

Mankato/North Mankato Area Planning  
Organization (MAPO)

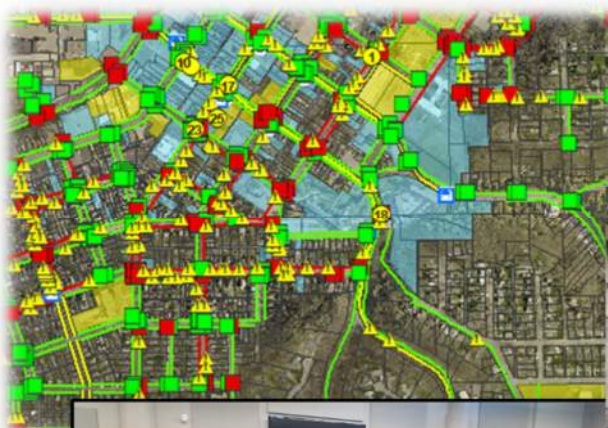
# ADA - Transition Plan & Inventory for Public Rights-of-Way



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**PART 2 – City of Eagle Lake ADA Transition Plan and Inventory**

**PART 3 – City of Mankato ADA Transition Plan and Inventory**

**PART 4 – City of North Mankato ADA Transition Plan and Inventory**

**PART 5 – City of Skyline ADA Transition Plan and Inventory**

**PART 6 – Blue Earth County ADA Transition Plan and Inventory**

**PART 7 – Nicollet County ADA Transition Plan and Inventory**



## **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

Each MAPO partner agency's infrastructure, practices, and policies were inventoried and documented separately, given varying contexts and ownership. ADA Transition Plans were developed to meet the specific needs of each 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. The MAPO boundary contains only a portion of Blue Earth County including the cities of Mankato, Eagle Lake, and Skyline and surrounding townships. Blue Earth County opted to expand the Self-Evaluation and ADA Transition Plan processes to the rest of the County jurisdiction to take advantage of the process and build on the work already happening. 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. The MAPO boundary contains only a portion of Nicollet County including the City of North Mankato, and surrounding townships. Nicollet County opted to expand the Self-Evaluation and ADA Transition Plan processes to the rest of the County jurisdiction to take advantage of the process and build on the work already happening. 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 eight 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 and public and stakeholder meeting summaries.

- Appendix 1-A.1 – Public Outreach (Stakeholders) Contact List
- Appendix 1-A.2 – Stakeholder Meeting Summaries
- Appendix 1-A.3 – Public Information Meetings Summaries

### 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:

- Running slope is less than or equal to 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/or 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 and general pavement condition.
- **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. Signals without APS were determined to be non-compliant.
- **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

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, mid-term, and long-term projects. The smaller community of Eagle Lake has created an annual implementation plan in which they will achieve compliance within an 15-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 <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](http://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 - ten 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 public outreach.

## Appendix 1-A: Public Participation

## Appendix 1-A.1: Public Outreach (Stakeholders) Contact List

## 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

## Appendix 1-A.2: Stakeholder Meeting Summaries





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

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## **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 <sup>th</sup> @ 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

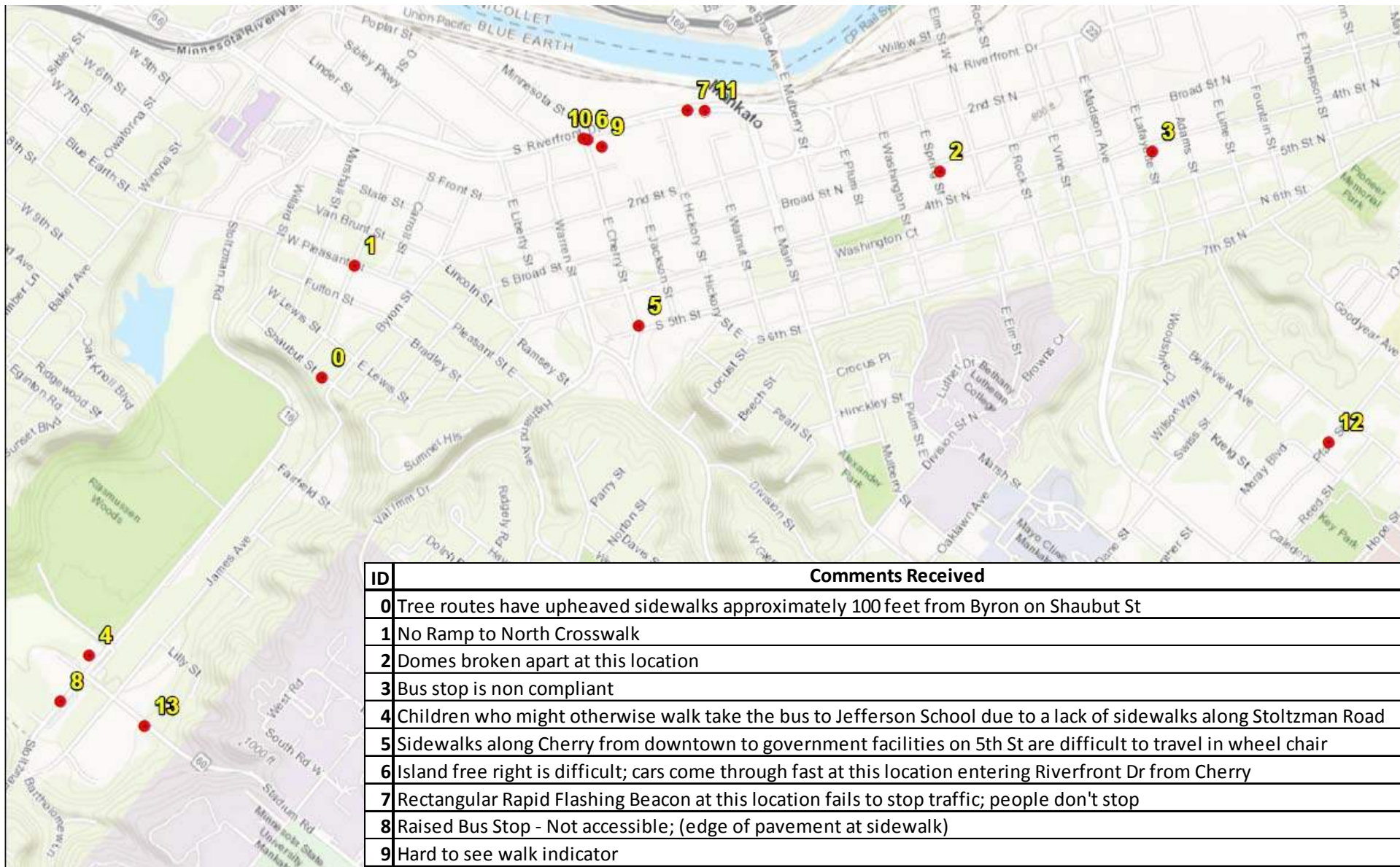
### **Comments Received:**

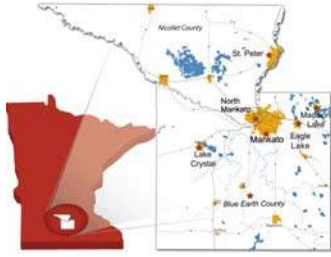
Public input was collected throughout the duration of the meeting through discussions with staff. The following summarizes public comments collected:

***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 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 9<sup>th</sup> 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.

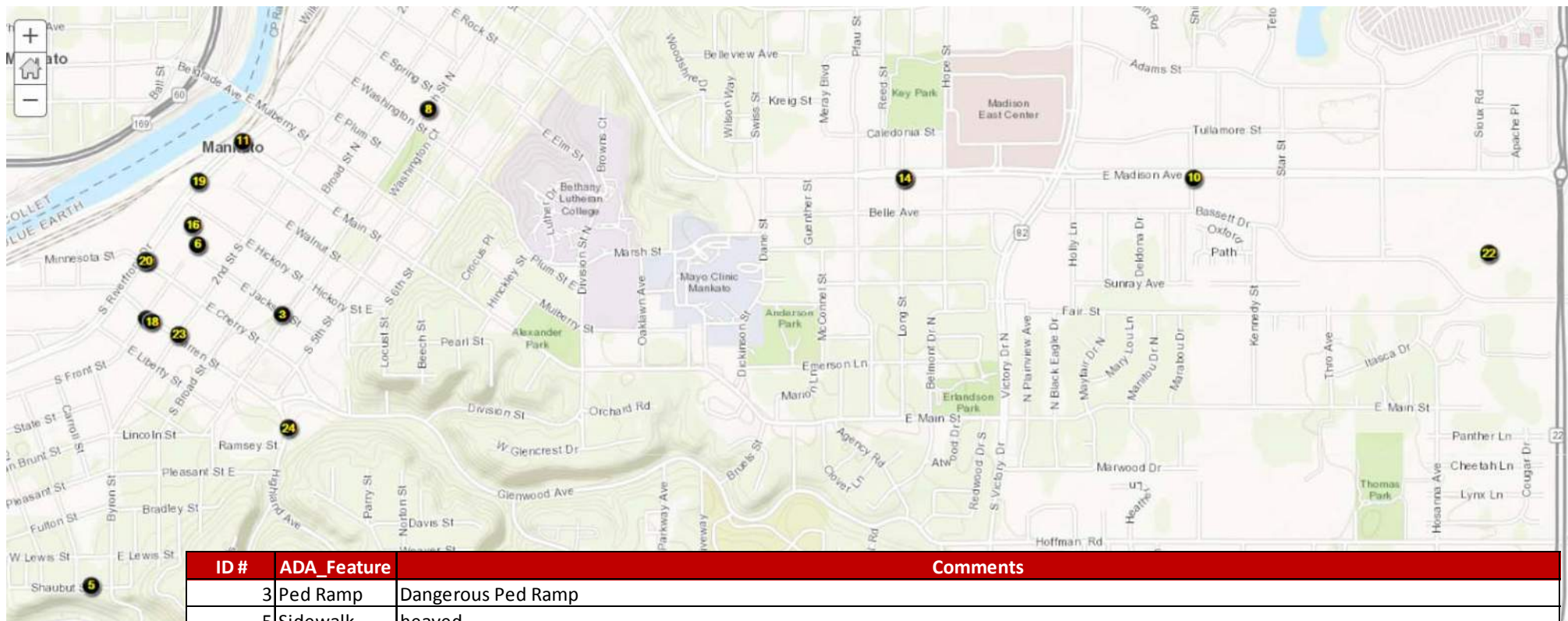
##### *Pedestrian Ramps*

- 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*

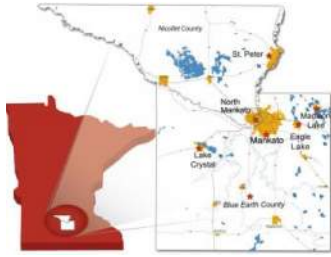
- Some would like to see more bus shelters





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

## Appendix 1-A.3: Public Information Meeting Summaries



## 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*

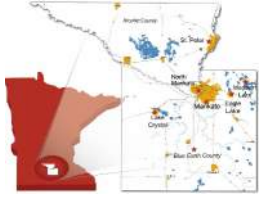
- One participant suggested that crosswalks have no detectable warnings on the sides of the walk; her visually impaired children tend to veer off the path and into traffic because they don't know the constraints of the crossing.
- Second Street and Broad Street; Crosswalks difficult to navigate; Traffic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



# MAPO ADA Transition Plan and Inventory

## Open House #2

March 6, 2018 3:00 to 6:00 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 the second 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 input on deficiencies identified in the field inventory.
- Provide input on the draft ADA Transition Plans for each MAPO partner agency.
- Learn about next steps including plan approval by MAPO and adoption by partner agencies.

### **Attendance:**

Approximately 21 interested citizens and agency staff attended the open house.

### **Materials Presented:**

The following materials were available for public review and comment:

- Draft ADA Transition Plans for each MAPO Partner Agency
- Table map layouts of each MAPO partner agency's facilities with compliance rating.
- Project information handout
- Presentation
- Information boards including:
  - Purpose and Need
  - Pedestrian Ramp Elements
  - Code of Federal Regulations Law
  - Compliant vs. Non-Compliant Infrastructure
- Comment Forms
- Sign-In Sheets

### **Comments Received:**

Comments were received from participants 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:

1. Infrastructure Specific Comments:

a. Pedestrian Ramps

- i. One participant mentioned that the intersection of Riverfront Drive and 3<sup>rd</sup> Avenue had one corner reconstructed while across the street remains non-compliant. They thought all corners of an intersection should be reconstructed when any of an intersections corners are reconstructed. MAPO Staff recommended this become a policy recommendation for partner agencies. Project staff has included in draft ADA Transition Plans

b. Crosswalks

- i. One suggested the crossing at the post office on 2<sup>nd</sup> Street and Jackson Street has been slippery this winter. The faux brick pattern should be textured.
- ii. One mentioned the crossing at Liberty Street and 2<sup>nd</sup> Street is challenging for those with mobility issues.

c. Sidewalk

- i. One mentioned the sidewalk in front of Joseph's Liquor is badly heaved. Staff has confirmed a panel is heaved at this location and has added as a barrier to accessibility. 4<sup>th</sup> Street is a short-term priority for the City of Mankato.

d. Traffic Lights

- i. Safety Island @ Cherry Street and Riverfront Drive is challenging for those with mobility issues.
- ii. Some requested replacing the pedestrian flasher at the Riverfront Drive crossing to the Verizon Center with a flashing red light. Many have suggested this is a dangerous crossing scenario and drivers consistently don't stop in all four lanes for pedestrians crossing. Flashing beacon is not effective.

e. All Pedestrian Facilities

- i. A resident confined to a wheel chair requested that Lookout Drive near Cliff Court and Marie Lane become a higher priority for North Mankato. She has difficulty walking her dog on deficient infrastructure surrounding that area. Project staff said they would work with North Mankato to identify that infrastructure for short-term implementation.

f. Policy

- i. One participant requested that MAPO partner agencies work with owners of properties containing apartment buildings or other high pedestrian traffic locations to ensure they are improving access to their buildings where necessary when adjacent facilities in the public right-of-way are being improved. Project staff has included this in policy recommendations for MAPO partner agency plans.

