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**Mankato/North Mankato Area Planning
Organization (MAPO)**

ADA - Transition Plan & Inventory for Public Rights-of-Way



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MAPO ADA TRANSITION PLAN AND INVENTORY

PART 1 – MAPO PARTNER AGENCY REQUIREMENTS AND PROJECT PURPOSE

I. INTRODUCTION

A. Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As providers of public transportation services and programs, MAPO partner agencies must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." [[42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#)]

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), MAPO partner agencies have conducted Self-Evaluations of facilities within public rights-of-way and have each developed a Transition Plan detailing how the agency will ensure that all facilities are accessible to all individuals.

B. ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

C. Agency Requirements

Under Title II, MAPO partner agencies must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [[28 C.F.R. Sec. 35.150](#)].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 C.F.R. Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications to policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 C.F.R. Sec. 35.130\(b\) \(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[29 C.F.R. Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 C.F.R. Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 C.F.R. Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 C.F.R. Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 C.F.R. Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 C.F.R. Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

D. Document Organization

Given varying contexts among MAPO partner agencies, each agency's infrastructure, practices, and policies were inventoried and documented separately. ADA Transition Plans were developed to meet the specific needs of each MAPO partner agency which are included in **Parts 2-7** of this document. The following outlines subsequent parts of this document as they pertain to each MAPO partner agency:

- **Part 2 – The City of Eagle Lake ADA Transition Plan and Inventory**

Eagle Lake has an estimated population of 2,710. The city contains:

- 8.2 miles of sidewalk and trail

- 109 pedestrian ramps
- 8 crosswalks.
- **Part 3 – The City of Mankato ADA Transition Plan and Inventory**
Mankato has an estimated population of 40,900. The city contains:
 - 175 miles of sidewalk and trail
 - 3014 pedestrian ramps.
 - 86 bus stops
 - 287 traffic signal push buttons
 - 527 crosswalks
- **Part 4 – The City of North Mankato ADA Transition Plan and Inventory**
North Mankato has an estimated population of 13,450. The city contains:
 - 65 miles of sidewalk and trail
 - 1000 pedestrian ramps.
 - 14 bus stops
 - 46 traffic signal push buttons
 - 465 crosswalks
- **Part 5 –The City of Skyline ADA Transition Plan and Inventory**
Skyline has an estimated population of 300. The city contains no sidewalks or pedestrian ramps in the public rights-of-way.
- **Part 6 – Blue Earth County ADA Transition Plan and Inventory**
Blue Earth County has an estimated population of 66,500. While Mankato, Eagle Lake, and Skyline comprise the only portion of Blue Earth also within the MAPO boundary, the ADA Self-Evaluation was completed for all of Blue Earth County Public Rights of Way and the Transition Plan covers all of Blue Earth County. Blue Earth County contains:
 - 49 miles of sidewalk and trail
 - 780 pedestrian ramps.
 - 90 traffic signal push buttons
 - 86 crosswalks
- **Part 7 – Nicollet County ADA Transition Plan and Inventory**
Nicollet County has an estimated population of 34,000. While North Mankato comprises the only portion of Nicollet County also within the MAPO boundary, the ADA Self-Evaluation was completed for all of Nicollet County Public Rights of Way and the Transition Plan covers all of Nicollet County. Nicollet County contains:
 - 10 miles of sidewalk and trail
 - 160 pedestrian ramps.
 - 32 crosswalks

This document has been created to allow MAPO and its partner agencies to meet FHWA and DOJ requirements for ADA compliance to specifically cover accessibility within public rights-of-way and does not include information on agency programs, practices, or building facilities not related to public rights-of-way.

II. PUBLIC PARTICIPATION

A. Requirements

Under the 28 C.F.R Sec. 35.105 (b), “a public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Self-Evaluation process by submitting comments.”

Additionally, the 28 C.F.R Sec. 35.105 (c) states “a public entity that employs 50 or more persons shall, for at least three years following completion of the Self-Evaluation, maintain on file and make available for public inspection:

1. A list of the interested persons consulted;
2. A description of areas examined and any problems identified; and
3. A description of any modifications made.

B. MAPO ADA Transition Plan and Inventory Activities

The MAPO and partner agencies have a desire to not only provide accessibility for all users but also to provide high quality infrastructure. Project staff met with the general public, area stakeholders, and agencies throughout the process. Public notice was also provided through various media. The following outlines public outreach that took place during this process:

1. MAPO Conference Calls: MAPO and partner agencies met via bimonthly teleconference to coordinate for project management initiatives. There were nine conference calls through the duration of the project.
2. Jurisdictional Policy Board Meetings: Project staff reported the results of each agency’s Self-Evaluation to respective policy boards. This included presentations to city councils and county boards to ensure they were aware of barriers to accessibility in infrastructure, policies, and practices.
3. Public Information Meetings: Two public information meetings were held in open house format to provide all interested citizens an opportunity to gain an understanding of the project and provide their feedback on barriers to accessibility in MAPO jurisdictions as well as facilities within Blue Earth County and Nicollet County outside of MAPO.
4. Stakeholder Meetings: Area stakeholders were contacted early in the process to gain an understanding of challenges groups or individuals face when accessing pedestrian infrastructure in public rights-of-way. This included individuals with disabilities, groups representing and assisting individuals with disabilities, representatives from assisted living facilities, residents of area apartment complexes, etc. Various meetings were held with

stakeholder groups in open house format as well as onsite meetings between project staff and specific individuals and groups. A stakeholder email list was set up to ensure continued communication with stakeholders throughout the process.

