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**MAPO ADA TRANSITION PLAN AND INVENTORY**

**PART 4 – CITY OF NORTH MANKATO ADA TRANSITION PLAN AND INVENTORY**

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## I. INTRODUCTION

### A. City of North Mankato

A partner agency of the Mankato/North Mankato Area Planning Organization (MAPO), the City of North Mankato completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This *“Part 4 – City of North Mankato ADA Transition Plan and Inventory”* has been developed solely for the City of North Mankato and includes information, data, and recommendations relevant to the city’s interests and those of the MAPO. Concurrent with the adoption of *“Part 4 – City of North Mankato ADA Transition Plan and Inventory,”* the City of North Mankato also adopts *“Part 1 – MAPO Partner Agency Requirements and Project Purpose”* of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices.

Part 1 accomplishes the following:

- Provides requirements mandated by ADA law for all agencies
- Introduces MAPO Partners
- Outlines public participation initiatives
- Provides the methodology used for agency Self-Evaluation
- Provides the methodology used for prioritization strategies for implementation.

## II. PUBLIC OUTREACH

The following summarizes public outreach for the City of North Mankato:

- Grievance Procedure: In compliance with 28 C.F.R. Sec. 35.107, the city has established the grievance procedure to receive future comments and concerns regarding barriers to accessibility. This can be seen in **Appendix 4-E** and is further detailed in **Section VII** below.
- Public Information Meetings: Project staff solicited feedback from the community on issues pertaining to ADA deficiencies within the community and initiatives for Transition Plan development while attending two public information meetings that took place on January 31, 2018 and January 31, 2019. See **Appendix 1-A** for summaries of those meetings.
- City Website: This document was available for public comment online between the dates of **October 6, 2017 to October 27, 2017**. A summary of comments received and detailed information regarding the public outreach activities are located in **Appendix 4-D**.

## III. SELF-EVALUATION RESULTS

### A. Review of Programs

The review of programs for the City of North Mankato’s Self-Evaluation began in September 2017 and was completed in October 2017. During that time project staff inventoried 65 miles of sidewalk/trail, 1000 locations where pedestrian ramps exist

or should exist, 465 crosswalks, 15 bus stops, and 46 traffic signal push button locations for barriers to accessibility. **Table 4-1** summarizes the results of the Self-Evaluation infrastructure data collection completed within the City of North Mankato public rights-of-way.

A full report of the results of the Self-Evaluation assessing infrastructure compliance can be seen in **Appendix 4-A**.

Table 4-1. City of North Mankato Self-Evaluation Infrastructure Data Collection Results		
Infrastructure Type	% Compliant	Summary
Pedestrian Ramps	34%	<ul style="list-style-type: none"> <li>• 1000 total pedestrian ramps</li> <li>• 341 (34%) are compliant</li> <li>• 659 (66%) are non-compliant</li> </ul>
Sidewalks	76%	<ul style="list-style-type: none"> <li>• 65 total miles of sidewalk/trail</li> <li>• 370 accessibility barriers were identified</li> <li>• 49 miles of sidewalk/trail (76%) are compliant</li> <li>• 15 miles of sidewalk/trail (24%) are non-compliant</li> </ul>
Bus Stops	27%	<ul style="list-style-type: none"> <li>• 15 total Bus Stops</li> <li>• 4 are compliant (27%)</li> <li>• 11 are non-compliant (73%)</li> </ul>
Traffic Signal Push Buttons with APS	0%	<ul style="list-style-type: none"> <li>• 46 total Traffic Signal Push Button Locations</li> <li>• 30 are not Accessible Pedestrian Signals (APS) (65%)</li> </ul>
Crosswalks	99%	<ul style="list-style-type: none"> <li>• 465 crossings have marked crosswalks</li> <li>• 99% of crossings are compliant</li> <li>• 1% of crossings are non-compliant</li> </ul>

## B. Review of Policies and Practices

### 1. Previous Practices

Since the adoption of the ADA, the City of North Mankato has striven to provide accessible pedestrian features as part of street construction and reconstruction projects. As additional information was made available as to the methods of providing accessible pedestrian features, the city updated their procedures to accommodate these methods.

### 2. Policy

The City of North Mankato's goal is to continue to provide accessible pedestrian design features as part of street construction and reconstruction projects. The city will reference ADA design standards and procedures listed in **Appendix 4-G**. These standards and procedures provide the preferred standard for ADA compliance in Minnesota and will serve as the primary guidance for all future projects.

The city will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be

scheduled consistent with transportation priorities. The city will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the city's jurisdiction are ADA compliant to the maximum extent feasible. Requests for accessibility improvements can be submitted to the City of North Mankato's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 4-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the city. A review of relevant policies can be seen in **Appendix 4-B** which includes the following:

- City of North Mankato Comprehensive Plan
- City of North Mankato Complete Streets Plan & Policy
- Pavement Management Plan
- Safe Routes to School Plan
- City of North Mankato Sidewalk Installation & Maintenance Policy
- City of City of North Mankato City Code

#### New Construction

All new street construction projects with pedestrian accommodations will be designed and constructed to conform with the most current ADA guidance and design practices to the maximum extent feasible.

#### Reconstruction Projects:

All city street reconstruction projects with pedestrian accommodations will be designed and constructed in accordance with the most current ADA guidance and design practices to the maximum extent feasible.

#### Rehabilitation/Resurfacing projects

All city rehabilitation and resurfacing projects will include accessible pedestrian curb ramps as needed to provide access to existing pedestrian facilities (i.e. walks/trails) at locations where they do not currently exist. Improvements to existing pedestrian ramps will be addressed on a case by case basis. High priority areas such as those in close proximity to specific land uses (i.e. schools, government offices, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the city Public Works Director.

#### Stand Alone Projects.

As grant funding opportunities are available, independent ADA projects may be undertaken by the city. A brief engineering study will be performed where candidate sites will be evaluated on facility condition, pedestrian volumes, public safety, public benefit and improvement costs as well as the ability to provide alternative barrier removal options.

A full ADA compliance assessment of policies and practices is included in **Appendix 4-B**.

## IV. IMPLEMENTATION PLAN

### A. Priority Areas

The City of North Mankato identified specific locations as priority areas for planned accessibility improvement projects based on criteria identified in **Part 1-Section IV**. These areas have been selected due to their proximity to specific land uses consistent with higher levels of pedestrian traffic, from the receipt of public comments, as well as areas exhibiting high levels of non-compliance. The priority areas as identified in the 2017-2018 Self-Evaluation will be programmed into North Mankato's CIP as project needs arise and/or public preference dictates.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

### B. External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of North Mankato. The city will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

### C. Schedule and Budget

The City of North Mankato 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 the City of North Mankato staff. The city CIP, which includes a detailed schedule and budget for specific improvements, is included in **Appendix 4-C**.

The city anticipates allocating approximately \$120,000 per year toward ADA improvements identified in **Appendix**. Improvements have been identified as short-term improvements (2019-2028), mid-term improvements (2029-238), and long-term improvements (2039 and later) for implementation based on the previously described prioritization process and annual budget constraints. The City anticipates the following implementation benchmarks:

- After 10 years, 26% of accessibility features within the city would be ADA compliant. Including the highest priority locations.
- After 20 years, 52% of accessibility features within the city would be ADA compliant.
- After 30 years, 78% of accessibility features within the city would be ADA

compliant.

- After 40 years, 100% of accessibility features within the city would be ADA compliant.

Improvements will be coordinated with the city's annual budget and 5-year Capital Improvements Plan, and its long-term maintenance effort.

## V. ADA COORDINATOR

In accordance with 28 C.F.R. Sec. 35.107(a), the City of North Mankato has identified an ADA Title II Coordinator to oversee the city's policies and procedures. Contact information for this individual is located in **Appendix 4-F**.

## VI. GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. If users of The City of North Mankato facilities and services believe the city has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 C.F.R. Sec. 35.107(b), the city has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This draft of the public notice and the City of North Mankato's grievance procedure is outlined in **Appendix 4-E**.

## VII. MONITOR THE PROGRESS

This document will be updated as needed to reflect the City of North Mankato's approach to complying with ADA and providing accessible pedestrian infrastructure. The appendices in this document 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 4-A: Self-Evaluation – Program Review



## I. Appendix 4-A: City of North Mankato, MN Self-Evaluation – Program Review

### A. Review of Programs

The City of North Mankato inventoried pedestrian ramps and sidewalks within the public rights-of-way beginning in November of 2017 and ending in July 2018. The following provides the results of that inventory:

#### 1. Pedestrian Ramps

The City of North Mankato has 1000 locations where pedestrian ramps exist or should exist within its public rights-of-way. These locations were inventoried for ADA compliance based on (1) whether a pedestrian ramp was present and (2) if compliance criteria outlined in **Part 1 Sec. III** were met. 341 (34%) of the locations were reported to be compliant and 659 (66%) were reported to be non-compliant.

#### 2. Sidewalks/Trails

The sidewalks and trails within the City of North Mankato public rights-of-way were inventoried and evaluated to determine existing compliance with ADA and to identify existing obstructions based on compliance criteria outlined in **Part 1**. Of the 65 miles of sidewalk evaluated, 15 miles had a condition rating of three or four meaning they exhibited instances of non-compliance along their length and require further evaluation and remedial action. 366 accessibility barriers, or obstructions, were also present along sidewalks and trails.

#### 3. Crosswalks

Crosswalks were inventoried and evaluated for the quality of markings. 9 Crosswalks were identified as non-compliant due to markings that were faded or partially removed.