2. Other General Comments:

- a. A participant suggested installing automatic door openers in the Mankato

Intergovernmental Center for wheelchair accessibility near the City Council Chambers.

- b. A participant mentioned that the men's bathroom in the Verizon Center addition isn't accessible for larger power wheel chairs.
- c. One participant suggested that project implementation be coordinated with Safe Routes to School Plans. Staff will consider this during final implementation plan development.
- d. SMILES CIL representatives mentioned the Durham Apartments and the Gus Johnson Plaza need to be high priority as residents have mobility challenges.

## 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



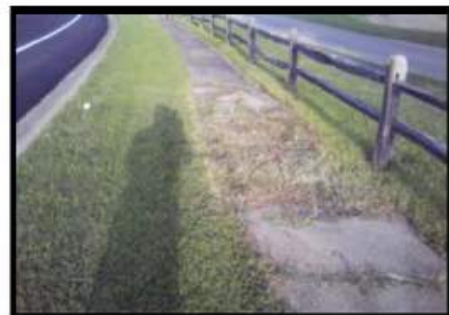
Cross Slope



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



## **MAPO ADA TRANSITION PLAN AND INVENTORY**

### **PART 2 – CITY OF EAGLE LAKE ADA TRANSITION PLAN AND INVENTORY**

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## Appendix

Appendix 2-A: Self-Evaluation – Program Review

Appendix 2-B: Self-Evaluation – Policy and Practice Review

Appendix 2-C: ADA Transition Plan Projects referenced from the City of Eagle Lake Capital  
Improvements Plan

Appendix 2-D: Public Outreach Results

Appendix 2-E: Greivance Procedure

Appendix 2-F: Contact Information

Appendix 2-G: ADA Design Standards and Procedures

## I. INTRODUCTION

### A. City of Eagle Lake

The City of Eagle Lake is a partner agency of the Mankato/North Mankato Area Planning Organization (MAPO) and has completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This *“Part 2 – City of Eagle Lake ADA Transition Plan and Inventory”* has been developed solely for the City of Eagle Lake and includes information, data, and recommendations relevant to the city’s interests and those of the MAPO. The City of Eagle Lake adopts *“Part 1 – MAPO Partner Agency Requirements and Project Purpose”* of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices concurrent with the adoption of *“Part 2 – City of Eagle Lake ADA Transition Plan and Inventory.”*

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 Eagle Lake:

- City Council Meetings: Early in the process, project staff were asked to discuss project initiatives with the City of Eagle Lake City Council. Staff met with Council on October 2, 2017.
- News Release: A newspaper release was posted prior to infrastructure data collection efforts in the City of Eagle Lake to make the community aware of the process.
- 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 2-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.
- Stakeholder Meetings: Project Staff met with a group of seniors in at the Epiphany Lutheran Church in Eagle Lake on April 11, 2018 to solicit feedback on problem areas in the community. See **Appendix 2-D.1** for a meeting summary.
- City Website: This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. A summary of comments received and

detailed information regarding the public outreach activities are located in **Appendix 2-D**.

### III. SELF-EVALUATION RESULTS

#### A. Review of Programs

The review of programs for the City of Eagle Lake's Self-Evaluation began in September 2017 and was completed in October 2017. During that time project staff inventoried 8.2 miles of sidewalk/trail, 109 locations where pedestrian ramps exist or should exist, and 8 crosswalks for barriers to accessibility. **Table 2-1** summarizes the results of the Self-Evaluation infrastructure data collection completed within the City of Eagle Lake public rights-of-way.

A full report of the results of the Self-Evaluation assessing infrastructure compliance can be seen in **Appendix 2-A**.

Table 2-1. City of Eagle Lake Self-Evaluation Infrastructure Data Collection Results		
Infrastructure Type	% Compliant	Summary
Pedestrian Ramps	31%	<ul style="list-style-type: none"><li>• 109 total pedestrian ramps</li><li>• 34 (31%) are compliant</li><li>• 75 (69%) are non-compliant</li></ul>
Sidewalks	79%	<ul style="list-style-type: none"><li>• 8.2 miles of sidewalk and trail in Eagle Lake</li><li>• 2 accessibility barriers were identified</li><li>• 6.5 miles of sidewalk/trail (79%) are compliant</li><li>• 1.7 miles of sidewalk/trail (21%) are non-compliant</li></ul>
Crosswalks	100%	<ul style="list-style-type: none"><li>• 8 crossings have marked crosswalks</li><li>• 100% of crossings evaluated are compliant</li></ul>

#### B. Review of Policies and Practices

##### 1. Previous Practices

Since the adoption of the ADA, the City of Eagle Lake 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 Eagle Lake'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 2-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 Eagle Lake's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 2-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the city. A breakdown of relevant policies can be seen in **Appendix 2-B** which includes the following:

- City of Eagle Lake 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 2-B**.

## IV. IMPLEMENTATION PLAN

### A. Priority Areas

The City of Eagle Lake 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 Self-Evaluation will be programmed into Eagle Lake'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 Eagle Lake. 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

The City of Eagle Lake 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 pursued by the City of Eagle Lake staff as they appear in the implementation plan in **Appendix 2-A**.

Each year the City of Eagle Lake will plan to allocate approximately \$35,000 to improving pedestrian infrastructure deficiencies identified in this plan. The city has set the following schedule goals for improving the accessibility of its pedestrian facilities within the city's jurisdiction:

- After 15 years, 100% of accessibility features identified in this plan would be ADA compliant.

Improvements will be coordinated with the city's annual budget and its long-term maintenance effort.

## V. ADA COORDINATOR

In accordance with 28 C.F.R Sec. 35.107(a), the City of Eagle Lake has identified an ADA Title II Coordinator to oversee the city's policies and procedures. Contact information for this individual is located in **Appendix 2-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 Eagle Lake 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 Eagle Lake's grievance procedure is outlined in **Appendix 2-E**.

## **VII. MONITOR THE PROGRESS**

This document will be updated as needed to reflect the City of Eagle Lake'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 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 2-A: Self-Evaluation – Program Review



## I. Appendix 2-A: City of Eagle Lake, MN Self-Evaluation – Program Review

### A. Review of Programs

During October 2017, the City of Eagle Lake inventoried pedestrian ramps and sidewalks within the public rights-of-way.

#### 1. Pedestrian Ramps

The City of Eagle Lake has 109 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. 34 (31%) of the 109 locations were reported to be compliant and 75 (69%) were reported to be non-compliant. Planning level remediation costs for pedestrian ramps are aggregated to street intersections and are identified in **Table 2-A.3**.

#### 2. Sidewalks/Trails

The sidewalks and trails within the City of Eagle Lake 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 8.2 miles of sidewalk evaluated, 1.7 (30%) miles exhibited instances of non-compliance along their length which require further evaluation and remedial action. Seventeen accessibility barriers, or obstructions, were also present along these sidewalks. Planning level remediation costs for sidewalks and barriers are included in **Table 2-A.4**.

#### 3. Crosswalks

Eight crosswalks were evaluated in the City of Eagle Lake. All were marked appropriately and were in acceptable condition.

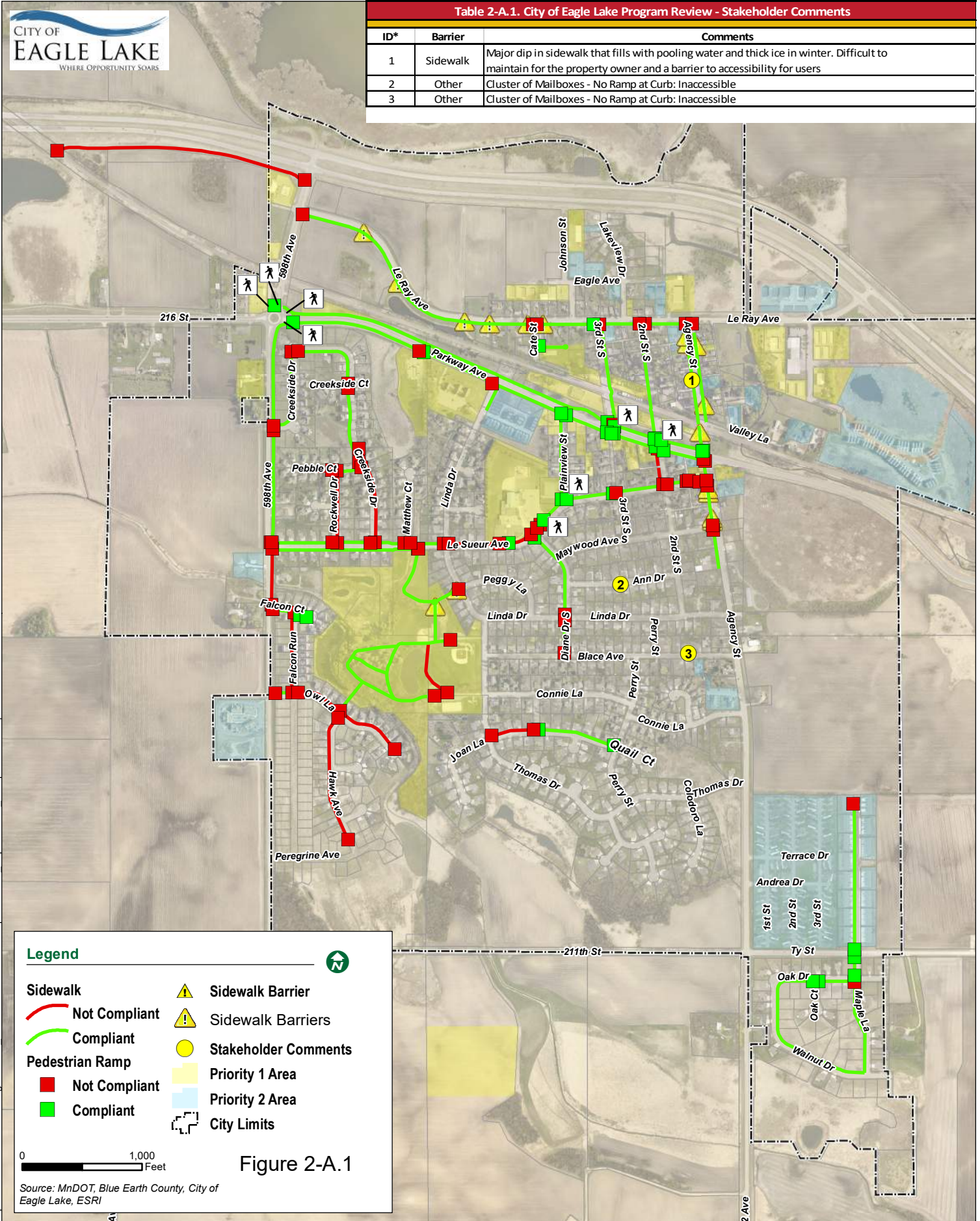
#### 4. Public Comment

Project staff met with stakeholders at the Epiphany Church in Eagle Lake on April 11, 2018 to discuss ADA accessibility barriers in the city (see **Appendix 2-D.1** for a summary of that meeting). Three barriers to accessibility were identified by that group in Eagle Lake which can be seen in **Figure 2-A.1**. **Table 2-A.1** provides a description of the barriers. It's important to note that two of the barriers refer to inaccessible cluster mailboxes provided by the United States Postal Service (USPS). The City of Eagle Lake will contact the USPS to discuss remediation efforts for these barriers.

Table 2-A.1. City of Eagle Lake Program Review - Stakeholder Comments		
ID*	Barrier	Comments
1	Sidewalk	Major dip in sidewalk that fills with pooling water and thick ice in winter. Difficult to maintain for the property owner and a barrier to accessibility for users
2	Other	Cluster of Mailboxes - No Ramp at Curb: Inaccessible
3	Other	Cluster of Mailboxes - No Ramp at Curb: Inaccessible

\*ID's are referenced from Figure 2-A.1

Compliant and non-compliant pedestrian ramps, sidewalk, and trail infrastructure are illustrated in **Figure 2-A.1** and remediation costs and implementation timeframes are identified in **Table 2-A.2**. Remediation is dependent upon 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 Eagle Lake ADA Coordinator (**Appendix 2-F**).