5. Public Notice: Other methods for public outreach were also employed including:
 - a. Project Websites: A project website was developed for the MAPO including links to agency specific sites active through the duration of the project. Each site contained information on project status, project contacts, grievance procedures, and upcoming events. MAPO partner agencies included links to their respective project website on their agency site.
 - b. Public Notices: Project related events were advertised to the public through website updates, newspaper release, and social media notice. A news release was posted at the beginning of infrastructure data collection activities for each agency to make citizens aware.

Appendix 1-A contains the following sections related to organizations contacted, agency meeting minutes, public and stakeholder meeting summaries, and notices made available to the public.

- Appendix 1-A.1 – Stakeholders Contact List
- Appendix 1-A.2 – Public Information Meeting Summaries
- Appendix 1-A.3 – MAPO Conference Call Meeting Minutes
- Appendix 1-A.4 – Jurisdictional Policy Board Meeting Minutes
- Appendix 1-A.5 – Project Website
- Appendix 1-A.6 – Public Notifications
 - 1-A.6.1 – Newsletter
 - 1-A.6.2 – Social Media Content
 - 1-A.6.3 – News Release

III. SELF-EVALUATION

A. Program Review - Infrastructure Data Collection

1. Overview

MAPO partner agencies are required, under Title II of the Americans with Disabilities Act (ADA) and 28 C.F.R Sec. 35.105, to perform a Self-Evaluation of current transportation infrastructure policies, practices, and programs. A Self-Evaluation identifies what policies and practices impact accessibility and examine how the agency implements these policies. The goal of the Self-Evaluation is to verify that, in implementing the agency's policies and practices,

the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The Self-Evaluation also examines the condition of the agency's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals, and transit facilities that are located within the agency public rights-of-way. Any barriers to accessibility identified in the Self-Evaluation and actions to remedy identified barriers are set out in the agency specific transition plans in this document.

2. Methodology

The Self-Evaluation field data inventory began in mid September 2017 and ended in late August 2018. During this time, project staff inventoried components of the PCR/PAR environment using the latest GPS technology to collect field data for pedestrian infrastructure features. Data was imported into Esri ArcGIS for analysis, reporting, and mapping as part of the Transition Plan. ADA compliance criteria for the data inventory was based on MnDOT's standards and included a thorough quantitative and qualitative assessment of the following:

- **Pedestrian Ramps** – All pedestrian ramps were inventoried and evaluated for compliance. Data collected for each pedestrian ramp includes condition, dome type, landing size, ramp type, slope, detectable warning system, and other required compliance information. Maintenance issues include vertical discontinuity, gaps, steep cross slope, cracking, standing water, vegetation, spalling, and others as shown in **Appendix 1-B** of this document.

Ramps received one of the following condition ratings based on the above criteria:

- 1:** Uniform slopes, no noticeable cracks, no vertical discontinuities, no spalling, joints intact
- 2:** Uniform slopes, some cracks, vertical discontinuities less than 1/4", no spalling, joints intact
- 3:** Gutter slope beyond flare flows back towards curb ramp at < 1.5%, some large cracks and minor spalling, noticeable vertical discontinuities, joints beginning to deteriorate
- 4:** Gutter slope beyond flare flows back towards curb ramp at > 1.5%, many cracks, multi-directional, excessive spalling, excessive vertical discontinuities, joints badly deteriorated, > 1/2" vertical discontinuities

To achieve ADA-compliance, a pedestrian ramp must achieve a condition rating of 1 or 2 and also must exhibit the following:

- Slope is less than 8.34%
- Cross slope is less than or equal to 2%
- Presence of a landing area greater than or equal to 4-feet by 4-feet and less than or equal to 2% cross slopes in all directions.
- An ADA-compliant detectable warning is present (i.e. truncated domes)

Pedestrian ramps receiving a condition rating of 3 or 4 and not exhibiting the above criteria are not compliant with ADA and are candidates for future reconstruction projects. The timeline for modification of each of these pedestrian ramps will depend on its priority ranking, correlation to planned projects, reasonable accommodation requests, and available funding. Pedestrian ramp replacement is anticipated to cost approximately \$4,000 per ramp which includes design and construction of one ramp. Compliant and non-compliant pedestrian ramp locations are identified in each agency's ADA Transition Plan.