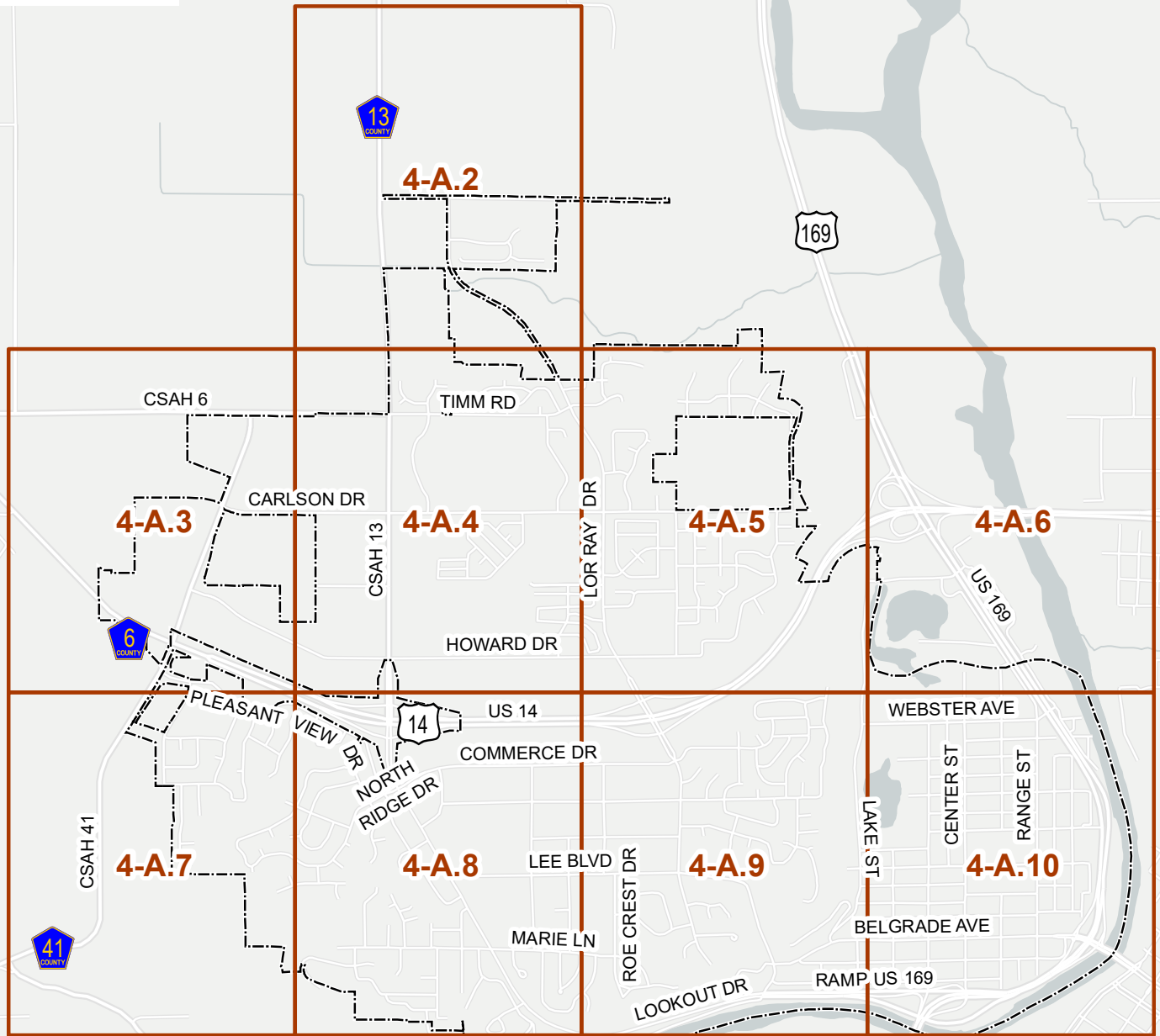
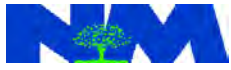
#### 4. Traffic Signals

Traffic Signals were evaluated for the presence of Accessible Pedestrian Signal (APS) technology. Each pedestrian crossing push button location was inventoried as a separate location and identified as non-compliant if APS technology was not present. 30 locations were without APS technology.

#### 5. Bus Stops

Bus stops were evaluated for connection to PAR and sufficient landing and loading areas. If a stop is not able to be accessed by an accessible pedestrian access route, or if a grass boulevard or similar facility poses a barrier for those with disabilities to access transportation, the stop was identified as non-compliant. 11 were identified as non-compliant.

Compliant and non-compliant pedestrian infrastructure is illustrated in **Figures 4-A.1** through **4-A.10**. The timeline for replacement of these sidewalks will depend on priority ranking, correlation to planned projects, reasonable accommodation requests, and available funding. A detailed list of these instances may be obtained upon request to the City of North Mankato ADA Coordinator (**Appendix 4-F**).



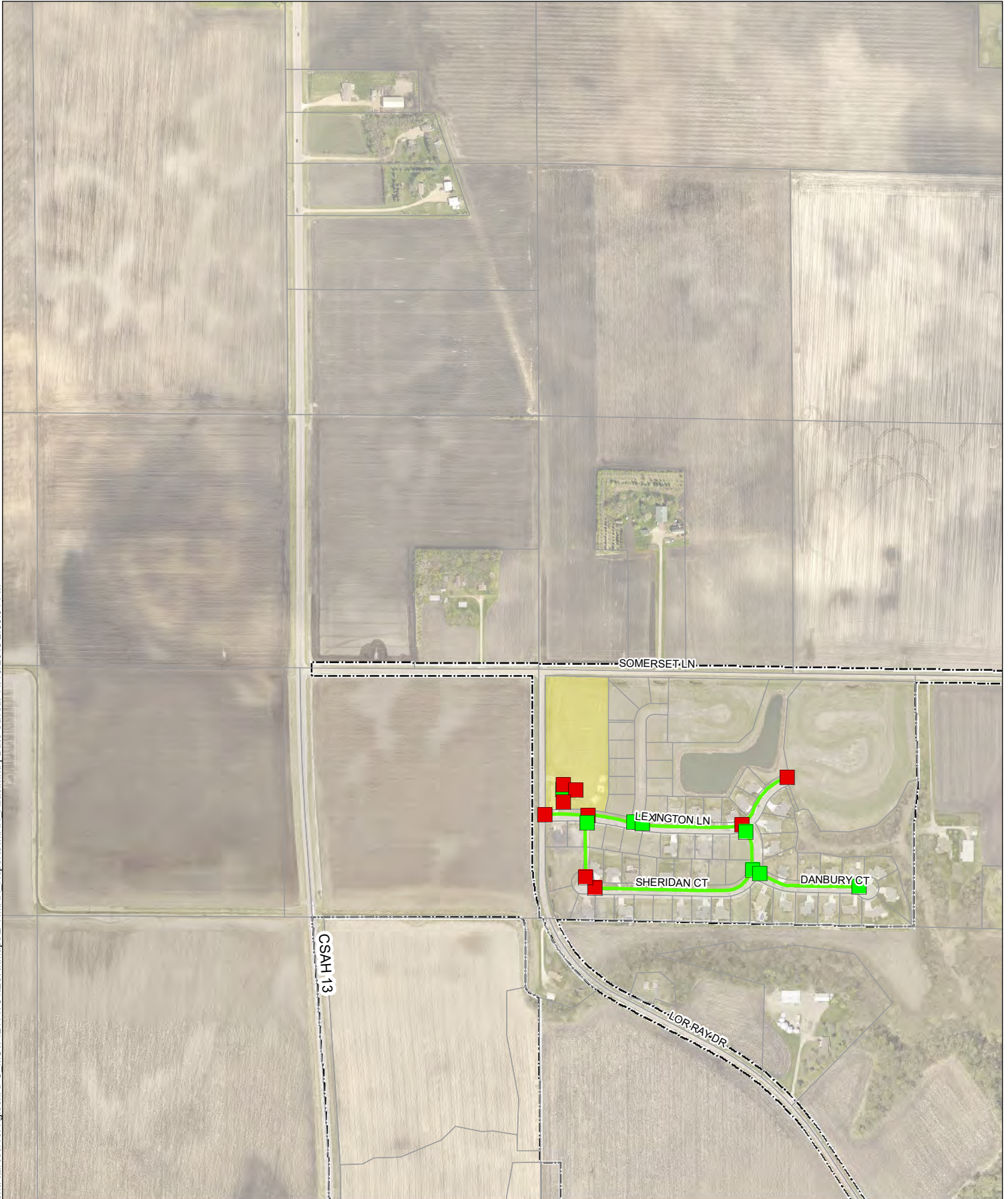
**Legend**

- |                               |                         |
|-------------------------------|-------------------------|
| Pedestrian Ramp Not Compliant | Non-Compliant Signal    |
| Pedestrian Ramp Compliant     | Non-Compliant Crosswalk |
| Sidewalk Not Compliant        | Sidewalk Barrier        |
| Sidewalk Compliant            | Priority 1 Area         |
| Non-Compliant Bus Stop        | Priority 2 Area         |
|                               | City Limits             |

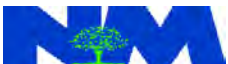
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**Figure 4-A.1**