**Table 2-A.2. City of Eagle Lake Program Review - Implementation Plan**

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stop Remediation Cost	Crosswalk Remediation Cost	Barrier Remediation Cost	Total Remediation Cost	Priority
Linda Dr	Schools	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1
Parkway Ave	Schools	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1
<b>FY 2019 Implementation Totals</b>		<b>\$0</b>	<b>\$28,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,000</b>	<b>-</b>
S 2nd St	Schools	\$8,092	\$8,000	\$0	\$0	\$0	\$16,092	1
Diane Dr	Schools	\$0	\$20,000	\$0	\$0	\$0	\$20,000	1
<b>FY 2020 Implementation Totals</b>		<b>\$8,092</b>	<b>\$28,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,092</b>	<b>-</b>
Park	Parks, Schools	\$12,330	\$12,000	\$0	\$0	\$250	\$24,580	1
<b>FY 2021 Implementation Totals</b>		<b>\$12,330</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$24,580</b>	<b>-</b>
Pebble Ct	Schools	\$5,276	\$16,000	\$0	\$0	\$0	\$21,276	1
<b>FY 2022 Implementation Totals</b>		<b>\$5,276</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,276</b>	<b>-</b>
Agency St	Schools	\$0	\$32,000	\$0	\$0	\$2,875	\$34,875	1
<b>FY 2023 Implementation Totals</b>		<b>\$0</b>	<b>\$32,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,875</b>	<b>\$34,875</b>	<b>-</b>
Le Ray Ave	Schools	\$0	\$24,000	\$0	\$0	\$1,750	\$25,750	1
<b>FY 2024 Implementation Totals</b>		<b>\$0</b>	<b>\$24,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750</b>	<b>\$25,750</b>	<b>-</b>
Rockwell Dr	Schools	\$15,117	\$8,000	\$0	\$0	\$0	\$23,117	1
<b>FY 2025 Implementation Totals</b>		<b>\$15,117</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,117</b>	<b>-</b>
Lesueur Ave	Government, Scho	\$17,763	\$52,000	\$0	\$0	\$0	\$69,763	1
<b>FY 2026 Implementation Totals</b>		<b>\$17,763</b>	<b>\$52,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,763</b>	<b>-</b>
Creekside Dr	Schools	\$20,495	\$36,000	\$0	\$0	\$0	\$56,495	1
<b>FY 2027 Implementation Totals</b>		<b>\$20,495</b>	<b>\$36,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$56,495</b>	<b>-</b>
598th St	Other	\$11,441	\$4,000	\$0	\$0	\$0	\$15,441	3
Falcon Ct	Other	\$1,630	\$12,000	\$0	\$0	\$0	\$13,630	3
<b>FY 2028 Implementation Totals</b>		<b>\$13,071</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,071</b>	<b>-</b>
Maple Ln	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3
Joan Ln	Other	\$9,250	\$8,000	\$0	\$0	\$0	\$17,250	3
<b>FY 2029 Implementation Totals</b>		<b>\$9,250</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,250</b>	<b>-</b>
Falcon Run		\$16,800	\$8,000	\$0	\$0	\$0	\$24,800	3
<b>FY 2030 Implementation Totals</b>		<b>\$16,800</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,800</b>	<b>-</b>

**Table 2-A.2. City of Eagle Lake Program Review - Implementation Plan**

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stop Remediation Cost	Crosswalk Remediation Cost	Barrier Remediation Cost	Total Remediation Cost	Priority
Hawk Ave		\$26,938	\$12,000	\$0	\$0	\$0	\$38,938	3
<b>FY 2031 Implementation Totals</b>		<b>\$26,938</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,938</b>	-
Owl Ln		\$24,433	\$8,000	\$0	\$0	\$0	\$32,433	3
<b>FY 2032 Implementation Totals</b>		<b>\$24,433</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,433</b>	-
Hwy 14 Trail		\$52,747	\$4,000	\$0	\$0	\$0	\$56,747	3
<b>FY 2033 Implementation Totals</b>		<b>\$52,747</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$56,747</b>	-
<b>FY 2019 - 2033 Total Expenditures</b>		<b>\$222,312</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,875</b>	<b>\$527,187</b>	-



**Table 2-A.3. City of Eagle Lake Program Review - Pedestrian Ramp Report (Per Intersection)**

Intersection	Land Use	Total # of Ramps	# of Non-Compliant Ramps	Recommended Action	Cost for Remediation	Tied to CIP Project (Y/N)	CIP Project #	Priority Level
Creekside Ct & Creekside Dr	Schools	2	2	Reconstruct	\$8,000	No	-	1
Diane Dr & Linda Dr	Schools	2	2	Reconstruct	\$8,000	No	-	1
Lesueur Ave & S 2nd St	Schools	2	2	Reconstruct	\$8,000	No	-	1
Midblock - Creekside Dr	Schools	3	3	Reconstruct	\$12,000	No	-	1
Agency St & Maywood Ave S	Schools	2	2	Reconstruct	\$8,000	No	-	1
Lindar Dr & Parkway Ave	Schools	1	1	Reconstruct	\$4,000	No	-	1
Midblock - Lesueur Ave	Government Facilities, Parks, Schools	9	7	Maintain, Reconstruct	\$28,000	No	-	1
Cate St & Le Ray Ave	Schools	2	2	Reconstruct	\$8,000	No	-	1
Lesueur Ave & S 3rd St	Schools	2	1	Maintain, Reconstruct	\$4,000	No	-	1
Lesueur Ave & Rockwell Dr	Schools	2	2	Reconstruct	\$8,000	No	-	1
Agency St & Le Sueur Ave	Schools	2	2	Reconstruct	\$8,000	No	-	1
Midblock - Parkway Ave	Schools	2	1	Maintain, Reconstruct	\$4,000	No	-	1
Agency St & Parkway Ave	Schools	4	2	Maintain, Reconstruct	\$8,000	No	-	1
3rd St S & Parkway Ave	Schools	6	1	Maintain, Reconstruct	\$4,000	No	-	1
Pebble Ct & Rockwell Dr	Schools	2	2	Reconstruct	\$8,000	No	-	1
Blace Ave & Diane Dr	Schools	1	1	Reconstruct	\$4,000	No	-	1
Creekside Dr & Lesueur Ave	Schools	2	2	Reconstruct	\$8,000	No	-	1
Linda Dr & Peggy Ln	Parks, Schools	1	1	Reconstruct	\$4,000	No	-	1
2nd St S & Parkway Ave	Schools	6	1	Maintain, Reconstruct	\$4,000	No	-	1
3rd St S & Le Ray Ave	Schools	2	1	None, Reconstruct	\$4,000	No	-	1
Midblock - Park	Parks, Schools	3	3	Reconstruct	\$12,000	No	-	1
Diane Dr & Lesueur Ave	Schools	3	2	Maintain, Reconstruct	\$8,000	No	-	1
Lesueur Ave & Linda Dr	Schools	2	2	Reconstruct	\$8,000	No	-	1
Lesueur Ave & Matthew Ct	Schools	2	2	Reconstruct	\$8,000	No	-	1
Creekside Dr & Pebble Ct	Schools	2	2	Reconstruct	\$8,000	No	-	1
Agency St & Le Ray Ave		2	2	Reconstruct	\$8,000	No	-	3
598th Ave & Le Ray Ave		1	1	Reconstruct	\$4,000	No	-	3
Joan Ln & Thomas Dr & Timberidge Trl		1	1	Reconstruct	\$4,000	No	-	3
Maple Ln & Oak Dr		2	1	Maintain, Reconstruct	\$4,000	No	-	3
598th Ave & Creekside Dr		2	2	Reconstruct	\$8,000	No	-	3
598th Ave & Falcon Ct		2	2	Reconstruct	\$8,000	No	-	3
Midblock - Owl Ln		1	1	Reconstruct	\$4,000	No	-	3
James Dr & Joan Ln		2	1	Maintain, Reconstruct	\$4,000	No	-	3
Hawk Ave & Owl Ln		2	2	Reconstruct	\$8,000	No	-	3
598th Ave & Lesueur Ave		3	3	Reconstruct	\$12,000	No	-	3

**Table 2-A.3. City of Eagle Lake Program Review - Pedestrian Ramp Report (Per Intersection)**

Intersection	Land Use	Total # of Ramps	# of Non-Compliant Ramps	Recommended Action	Cost for Remediation	Tied to CIP Project (Y/N)	CIP Project #	Priority Level
2nd St S & Le Ray Ave		2	2	Reconstruct	\$8,000	No	-	3
Midblock - Maple La		1	1	Reconstruct	\$4,000	No	-	3
Midblock - 598th Ave		1	1	Reconstruct	\$4,000	No	-	3
Midblock - Hawk Ave		1	1	Reconstruct	\$4,000	No	-	3
Falcon Run & Owl Ln		2	2	Reconstruct	\$8,000	No	-	3
Midblock - Hwy 14 Trail		1	1	Reconstruct	\$4,000	No	-	3
598th Ave & Owl Ln		1	1	Reconstruct	\$4,000	No	-	3
Falcon Ct & Falcon Run		2	1	Maintain, Reconstruct	\$4,000	No	-	3

**Table 2-A.4. City of Eagle Lake Program Review - Sidewalk and Trail Report**

Street	Land Use	# of Segments	Total Length (ft)	Sidewalk/Trail Remediation Cost	Barriers Present	Barrier Length	Barrier Remediation Cost	Total Cost for Remediation	Priority Level	CIP Project #
Pebble Ct	Schools	2	419	\$5,276	No	0	\$0.00	\$5,276	1	-
S 2nd St	Schools	2	324	\$8,092	No	0	\$0.00	\$8,092	1	-
Eagle Lake Park	Parks, Schools	9	4827	\$12,330	Yes	10	\$250.00	\$12,580	1	-
Rockwell Dr	Schools	1	605	\$15,117	No	0	\$0.00	\$15,117	1	-
Le Sueur Ave	Schools	15	4607	\$17,763	Yes	0	\$0.00	\$17,763	1	-
Creekside Dr	Schools	4	2824	\$20,495	No	0	\$0.00	\$20,495	1	-
598th St	Other	3	2190	\$11,441	No	0	\$0.00	\$11,441	3	-
Falcon Ct	Other	2	253	\$1,630	No	0	\$0.00	\$1,630	3	-
Joan Ln	Other	2	1007	\$9,250	No	0	\$0.00	\$9,250	3	-
Hawk Ave	Other	1	1078	\$26,938	Yes	0	\$0.00	\$26,938	3	-
Falcon Run	Other	1	672	\$16,800	No	0	\$0.00	\$16,800	3	-
Owl Ln	Other	2	1127	\$24,433	No	0	\$0.00	\$24,433	3	-
Hwy 14 Trail	Other	1	2110	\$52,747	No	0	\$0.00	\$52,747	3	-



## Appendix 2-B: Self-Evaluation – Policy and Practice Review

## I. Appendix 2-B: City of Eagle Lake, 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. Policies and practices that relate to accessibility and ADA conformance include:

#### 1. *The City of Eagle Lake City Code:*

The City of Eagle Lake City Code provides several provisions dealing with sidewalk infrastructure. The following is a list of regulations providing barriers to ADA compliance:

##### a) Chapter 4: Regulations of streets, highways, and other rights-of-ways.

This section states the following:

*"It is unlawful for any person, as driver or operator of a vehicle, or as the registered owner of a vehicle to park, stop or leave standing, whether knowingly or unknowingly, any such vehicle in a given place upon any public street for a period in excess of seventy two (72) continuous hours. (04-07-2014)"*

*A. Upon a public sidewalk;*

*E. Upon any public street on any crosswalk;*

#### Policy Understanding and Recommended Revision:

Based on this regulation, it is lawful to park, stop, or leave standing a vehicle on a public sidewalk or crosswalk for 72 hours or less which provides a temporary barrier to all users of those pedestrian facilities.

The following revisions to this Plan are recommended as part of this review:

1. Amend policy language to prevent parking, stopping, or leaving a vehicle on sidewalks or crosswalks for any length of time unless for temporary unloading or emergency purposes.

## Appendix 2-C: ADA Transition Plan Projects referenced from the City of Eagle Lake Capital Improvements Plan

## **I. Appendix 2-C: City of Eagle Lake Capital Improvements Plan (CIP) Projects That Include (Consider) Accessible Pedestrian Infrastructure**

The City of Eagle Lake's currently has no Capital Improvements Plan (CIP). The City will continue to implement infrastructure and maintenance improvements as part of street projects and its 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 2-D: Public Outreach Results

## I. Appendix 2-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 of the City of Eagle Lake.

Public outreach for the creation of this document consisted of the following activities:

- **Stakeholder Outreach:**

Project staff met with a group of seniors at the Epiphany Lutheran Church in Eagle Lake on April 11, 2018 to discuss barriers to accessibility in the community. These barriers are illustrated on **Figure 2-A.1** in **Appendix 2-A**. The group identified three barriers in the community that they found to pose barriers to accessibility. A meeting summary can be seen in **Appendix 2-D.1**

- **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 #1.*

All stakeholders within MAPO jurisdictions were invited to attend a public information meeting on January 31, 2018 at the Mankato Intergovernmental Center to receive information on the project and provide their feedback on the process and help project staff identify locations that pose barriers to accessibility. There were no specific comments received for Eagle Lake at that meeting. A meeting summary is available in **Appendix 1-A**.

*Open House #2.*

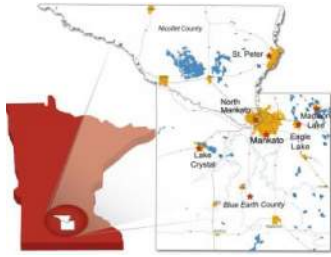
All stakeholders within MAPO jurisdictions were invited to attend a public information meeting on March 6, 2018 at the North Mankato Police Annex to receive information on the project and provide their feedback on draft ADA Transition Plans. There were no specific comments received for Eagle Lake at that meeting. A meeting summary is available in **Appendix 1-A**.

- **Project Website:**

This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019.

A grievance procedure was also available on the site in which the general public could file an electronic grievance, placing comments directly on an interactive map for the city to include in the results of the Self-Evaluation. There were no comments received through this application.

## Appendix 2-D.1: Eagle Lake Seniors Group Meeting Summary



## MAPO ADA Transition Plan and Inventory Eagle Lake Seniors Group Stakeholder Meetings April 11, 2018 @ 10:00 am



### Meeting Summary

#### **Purpose:**

Project staff met with a group of seniors on April 11, 2018 at the Epiphany Lutheran Church in Eagle Lake, MN. Project staff had an opportunity to solicit feedback on locations in the community that pose barriers to pedestrian infrastructure accessibility.

#### **Attendees:**

There were roughly 15 participants at the meeting. Attendance was not taken.

#### **Materials Presented:**

Project staff discussed the purpose and scope of the project and asked the group for feedback on locations in pedestrian infrastructure that pose barriers to accessibility in their everyday activities.

