



# ADA Transition Plan

City Council Work Session  
September 12th, 2023

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Transportation Engineer

# ADA Transition Plan

- Required by Title II of the Americans with Disabilities Act (ADA)
- Original Self Evaluation and Transition Plan completed in 2014
- FHWA considering rule change to require update within previous 5 years for federal funding eligibility

# Self-Evaluation Overview

- City-owned facilities
  - 34 miles of sidewalk/trail
  - 69 push button systems (includes Rectangular Flashing Beacons)
  - 856 pedestrian curb ramps
- Metro Transit Facilities
  - Provided information from 2022 Route 4 accessibility study
- Hennepin County
  - Provided data from 2019 assessment
- MnDOT
  - Has not responded to request for data
- Three Rivers Park District
  - Has not been contacted for data request.
  - Facilities partially evaluated by city staff

# Self-Evaluation Methodology

- Curb Ramps
  - Evaluated using MnDOT’s compliance checklist
  - 9 main criteria
    - Path width, truncated domes, cross/running slopes
- APS Buttons (Push Buttons)
  - Evaluated using MnDOT’s compliance checklist
  - 8 criteria
    - Audio signal, button placement, button height
- Sidewalks/Trails
  - Evaluated using PROWAG requirements
  - 3 criteria
    - Cross slope, path width, vertical discontinuities

# Scoring Criteria

## Accessibility Score

- Curb Ramps
  - 9 scoring criteria (MnDOT)
    - Path width, truncated domes, cross/running slopes
- Pedestrian Crossing Signals
  - 8 scoring criteria (MnDOT)
    - Audio signal, button placement, button height
- Sidewalks/Trails
  - 3 scoring criteria (PROWAG)
    - Cross slope, path width, vertical discontinuities

## Equity Score

- BIPOC Population
- Population w/ a Disability
- Population over age 65
- Population below 185% of Federal Poverty Level
- Population that drives to work
- Population Density
- Proximity to a School
- Proximity to a Park
- Transit Ridership

# Prioritization Score

- 25% Equity Score
- 75% Accessibility Score

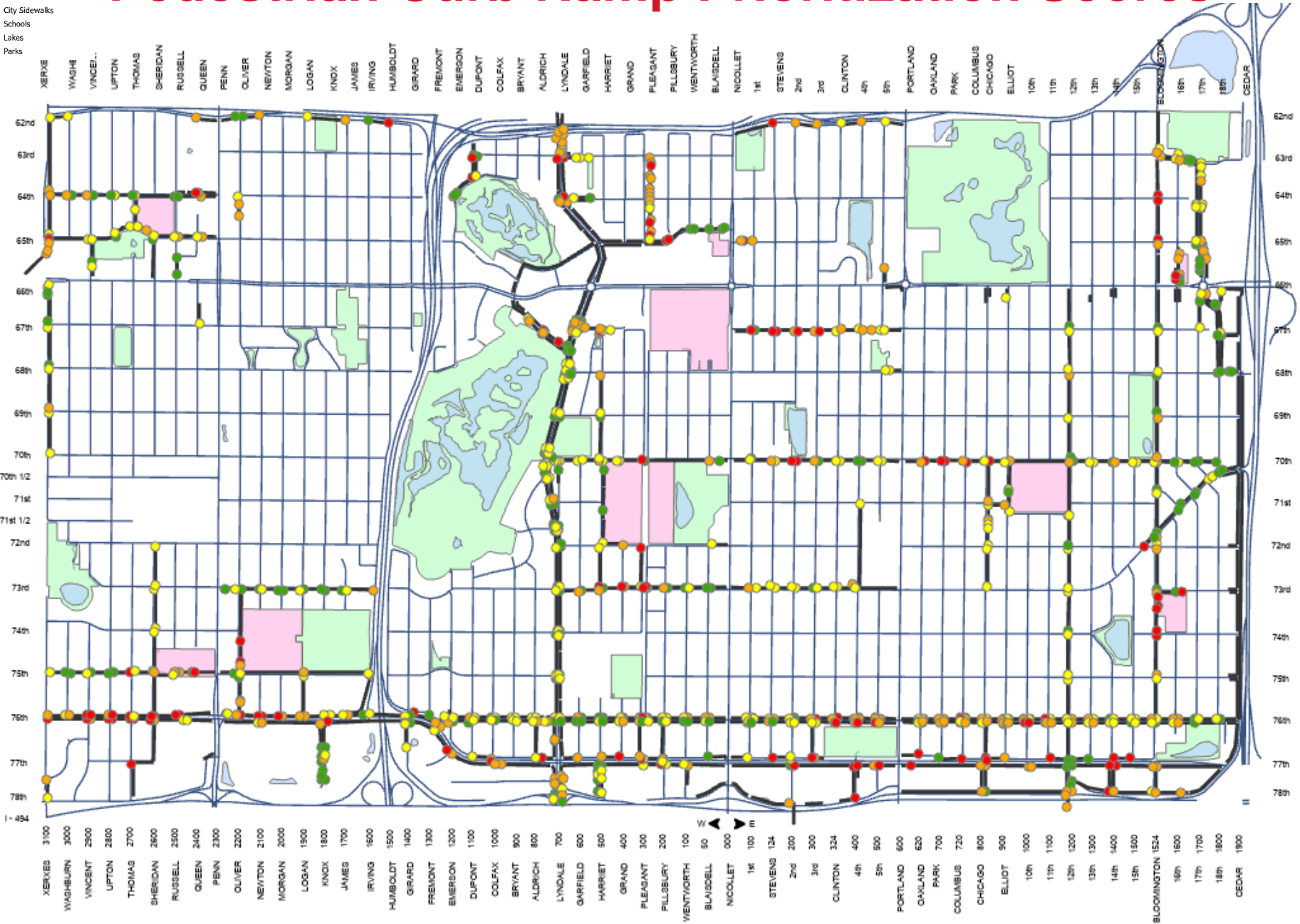
●	0.0 - 0.1	Very Long Term ( > 10 years)
●	0.1 - 0.2	Long Term (5 – 10 years)
●	0.2 - 0.3	Medium Term (3 – 8 years)
●	> 0.3	Short Term (0 - 5 years)