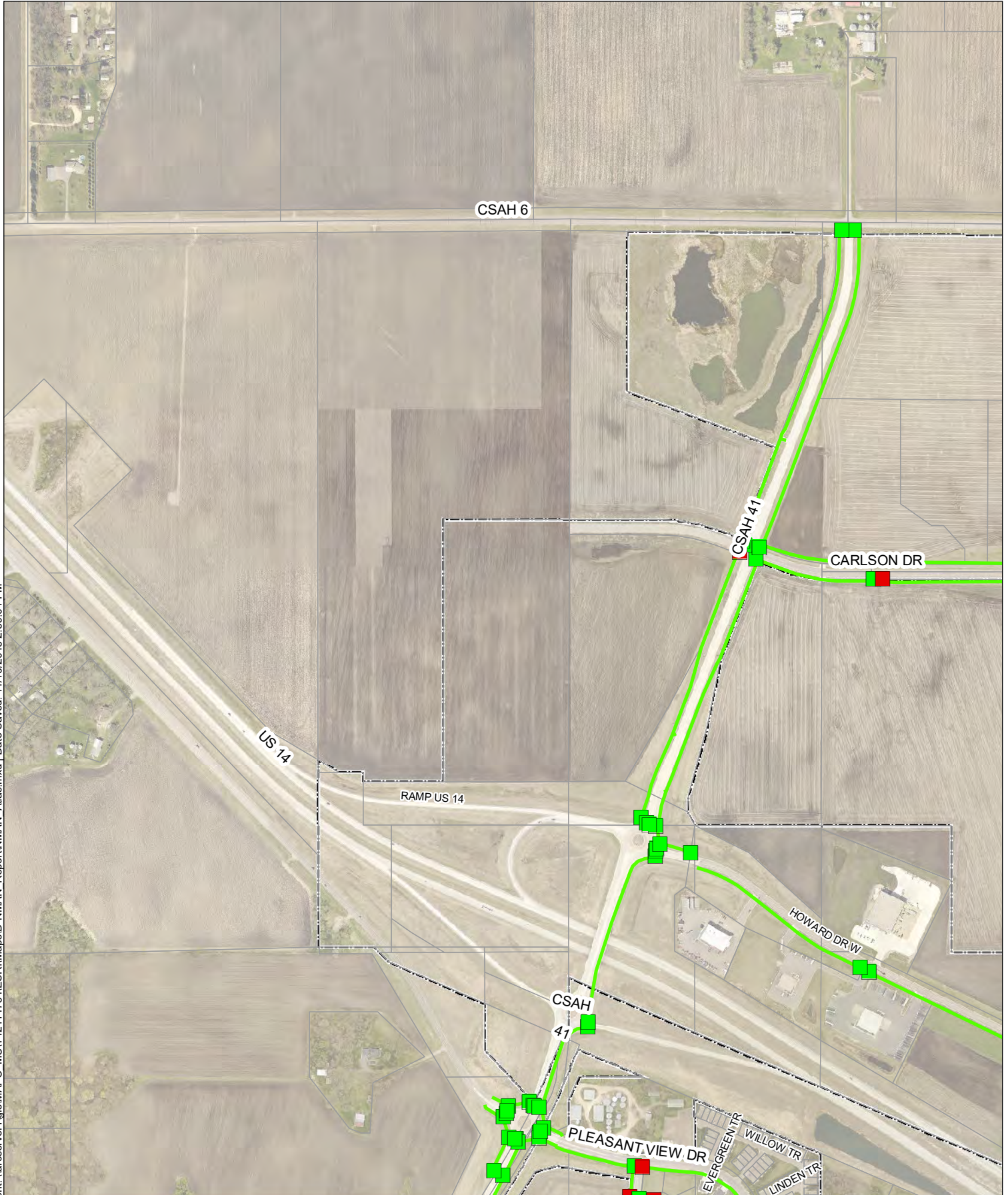
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- Figure 4-A.2 -







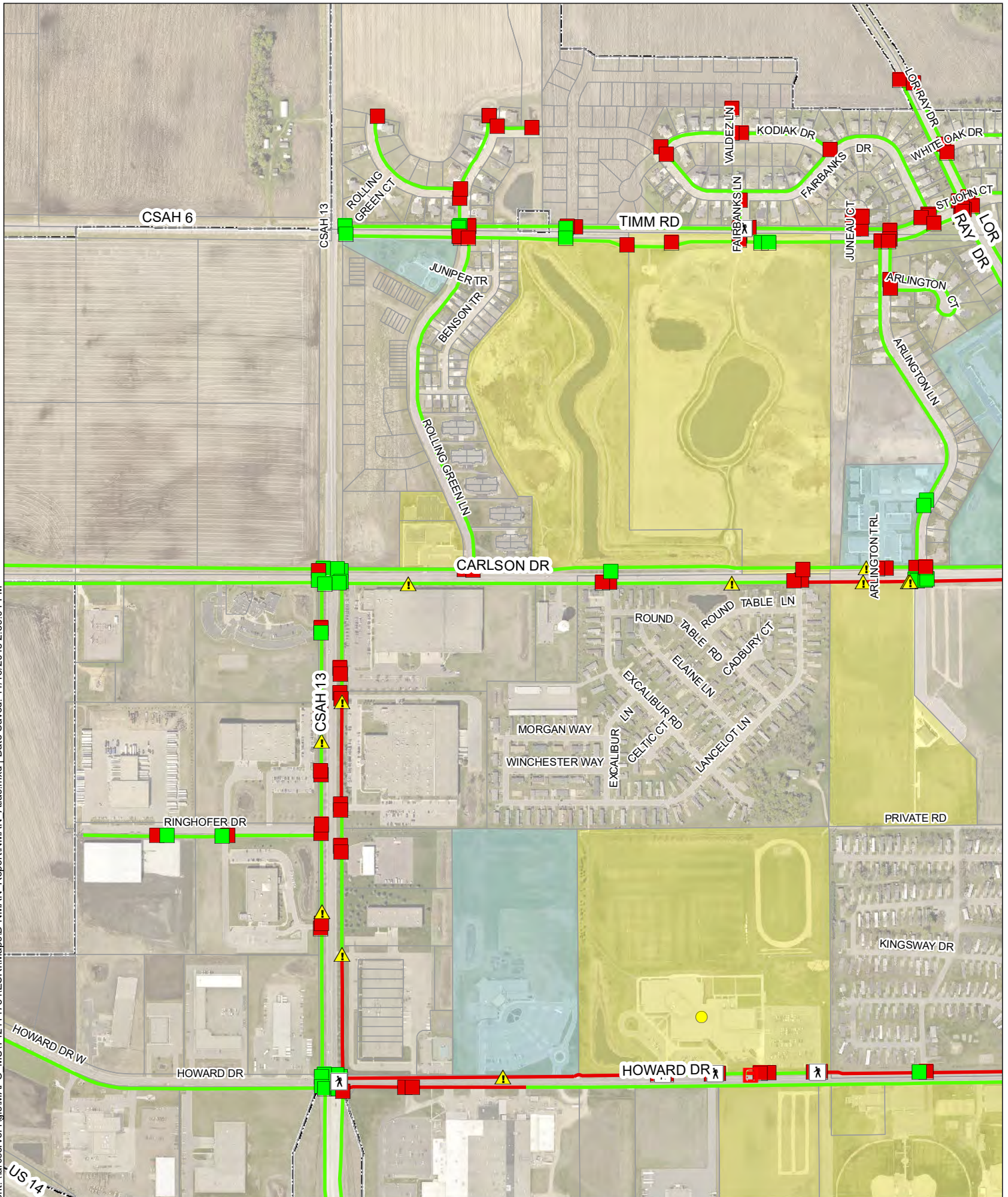
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- Figure 4-A.3 -