- **Sidewalks and Trails** – Sidewalk and trail maintenance issues include vertical discontinuity, gaps, steep cross slope, cracking, standing water, vegetation, spalling, and others. Barriers to accessibility include items obstructing the PAR which could include hydrants, lighting/traffic signal poles, power poles, manhole/handhole, gate valves, and locations with a narrowed PCR/PAR among others (**Appendix 1-B**).

Sidewalks and trails received one of the following condition ratings based the above criteria:

- 1: Sidewalk is smooth with no vertical discontinuities
- 2: Sidewalk has vertical discontinuities less than 1/2 inch, and the surface is still passable
- 3: Sidewalk has vertical discontinuities more than 1/2 inch
- 4: Sidewalk is crumbling, has many cracks, and is unpassable for wheelchairs in many spots

To achieve ADA-compliance, a sidewalk or trail must achieve a condition rating of 1 or 2 and also must exhibit the following:

- Slope is less than 8.34%
- Cross slope is less than or equal to 2%

Sidewalk and trail segments exhibiting condition ratings of 3 or 4 and not exhibiting the above criteria are not compliant with ADA and are candidates for future reconstruction projects.

- **Crosswalks** – Crosswalks were evaluated for their general condition. Marked crosswalk locations were assessed for marking visibility issues.

- **Traffic Signals** – Available pedestrian signals were inventoried for APS availability, walk signal availability or countdown timers, and push button location. Traffic signals were categorized as APS and Non-APS locations.
- **Transit Stops and Shelters** – Transit stops and shelters were inventoried for location and accessibility. Inventory included the type of stop (sign, shelter, bench, etc.), dimensions and slope of the boarding area (if present), connection to PAR, and general condition rating.

Transit stops received a condition rating based the above criteria. Ratings of 1 and 2 are generally compliant stops and ratings of 3 and 4 are non-compliant. Transit stop condition ratings are as follows:

- 1: Landing surface is smooth with no vertical discontinuities
- 2: Landing surface has vertical discontinuities less than 1/2 inch, and the surface is still passable
- 3: Landing surface has vertical discontinuities more than 1/2 inch
- 4: Landing surface is crumbling, has many cracks, and may be unpassable for wheelchairs

The data collection template was built in an Esri ArcGIS geodatabase format to give flexibility needed to use a variety of software solutions, including Collector for ArcGIS or Trimble TerraSync. Data collection methodology included using a combination of existing data for ADA asset locations available from MAPO and its jurisdictions and GPS data collection. Each community within MAPO manages ADA-related information separately.

3. Collection Timeframes

The following outlines the timeframes of each agency's Self-Evaluation:

- **Eagle Lake:** September 2017 – October 2017
- **Nicollet County:** October 2017 – November 2017
- **Skyline:** November 2017
- **North Mankato:** November 2017 – June 2018
- **Blue Earth County:** December 2017 – December 2018
- **Mankato:** June 2018 – August 2018

B. Policies and Practices Review

MAPO partner agencies are required, under Title II of the ADA and 28 C.F.R Sec 35.105, to perform a Self-Evaluation of policies, practices, and programs. The goal of Self-Evaluation is to verify that, in implementing the policies and practices, agencies are providing accessibility and not adversely affecting the full participation of individuals with disabilities. The Self-Evaluation identifies policies and practices that affect accessibility and examine agency implementation of these policies. The Self-Evaluation examines the condition of the agency's PCR/PARs and identifies any existing infrastructure needs. Accessibility barriers identified in Self-Evaluations are

provided in respective agency Transition Plans in subsequent parts of this document.

1. Practices

Each agency's Self-Evaluation examined practices to understand barriers to accessibility. As additional information was made available regarding methods of providing accessible pedestrian features, agencies updated their procedures to accommodate these methods.

2. Policy

A major goal for each MAPO partner is to continue to provide accessible pedestrian design features as part of their capital improvement projects. Agencies have established ADA design standards and procedures listed in their respective Transition Plans. These standards and procedures will be kept up to date with nationwide and local best management practices.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by each agency. A breakdown of relevant policies can also be seen in each agency's transition plan.

IV. IMPLEMENTATION

A. Priority Areas

All intersections and roadway segments in MAPO partner agency jurisdictions were classified based on the following criteria:

Priority Level 1 – High Priority

- Locations exhibiting accessibility barriers identified through the public process by stakeholders and the general public.
- Locations and roadway segments serving Level 1 facilities including:
 - Government facilities (city, county, state);
 - Department of Motor Vehicles offices and License bureaus;
 - Public libraries;
 - Public and private primary and secondary schools (within a one-quarter mile radius from the school property);
 - Hospitals, health clinics and health centers (public and private);
 - Public housing and homeless shelters, including senior facilities and rehabilitation facilities;
 - Colleges, universities, and technical schools;
 - Transportation hubs (includes bus lines and transit stations);
 - Parks
 - Polling locations

For these high priority locations and roadway segments, field collection staff measured a variety of detailed accessibility and pedestrian data, as described in **Section III**.

