ADA Transition Plans

“It’s kind of a big deal.”
### ADA Transition Plan – Survey Results

<table>
<thead>
<tr>
<th></th>
<th>Counties</th>
<th>Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have a Transition Plan</td>
<td>14</td>
<td>9</td>
</tr>
<tr>
<td>Working on a Transition Plan</td>
<td>20</td>
<td>29</td>
</tr>
<tr>
<td>Not Working on a Transition Plan</td>
<td>19</td>
<td>13</td>
</tr>
</tbody>
</table>

Survey Response Rate: 53% Counties, 51% Cities

2/17/2017
Yes!
ADA FAQ – Do We Have to Do It?
ADA FAQ – When Do We Have to Do It By?

July 26, 1990
ADA FAQ – When Do We Have to Do It By?

• FHWA Timeline – MPO Compliance for 2019-2022 STIP

  - January 2017 - Today
  - Summer/Fall 2017 – Local Project Selection for 2019-2022 STIP
  - January 2018 – Start finalizing 2019-2022 STIP
  - July 1, 2018 – Start FY19
  - June 2017 – Start 6-9 months

2/17/2017
ADA FAQ – What If We Don’t Have Time or Money?
ADA FAQ – Is There Anything That Can Help Me?
ADA FAQ – Is There Anything That Can Help Me?

• LRRB – ADA Transition Plan Template (on website)

• LRRB – ADA Training in 2017-2018 (in development)
  • All day sessions covers everything and 2 half day sessions focused on pre-letting and post-letting

• MnDOT ADA Office – Use of Trimble machines for inventory
  • Also provide technical assistance and knowledge of law/requirements

• Phone a friend – other county, city, state aid, MnDOT
State Aid Operations Chapter 8820 – “State Aid Rules”

- Established 1957
- Revised approximately every 2.5 years
- Last revised Feb 2013
- Carry the force of law

THESE ARE YOUR RULES, NOT STATE AID’S
By August 15, 2016, the commissioner of transportation shall, in collaboration with city and county engineers, establish and adopt design standards and guidelines to be applied consistently to trunk highways, county state-aid highways, and municipal state-aid streets with similar characteristics. The standards and guidelines must align the state-aid standards with the Department of Transportation trunk highway standards and technical memoranda as appropriate. The commissioner shall report the adopted standards and guidelines to the chairs and ranking minority members of the senate and house of representatives committees with jurisdiction over transportation policy by August 15, 2016, and present an interim report by March 15, 2016.

EFFECTIVE DATE. This section is effective the day following final enactment.
Project Process

Technical Working Group (TWG)
- City Engineers
- County Engineers
- State Engineers

Transportation System Users Steering Committee (TSUSC)
- Bicycle and Pedestrian Advocacy Groups
Focus of Discussions

Safety

Flexibility

Legal Compliance
What Is Being Aligned?
• Challenge: Existing Street Widths

• Constrained Cross Sections

• 44’ - 46’: On-street parking on both sides of the street, bike lanes and two-way traffic is desired
Minn. Rules 8820: Focus Areas

8820.9920 – Rural Reconstruction

8820.9936 – Urban Reconstruction

8820.9941 – Urban Reconstruction w/ Bike Facility

8820.9946 – Urban Reconditioning

8820.9951 – Urban Reconditioning w/ Bike Facility
• Lane width ranges: 10-12’

• 10’ lane width - Low design speeds and/or constrained circumstances

• 11’ lane width: 4-lane undivided

• 12’ lane width – industrial / commercial areas

• 0’ curb reaction distance. District State Aid Engineer approval required.

• Parking lane width: 7-10’, Not Allowed
  • Vehicle mix, roadway ADT
  • Commercial / industrial: 8’ min.

<table>
<thead>
<tr>
<th>Functional Classification and Projected Traffic Volume</th>
<th>Design Speed</th>
<th>Lane Width (a)(b)</th>
<th>Curb Reaction Distance (c)</th>
<th>Parking Lane Width (e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collectors or Locals with ADT &lt; 10000</td>
<td>30-45</td>
<td>11(b) 10-11</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>over 45</td>
<td>12</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Collectors or Locals with ADT ≥ 10000 and Arterials</td>
<td>30-35</td>
<td>11(b) 10-11</td>
<td>4(e) 1-2(d)</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>40-45</td>
<td>11(b) 11-12</td>
<td>4(e) 1-4</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>over 45</td>
<td>12</td>
<td>4(e) 2-4</td>
<td>Not Allowed</td>
</tr>
</tbody>
</table>

*Black* - Minnesota State Statue Chapter 8820; Local State Aid Routes
*Red* - Proposed Standard (from TWG members)
8820.9941 – Urban Reconstruction with Bike Facility

- Lane width ranges: 10-12’
- 10’ lane width - Low design speeds and/or constrained circumstances
- 11’ lane width: 4-lane undivided
- 12’ lane width – industrial / commercial areas
- 0’ curb reaction distance. District State Aid Engineer approval required.

- Parking lane width: 7-10’, Not Allowed
  - Vehicle mix, roadway ADT
  - Commercial / industrial: 8’ min.
- On-Road Bicycle Facility – MnDOT Bikeway Facility Manual

<table>
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<tr>
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<th>Design Speed (mph)</th>
<th>Lane Width (a)(c)</th>
<th>Curb Reaction Distance (d)</th>
<th>Parking Lane Width (e)</th>
<th>Bikeway Design Roadways with Two Travel Lanes Urban-Curb and Cutter</th>
<th>Bikeway Design Roadways with Four or more Travel Lanes Urban-Curb and Cutter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collectors or Locals with ADT &lt;2,000</td>
<td>25-35</td>
<td>10-12</td>
<td>2</td>
<td>7-10</td>
<td>&lt;500 SL or SL with Sign</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>35-45</td>
<td>11-12</td>
<td>2</td>
<td>8-10</td>
<td>&lt;500 SL or BL 5</td>
<td>BL 5-6</td>
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<tr>
<td></td>
<td>45</td>
<td>12</td>
<td>2</td>
<td>10</td>
<td>500-2,000 WOL 14-16 or BL 5-6</td>
<td>BL 5-6</td>
</tr>
<tr>
<td>Collectors or Locals with ADT 2,000-5,000</td>
<td>25-35</td>
<td>10-12</td>
<td>2</td>
<td>7-10</td>
<td>WOL 14-16 or BL 5-6</td>
<td>WOL 14-16 or BL 5-6</td>
</tr>
<tr>
<td></td>
<td>35-45</td>
<td>11-12</td>
<td>2</td>
<td>8-10</td>
<td>BL 5-6</td>
<td>BL 5-6</td>
</tr>
</tbody>
</table>

(SL = shared lane; BL = bicycle lane; WOL = wide outside lane; PS = paved shoulder; SUP = shared use path)

2/17/2017
Other Topics Discussed

• Other (proposed by Standards Committee)
  • Function classification proposed to be removed as a criteria
  • Ranges – Note: Where two dimensions are shown, the larger value should normally be used where the social, economic, and environmental impacts are not critical

• Variance Process
  • Significantly reduced need for variances based on proposed recommendations.
  • Administrative Change: Could offer committee meetings on a more frequent basis.
Thank you again!

STATE AID
(You know where to fund us)