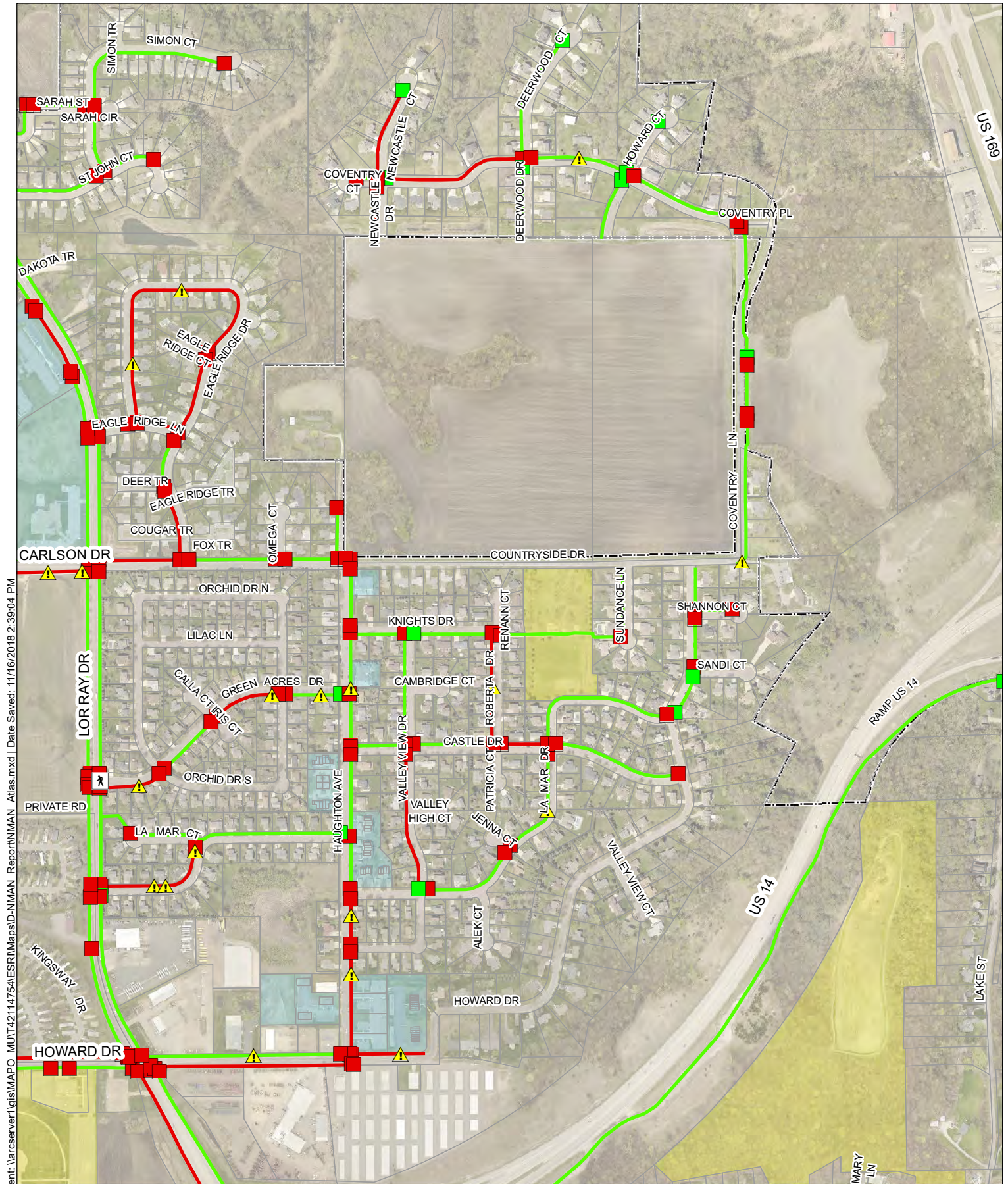




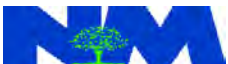


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- Figure 4-A.5 -

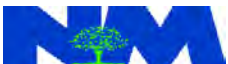
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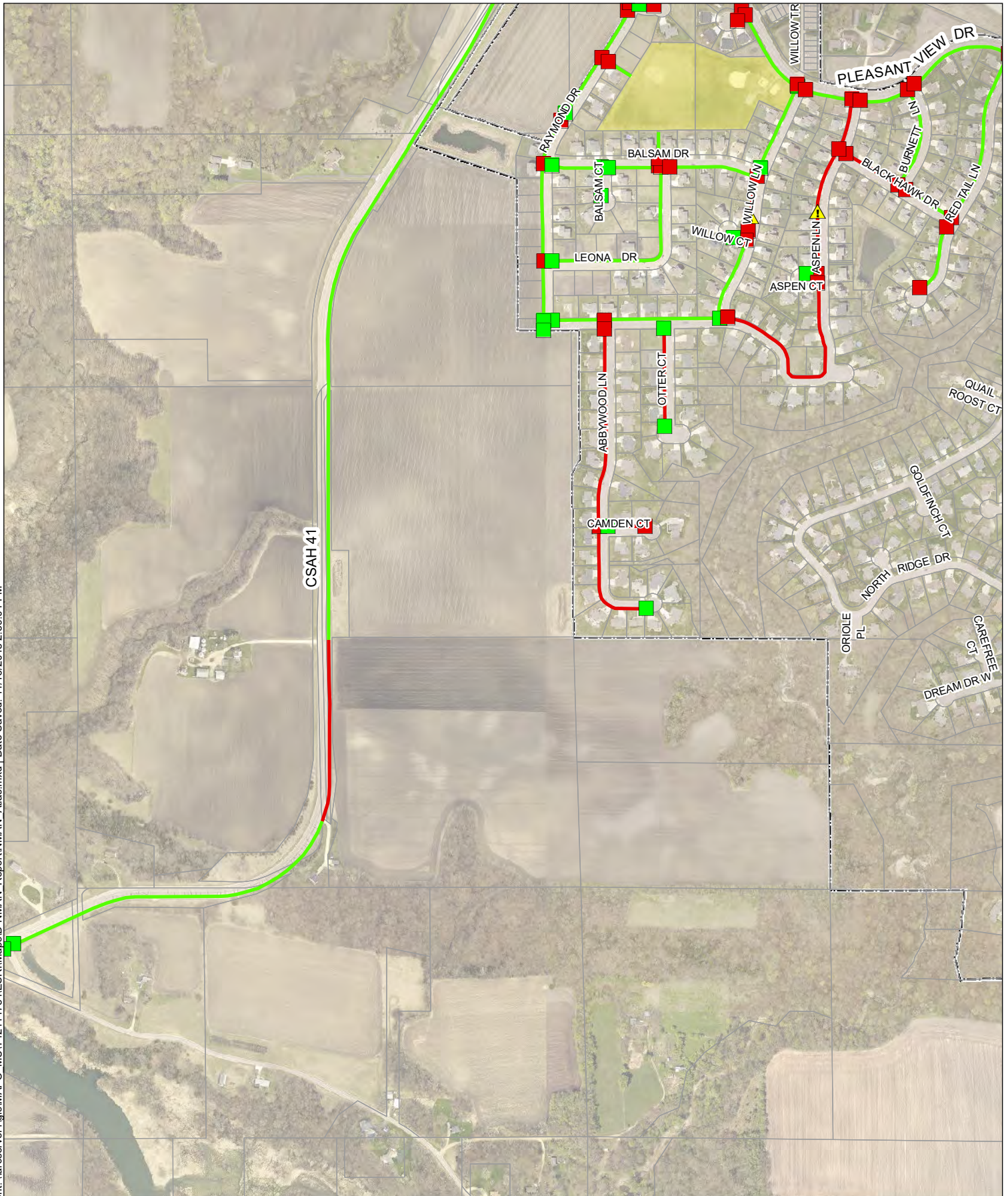


- Figure 4-A.6 -

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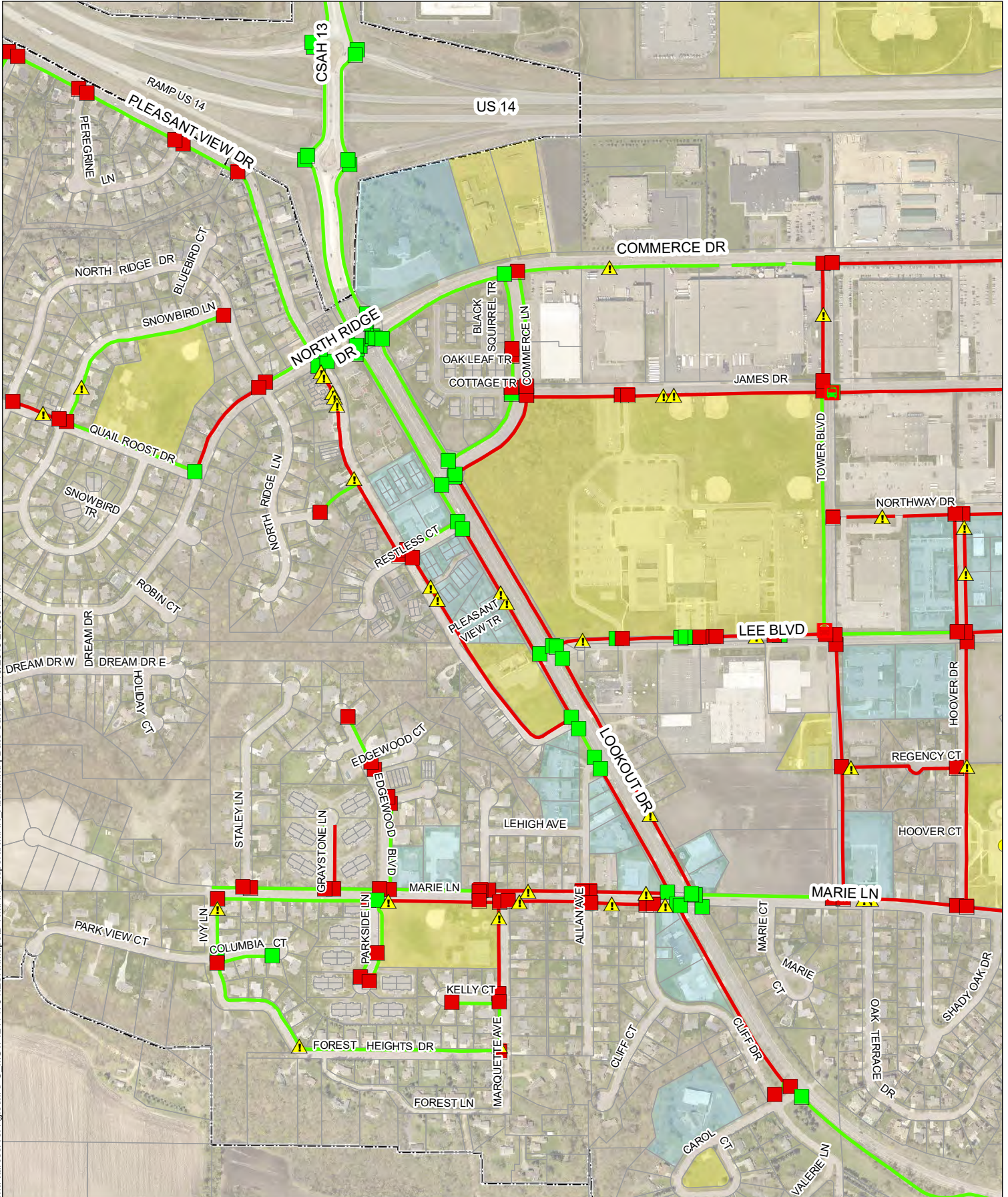