Priority Level 2 – Medium Priority

- Locations and roadway segments serving Level 2 facilities including:
 - Central business districts, shopping malls, supermarkets and strip retail centers;
 - Churches and Places of Worship
 - Major employment sites;
 - Housing complexes, including apartments

For these medium priority locations and roadway segments, field collection staff measured a detailed variety of accessibility and pedestrian data.

Priority Level 3 – Lower Priority

- Single-family residential areas;
- Industrial areas;
- Other areas not classified as Priority Level 1 and 2

MAPO partner agencies used the priority ranking outlined above to create the plan and schedule for integrating ADA compliance projects in future street projects. Projects were broken down by street and distributed by priority level to create a fiscally responsible implementation (transition) plan for agencies to appropriately budget. The highest priority identified on a street defined the priority level for that street overall. For example, if a section of a street was within one-quarter mile of a school, the whole street received a priority level 1.

The larger cities of North Mankato and Mankato have a large amount of non-compliance to plan and budget for and placed improvement projects in short-term (0 to 10-year), mid-term (10 to 20-year), and long-term (20 years and later) projects. The smaller community of Eagle Lake has created an annual implementation plan in which they will achieve compliance within an 11-year timeframe. Blue Earth County and Nicollet County have cost participation policy agreements with cities in their jurisdiction stating that cities are responsible for maintaining and improving all, or a portion of, pedestrian infrastructure on county facilities within their limits. The counties will work with each community in their jurisdiction to implement improvements identified in their respective transition plans.

B. External Agency Coordination

Many other agencies are responsible for pedestrian facilities within MAPO partner agency jurisdictions. MAPO partner agencies will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

C. Implementation Schedule

Each agency will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement

project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by agency staff.

D. Budget Information – Planning Level Costs

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2018 costs for some typical accessibility improvements. These costs were used to generate planning level cost estimates for ADA improvement projects.

Unit Prices		
Description	Unit	Per Unit Cost
Pedestrian Ramp Construction	Corner Ramp	\$4,000
Traffic control signal APS upgrade retrofit	APS Equip.	\$15,000
Traffic control signal APS as part of new signal installation	APS Equip.	\$10,000
Sidewalk/Trail ADA improvement retrofit	Sq. Ft.	\$5.00
Bus Stop/Shelter ADA improvement retrofit	Bus Stop	\$4,000

E. Undue Financial Burden

Some ADA improvement projects can pose financial burdens on communities that are not justified. Consider the following example:

A portion of a sidewalk includes a driveway apron with a running slope exceeding 2% grade. The driveway apron running slope serves as the cross slope of the intersecting sidewalk which has a cross slope tolerance of $\leq 2\%$ grade to maintain ADA compliance. The only option for achieving compliance is to purchase right-of-way from the adjacent property owner to remedy the issue.

Obtaining right-of-way is often controversial among property owners and can be cost prohibitive. While one or two instances of this may not pose a considerable financial burden, the burden is compounded when multiple instances occur and the costs add up. MAPO partner agencies plan to meet this challenge by ensuring future pedestrian infrastructure is constructed according to ADA standards from the start, ensuring the safety and accessibility of pedestrian infrastructure and avoiding future potential for undue financial burden.

Given the magnitude of non-compliance in the community, MAPO partner agencies feel the scheduling and prioritization set forth in this plan provides the most equitable, effective use of the each Agency's already constrained financial resources for bringing infrastructure into compliance. This includes performing what would be stand-alone ADA improvement projects in larger, programmed projects in agency CIP's or STIP projects beginning with areas of high priority. Infrastructure deficiencies have been carefully prioritized in this process based on areas of high pedestrian traffic, input from the public, and condition of facilities. If instances of non-compliance pose a major threat to those using pedestrian facilities, MAPO partner agencies will remedy deficiencies immediately upon becoming aware of the issue. All decisions surrounding priority will be data-driven, defensible, and will

ensure an objective process that is documented in writing has been performed as the basis for those decisions.

Under the 23 CFR 35.150(a)(3), if a public agency believes and can demonstrate that a requested action to make a facility accessible would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial burden, “...a public agency has the burden of proving that compliance with §35.150(a) would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion...” (www.ecfr.gov).

V. ADA COORDINATOR

In accordance with 28 C.F.R Sec. 35.107(a), each agency has identified an ADA Title II Coordinator to oversee the agency’s policies and procedures. Contact information for these individuals is located in respective agency ADA Transition Plans.