#### **Comments Received:**

Location specific comments were entered into a mapping application for ease of integration into the Self-Evaluation process. These comments can be seen in the map attached to this document along with a description of deficiencies. Other comments are documented below:

#### *Sidewalks*

- Snow Removal Policy
  - Questions arose about the Snow Removal Policy in the City. Participants commented on property owners' lack of snow and ice removal on the sidewalks. They mentioned the need for more enforcement on this.
  - Some mentioned that sidewalks were placed in front of their house and they were opposed to it. Now they are responsible for maintaining sidewalks they don't even want.
  - Some worried about winter months, when they travel south. No one is there to maintain snow removal and they don't have finances to pay someone to maintain. They don't believe this should be their responsibility especially when they don't want the sidewalk in their yard.

#### *Crosswalks*

- The group expressed a desire to see more marked crossings along Parkway Avenue near Uncle Albert's Café and the Eagles Nest.



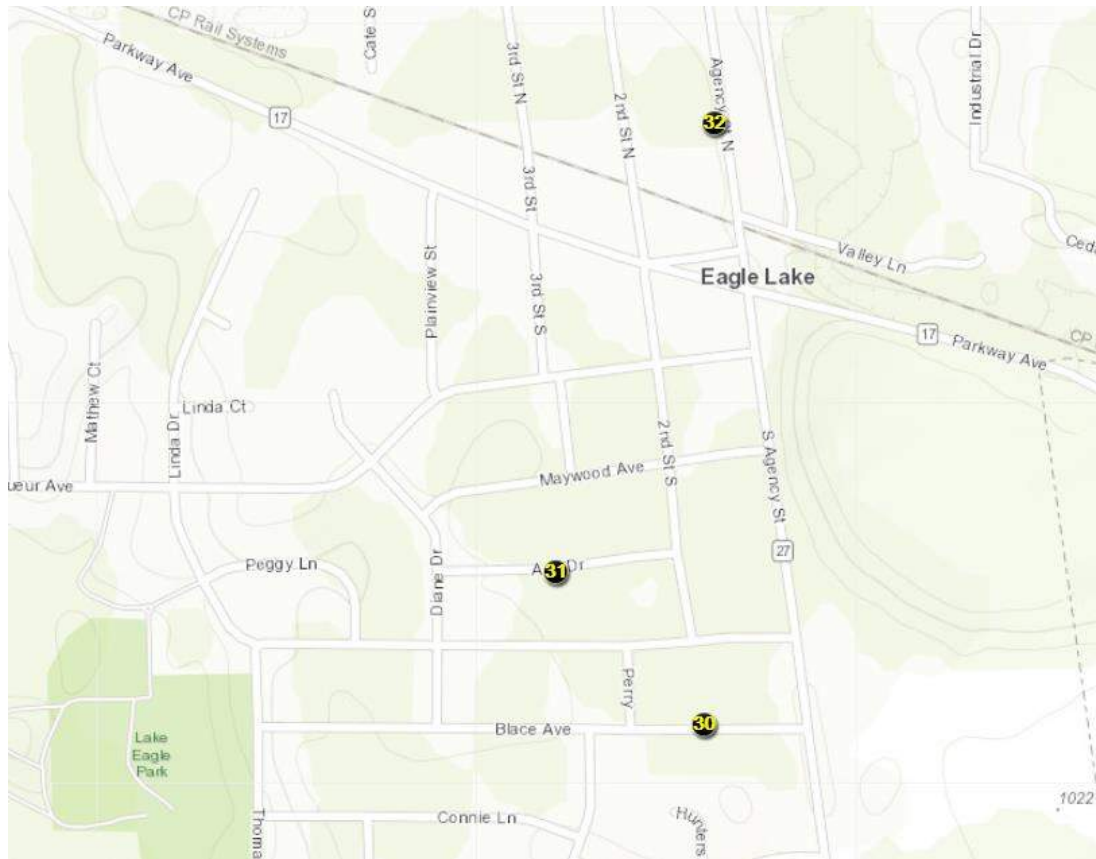
*Transit*

- Participants expressed a desire to have transit routes through Eagle Lake and asked if there were plans for that in the future. Project staff mentioned that they would follow up with transit officials in the area for a determination of the future of transit in Eagle Lake. Staff suggested that language committing to ADA compliance in transit facility construction would be incorporated into the transition plan if so.

*St. Clair Comments (Blue Earth County Roads)*

- Main Street (County Road) pedestrian infrastructure is in disrepair. Participants would like to see it improved.

## Eagle Lake Senior Group Comments



30	Cluster of Mailboxes - No Ram at Curb: Inaccessible
31	Cluster of Mailboxes - No Ram at Curb: Inaccessible
32	Major dip in sidewalk that fills with pooling water and thick ice in winter. Difficult to maintain for the property owner and a barrier to accessibility for users

## Appendix 2-E: Greivance Procedure

## I. Appendix 2-E: City of Eagle Lake 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 2-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 Eagle Lake may do so by one of the following methods:

### A. Telephone

Contact the City of Eagle Lake's ADA Coordinator listed in the **Contact Information** section of **Appendix 2-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 Eagle Lake's ADA Coordinator (contact information in **Appendix 2-F**). Complete the form and submit it to the City of Eagle Lake 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 Eagle Lake'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 Eagle Lake staff will contact the citizen to discuss the investigation and proposed resolution.

The City of Eagle Lake 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 Eagle Lake.

Accordingly, the resolution by The City of Eagle Lake 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 Eagle Lake shall maintain ADA grievance files on behalf of the City for a period of seven years.

## City Eagle Lake, MN ADA Grievance Form

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

City of Eagle Lake ADA Coordinator  
City of Eagle Lake, MN  
705 Parkway Avenue,  
Eagle Lake, MN 56024

Or it can be e-mailed to: [jbromeland@eaglelakemn.com](mailto:jbromeland@eaglelakemn.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 2-F: Contact Information

## I. Appendix 2-F: Responsible Officials and Key Staff

### A. Responsible Officials Contact Information

#### 1. City of Eagle Lake ADA Coordinator:

Jennifer Bromeland, City Administrator

705 Parkway Avenue

Eagle Lake, MN 56024

P: (507)257-3218

E: [jbromeland@eaglelakemn.com](mailto:jbromeland@eaglelakemn.com)



## Appendix 2-G: ADA Design Standards and Procedures

## I. Appendix 2-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 Eagle Lake 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 Eagle Lake 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.

**MAPO ADA TRANSITION PLAN AND INVENTORY**

**PART 3 – CITY OF MANKATO ADA TRANSITION PLAN AND INVENTORY**

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Appendix 3-E: Greivance Procedure

Appendix 3-F: Contact Information

Appendix 3-G: ADA Design Standards and Procedures

## I. INTRODUCTION

### A. City of Mankato

The City of Mankato is a partner agency of the Mankato/North Mankato Area Planning Organization (MAPO) and has completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This “Part 3 – City of Mankato ADA Transition Plan and Inventory” has been developed solely for the City of Mankato and includes information, data, and recommendations relevant to the city’s interests and those of the MAPO. The City of Mankato adopts “Part 1 – MAPO Partner Agency Requirements and Project Purpose” of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices concurrent with the adoption of “Part 3 – City of Mankato ADA Transition Plan and Inventory.” 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 Mankato:

- News Release: A newspaper release was posted prior to infrastructure data collection efforts in the City of Mankato to make the community aware of the process.
- 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 3-E** and is further detailed in **Section VII** below.
- Public Information Meetings: City 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, 2017 and March 6, 2019. See **Appendix 1-A** for summaries of those meetings.
- City Website: This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. A summary of comments received and detailed information regarding the public outreach activities are located in **Appendix 3-D**.
- Stakeholder Group Meetings: Various stakeholder groups were contacted early in the process many of which attended stakeholder meetings. Among the groups was the SMILES group and tenants of the Gus Johnson Plaza and Durham Apartment buildings in downtown Mankato. Stakeholder group summaries are included in **Appendix 1-A** Along with a full list of stakeholders contacted.

### III. SELF-EVALUATION RESULTS

#### A. Review of Programs

The review of programs for the City of Mankato's Self-Evaluation began in June 2018 and was completed in November 2018. During that time project staff inventoried 175 miles of sidewalk and trail, 3,014 locations where pedestrian ramps exist or should exist, 527 crosswalks, 58 bus stops, 287 traffic signal push button locations, and 5 pedestrian railroad crossings for barriers to accessibility. **Table 3-1** summarizes the results of the Self-Evaluation infrastructure data collection completed within the City of Mankato public rights-of-way.

A full report of the results of the Self-Evaluation assessing infrastructure compliance can be seen in **Appendix 3-A**.

Table 3-1. City of Mankato Self-Evaluation Infrastructure Data Collection Results		
Infrastructure Type	% Compliant	Summary
Pedestrian Ramps	63%	<ul style="list-style-type: none"><li>• 3014 total pedestrian ramps</li><li>• 1909 (63%) are compliant</li><li>• 1105 (37%) are non-compliant</li></ul>
Sidewalks	92%	<ul style="list-style-type: none"><li>• 175 total miles of sidewalk/trail</li><li>• 730 accessibility barriers were identified</li><li>• 161 miles of sidewalk/trail (92%) are compliant</li><li>• 15 miles of sidewalk/trail (8%) are non-compliant</li></ul>
Bus Stops	7%	<ul style="list-style-type: none"><li>• 86 total bus stops (100%)</li><li>• 58 were evaluated (67%)</li><li>• 28 are currently under review (33%)*</li><li>• 6 are compliant (7%)</li><li>• 52 are non-compliant (60%)</li></ul>
Traffic Signal Push Buttons with APS	61%	<ul style="list-style-type: none"><li>• 287 total traffic signal push button locations</li><li>• 175 (61%) are Accessible Pedestrian Signals (APS)</li><li>• 112 (39%) are not APS</li></ul>
Crosswalks	94%	<ul style="list-style-type: none"><li>• 527 crosswalks were evaluated</li><li>• 496 (94%) of crossings are compliant</li><li>• 31 (2%) of crossings are non-compliant</li></ul>
Railroad Crossings	0%	<ul style="list-style-type: none"><li>• 5 railroad crossings were evaluated</li><li>• 0 (0%) of railroad crossings are compliant</li><li>• 5 (100%) of crossings are non-compliant</li></ul>

\*28 bus stops are located at front doors of private facilities with no defined loading area. These stops are currently under review by the City of Mankato to define the stop location and ensure ADA compliance.

The City also evaluated the accessibility of United States Postal Service (USPS) mailbox clusters. City staff has noticed significant barriers to accessibility at these locations and will use the data collected to communicate the need for improved access to the USPS. The City will work with the USPS to ensure action is taken at these locations to remove barriers to accessibility.



## B. Review of Policies and Practices

### 1. Previous Practices

Since the adoption of the ADA, the City of 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 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 3-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 Mankato's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 3-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the City. A breakdown of relevant policies can be seen in **Appendix 3-B** which includes the following:

- City of Mankato Complete Streets Plan and Policy
- Public Sidewalk Replacement in Right-of-Way
- City of 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 3-B.**

## **IV. IMPLEMENTATION PLAN**

### **A. Priority Areas**

The City of 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 2018 Self-Evaluation will be programmed into 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 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**

The City of 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 Community Investment Program (CIP) on a case by case basis as determined by the City of Mankato staff. The City CIP, which includes a detailed schedule and budget for specific improvements, is included in **Appendix 3-C.**

The City anticipates allocating approximately \$220,000 per year toward ADA

improvements identified in **Appendix 3-A**. This figure represents a rough estimate of annual funds the City of Mankato anticipates to allocate to pedestrian infrastructure through dedicated funds and street projects identified in the Community Investment Plan (CIP). For example, the City may dedicate \$40,000 - \$50,000 through the annual budget specifically for pedestrian infrastructure while another \$160,000 or \$170,000 is allocated through street projects identified in the CIP and/or the State Transportation Improvement Program (STIP).

Improvements have been identified as short-term improvements (2019-2028), mid-term improvements (2029-2038), 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, 29% of accessibility features identified in this plan would be ADA compliant. Including the highest priority locations.
- After 20 years, 55% of accessibility features identified in this plan would be ADA compliant.
- After 30 years, 82% of accessibility features identified in this plan would be ADA compliant.
- After 40 years, 100% of accessibility features identified in this plan would be ADA compliant.

Improvements will be coordinated with the City's annual budget, CIP, and long-term maintenance effort.

## V. ADA COORDINATOR

In accordance with 28 C.F.R. Sec. 35.107(a), the City of 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 3-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 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 Mankato's grievance procedure is outlined in **Appendix 3-E**.

## VII. MONITOR THE PROGRESS

This document will be updated as needed to reflect the City of 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 every 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. The City plans to align updates to this ADA Transition Plan with the recurring update to the MAPO Long Range Transportation Plan in order to sync recommended roadway improvement projects through those two efforts. This allows the City to avoid having conflicting planning tools for implementing street projects in the future.

## Appendix 3-A: Self-Evaluation – Program Review

## I. Appendix 3-A: City of Mankato, MN Self-Evaluation – Program Review

### A. Review of Programs

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

#### 1. Pedestrian Ramps

The City of Mankato has 3014 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. 1933(64%) of the locations were reported to be compliant and 1081 (36%) were reported to be non-compliant.

#### 2. Sidewalks/Trails

The sidewalks and trails within the City of 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 175 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. 730 accessibility barriers, or obstructions, were also present along sidewalks and trails.

#### 3. Crosswalks

Crosswalks were inventoried and evaluated for the quality of markings. Of 527 crosswalks evaluated, 11 were identified as non-compliant due to markings that were faded or partially removed.

#### 4. Traffic Signals

287 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. 112 locations were without APS technology.