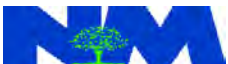


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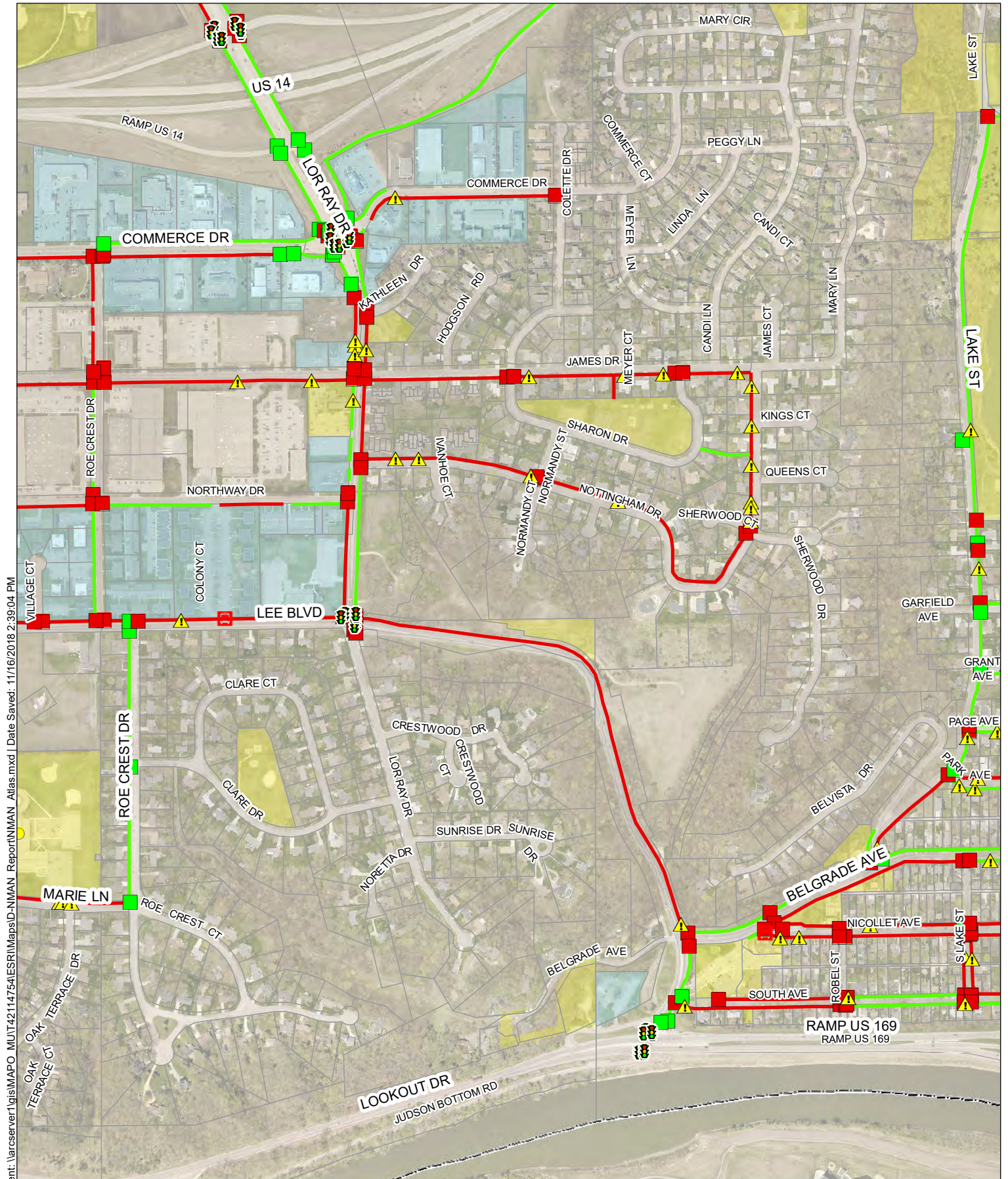


- Figure 4-A.8 -

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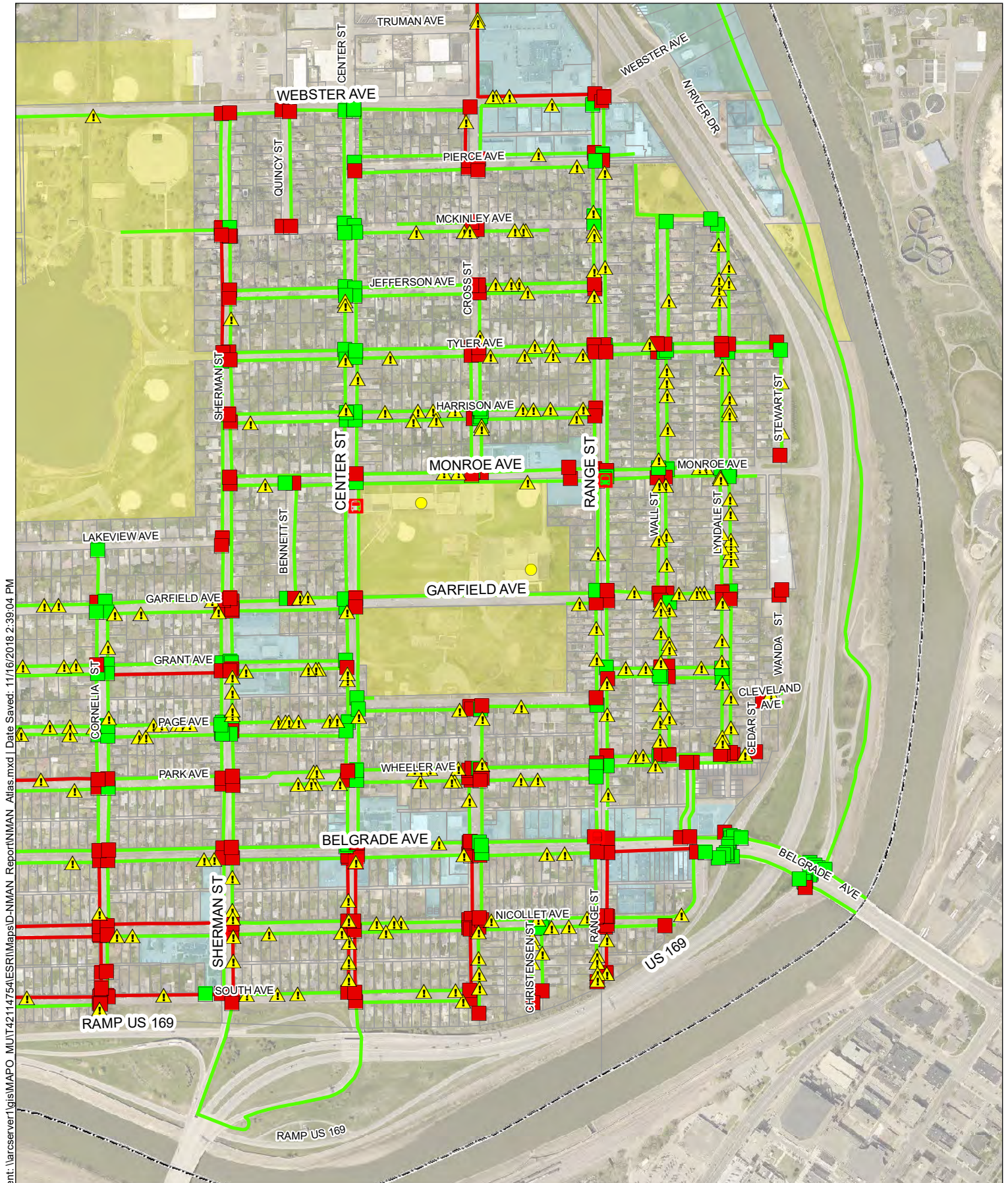


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Table 4-A.1. City of North Mankato Program Review - Implementation Plan