VI. GRIEVANCE PROCEDURE

In accordance with 28 C.F.R Sec. 35.107(b), each MAPO partner agency has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizen complaints, concerns, comments, and other grievances. A grievance procedure for each agency is outlined in their respective ADA Transition Plans along with a published draft of responsibilities in regards to the ADA.

VII. MONITOR THE PROGRESS

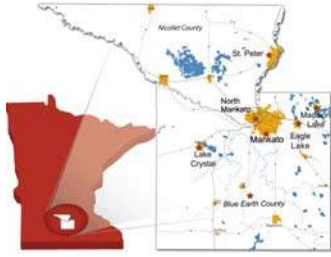
MAPO will work with partner agencies to update this document as needed to reflect a unifying approach to complying with ADA and providing accessible pedestrian infrastructure. The appendices in each agency’s ADA Transition Plan will be updated periodically to account for improvements, while the main body of the document will be updated within three to five years with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

Appendix 1-A: Public Participation

I. Public Outreach Contact List

Various groups representing individuals with disabilities were contacted and notified about this process and were provided an opportunity to attend meetings and provide comments on the various agency websites. The following is a listing of the groups contacted throughout the process for all agencies:

- SMILES Center for Independent Living (CIL)
- Region 9 Development
- Blue Earth and Nicollet Counties
 - Blue Earth County Human Services
 - Hearing Loss Support Group
 - Minnesota Valley Action Council
 - MRCI Work Source
 - Lifeworks
 - Leisure Education for Exceptional People (LEEP)
 - Minnesota Autism Center
 - Community Education Access Program
 - Community Transition Interagency Committee
- Legalaid
- Minnesota State University, Mankato Accessibility Resources Group
- Greater Mankato Area United Way
- Ark South West Housing
- Different Drummer Dance Club
- Statewide Health Improvement Program (SHIP)
- VINE Faith in Action
- Assisted Living Facilities
 - Vista Prairie at Monarch Meadows
 - Oak Terrace Senior Living of North Mankato
 - Ecumen Pathstone Living
 - Hillcrest Rehabilitation Center
 - Laurels Peak Rehabilitation Center
 - Cottagewood Senior Communities
 - Harry Meyering Center
 - Progressive Living
 - Meridian Senior Living
 - Willow Brook Senior Co-OP
 - Old Main Village
 - Home Instead Senior Care
- Area Apartment Complexes
 - Gus Johnson Plaza
 - Durham Apartments



MAPO ADA Transition Plan and Inventory SMILES Group Stakeholder Meetings December 20 and 21, 2017 @ 10:00 am



Meeting Summary

Purpose:

Project staff met with members from the SMILES Center for Independent Living (CIL) on December 20, 2017 at the Gus Johnson Plaza and on December 21, 2017 at the Durham Apartment building, both in Mankato, MN. These meetings were a follow to the MAPO ADA Transition Plan and Inventory Stakeholder Meeting held on November 9th in which members of the SMILE CIL group attended.

Project staff had an opportunity to sit in a SMILES regular meeting among members and solicit feedback on locations in the community that pose barriers to pedestrian infrastructure accessibility.

Attendees:

There were roughly 8 – 12 participants for each meeting. Below is a list of those who signed in.

Name	Organization
Lacey Wegner	SMILES Center for Independent Learning
David & Doris Bruender	Gus Johnson Plaza Residents
Margaret Caven	Gus Johnson Plaza Resident
Georganne Kramer	Gus Johnson Plaza Resident
Lois Tietz	Gus Johnson Plaza Resident
Carol McGinnis	Gus Johnson Plaza Resident
Todd Bode	Gus Johnson Plaza Resident
Connie Sheldon	Gus Johnson Plaza Resident
Ruth Krichne	Gus Johnson Plaza Resident
B.W. Bunkel	Gus Johnson Plaza Resident
Monica Stensby	Gus Johnson Plaza Resident
Susan Hahn	Gus Johnson Plaza Resident
Richard Reisdorf	Gus Johnson Plaza Resident
Julie	Durham Apartments
Matt Lassonde	Transportation Planner, Bolton & Menk, Inc.

Materials Presented:

Project staff led the discussion with project related information such as the purpose and scope and asked for feedback from participants.

Comments Received:

Input was collected from the group throughout the conversations. Location specific comments were entered into a mapping application for ease of integration into the Self-Evaluation process. Other comments are documented below:

General Comments:

Signals

- Buttons are often too high, out of the way and hard to reach, or don't work.
- Timing with APS is often too short.
- APS automated voice is often not loud enough to hear over traffic
- Crossing Second Street between Madison Street and Main Street is difficult as there are no lights to assist.