Prioritization Score 2

- 0.0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- > 0.3

- City Sidewalks
- Schools
- Lakes
- Parks

# Pedestrian Curb Ramp Prioritization Scores



# Pedestrian Ramps

## Accessibility Only

Pedestrian Curb Ramps		
100% (Fully Compliant)	180	20.8%
85% - 99% (Fair to Good condition)	349	40.3%
70% - 85% (Poor to Good condition)	228	26.4%
< 70% (Poor condition)	98	11.3%
Uncategorized	10	1.1%
Total	865	

## Accessibility + Equity

Pedestrian Curb Ramps		
0.0 – 0.1 (Very Long Term)	238	27.5%
0.1 – 0.2 (Long Term)	281	32.5%
0.2 – 0.3 (Medium Term)	224	25.9%
> 0.3 (Short Term)	112	12.9%
Uncategorized	10	1.1%
Total	865	

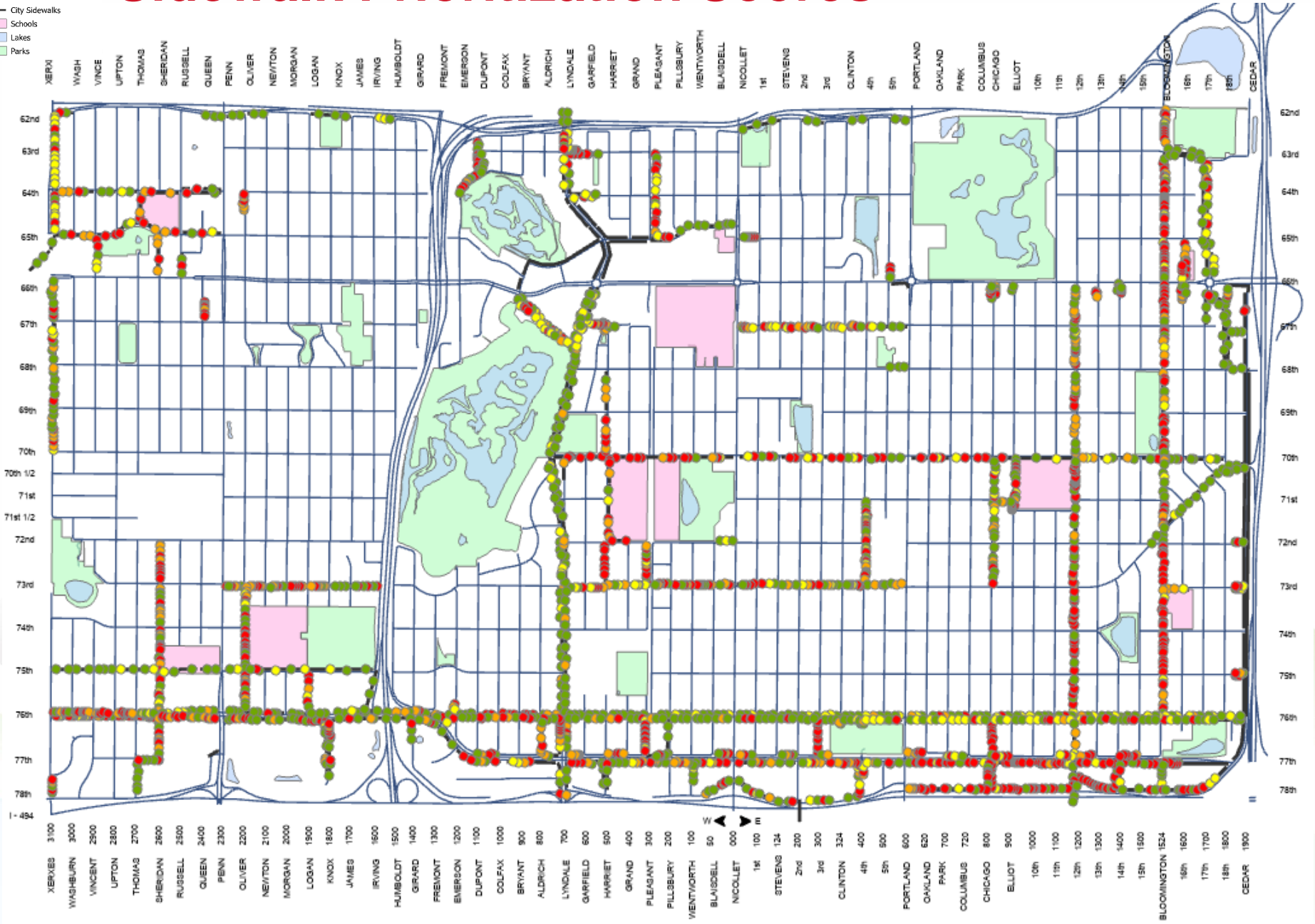


Prioritization Score 2

- 0.0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- > 0.3

- City Sidewalks
- Schools
- Lakes
- Parks

# Sidewalk Prioritization Scores



# Sidewalks

## Accessibility Only

Sidewalks (Point Data)		
100% (Fully Compliant)	600	27.6%
85% - 99% (Fair to Good condition)	476	21.9%
70% - 85% (Poor to Good condition)	321	14.8%
< 70% (Poor condition)	776	35.7%
Uncategorized	1	0.05%
Total	2174	