#### 5. Bus Stops

There are 86 total bus stops in the City of Mankato. 28 of these facilities are located in front of private facilities and have no defined loading area. The City of Mankato will continue to review these locations to define loading areas and ensure ADA compliance. 58 of the stops were evaluated for connection to PAR and compliant landing and loading areas. If a stop is not able to be accessed by an accessible PAR, or if a grass boulevard or similar facility poses a barrier for those with disabilities to access public transportation, the stop was identified as non-compliant. 52 were identified as non-compliant.

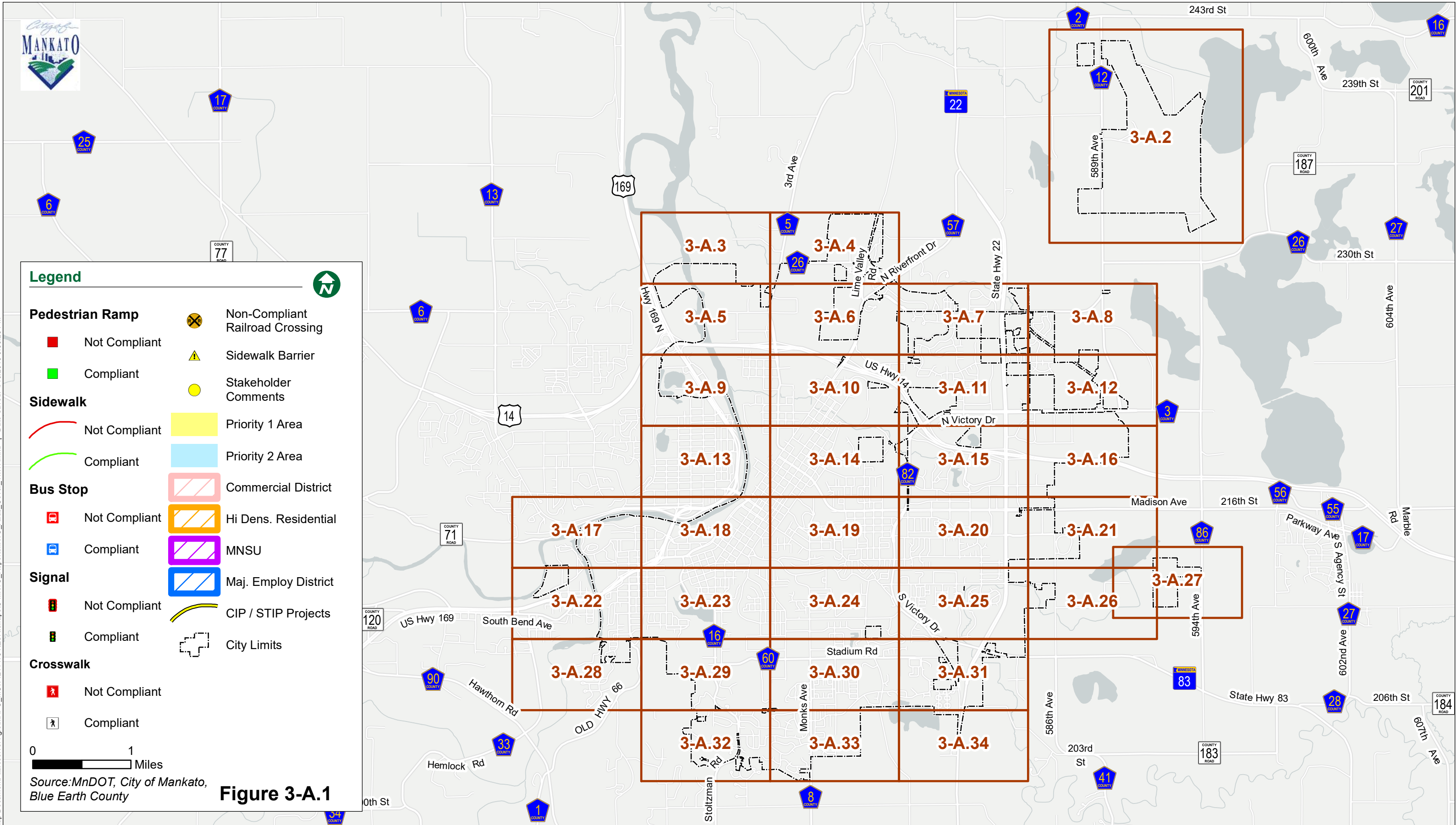
#### 6. Railroad Crossings

There are five locations where pedestrian facilities cross railroad tracks. At this time, four out of five have flangeway gaps of less than three inches, which meets ADA standards for flangeway gaps. However, ADA standards do require that truncated domes be placed within six to 15 feet from the

rails to allow for adequate warning that the track is approaching. None of the crossings had truncated domes or any other type of detectable warning making the locations non-compliant.

Compliant and non-compliant pedestrian infrastructure is illustrated in **Figures 3-A.1** through **3-A.34**. 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 Mankato ADA Coordinator (**Appendix 3-F**).





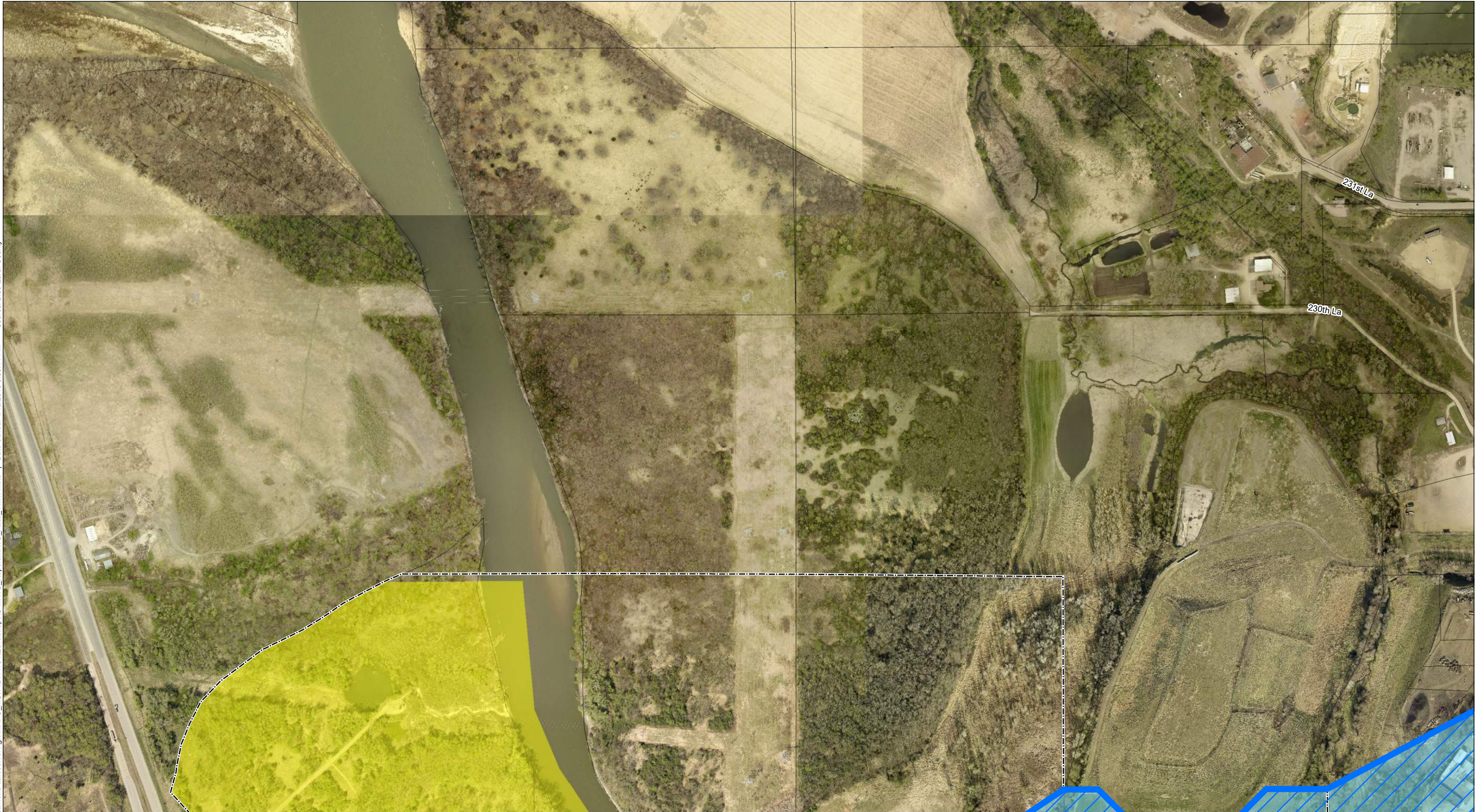




- Figure 3-A.2 -



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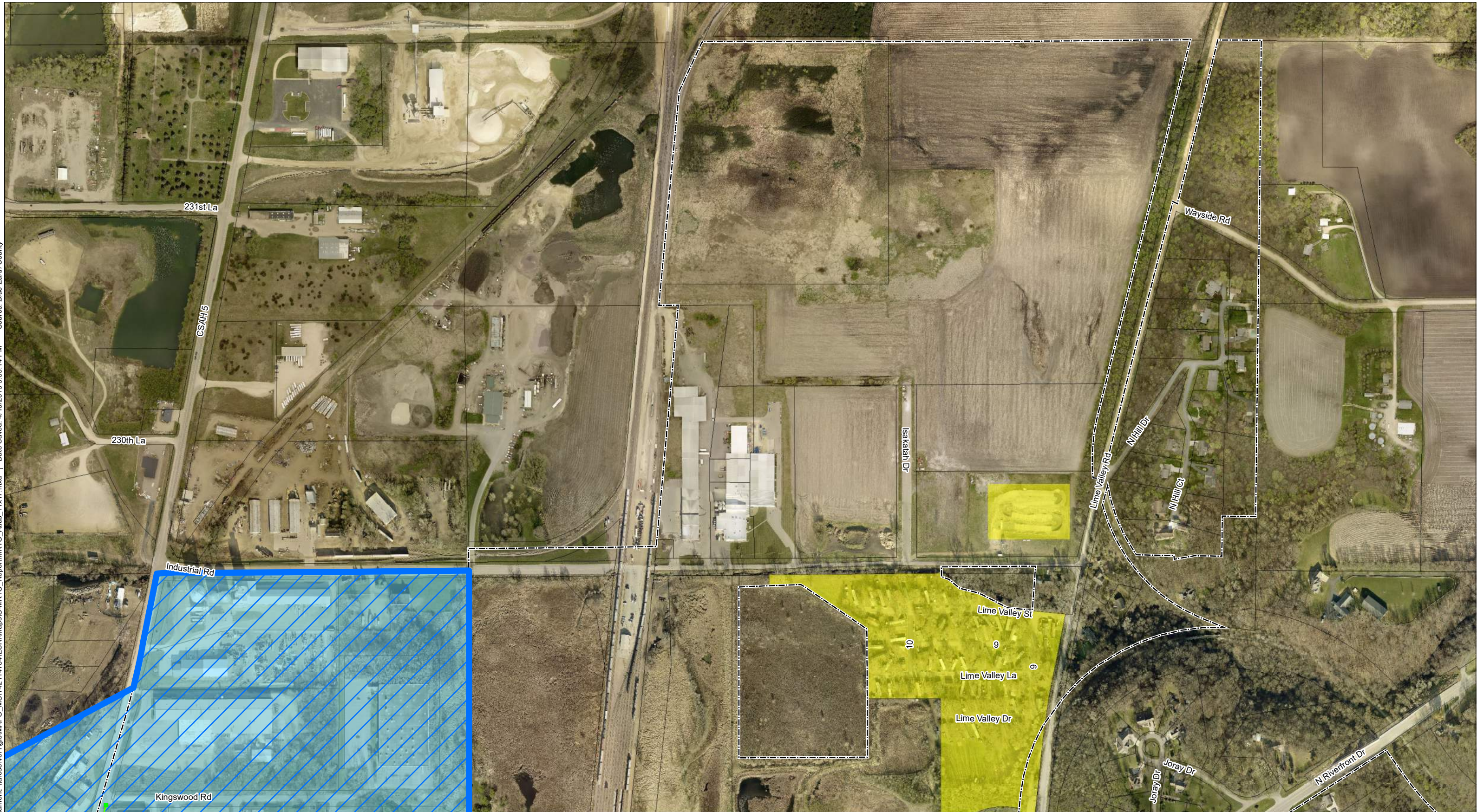
- Figure 3-A.3 -