Sidewalks

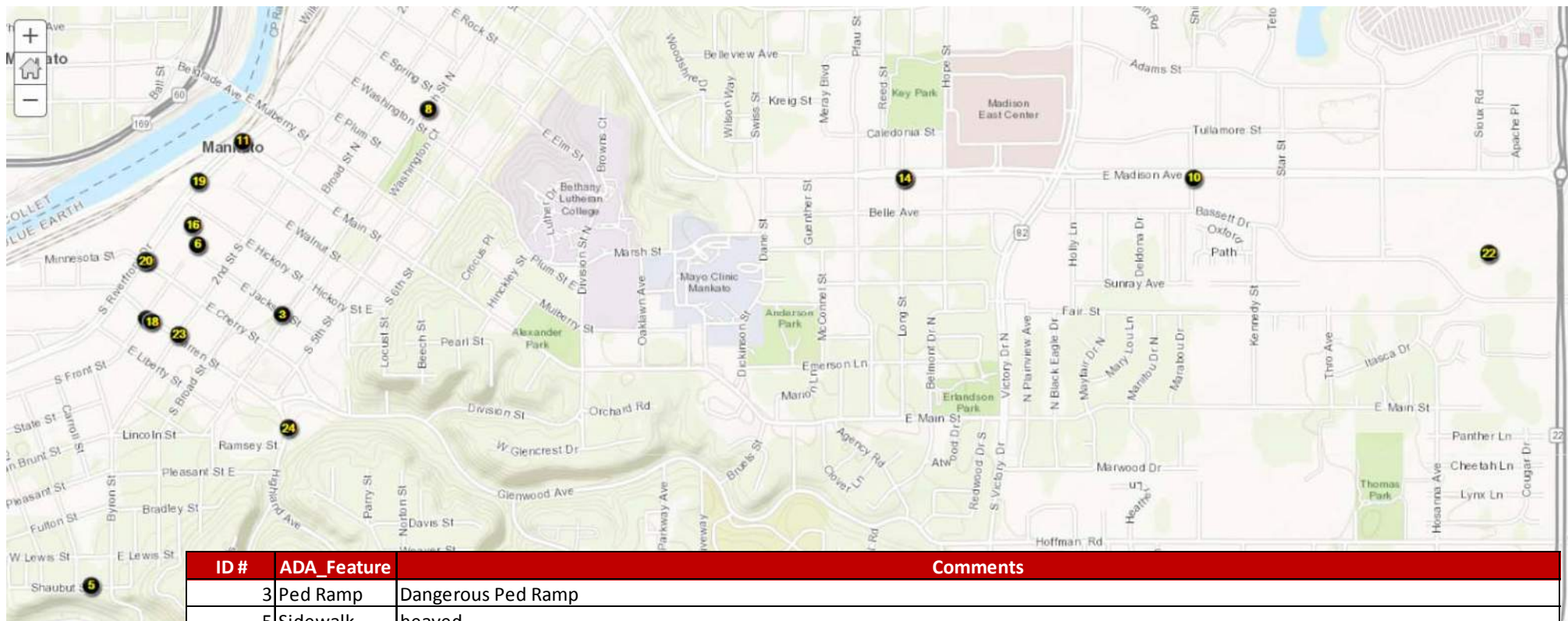
- Sidewalk patterns including cobblestone, pavers, and stamped concrete are a nuisance to those in wheelchairs. Patterns cause excessive vibration that is uncomfortable while riding and shakes personal items loose from chairs. Patterns also cause/contribute to wheel chair maintenance issues.
 - As a side note to this, those at the meetings suggested that it takes an enormous amount of time to get items they need to repair chairs or have them fixed.
- Sidewalks along Second Street are raised and uneven on both sides of the street. Have fallen twice just walking in the summertime. My husband has taken to the street in his wheel chair because it's easier to move along.

Pedestrian Ramps

- Some would like to see pedestrian ramps painted different colors so that they can see them from a distance to see where access is.

Bus Shelters

- Some would like to see more bus shelters



ID #	ADA Feature	Comments
3	Ped Ramp	Dangerous Ped Ramp
5	Sidewalk	heaved
6	Sidewalk	would like to see bus shelter for those waiting
8	Ped Ramp	Curb cuts and crosswalks from Gus Johnson crossing 4th St and crossing to Washington Park - Broken up, chunks of pavement out, etc.
10	Signal	Signal timing too short
11	Signal	Traffic light too short
12	Signal	Signal Timing too short
14	Other	Signal Timing Too Long
15	Ped Ramp	Not compliant
16	Other	Doors inside the Intergovernmental Center are not compliant
18	Sidewalk	Slanted sidewalk near Cakery
19	Signal	Flasher for Civic Center - No one stops - Resident of Gus Johnson Plaza hit at crossing
20	Signal	Signal timing and island non-compliant - Utility pole in middle of island
21	Crosswalk	People and cars conflict when crossing to Hyvee.
22	Bus Stop	Access to the bus stop is limited - No Pedestrian Ramp
23	Crosswalk	Cray Mansion Crossing is difficult
24	Crosswalk	Cherry Ridge Apartment Entrance difficult to cross in wheelchair. Ramps are tough to navigate



MAPO ADA Transition Plan and Inventory Stakeholder Meeting #1 November 9, 2017 Intergovernmental Center – Mankato Room

Purpose:

The purpose of the MAPO ADA Transition Plan and Inventory Stakeholder Meeting was twofold. First, it provided individuals with disabilities, and organizations representing individuals with disabilities, information on the planning process. Second, it gave opportunity for the public to provide input on locations in the sidewalk and trails system that pose barriers to safe and efficient access.