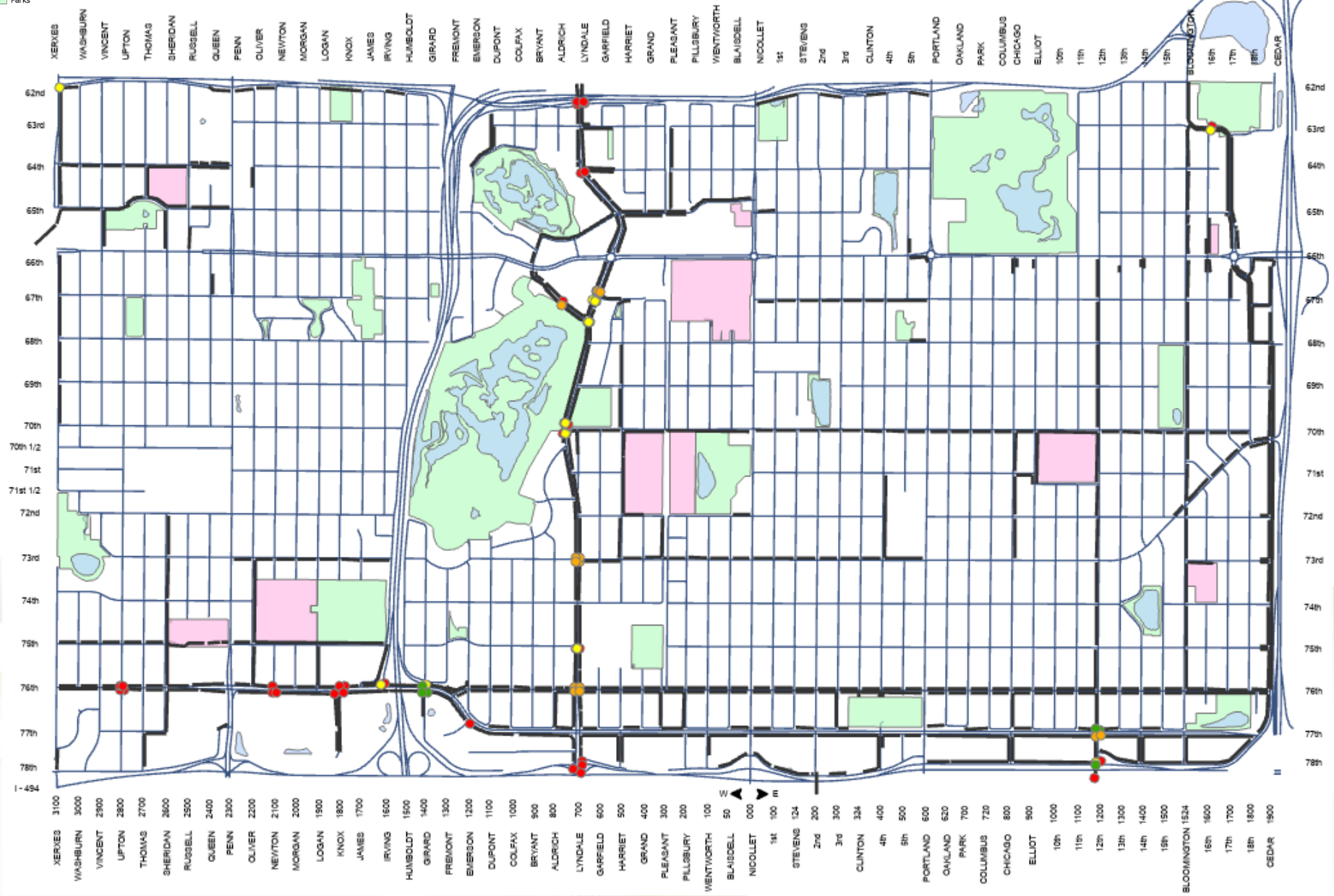
## Accessibility + Equity

Sidewalks (Point Data)		
0.0 – 0.1 (Very Long Term)	776	35.7%
0.1 – 0.2 (Long Term)	252	11.6%
0.2 – 0.3 (Medium Term)	299	13.8%
> 0.3 (Short Term)	846	38.9%
Uncategorized	1	0.05%
Total	2174	

- 0.0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- > 0.3

- City Sidewalks
- Schools
- Lakes
- Parks

# Traffic Signal Prioritization Scores



# Pedestrian Crossing Signals

## Accessibility Only

Pedestrian Crossing Signals		
100% (Fully Compliant)	13	18.6%
85% - 99% (Fair to Good condition)	11	15.7%
70% - 85% (Poor to Good condition)	14	20.0%
< 70% (Poor condition)	31	44.3%
Uncategorized	1	1.4%
Total	70	

## Accessibility + Equity

Pedestrian Crossing Signals		
0.0 – 0.1 (Very Long Term)	16	22.9%
0.1 – 0.2 (Long Term)	8	11.4%
0.2 – 0.3 (Medium Term)	11	15.7%
> 0.3 (Short Term)	34	48.6%
Uncategorized	1	1.4%
Total	70	

# Typical Replacement Costs

- Pedestrian Curb Ramps (per corner): **\$2500-\$4000**
- Sidewalk Panel: **\$400-\$500**
- 1 block of sidewalk (300 feet): **\$20,000-\$25,000**
- Pedestrian Crossing Signals
  - At a traffic signal (1 corner): **\$7,000 + concrete work**
  - Mid-block/roundabout (RRFB): **\$25,000-\$35,000**
- **Estimated short term replacements total cost:**
  - **Pedestrian Curb Ramps: \$350,000**
  - **Sidewalks (assumed panel replacement only): \$400,000**
  - **Crossing Signals: \$250,000**