0 500 Feet





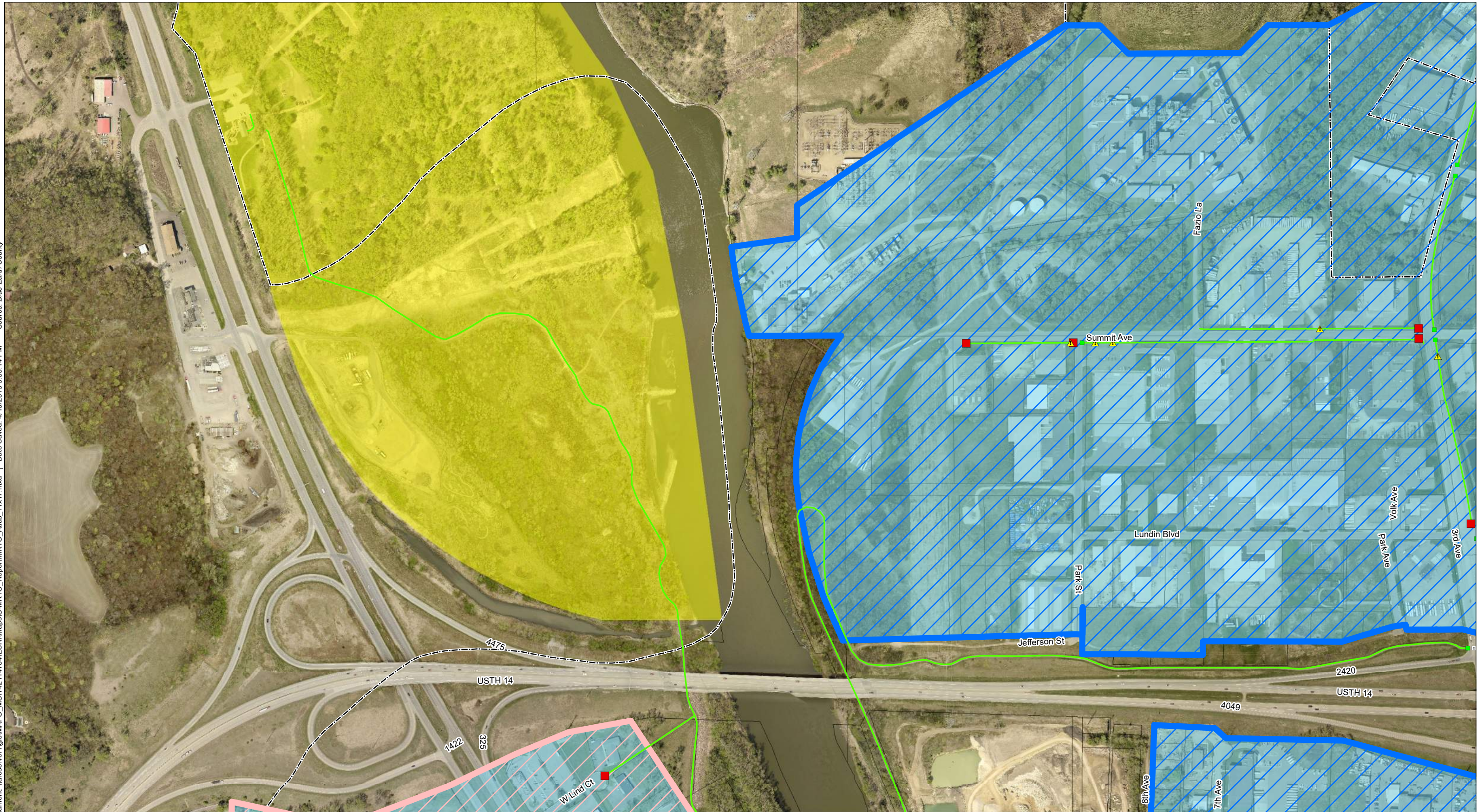
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- Figure 3-A.4 -



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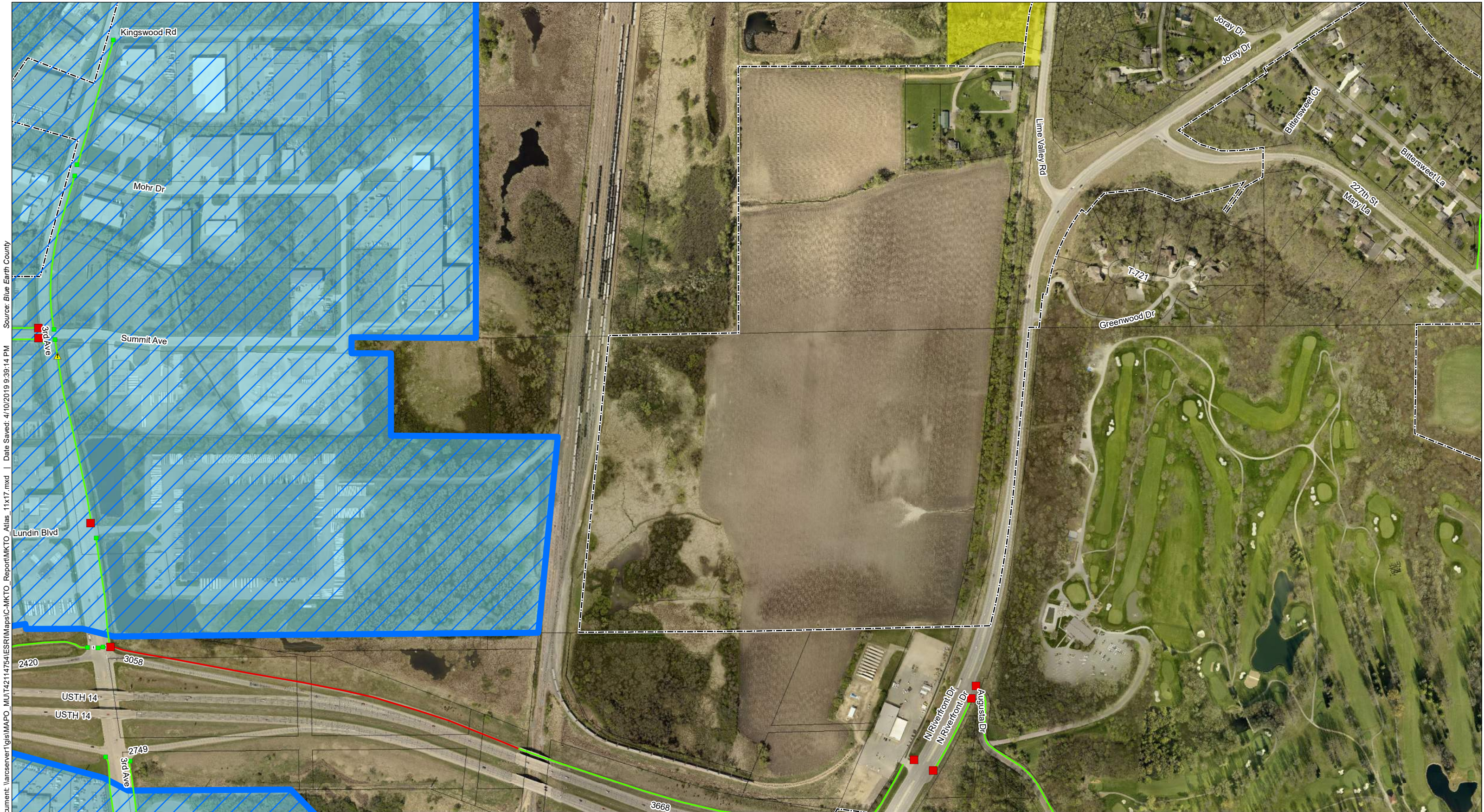