Attendees:

Meeting #1 – November 9 th @ 1:00pm	
Name	Organization
Bob Platz	Life Works
Carol Clark	VINE Faith in Action
Vickie Apel	SMILES Center for Independent Learning
Mandy Hunecke	LEEP
Lacey Wegner	SMILES Center for Independent Learning
John Aaker	Citizen with Disabilities
Gretchen Bohl	Blue Earth County Public Health/SHIP
Emily Weins	MRCI WorkSource
Jerry	Citizen with Disabilities
Julie	Citizen with Disabilities
Mark Anderson	Transit - City of Mankato
Charles Androsky	Transportation Planner, MAPO
Paul Vogel	Executive Director, MAPO
Angie Bersaw	Senior Transportation Planner, Bolton & Menk, Inc.
John Shain	GIS Project Manager, Bolton & Menk, Inc.
Pete Lemke	Senior Project Manager, Bolton & Menk, Inc.
Matt Lassonde	Transportation Planner, Bolton & Menk, Inc.

Materials Presented:

The meeting was set up in an open house format giving attendees the opportunity to view materials and visit with project staff at their leisure. The following materials were made available at the meeting:

- Boards
 - ADA Transition Plan and Inventory Purpose and Need
 - Project Schedule
 - Code of Federal Regulations (28 CFR 35)
 - Pedestrian Ramp Elements
 - Compliant vs. Non-Compliant Ramps
 - Maps of Agency Infrastructure
- Sign-In Sheets
- Comment Forms

- Tablets for Entering Information Electronically
- Table Layouts of MAPO Area Aerial Photographs
- ADA Design and Construction Technical Guidance Documents

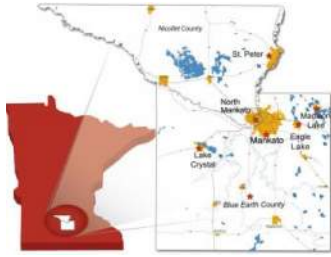
Comments Received:

Public input was collected throughout the duration of the meeting through discussions with staff. The following summarizes public comments collected:

Sidewalks and Trails in General: Participants had the following concerns and comments addressing the sidewalk and trails systems.

- ***Signals:*** Several participants suggested that the duration of the pedestrian walk signal phase does not provide enough time for them to cross the road. One suggested that there are added challenges for her as she has not only physical disabilities, but also mental which slows her reaction time. By the time she has a chance to react and get her chair moving during the crossing cycle, time has already run out. Staff suggested, and participants agreed, a possible solution might be having two buttons for activating the pedestrian walk signal. One button would operate as it does today and provide the standard crossing time, and the second button would provide an extended length of time for the pedestrian phase. Another complaint was that signal pushbuttons are not accessible in many locations.
- ***Crosswalks:*** Participants mentioned that drivers stop vehicles within the crosswalks and do not provide space for pedestrians to cross. Consistency in driver training was brought up here. Comments also identified that drivers were not stopping for pedestrians in the crosswalk as required by state law.
- ***Snow Removal:*** The City and property owners clear snow from sidewalks but don't clear pedestrian ramps to access the walk. Also, snow gets trapped in truncated domes on ramps when they are cleared which causes slippery conditions for people walking. The domes don't allow for all snow to get cleared away.
- ***Gutters:*** One participant mentioned that the wheels on his chair get stuck on gutters prior to entering pedestrian ramps. The gutter profile provides a raised bump.

Location Based Comments: The map and table on the next page illustrates location specific comments received by participants at the meeting



MAPO ADA Transition Plan and Inventory Open House #1 January 31, 2018 6:00 to 8:00 pm



Meeting Summary

Purpose:

The Mankato/North Mankato Area Planning Organization (MAPO) and partner agencies, including the cities of Eagle Lake, Mankato, North Mankato, Skyline, as well as Nicollet and Blue Earth counties, held a public information meeting to provide information on efforts to complete an American with Disabilities Act (ADA) Transition Plan and Inventory.

Participants at the meeting had a chance to:

- Gain an understanding of ADA law requiring MAPO and partner agencies to complete an ADA Transition Plan and Inventory.
- Provide feedback to help project staff identify locations of barriers to accessibility that will become high priority for future projects.
- Receive information on avenues to stay informed and further contribute to the process.