  - **Total: \$1,000,000**

# Appendices



# Accessibility Score Criteria

## Pedestrian Curb Ramps

<b>Steep Cross Slope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>Steep Running Slope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>Steep Landing Slope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>Steep Gutter Inslope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>Steep Roadway Cross Slope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>Vertical Discontinuity</b>	
< 0.25in	200
> 0.25in	0
<b>PAR</b>	
>= 4	400
< 4	0
<b>Truncated Domes</b>	
yes	100
no	0
<b>Compliant Landing</b>	
yes	200
no	0
<b>Total</b>	<b>1400</b>

## Sidewalks

<b>Steep Cross Slope</b>	
Compliant	100
0-1% Over Guidelines	75
1.1-2% Over Guidelines	50
>2% Over Guidelines	0
<b>PAR</b>	
>= 4	400
< 4	0
<b>Vertical Discontinuities</b>	
none	300
Vertical Discontinuity Exceeds 1/4"	100
Vertical Discontinuity Exceeds 1/2"	0
<b>Total</b>	<b>800</b>

## Pedestrian Signals

<b>Adjacent Landing</b>	
yes	400
no	0
<b>Button orientation</b>	
yes	100
no	50
<b>Button Height</b>	
<=42	100
>42	50
<b>Button Side Reach</b>	
<=10	100
>10	50
<b>Audio Signal</b>	
Fully Compliant Audio Signal	200
Non Compliant Audio Signal	0
<b>Distance From Crosswalk</b>	
<=5	100
>5	50
<b>Dist from Back of Curb</b>	
1.5<=D<=10	100
1.5>=D>=10	50
<b>Distance Between Buttons</b>	
>10	100
<10	50
<b>Total</b>	<b>1200</b>

