at the approach and along the circulatory roadway of the roundabout where crossing is not intended.



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CROSSWALK TREATMENTS AT ROUNABOUTS

NPRM

Channelized Turn Lanes at Roundabouts At roundabouts with pedestrian street crossings, pedestrian activated signals complying with R209 shall be provided at pedestrian street crossings at multi-lane channelized turn lanes.

FINAL RULE

R306.4.2 Crosswalk Treatments: Each multi-lane segment of the roundabout containing a crosswalk shall provide a crosswalk treatment consisting of one or more of the following: a traffic control signal with a pedestrian signal head; a pedestrian hybrid beacon; a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing



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CROSSWALK TREATMENTS AT CHANNELIZED TURN LANES

NPRM

R306.5 Channelized Turn Lanes at Other Signalized Intersections

At signalized intersections other than roundabouts with pedestrian street crossings, pedestrian activated signals complying with R209 shall be provided at pedestrian street crossings at multi-lane channelized turn lanes.

FINAL RULE

R306.5 Channelized Turn Lanes

Crosswalks at multi-lane channelized turn lanes shall provide treatments consisting of one or more of the following: a traffic control signal with a pedestrian signal head; a pedestrian hybrid beacon; a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing.



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PED BUTTONS AT RRFBS ET AL.

R307.7 Audible and Vibrotactile Indication for Pedestrian Activated Warning Devices Without a Walk Indication

- Where a pedestrian push button or a passive detection device is provided for pedestrian activated warning devices, such as RRFBS, the pedestrian push button or passive detection device must activate a speech message that indicates the status of the beacon in lieu of an audible walk indication. "Warning Lights are Flashing"
- Where a pedestrian push button is provided, it should NOT include vibrotactile features indicating a walk interval.



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Again, MaineDOT has not yet adopted the PROWAG final rule but has adopted many of its provision.



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