Location	Land Use	Length (ft) Non-Compliant Sidewalk	# Non-Compliant Pedestrian Ramps	# Non-Compliant Bus Stops	# Non-Compliant Traffic Signals*	# Sidewalk/Trail Barriers	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
COMMERCE DR	Housing Complexes; Apartments; Shopping	3269	5	0	0	15	1	Y	2019	Short-Term
HOWARD DR	Church; Housing Complexes; Schools; Government Facilities; Parks;	5479	28	0	0	15	1	Y	2020	Short-Term
GARFIELD AVE	Schools	0	0	0	0	45	1	Y	2021	Short-Term
MONROE AVE	Church; Schools;	0	3	0	0	60	1	Y	2021	Short-Term
RANGE ST	Church; Housing Complexes; Schools; Shopping	583	14	2	0	175	1	Y	2021	Short-Term
CENTER ST	Schools; Shopping	1298	6	1	0	145	1	Y	2021	Short-Term
PARK AVE	Schools	692	8	0	0	35	1	N	N/A	Short-Term
LYNDALE ST	Parks; Schools	0	0	0	0	330	1	N	N/A	Short-Term
STEWART ST	Schools	0	1	0	0	20	1	N	N/A	Short-Term
HARRISON AVE	Schools	0	6	0	0	130	1	N	N/A	Short-Term
PAGE AVE	Housing Complexes; Schools	0	0	0	0	250	1	N	N/A	Short-Term
KING ARTHUR PARK	Parks	123	0	0	0	0	1	N	N/A	Short-Term
CLEVELAND AVE	Schools	0	1	0	0	10	1	N	N/A	Short-Term
CARLSON DR	Housing Complexes; Parks; Schools	1377	7	0	0	10	1	N	N/A	Short-Term
REGENCY CT	Housing Complexes; Schools	623	0	0	0	0	1	N	N/A	Short-Term
LAKE ST	Parks; Schools	611	6	0	0	75	1	N	N/A	Short-Term
RESERVE PARK	Parks	0	2	0	0	0	1	N	N/A	Short-Term
GRANT AVE	Church; Schools;	603	1	0	0	70	1	N	N/A	Short-Term
MCKINLEY AVE	Schools	0	5	0	0	75	1	N	N/A	Short-Term
MARQUETTE AVE	Parks; Schools;	485	3	0	0	30	1	N	N/A	Short-Term
SNOWBIRD LN	Parks	0	3	0	0	5	1	N	N/A	Short-Term
BALSAM DR & LEONA DR	Parks	0	4	0	0	0	1	N	N/A	Short-Term
LEXINGTON LN	Parks	0	3	0	0	0	1	N	N/A	Short-Term
RAYMOND DR	Parks	0	3	0	0	0	1	N	N/A	Short-Term
FAIRBANKS LN & TIMM RD	Parks	0	4	0	0	0	1	N	N/A	Short-Term
PARKSIDE LN	Housing Complexes; Parks	0	3	0	0	0	1	N	N/A	Short-Term
MARIE LN	Church; Housing Complexes; Parks; Schools; Shopping	3569	20	0	0	0	1	N	N/A	Short-Term
HOOVER DR	Housing Complexes; Schools;	2620	8	0	0	0	1	N	N/A	Short-Term
NORTHWAY DR	Housing Complexes; Schools	1506	4	0	0	0	1	N	N/A	Short-Term
Short-Term (2019-2028) Totals		22838	148	3	0	1495	29			-
TYLER AVE	Parks; Schools;	0	15	0	0	70	1	N	N/A	Mid-Term
NICOLLET AVE	Church; Government Facilities; Housing Complexes; Schools; Shopping	3902	45	2	0	110	1	N	N/A	Mid-Term
GARFIELD AVE	Housing Complexes; Schools; Parks; Schools;	0	21	0	0	125	1	N	N/A	Mid-Term
LOR RAY DR	Church; Health Clinics; Hospitals; Housing Complexes; Schools; Shopping;	2535	47	0	21	10	1	N	N/A	Mid-Term
TOWER BLVD	Church; Housing Complexes; Schools	1945	8	1	0	0	1	N	N/A	Mid-Term
WHEELER AVE	Housing Complexes; Schools;	0	16	0	0	150	1	N	N/A	Mid-Term
BENSON TRAIL	Health Clinics; Hospitals; Housing Complexes; Church; Parks; Schools	0	19	0	0	5	1	N	N/A	Mid-Term
WALL ST	Housing Complexes; Schools; Shopping;	0	17	0	0	245	1	N	N/A	Mid-Term
JAMES DR	Health Clinics; Hospitals; Housing Complexes; Schools	6080	19	1	0	0	1	N	N/A	Mid-Term
Lookout Dr	Housing Complexes; Schools; Shopping	1216	19	0	8	10	1	N	N/A	Mid-Term
FAIRBANKS DR & TIMM RD	Schools	0	3	0	0	0	3	N	N/A	Mid-Term
Mid-Term (2029-2038) Totals		15678	229	4	29	725	13			-
BELGRADE AVE	Church; Government Facilities; Housing Complexes; Schools; Shopping	1528	30	2	0	55	1	N	N/A	Long-Term
COMMERCE LN	Housing Complexes; Schools	587	3	0	0	0	1	N	N/A	Long-Term
LOOKOUT DR	Health Clinics; Hospitals; Housing Complexes; Schools; Shopping	5598	0	0	0	0	1	N	N/A	Long-Term
CROSS ST	Church; Schools; Shopping	1945	17	0	0	95	1	N	N/A	Long-Term
LOR RAY TRAIL	Church; Housing Complexes; Schools; Public Housing and Homeless Shelters	370	19	0	0	0	1	N	N/A	Long-Term
SOUTH AVE	Government Facilities; Government Facilities; Housing Complexes; Parks	2763	18	0	0	50	1	N	N/A	Long-Term
SHERMAN ST	Church; Parks; Schools; Church; Schools; Housing Complexes; Schools	937	19	0	0	110	1	N	N/A	Long-Term
LEE BLVD	Church; Housing Complexes; Parks; Public Schools	5958	11	1	0	0	1	N	N/A	Long-Term
FOREST HEIGHTS DR	Schools	0	1	0	0	15	3	N	N/A	Long-Term
ARLINGTON LN & TIMM RD	Schools	0	1	0	0	0	3	N	N/A	Long-Term
KELLY CT	Schools	0	1	0	0	0	3	N	N/A	Long-Term
SIMON CT & ST JOHN CT	Schools	0	2	0	0	0	3	N	N/A	Long-Term
ARLINGTON CT & ARLINGTON LN	Schools	0	2	0	0	0	3	N	N/A	Long-Term
ST JOHN CT	Schools	0	1	0	0	0	3	N	N/A	Long-Term
COUNTRYSIDE DR	Schools	427	4	0	0	0	3	N	N/A	Long-Term
GREEN ACRES DR	Schools	698	6	0	0	15	3	N	N/A	Long-Term
EAGLE RIDGE LN	Schools	229	4	0	0	0	3	N	N/A	Long-Term
CORNELIA ST	Schools	656	2	0	0	5	3	N	N/A	Long-Term
JUNEAU CT & TIMM RD	Schools	0	2	0	0	0	3	N	N/A	Long-Term
CAROL CT & CLIFF DR & LOOKOUT TRAIL	Schools	0	1	0	0	0	3	N	N/A	Long-Term
EAGLE RIDGE DR	Schools	2406	4	0	0	0	3	N	N/A	Long-Term



Table 4-A.1. City of North Mankato Program Review - Implementation Plan

Location	Land Use	Length (ft) Non-Compliant Sidewalk	# Non-Compliant Pedestrian Ramps	# Non-Compliant Bus Stops	# Non-Compliant Traffic Signals*	# Sidewalk/Trail Barriers	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
PLEASANT VIEW DR	Health Clinics; Hospitals; Housing Complexes; Parks	2456	20	0	0	0	1	N	N/A	Long-Term
PIERCE AVE	Shopping	0	0	0	0	25	2	N	N/A	Long-Term
WEBSTER AVE	Shopping	621	2	0	0	15	2	N	N/A	Long-Term
ROE CREST DR		556	0	0	0	0	2	N	N/A	Long-Term
HAUGHTON AVE	Housing Complexes;	809	15	0	0	15	2	N	N/A	Long-Term
IVY LN		0	0	0	0	15	3	N	N/A	Long-Term
GRAYSTONE LN	Housing Complexes;	334	0	0	0	0	3	N	N/A	Long-Term
NEWCASTLE DR		250	0	0	0	0	3	N	N/A	Long-Term
ROBERTA DR		585	4	0	0	0	3	N	N/A	Long-Term
S LAKE ST		635	0	0	0	0	3	N	N/A	Long-Term
OTTER CT		512	0	0	0	0	3	N	N/A	Long-Term
COVENTRY CT		0	1	0	0	0	3	N	N/A	Long-Term
COVENTRY LN		754	9	0	0	20	3	N	N/A	Long-Term
CHRISTENSEN ST		0	2	0	0	30	3	N	N/A	Long-Term
Co Rd 41		957	0	0	0	0	3	N	N/A	Long-Term
CASTLE DR		250	6	0	0	0	3	N	N/A	Long-Term
QUAIL ROOST DR		245	1	0	0	0	3	N	N/A	Long-Term
NEWCASTLE CT		497	0	0	0	0	3	N	N/A	Long-Term
LA MAR DR	Housing Complexes;	633	4	0	0	20	3	N	N/A	Long-Term
WILLOW LN		283	3	0	0	0	3	N	N/A	Long-Term
ABBYWOOD LN		1672	1	0	0	0	3	N	N/A	Long-Term
CAMDEN CT		198	1	0	0	0	3	N	N/A	Long-Term
ROLLING GREEN LN & TIMM RD		0	1	0	0	0	3	N	N/A	Long-Term
PLEASANT VIEW CT	Housing Complexes;	0	1	0	0	0	3	N	N/A	Long-Term
NORTH RIDGE DR		566	2	0	0	0	3	N	N/A	Long-Term
VALLEY VIEW DR		727	1	0	0	0	3	N	N/A	Long-Term
EDGEWOOD BLVD & EDGEWOOD CT	Housing Complexes;	0	2	0	0	0	3	N	N/A	Long-Term
SHERIDAN CT		0	2	0	0	0	3	N	N/A	Long-Term
LEONA DR & RAYMOND DR		0	1	0	0	0	3	N	N/A	Long-Term
BLACK HAWK DR		318	4	0	0	0	3	N	N/A	Long-Term
SARAH CIR & SARAH ST & SIMON CT		0	3	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & FAIRBANKS LN		0	1	0	0	0	3	N	N/A	Long-Term
TIMM RD		0	2	0	0	0	3	N	N/A	Long-Term
CARDINAL CT		0	1	0	0	0	3	N	N/A	Long-Term
VALDEZ LN		0	1	0	0	0	3	N	N/A	Long-Term
SHANNON CT		0	1	0	0	0	3	N	N/A	Long-Term
RAYMOND CT		0	1	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & KODIAK DR		0	3	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR		0	1	0	0	0	3	N	N/A	Long-Term
RAMP US 14		0	1	0	0	0	3	N	N/A	Long-Term
JUNEAU CT		0	2	0	0	0	3	N	N/A	Long-Term
EDGEWOOD BLVD & MEADOWBROOK CT	Housing Complexes;	0	2	0	0	0	3	N	N/A	Long-Term
RAYMOND CT & RAYMOND DR		0	2	0	0	0	3	N	N/A	Long-Term
EDGEWOOD BLVD		0	1	0	0	0	3	N	N/A	Long-Term
LEXINGTON LN & SHERIDAN CT		0	1	0	0	0	3	N	N/A	Long-Term
BALSAM DR & RAYMOND DR		0	1	0	0	0	3	N	N/A	Long-Term
KODIAK DR & VALDEZ LN		0	2	0	0	0	3	N	N/A	Long-Term
RINGHOFFER DR		0	2	0	0	0	3	N	N/A	Long-Term
WHITE OAK DR	Housing Complexes;	0	2	0	0	0	3	N	N/A	Long-Term
LA MAR CT		0	1	0	0	0	3	N	N/A	Long-Term
CSAH 13 & RINGHOFFER DR		0	1	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & ROLLING GREEN LN		0	1	0	0	0	3	N	N/A	Long-Term
SUNDANCE LN		0	1	0	0	0	3	N	N/A	Long-Term
RED TAIL LN		0	1	0	0	0	3	N	N/A	Long-Term
ROLLING GREEN LN		0	5	0	0	0	3	N	N/A	Long-Term
SIMON CT		0	1	0	0	0	3	N	N/A	Long-Term
Howard Dr W		0	0	1	0	0	3	N	N/A	Long-Term
ASPEN LN		2093	7	0	0	0	3	N	N/A	Long-Term
NOTTINGHAM DR	Housing Complexes;	3266	4	0	0	0	3	N	N/A	Long-Term
RAMP US 14		0	0	0	1	0	3	N	N/A	Long-Term
Long-Term (2039 and Later) Totals		43319	283	4	1	485	-			-
North Mankato ADA Facilities Totals		81835	660	11	30	2705	-			