# Equity Score Criteria

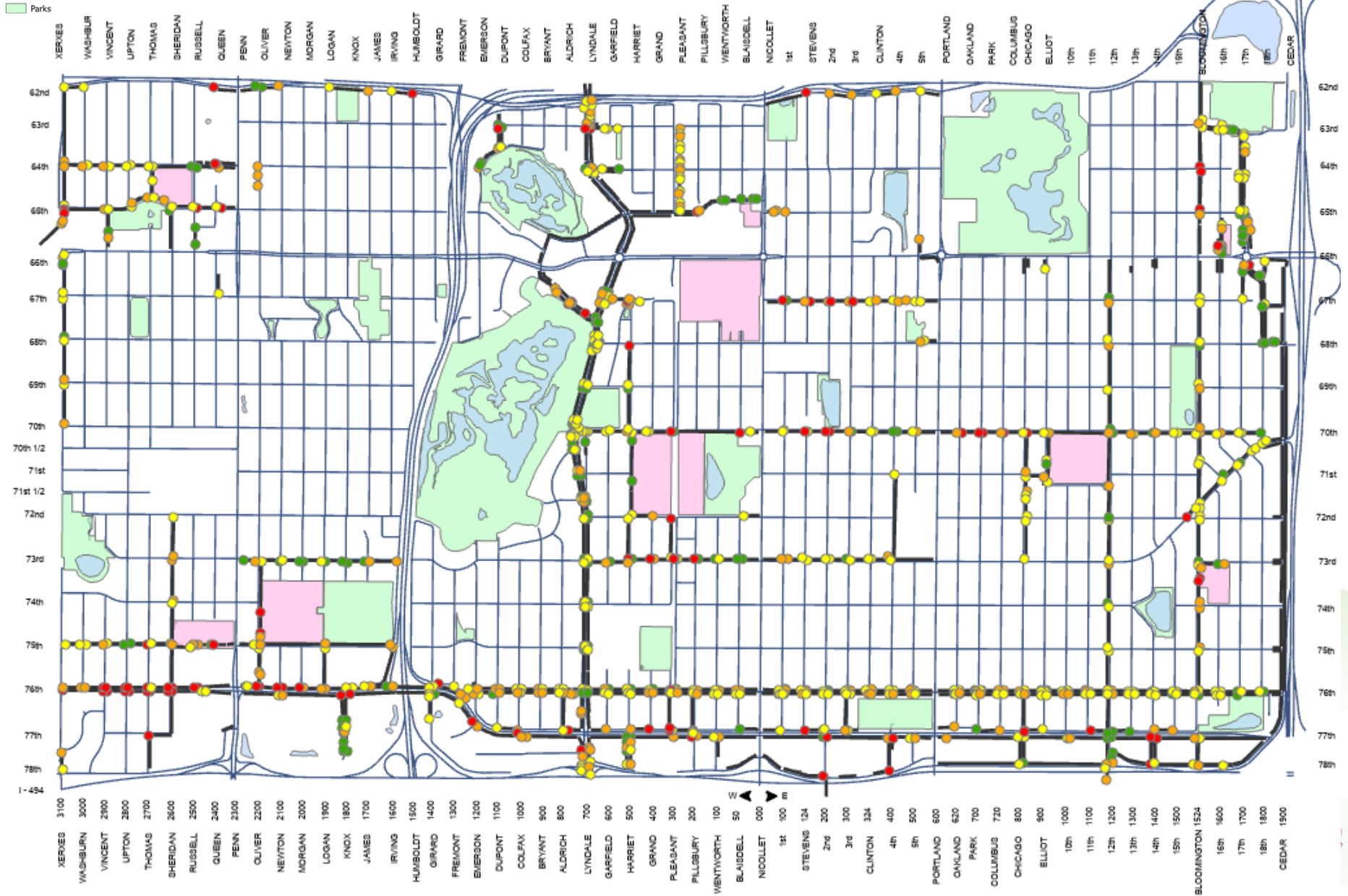
Threshold	Points	Threshold	Points
<b>Percent BIPOC</b>		<b>Percent who Drive to Work</b>	
> 50%	12	< 80%	8
30% - 50%	4	80% - 90%	4
0% - 30%	0	> 90%	0
<b>Percent w/ a Disability</b>		<b>Population Density (People per acre)</b>	
> 25%	12	> 10.0	6
6% - 25%	4	4.0 - 9.9	3
0% - 6%	0	0.0 - 3.9	0
<b>Percent Over Age 65</b>		<b>Nearby Destinations (1/2 Mile)</b>	
> 33%	12	School	6
14% - 33%	4	Park	3
0% - 14%	0	<b>Transit Route within 1/2 Mile</b>	
<b>Percent below 185% of Federal Poverty Level</b>		High Traffic Bus Route (> 25 avg daily trips)	5
> 40%	16	Moderate Traffic Bus Route (10 - 25 trips)	3
30% - 40%	5	Bus Route (1-10 trips)	2
0% - 30%	0	None	0
		<b>Grand Total</b>	<b>80</b>