- Figure 3-A.5 -

0 500 Feet







- Figure 3-A.6 -





- Figure 3-A.7 -





- Figure 3-A.8 -





- Figure 3-A.9 -





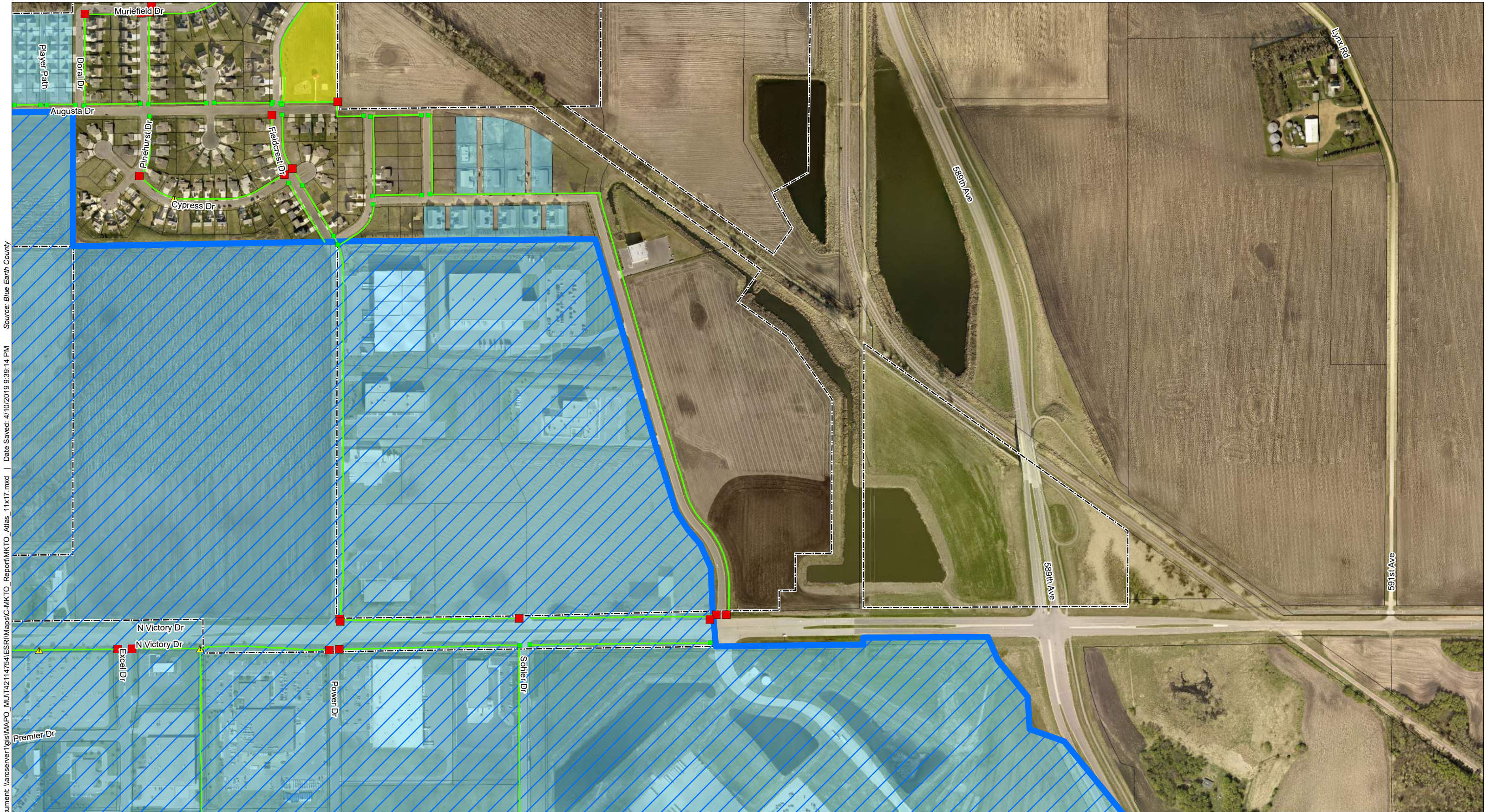
- Figure 3-A.10 -





- Figure 3-A.11 -





- Figure 3-A.12 -



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- Figure 3-A.13 -



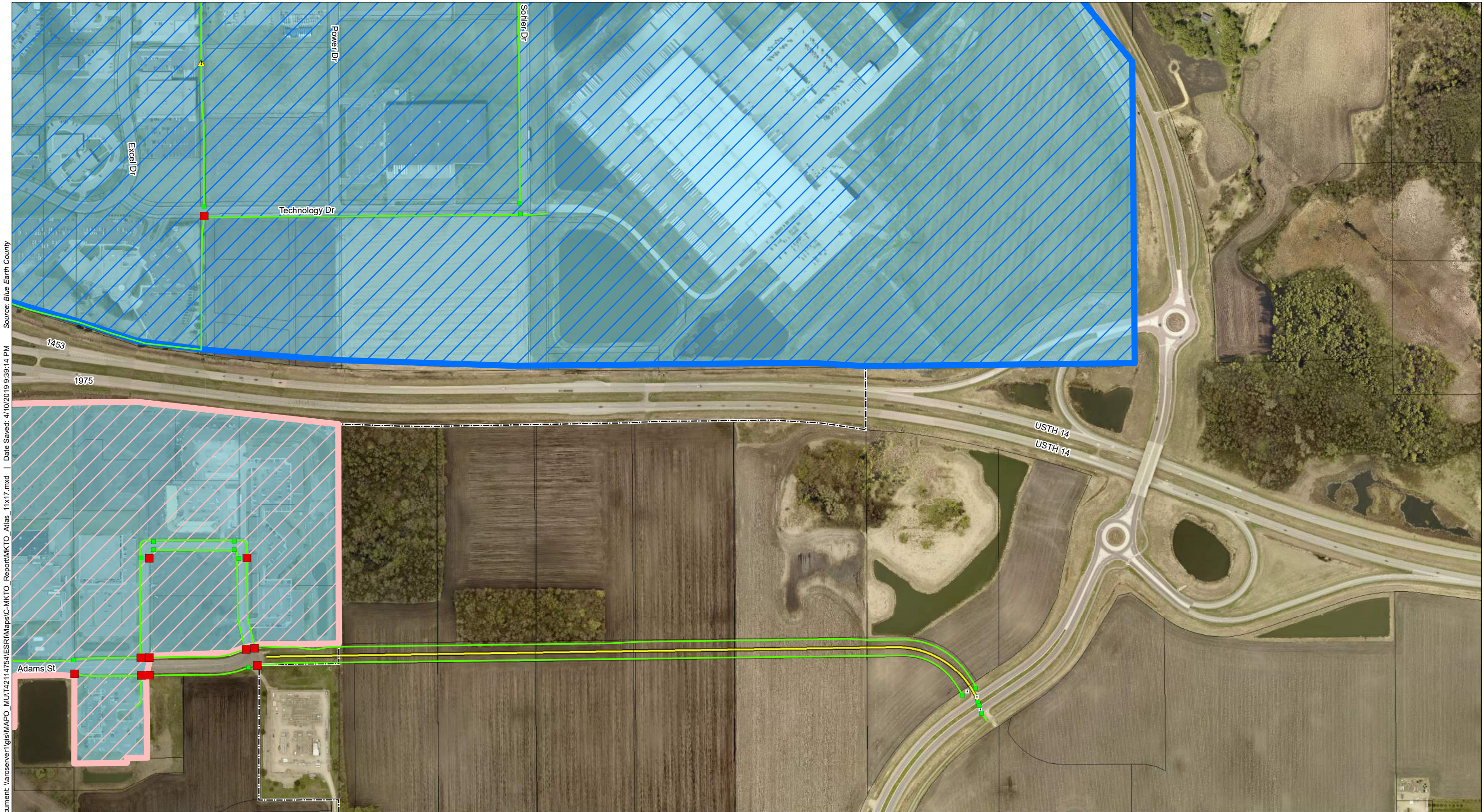






- Figure 3-A.15 -

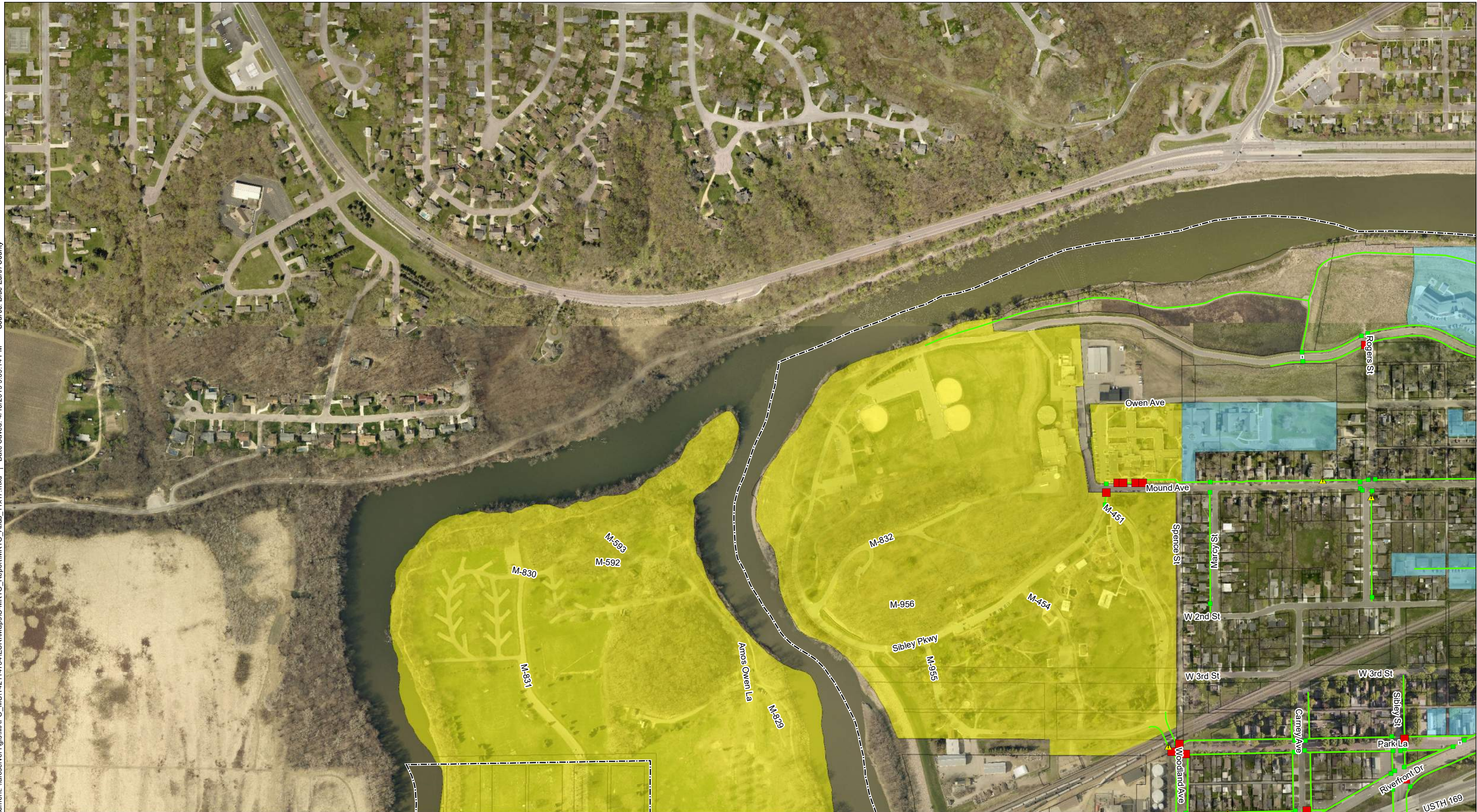




- Figure 3-A.16 -



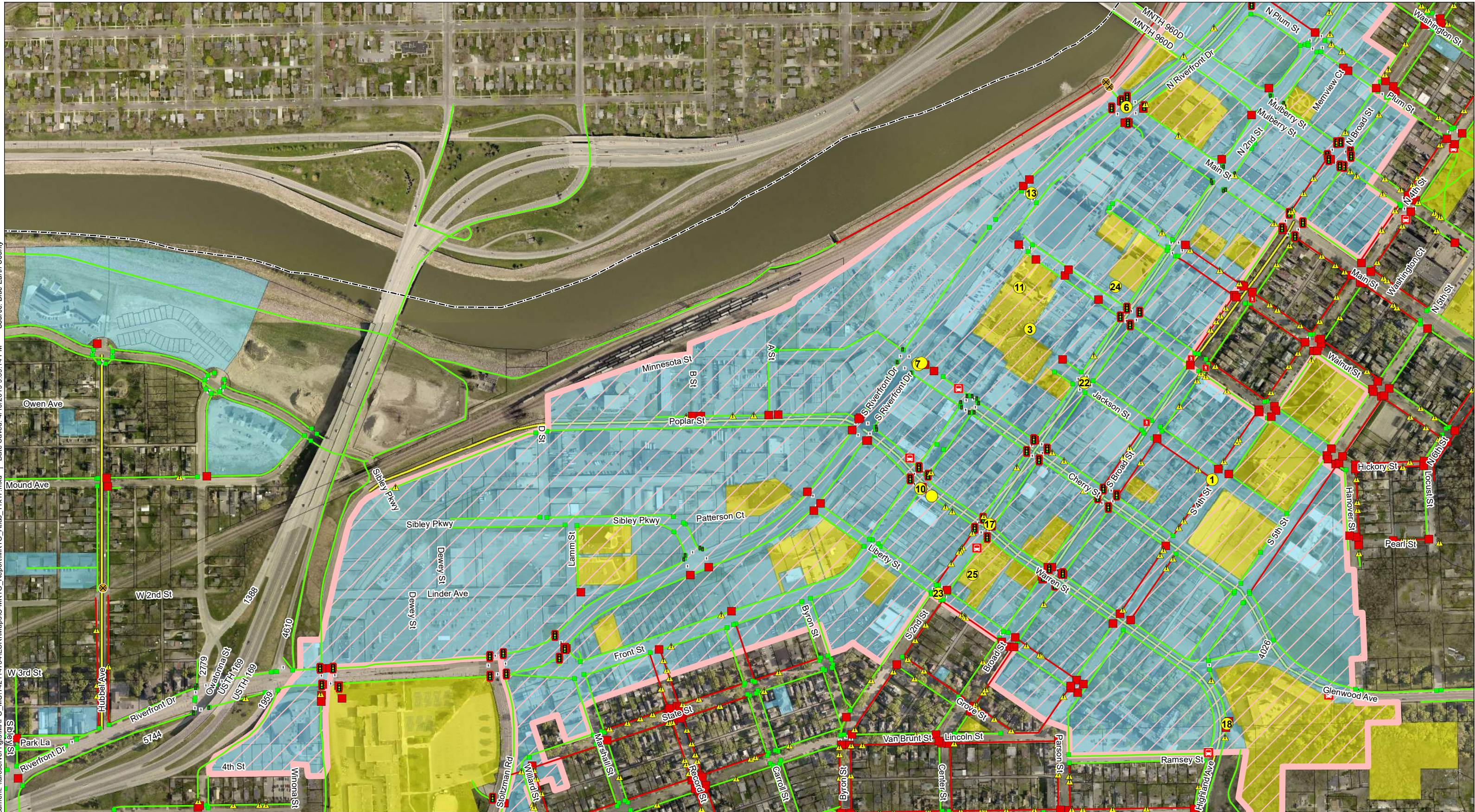
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- Figure 3-A.17 -



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- Figure 3-A.18 -

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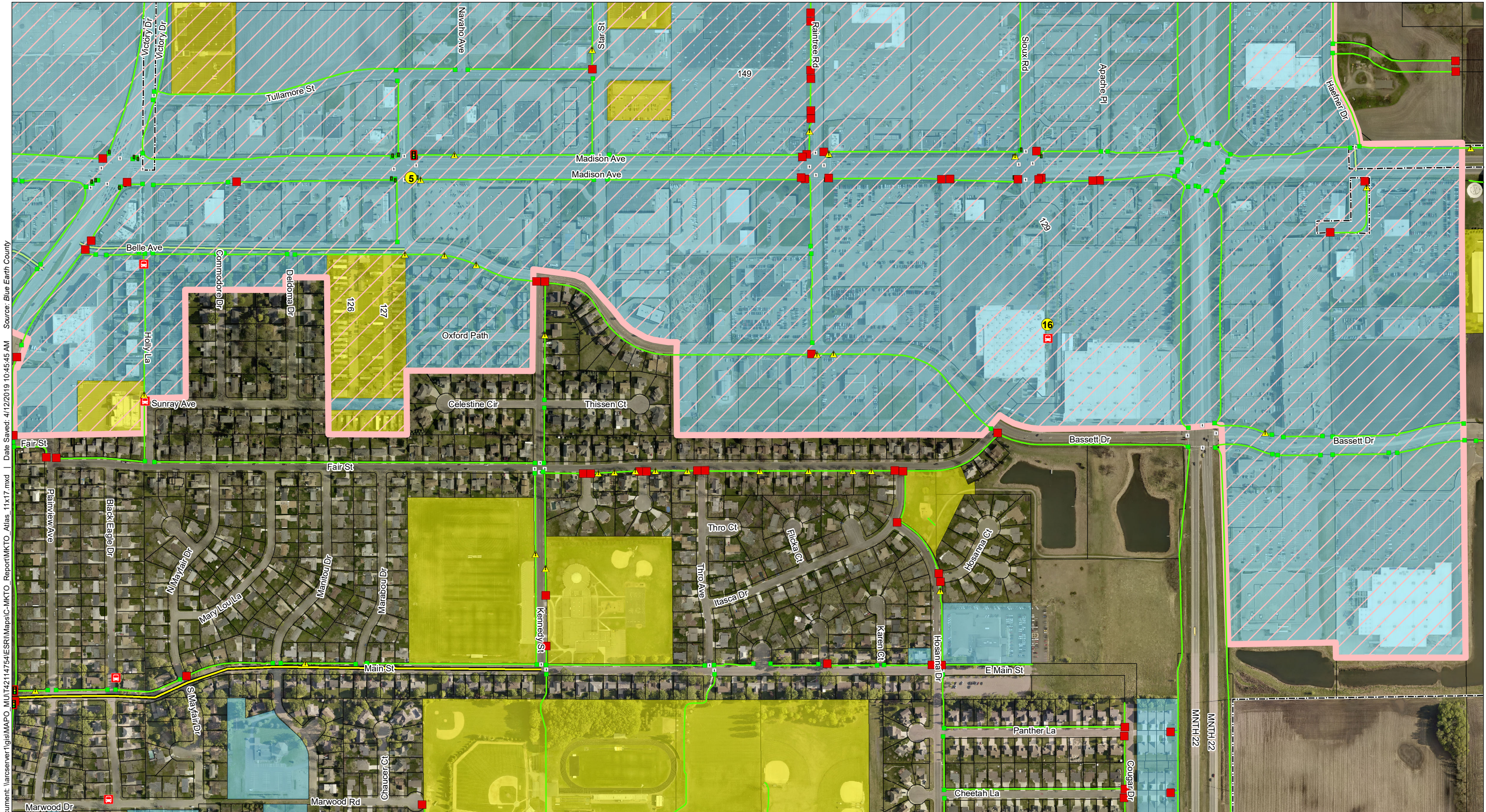






