ADA Compliance: Self-evaluations, Transition Plans, and Accessible Infrastructure

Hennepin County’s Experience
Hennepin County

- Population: 1.15 mil.
- Urban
- Suburbs
- Rural
• County Roads
  – 572 centerline miles
• 775 Traffic Signals
• 908 mile Bicycle System
  – 908 miles – planned
  – 543 miles – provided
• Sidewalks
  – 226 miles of county roads have sidewalk
• 11,000 Curb Ramps
Transition Plans Due ~1992

• Then
  – Design guidance and standards unavailable or incomplete for public rights of Way

• Now
  – More technical guidance, expectations of accessibility, and guidelines for enforcement
  – Public expectation of greater accessibility
Hennepin ADA Compliance

• Buildings and Grounds – 1990s
• Pedestrian Ramp Projects – ’93, ’97
• Capital Projects (1990’s to today) Follow ADA
Complaint to FHWA

• Grievance filed with FHWA against MnDOT and local agencies alleging violations of ADA.

• Self-evaluation and Transition Plan for Public Rights of Way – 2010
Hennepin’s Steps to Compliance

• Self-evaluation
• Transition Plan
• Education
• Infrastructure
• Engagement
A Self-evaluation

Is a requirement of 28 CFR 35.105
Hennepin’s Self-evaluation

• Three Parts
  – Complete Streets Inventory
  – Detailed Evaluation of Infrastructure
  – Evaluation of Policies and Practices
Complete Streets Inventory

- A “high-level” inventory of “what currently exists on our county roads?”
  - number of vehicle lanes
  - sidewalks
  - bike lanes, trails, multi-use trails
  - on street parking
  - pedestrian ramps
  - signals
  - street lighting
  - transit stops
Complete Streets Inventory

• ADA and Complete Streets
  – Complement each other

• Valuable when Reporting to Policy Makers on need for and scope of County ADA responsibilities
Complete Streets Inventory

### Summary

- for county roads 1 – 34
  (~ ½ of system)
- 5152 ped ramps
- 23% with truncated domes

<table>
<thead>
<tr>
<th>Complete Streets Inventory - Pedestrian Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Road</td>
</tr>
<tr>
<td>-------------</td>
</tr>
<tr>
<td>CSBH-1 (Pioneer Trail / Old Shakopee Road)</td>
</tr>
<tr>
<td>CSBH-2 (Penn Avenue)</td>
</tr>
<tr>
<td>CSBH-3 (Excelsior Blvd / Lake Street)</td>
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<tr>
<td>CSBH-4 (Eden Prairie Road)</td>
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<tr>
<td>CSBH-5 (Mn850Bk Franklin Ave / 7th Ave)</td>
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<tr>
<td>CSBH-6 (8th Ave N)</td>
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<tr>
<td>CSBH-8 (W Broadway)</td>
</tr>
<tr>
<td>CSBH-9 (Rockford Rd / 43rd Ave / Lake Dr)</td>
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<tr>
<td>CSBH-10 (Bee Lake Rd)</td>
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<tr>
<td>CSBH-11</td>
</tr>
<tr>
<td>CSBH-12 (Noble Phx / W Raver Rd)</td>
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<tr>
<td>CSBH-13 (Brockton Lane)</td>
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<tr>
<td>CSBH-14 (Zane Ave / Douglas Dr)</td>
</tr>
<tr>
<td>CSBH-15 (Shoreline Dr / Gibson Lk Rd)</td>
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<tr>
<td>CSBH-16 (McGinty Rd)</td>
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<tr>
<td>CSBH-17 (France Ave)</td>
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<tr>
<td>CSBH-19</td>
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<tr>
<td>CSBH-20 (Blee Rd)</td>
</tr>
<tr>
<td>CSBH-21 (10th St)</td>
</tr>
<tr>
<td>CSBH-22 (Lyndale Ave)</td>
</tr>
<tr>
<td>CSBH-23 (Minnehaha St SE)</td>
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<tr>
<td>CSBH-24</td>
</tr>
<tr>
<td>CSBH-25 (Old Hwy 7)</td>
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<tr>
<td>Co Rd 28</td>
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<tr>
<td>CSBH-27 (Gilmour Blvd)</td>
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<tr>
<td>CSBH-28 (Bee Lake Rd S)</td>
</tr>
<tr>
<td>CSBH-29 (Baker Park Rd)</td>
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<td>CSBH-30</td>
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<td>CSBH-31</td>
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<td>CSBH-32</td>
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<tr>
<td>CSBH-33</td>
</tr>
<tr>
<td>CSBH-34</td>
</tr>
</tbody>
</table>

Totals: 248.1, 5152, 1199, 23%, 149

*Note: Locations without Ped Ramps do not include
  “rudimentary connections.” Crosswalk & Sidewalk
  Locations are not included elsewhere.
Complete Streets Inventory
Detailed Evaluation of Infrastructure

Curb Ramp Inventory Data Fields

Pedestrian Ramps, Pedestrian Landings, and Curb and Street are collected using one 500 point.