Accessibility Score

- < 70%
- 70% - 85%
- 85% - 99%
- 100%
- City Sidewalks
- Schools
- Lakes
- Parks

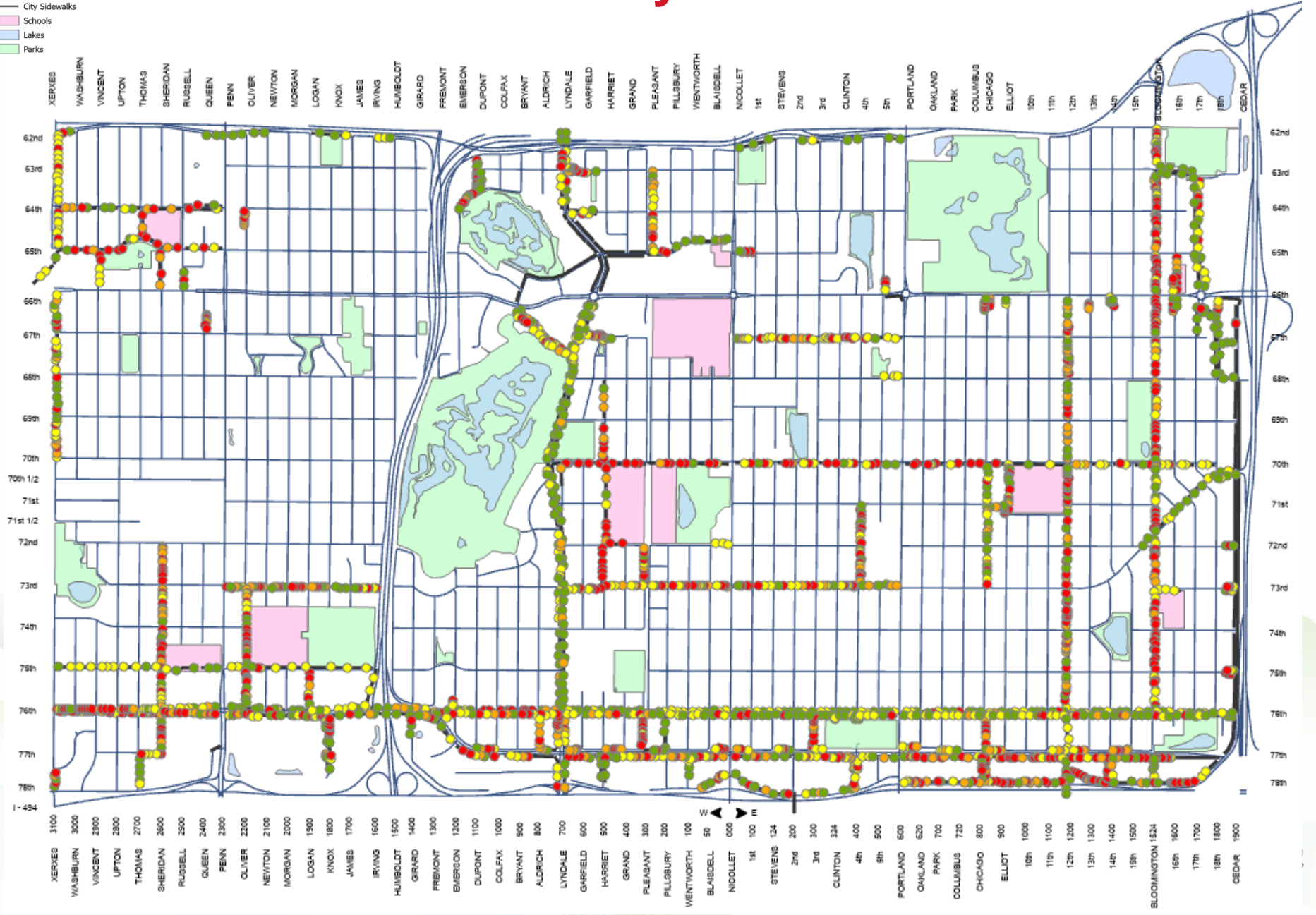
# Pedestrian Curb Ramp Accessibility Scores