\* Each pedestrian crossing signal push button was inventoried as an individual location to be evaluated for APS technology.

## Appendix 4-B: Self-Evaluation – Policy and Practice Review

## I. Appendix 4-B: City of North Mankato, MN Self-Evaluation – Policy and Practice Review

### A. Review of Policies and Practices

The City's policies and practices include any City, department, or division policies and practices that direct staff in its daily work activities. Revisions to plans and policies identified in this section will be considered for inclusion into those documents during their regular, scheduled updates. Policies and practices that relate to accessibility and ADA conformance include:

#### 1. *The City of North Mankato Comprehensive Plan (2015):*

##### a) Chapter 6 – Transportation

This chapter provides initiatives pertaining to the placement and size of sidewalks in the community. Sidewalks and/or trails are recommended to be adjacent to all Minor Arterial, Major Collector and Minor Collector roadways within the City. 8-foot wide bituminous or concrete trails or 6-foot wide bituminous or concrete sidewalk is recommended on either side of Minor Arterials and Major Collectors while 5-foot wide sidewalks are recommended on Minor Collectors. These recommendations are above the 4-foot minimum for sidewalk width required for ADA compliance.

##### b) Chapter 8 – Parks, Trails, and Recreation

Through this effort, the community expressed that safer and easier trail connections are desired. The chapter also suggests that each trail classification provides a certain type of recreational experience and value to pedestrians, bicyclists, in-line skaters, and wheelchair users.

Policy 1.1.1 is to ensure the quality standard for trails within the system is consistent with industry standards for safety, durability, and access.

#### Policy Understanding:

The following revisions to this Plan are recommended for inclusion during regular, scheduled plan/policy updates:

1. Amend the Plan to include policies for the compliant design of pedestrian facilities based on best practices outlined in the Public Rights-of-Way Accessibility Guidelines (PROWAG) as adopted by MnDOT.

#### 2. *The City of North Mankato Complete Streets Plan & Policy (2016):*

This Plan and Policy identifies Complete Streets as a transportation policy and design approach that guides streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

The following policy language is included under design standards and maintenance according to the North Mankato Complete Streets Plan and Policy:

- The City Council or their designee will consider bicycle and pedestrian design in all streets construction, reconstruction, rehabilitation and pavement maintenance projects conducted by or behalf of the City, as appropriate, subject to the exceptions contained herein.
- The City shall plan, design, build and maintain all bicycle and pedestrian facilities in accordance with acceptable federal, state and local standards and guidelines, but will consider innovative and/or non-traditional design options as appropriate.

This Plan and Policy also provides facility design guidelines (specifically calling for 5-foot wide sidewalks in general and 8-foot sidewalks where buildings abut the walk) as well as crosswalk marking specifications.

Policy Understanding and Recommended Revision:

By adopting this policy, the City is stating that it will design facilities according to federal, state, and local standards and guidelines that will accommodate all users regardless of transportation mode.

No barriers to accessibility were identified in this plan/policy.

3. *Pavement Management Plan (2014):*

The goal of this report is to assist the City with understanding its current system condition, assist with management of these assets and provide recommendations for pavement management in the next 5 to 10 years.

This plan assigns condition ratings to streets to plan for improvements including seal coating, mill & overlay, and full depth reconstruction. The City has 64 miles of paved roads to manage. Several streets are identified for reconstruction and mill & overlay within the next five years. These projects should include ADA improvements where necessary as construction ensues.

Policy Understanding and Recommended Revision:

The following revisions to this Plan are recommended for inclusion during regular, scheduled plan/policy updates:

1. Amend the Plan to include language considering adherence to ADA standards and guidance as outlined in the PROWAG and MnDOT for reconstruction.

4. *City of North Mankato Safe Routes to School Plan (2015):*

This plan illustrates planned facility improvements surrounding North Mankato Schools including Hoover Elementary School, Monroe Elementary School, Bridges (formerly Garfield) Elementary School, and the Dakota Meadows Middle School. Improvements include new sidewalk and trail facilities, sidewalk curb extensions (bumpouts), and improvements to crosswalk visibility to facilitate safer pedestrian/bicycle travel to area schools.

Policy Understanding and Recommended Revision:



This plan outlines an ADA/Universal Design approach for facilities in the public rights-of-way to provide an environment that is equally accessible and comfortable for all users.

No barriers to accessibility were identified in this plan/policy.

5. *City of North Mankato Sidewalk Installation & Maintenance Policy (2016)*

The Sidewalk Installation & Maintenance Policy addresses installation, replacement, and maintenance for public sidewalks in the City, citing City Code that outlines City and property owner responsibilities regarding snow removal and physical condition of sidewalk. It provides a consistent inspection process for determining whether a particular sidewalk is in need of improvement and action to be taken if facilities are found to be non-compliant.

Policy Understanding and Recommended Revision:

While this policy provides a method for inspecting sidewalks that addresses several ADA compliance barriers, it makes no effort to discuss adherence to ADA compliance or reference to federal/state ADA design standards or guidelines. The policy also fails to include guidance for pedestrian ramps as part of sidewalk infrastructure.

The following revisions to this policy are recommended for inclusion during regular, scheduled policy updates:

1. Amend the Sidewalk Installation and Maintenance Policy to include adherence to ADA standards and guidance as outlined in the PROWAG and MnDOT for reconstruction.
2. Amend the Policy to include ADA design standards and guidance for pedestrian ramp construction.

6. *The City of North Mankato City Code:*

The City of North Mankato City Code provides several provisions dealing with sidewalk infrastructure including maintenance, responsibility of owner and occupant, failure to maintain, and specifications for the placement and construction of sidewalk.

Policy Understanding and Recommended Revision:

While the City Code provides actions for sidewalk installation and maintenance, it makes no effort to discuss adherence to ADA compliance or reference to federal/state ADA design standards or guidelines.

The following revisions to this policy are recommended for inclusion during regular, scheduled policy updates:

1. Amend City Code provisions 90.026, 90.125, 90.126, and 155.46 to include adherence to ADA standards and guidance as outlined in the PROWAG and MnDOT for reconstruction.

## Appendix 4-C: ADA Transition Plan Projects referenced from the City of North Mankato Capital Improvements Plan

## I. Appendix 4-C: City of North Mankato Capital Improvements Plan (CIP) Projects and Planned Roadway Projects That Include (Consider) Accessible Pedestrian Infrastructure

The City of North Mankato's most recent CIP includes no programmed roadway improvement projects. However, there are roadway projects planned for the coming years that have received federal funding assistance. These projects will include improvements to ADA facilities. The projects are as follows:

Project Location	Proposed Improvements	Year
Commerce Drive – Lookout Drive to Lor Ray Drive	Street resurfacing project with sidewalk and trail enhancements including completing an incomplete sidewalk segment on the north side and adding a multi-use path on the south.	2019-2020
Howard Drive – Lookout Drive to Lor Ray Drive	Safe Routes to School project around Dakota Meadows school in North Mankato, improve various crossings and construct trails.	2020
Monroe Avenue, Garfield Avenue, Center Street, Range Street – Surrounding Monroe and Bridges Elementary Schools	Construct ped/bike trail, ADA, curb extensions, striping and create pick up/drop off area.	2021

The City will continue to implement infrastructure and maintenance improvements as part of its long-range capital improvement planning and pavement management plan. With these efforts, the City will incorporate ADA-compliant pedestrian facilities and complete accessible infrastructure improvements as needed to ensure access for all users.

## Appendix 4-D: Public Outreach Results

## I. Appendix 4-D: Public Outreach Results

Input from the community has been gathered and used to help define priority areas for improvements within the public rights-of-way in North Mankato.

Public outreach for the creation of this document consisted of outreach to groups identified in Part 1 Appendix A.1. The following activities were completed giving the public opportunity to provide comments:

- **Public Open House:**

MAPO agencies held two public open houses to gather input on the state of pedestrian infrastructure in each jurisdiction and priority preferences for projects moving forward. Open house summaries are located in Appendix A.1 and A.2.

- **Project Website:**

The project website was live for the duration of the project and provided notifications, contact information, project updates and information, and an interactive grievance procedure in which participants can report on areas in the community that are not accessible. This document was also available for public comment on the website between the dates of XXXXX XX, 20XX to XXXX XX, 20XX.