Pedestrian Ramp

<table>
<thead>
<tr>
<th>Reference Point</th>
<th>Height to the seat horizontal</th>
<th>Not a wheelchair ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td>School</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Building Two Office, Cox, Molten, etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inorganic Store, Bate, Web, etc., etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business Complex, Office, etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td></td>
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</tr>
</tbody>
</table>

Ramp Type
Stepless: A simple curb inset that is located at the top of the curb or at an intersection. It is aligned on a single path of travel down the ramp and leads diagonally into the corner of the intersection. The ramp is designed to the curb's path of travel and users will be traveling diagonal to the vehicular traffic when they enter the street at the bottom of the area.

Curb Ramp Inventory Data Fields

Pedestrian Ramps, Pedestrian Landings, and Curb and Street are collected using one 500 point.

<table>
<thead>
<tr>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td></td>
</tr>
<tr>
<td>Pedestrian Relaxation</td>
<td></td>
</tr>
<tr>
<td>Weather</td>
<td></td>
</tr>
<tr>
<td>Mailbox</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td></td>
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<tr>
<td>Dual Carriageway</td>
<td></td>
</tr>
</tbody>
</table>

Mn/DOT ADA Compliance Checklist for Curb Ramps

S.P.: ______________________  Construction Data: ______________________

Intersection: ______________________  Quadrant: ______________________

1. Ramp’s Running Slope: YES NO
2. Ramp meet with Spec 2.201.3: YES NO
3. Ramp’s Curb Slope: ______________________
4. Gutter Flow Line Slope: ______________________
5. Landing Slope: ______________________
6. Landing Dimensions are a minimum 4” X 4”: YES NO
7. Landings are located at the top of each ramp: YES NO
8. Truncated cones cover the entire curb opening and are properly centered: YES NO
9. Gutter flow and ramps are draining properly and not holding water (check after rain event): YES NO
10. Are there any vertical discontinuities greater than 1/2”?: YES NO

**IF ramps are compliant:** YES NO

If no, circle one of the following reasons why, explain why the ramp did not meet compliance, and how the ramp has been improved from the pre-construction condition (shown on pages if needed):

A) Surrounding Geography  B) Limited Scope of Project  C) Contractor Performance  D) Other

Signature: ______________________

Date: ______________________

*For non-compliant ramps, attach a strip map of the pre-construction facility and documentation of the pre-construction grade.*
Self Evaluation - APS

• Hennepin County’s Operating Principles
  – Each new signal is constructed as APS-Ready
  – Complete an assessment of each new signal for incorporation of Full APS
  – Provide reasonable accommodations upon request
Evaluation of Policies and Practices

• Review Policies & Practices
• Policy Examples
  – Complete Streets Policy
  – Cost Participation Policy
  – Recommended Urban Landscape/Streetscape Guidelines
Transition Plan

• Hennepin County Transportation is developing a Transition Plan According to 28 CFR 35.150(d)

Expected County Board Approval by June 2011
Transition Plan

• Propose Changes To Policies, if any
• Identify Physical Barriers to Accessibility
• Present a Plan to Remove Barriers
• Provide an Implementation Schedule for Plan
Education - Technical

• 28 CFR 35.151(a) - …shall be designed and constructed…
  – Pedestrian Facility Design
  – ADA Transition Plans
  – Accessible Pedestrian Signals
  – Temporary Pedestrian Access Routes
  – ADA-Compliant Pedestrian Curb Ramps
Education - Technical
Education – Diversity

• Diversity
  – Disabilities and different abilities

• Responding to the Public
  – Provide context
  – Listen
People understand that you cannot always give them what they want, but they always want you to listen.
Provide Infrastructure

- Capital Projects
  - Designed & built using current ADA standards, guidance, and best practices
Provide Infrastructure

• 2011 Pedestrian Curb Ramp Projects
  – Replace ~342 ped. ramps in North Minneapolis
  – $1,523,500 – consultant design + construction
Provide Infrastructure

• Annual Funding for ADA Infrastructure (2012-2016)
  – $200,000 – Sidewalks
  – $600,000 – Ped. Ramps
Provide Infrastructure

• 2012 Pedestrian Curb Ramp Project
  – Replace ped. ramps in North Minneapolis

~158 Ramps  ~100 Corners
Engagement – Open Houses

• 4 Open Houses in Early 2011
  – invite individuals with disabilities
  – Engage public on ADA issues
  – Encouraged public to participate by commenting on plan
  – ~50 attendees from public, disability groups, other agencies, etc
Engagement – Grievance Procedure

• Grievance Procedure
   – 28 CFR 35.107(b)
   – Formal process for public to seek prompt and equitable resolution of accessibility complaint, concern, comment, or other grievance
Engagement – Grievance Procedure

• Open Door Policy
  – public can contact staff at anytime to informally discuss ADA or accessibility issues
  – Formal grievance not needed to seek action or resolution of an issue
  – Public may still file a grievance at anytime
Engagement

- Human Resources
- Policy Makers
- Assistant County Attorney
- County Administration
- Hennepin County Board
Why Provide Accessibility?

• If you manage the public rights of way:
  – It’s the law under ADA
  – Benefits for the public
  – Benefits for individuals with disabilities (different abilities)
  – It’s the right thing to do
Resource Documents

• 28 CFR 35
• The ADA Title II Technical Assistance Manual
• *Public Rights of Way Accessibility Guidelines (PROWAG)*
• Minnesota Department of Transportation’s ADA Transition Plan
• Clarification on FHWA’s Oversight Role in Accessibility
• Questions and Answers About ADA/Section 504
• A Guide to Disability Rights Laws
Questions

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