Accessibility Score

- < 70%
- 70% - 85%
- 85% - 99%
- 100%
- City Sidewalks
- Schools
- Lakes
- Parks

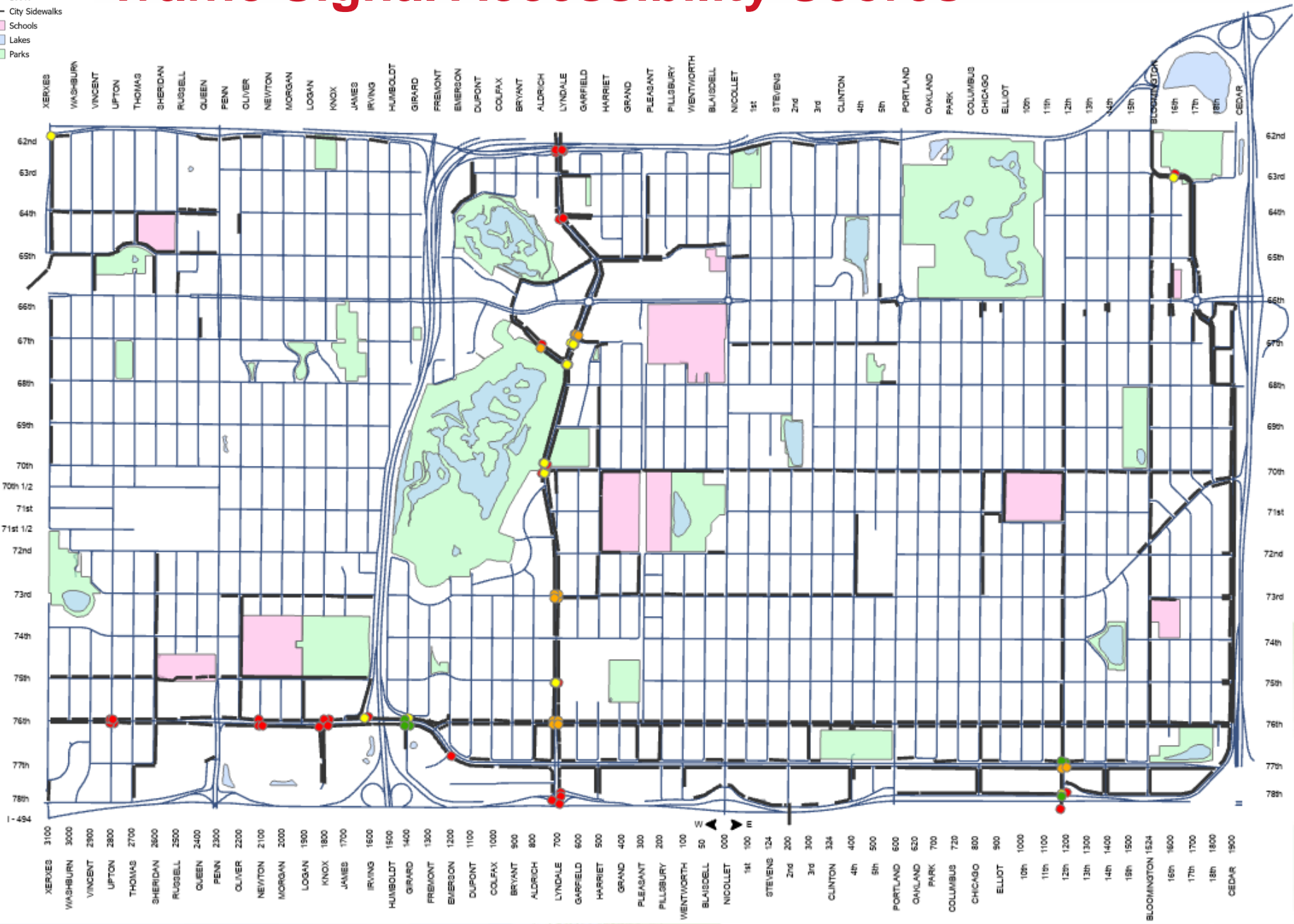
# Sidewalk Accessibility Scores



Accessibility Score

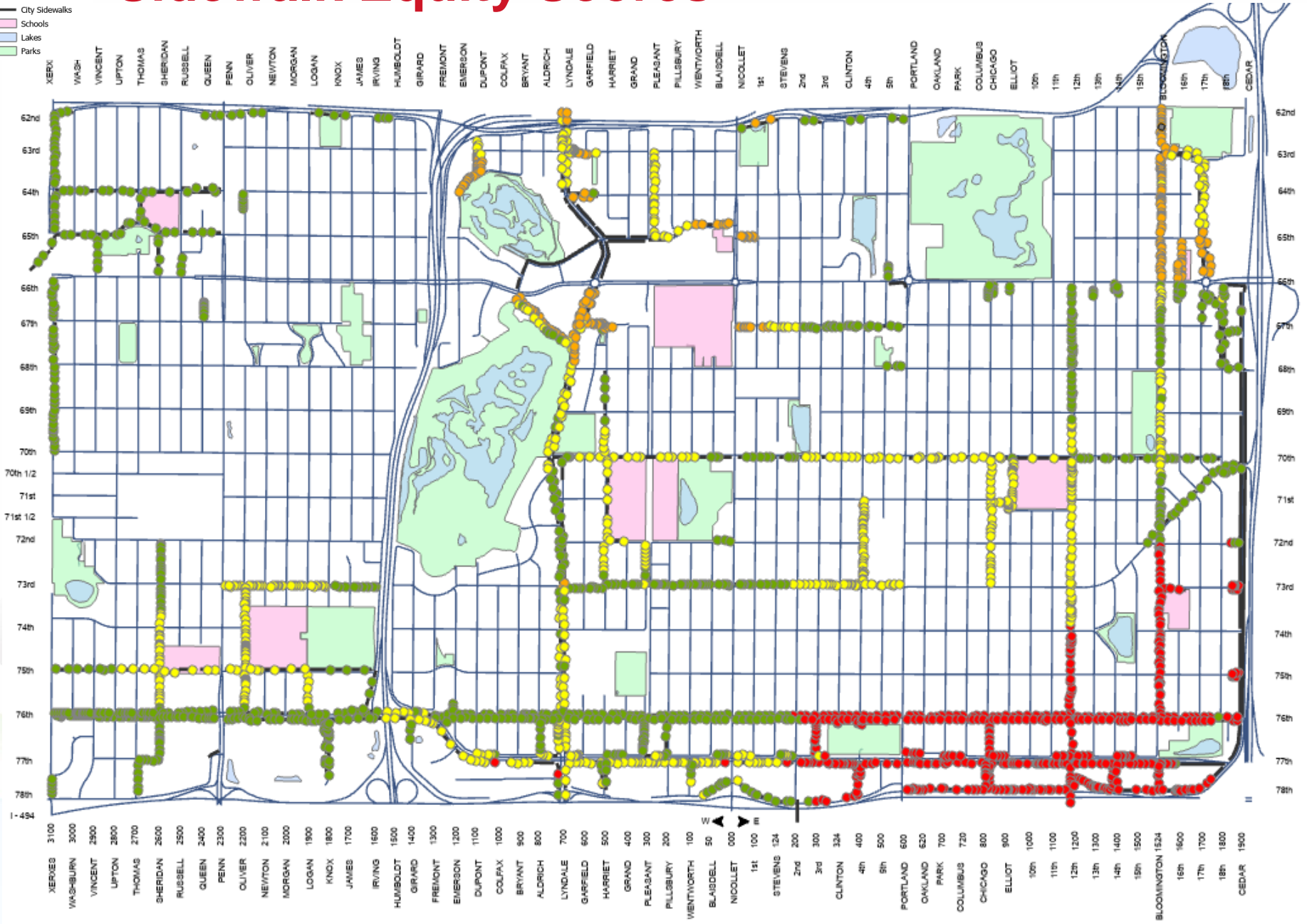
- < 70%
  - 70% - 85%
  - 85% - 99%
  - 100%
- City Sidewalks  
Schools  
Lakes  
Parks

# Traffic Signal Accessibility Scores



# Sidewalk Equity Scores

- Equity Score 2
- < 0.25
  - 0.25 - 0.40
  - 0.40 - 0.55
  - > 0.55
- City Sidewalks  
 Schools  
 Lakes  
 Parks



# Self-Evaluation Accessibility Results

Pedestrian Curb Ramps		
100% (Fully Compliant)	180	20.8%
85% - 99% (Fair to Good condition)	349	40.3%
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# Self-Evaluation Equity Results

Pedestrian Curb Ramps		
< 0.25	312	36.1%
0.25 – 0.40	302	34.9%
0.40 – 0.55	80	9.2%
> 0.55	161	18.6%
Uncategorized	10	1.1%
Total	865	

Sidewalks (Point Data)		
< 0.25	882	40.6%
0.25 – 0.40	614	28.2%
0.40 – 0.55	203	9.3%
> 0.55	474	21.8%
Uncategorized	1	0.05%
Total	2174	

Pedestrian Crossing Signals		
< 0.25	15	21.4%
0.25 – 0.40	37	52.9%
0.40 – 0.55	9	12.9%
> 0.55	8	11.4%
Uncategorized	1	1.4%
Total	70	

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