\*\*\*\*Documented Results at end of project\*\*\*\*

## Appendix 4-E: Greivance Procedure

## I. Appendix 4-E: City of North Mankato ADA Grievance Procedure

In accordance with 28 CFR 35.107(b), the City has developed the following ADA grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances.

The City understands that members of the public may desire to contact staff to discuss ADA issues without filing a formal grievance. Members of the public wishing to contact the ADA Coordinator should reference the contact information in **Appendix 4-F**. Contacting staff to informally discuss ADA issues is welcome and does not limit a person's ability or right to file a formal grievance later.

Those wishing to file a formal written grievance with the City of North Mankato may do so by one of the following methods:

### A. Telephone

Contact the City of North Mankato's ADA Coordinator listed in the **Contact Information** section of **Appendix 4-F** to submit an oral grievance. The staff person will use the internet to electronically submit the grievance on behalf of the person filing it.

### B. Paper Submission

A paper copy of the City's grievance form is available by request from the City of North Mankato's ADA Coordinator (contact information in **Appendix 4-F**). Complete the form and submit it to the City of North Mankato ADA Coordinator at the address listed.

The City of will acknowledge receipt of the grievance to the citizen within 10 working days of the submission. City staff will then provide a response or resolution to the grievance or will provide information on when the citizen can expect a response. If the grievance filed does not fall within the City of North Mankato's jurisdiction, staff will work with the citizen to contact the agency with jurisdiction.

When possible (typically within 60 calendar days or less of the grievance submission) City staff will conduct an investigation to determine the validity of the alleged violation. As a part of the investigation, internal staff will be consulted to fully understand the complaint and possible solutions. The City of North Mankato staff will contact the citizen to discuss the investigation and proposed resolution.

The City of North Mankato will consider all grievances within its particular context or setting. Furthermore, the department will consider many varying circumstances including: access to applicable services, programs, or facilities; the nature of the disability; essential eligibility requirements for participation; health and safety of others; and degree to which a potential solution would constitute a fundamental alteration to the program, service, or facility, or cause undue hardship to the City of North Mankato.

Accordingly, the resolution by The City of North Mankato of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

Complaints of Title II violations may be filed with the Department of Justice (DOJ) within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the DOJ. The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

**For more information, contact:**

U.S. Department of Justice

Civil Rights Division

950 Pennsylvania Avenue, N.W.

Disability Rights Section – NYAV

Washington, D.C. 20530

[www.ada.gov](http://www.ada.gov)

(800) 514-0301 (voice)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

**File Retention**

The City of North Mankato shall maintain ADA grievance files on behalf of the City for a period of seven years.



## City North Mankato, MN ADA Grievance Form

Instructions: Please fill out this form completely and submit to:

City of North Mankato ADA Coordinator  
City of North Mankato, MN  
1001 Belgrade Avenue,  
North Mankato, MN 56002

Or it can be e-mailed to: [michaelf@northmankato.com](mailto:michaelf@northmankato.com)

Complainant – person filing grievance:

Name: \_\_\_\_\_ Date: \_\_\_\_\_ Address: \_\_\_\_\_

\_\_\_\_\_ City, State, Zip Code: \_\_\_\_\_

Home: \_\_\_\_\_ Cell: \_\_\_\_\_

Work: \_\_\_\_\_ Email: \_\_\_\_\_

Representing – person claiming an accessibility issue or alleging an ADA violation (if not the complainant):

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip Code: \_\_\_\_\_

Home: \_\_\_\_\_ Cell: \_\_\_\_\_

Work: \_\_\_\_\_ Email: \_\_\_\_\_

Description and location of the alleged violation and the nature of a remedy sought.

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If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

Agency or Court: \_\_\_\_\_ Contact Person: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Date Filed: \_\_\_\_\_

## Appendix 4-F: Contact Information

## **I. Appendix 4-F: Responsible Officials and Key Staff**

### **A. Responsible Officials Contact Information**

#### **1. City of North Mankato ADA Coordinator:**

Michael Fischer, Community Development Director

1001 Belgrade Avenue

North Mankato, MN 56002

P: (507)625-4141

E: [michaelf@northmankato.com](mailto:michaelf@northmankato.com)

## Appendix 4-G: ADA Design Standards and Procedures

## I. Appendix 4-G: ADA Design Standards and Procedures

### A. Design Standards

#### 1. Public Rights-of-Way Accessibility Guidelines

Public Rights-of-Way Accessibility Guidelines (PROWAG), developed by the Access Board, are draft guidelines that address accessibility in the public rights-of-way. Sidewalks, street crossings, and other elements of the public rights-of-way present unique challenges to accessibility for which specific guidance is considered essential. The Access Board is developing these guidelines that will address various issues, including access for visually impaired pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. PROWAG can be found at <http://www.access-board.gov/attachments/article/743/nprm.pdf>.

In 2010 and 2015, as a part of the development of MnDOT's Transition Plan, MnDOT Issued Technical Memorandum 10-02-TR-01 Adoption of Public Rights of way Accessibility Guidance and Technical Memorandum No. 15--02-TR-01 Adoption of Public Rights-of -Way Accessibility Guidance (PROWAG), respectively to their staff, cities, and counties. These memorandums, which have both expired, make the PROWAG the primary guidance for accessible facility design on MnDOT projects. In addition, these technical memorandums can be found on MnDOT's website. See (<http://techmemos.dot.state.mn.us/>).

#### 2. Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

The Access Board is proposing these accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible for pedestrians with disabilities. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with these accessibility standards is mandatory. These proposed accessibility guidelines can be found on the Access Board website (<http://www.access-board.gov>) under Public Rights-of-Way or at <http://www.access-board.gov/attachments/article/743/nprm.pdf>.

#### 3. Accessible Public Rights-of-Way Planning and Design for Alterations (August 2007)

This report and its recommendations are the work of the Public Rights-of-Way Access Advisory Committee (PROWAAC) – Subcommittee on Technical Assistance and are intended to provide technical assistance only. The report is not a rule and has no legal effect. It has not been endorsed by the U.S. Access Board, the Department of Justice, or the Federal Highway Administration of the Department of Transportation. Still it can be a technical advisory source

for engineers and technicians who are planning and designing for alterations to pedestrian elements. This document is on the Access Board website (<http://www.access-board.gov>) or at <http://www.access-board.gov/attachments/article/756/guide.pdf>.

4. Minnesota Department of Transportation

Building on the adoption of PROWAG as planning and design guidance for accessible pedestrian facilities, MnDOT has developed additional planning, design, and construction guidance that is available to local agencies. Listed below is information on additional design guidance available. This is not intended to be an exclusive or comprehensive list of ADA guidance, but rather an acknowledgement of guidance staff should consider and a starting point for information on providing accessible pedestrian facilities.

The MnDOT Accessibility webpage, which has good information in a variety of subject areas related to ADA and accessibility, can be found at <http://www.dot.state.mn.us/ada/index.html>. The webpage also provides the ability to sign up for ADA policy and design training classes when available and to review material from previous trainings.

Curb Ramp Guidelines: <http://www.dot.state.mn.us/ada/pdf/curbramp.pdf>

ADA Project Design Guide Memo:

<http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguidememo.pdf> ADA Project Design Guide: <http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguide.pdf>

Pedestrian Curb Ramp Details Standard Plans 5-297.250 can be found on MnDOT's website at <http://standardplans.dot.state.mn.us/>

Driveway and Sidewalk Details Standard Plans 5-297.254 can be found on MnDOT's website at <http://standardplans.dot.state.mn.us/>

MnDOT's 7000 series Standard Plates, which are approved standards drawings, provide information on standard details of construction and materials related to curbs, gutters, and sidewalks are on MnDOT's website at <http://standardplates.dot.state.mn.us/stdplate.aspx>

The MnDOT Road Design Manual serves as a uniform design guide for engineers and technicians working on MnDOT projects. The document is available to others (such as Hennepin County) as a technical resource. Chapter 11 – Special Designs, includes information on the design of pedestrian facilities. The Road Design Manual can be found at (<http://roaddesign.dot.state.mn.us/roaddesign.aspx>)

MnDOT's Pedestrian Accommodations Through Work Zones webpage, <http://www.dot.state.mn.us/trafficeng/workzone/apr.html> contains information on providing accessibility during impacts due to maintenance or construction activities.

## B. Design Procedures

### 1. Intersection Corners

The City of North Mankato will attempt to construct or upgrade pedestrian curb ramps to be consistent with Access Board recommended designs parameters and MnDOT ADA design guidance and procedures to the extent feasible within all capital reconstruction projects. There may be limitations which make it technically infeasible for the City to achieve these goals at an intersection corner within the scope of any project. Those limitations will be noted and the intersection corners will be constructed to maximize accessibility to the extent feasible within the project scope. As future projects or opportunities arise, additional improvements at these locations may be incorporated into future projects. The City will strive to ensure that each intersection corner is constructed to be as accessible as possible.

### 2. Sidewalks / Trails

The City of North Mankato will attempt to construct or upgrade sidewalks and trails to be consistent with Access Board recommended designs parameters, MnDOT ADA design guidance and procedures to the extent feasible within all capital improvement projects. There may be limitations which make it technically infeasible for the City to achieve these goals within all segments of sidewalks or trails within the scope of any project. Those limitations will be noted and those segments will be constructed to maximize accessibility to the extent feasible within the project scope. As future projects or opportunities arise, additional improvements at these locations may be incorporated into future projects. The City will strive to ensure that every sidewalk or trail is constructed to be as accessible as possible.