Attendance:

Approximately 20 interested citizens and agency staff attended the open house.

Materials Presented:

The following materials were available for public review and comment:

- Table map layouts of each agency jurisdiction and relevant pedestrian infrastructure.
- Project information handout and contact list
- Presentation at 6:30 pm
- Information boards including:
 - Purpose and Need
 - Schedule
 - Pedestrian Ramp Elements
 - Code of Federal Regulations Law
 - Compliant vs. Non-Compliant Infrastructure
 - Agency Specific Infrastructure
- Comment Forms
- Sign-In Sheet

Comments Received:

Comments were received through written comments submitted and discussion with Agency staff. Location specific comments were also entered into a mapping application for ease of

integration into the Self-Evaluation process. Other comments are documented below:

Infrastructure Specific Comments:

Bus Shelters

- One requested a bus shelter at bank near Buffalo Wild Wings.

Crosswalks

- One participant suggested that crosswalks have no detectable warnings on the sides of the walk; her visually impaired children tend to veer off the path and into traffic because they don't know the constraints of the crossing.
- Second Street and Broad Street; Crosswalks difficult to navigate; Traffic Speeds are high

General Comments:

- One participant made the following statements:
 - How do we promote being good community members and what is it neighbors/neighborhoods can do to help with pedestrian transportation? Not everything can be funded by the local government.
 - Can neighborhood associations be more focused on identifying/reporting problem areas?
 - Failure to clear sidewalks is not all out of intentional neglect; some people have all they can do just to remain in their homes; what affordable resources exist to help people? The VINE often has a "full list" and cannot accept more people.
- Several participants would like to see more enforcement on snow removal on sidewalks and ramps. MAPO staff ensured the group that efforts are ramping up on enforcement, at least in Mankato. Project staff suggested they would be reviewing snow removal policies as part of the project.
- Build a trail in front of the bus garage on Victory Drive, south of Hoffman Road.
- Few people yield to pedestrians in crosswalks. Pedestrians are well accommodated on MSU campus so why not in the rest of the City. They suggested more education/reminders regarding crosswalk right of way, and even enforcement.
- The driveway in front of City Hall better accommodated people with disabilities. Difficult to get to front entrance now.
- The berm on the north side of Sibley Park is too steep for people with disabilities to get to the park.
- No Handrail at the Civic Center – people with sight, back, knee and balance problems can't attend events.
- There is no transportation to events at night or weekends when MSU is not in session.
- No access to Urgent Care when needed; Vine, Handicap bus, and others need 24 hour advance notice. Some have issues needing only see a doctor, not the

emergency room. Cabs cost \$20.00 both there and back; trip to pharmacy costs \$10.00 (without waiting). This trip is from Sibley Parkway Apartments to Wickersham Health Campus.

- No access to New Ulm Medical Clinic (Alina) – AMV won't transport people with disabilities to and from the clinic. This is the closest clinic with a specialist for arthritis. VINE only operates at certain days and times and buses are not accessible for all disability issues.
- Lack of Handicap parking throughout downtown; people who can walk only limited amount of time have no easy access.
- No handicap bus service for people after bar closing.
- No handicap taxi service.
- No accessibility for people at City Council Meeting. Curb cut at City Hall.
- Consider revising median on Victory Drive at Marwood Drive.

Appendix 1-B: Self-Evaluation – Commonly Identified Deficiencies and Obstructions

I. Appendix 1-B: Self-Evaluation – Commonly Identified Deficiencies and Obstructions

Figure 1-B.1 – Commonly Identified Deficiencies



Vertical Discontinuity



Horizontal Discontinuity



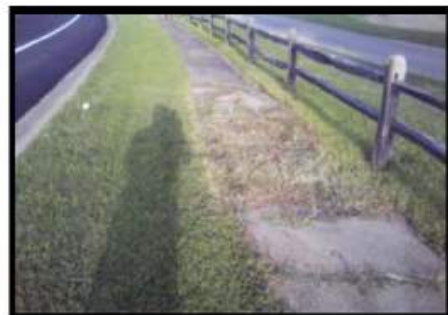
Cross Slope



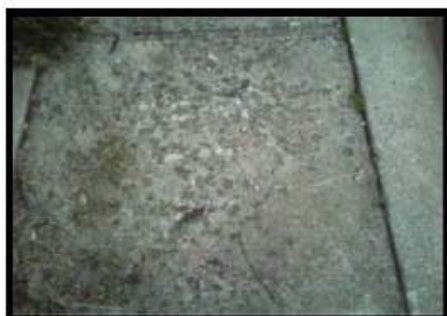
Cracking



Ponding



Vegetation



Spalling



Vertical Slope

Figure 1-B.2 – Sidewalk Obstruction Examples



Fire Hydrant



Lighting Pole



Traffic Signal Handhole



Traffic Signal Pole



Utility Pole



Water Gate Valve