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- Figure 3-A.20 -





- Figure 3-A.21 -



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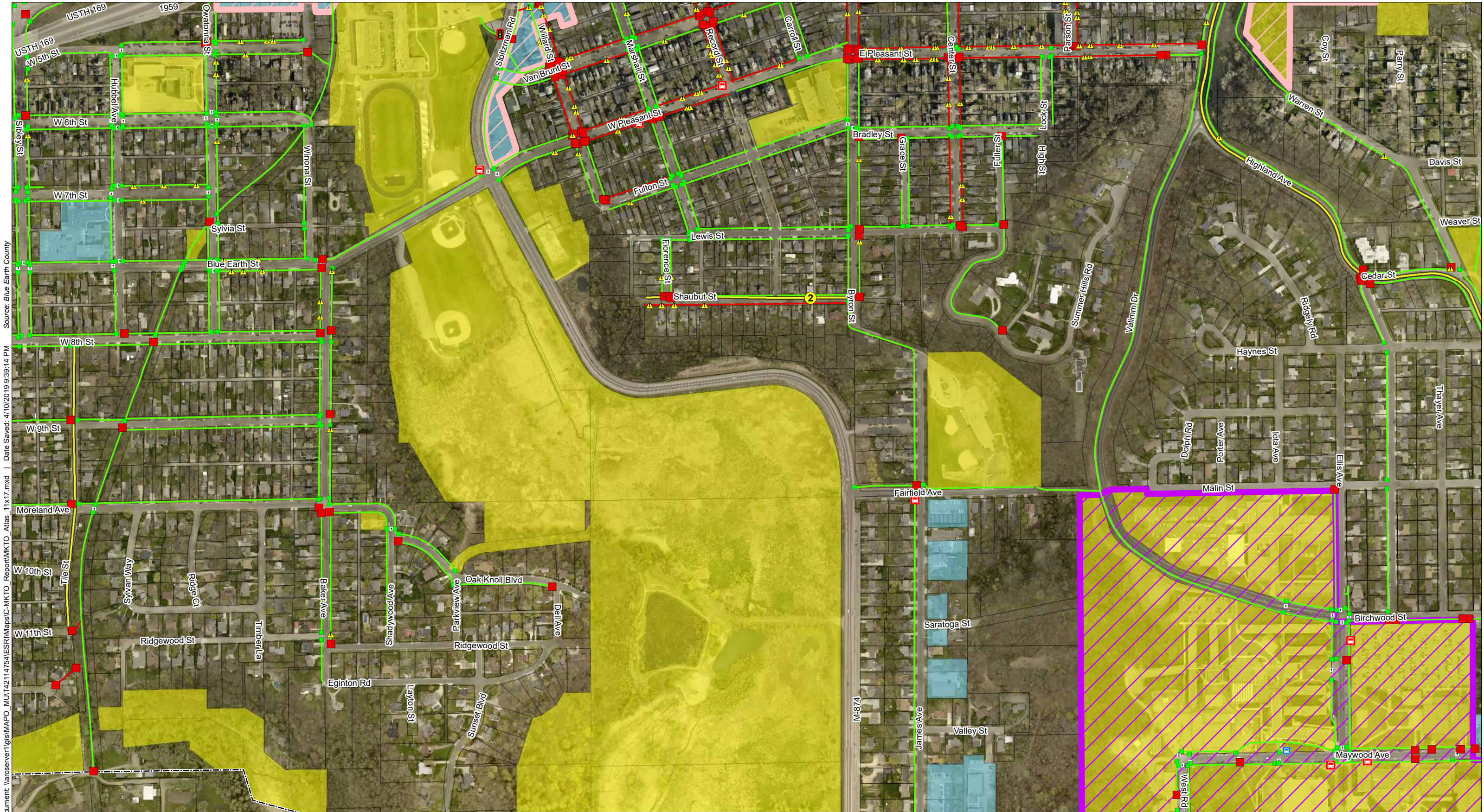


- Figure 3-A.22 -

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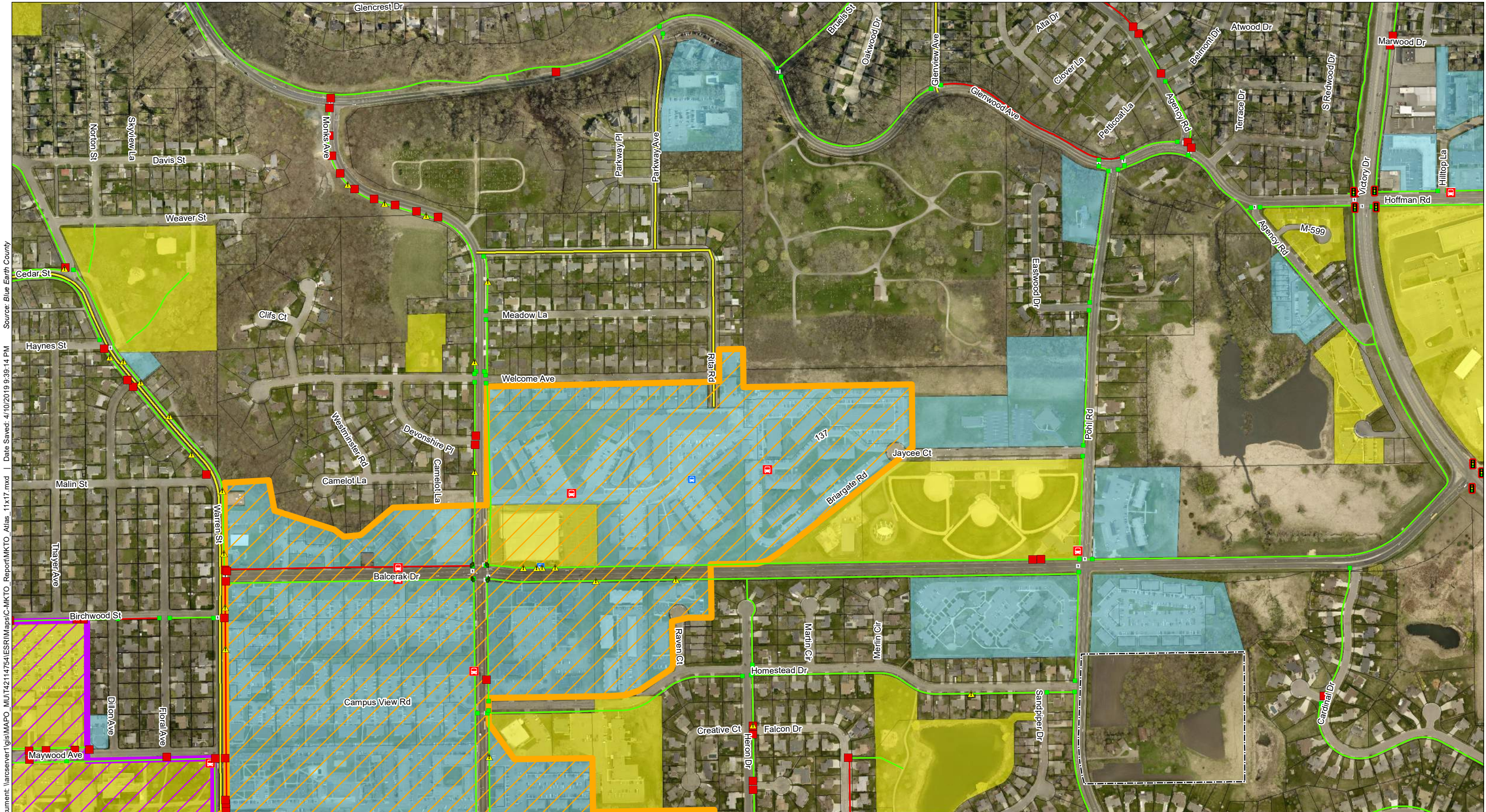






- Figure 3-A.23 -





- Figure 3-A.24 -



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- Figure 3-A.25 -





- Figure 3-A.26 -



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- Figure 3-A.27 -

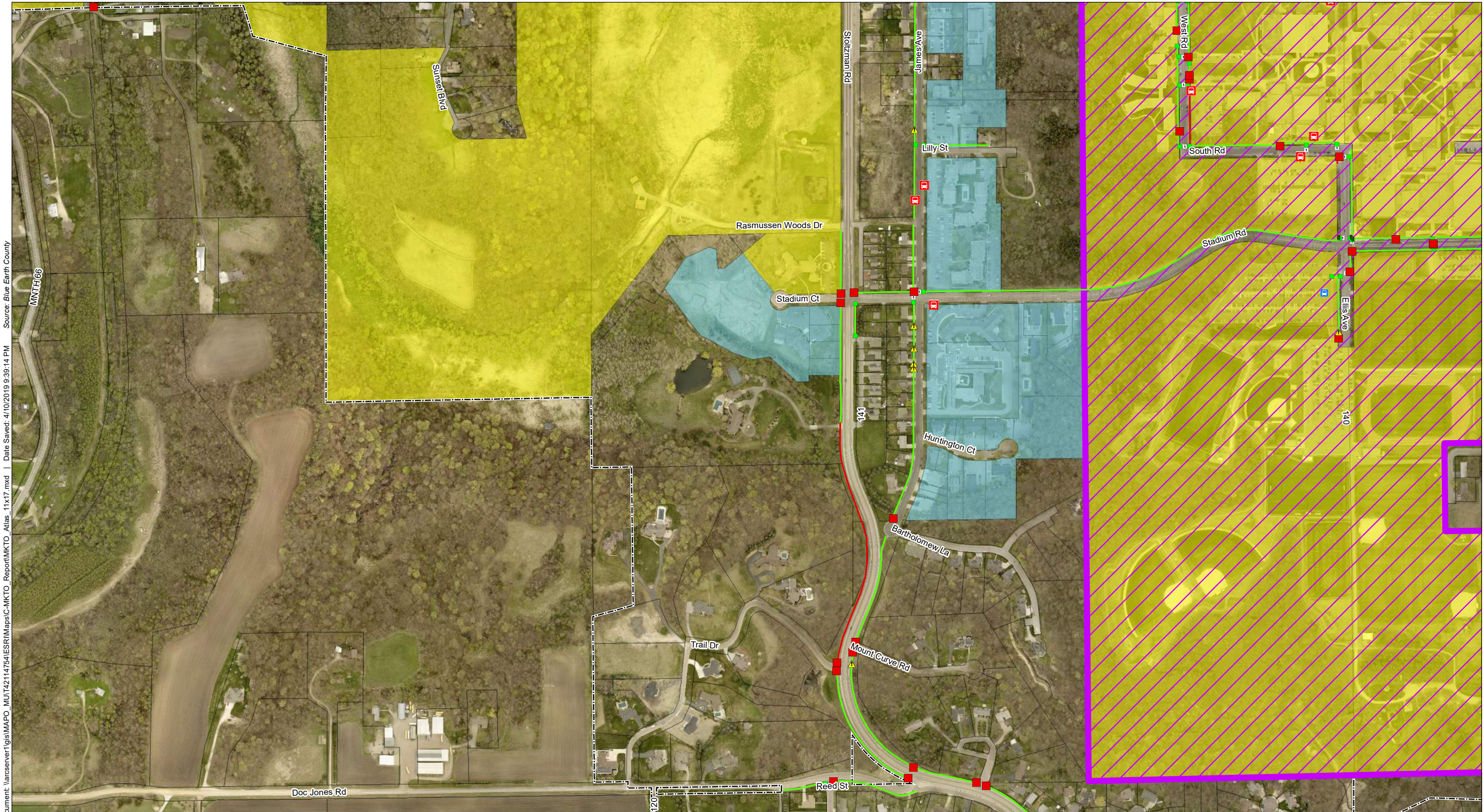


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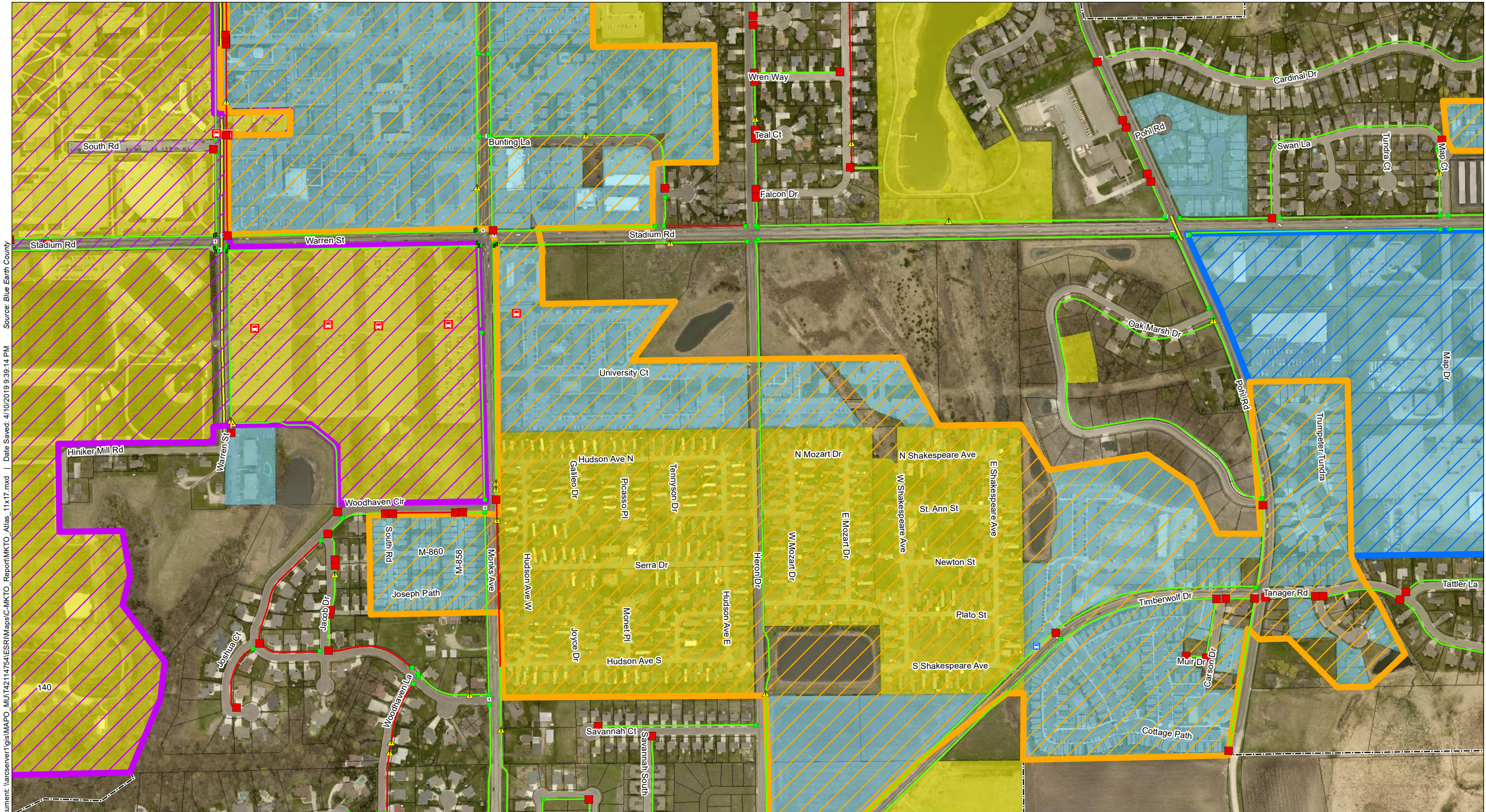
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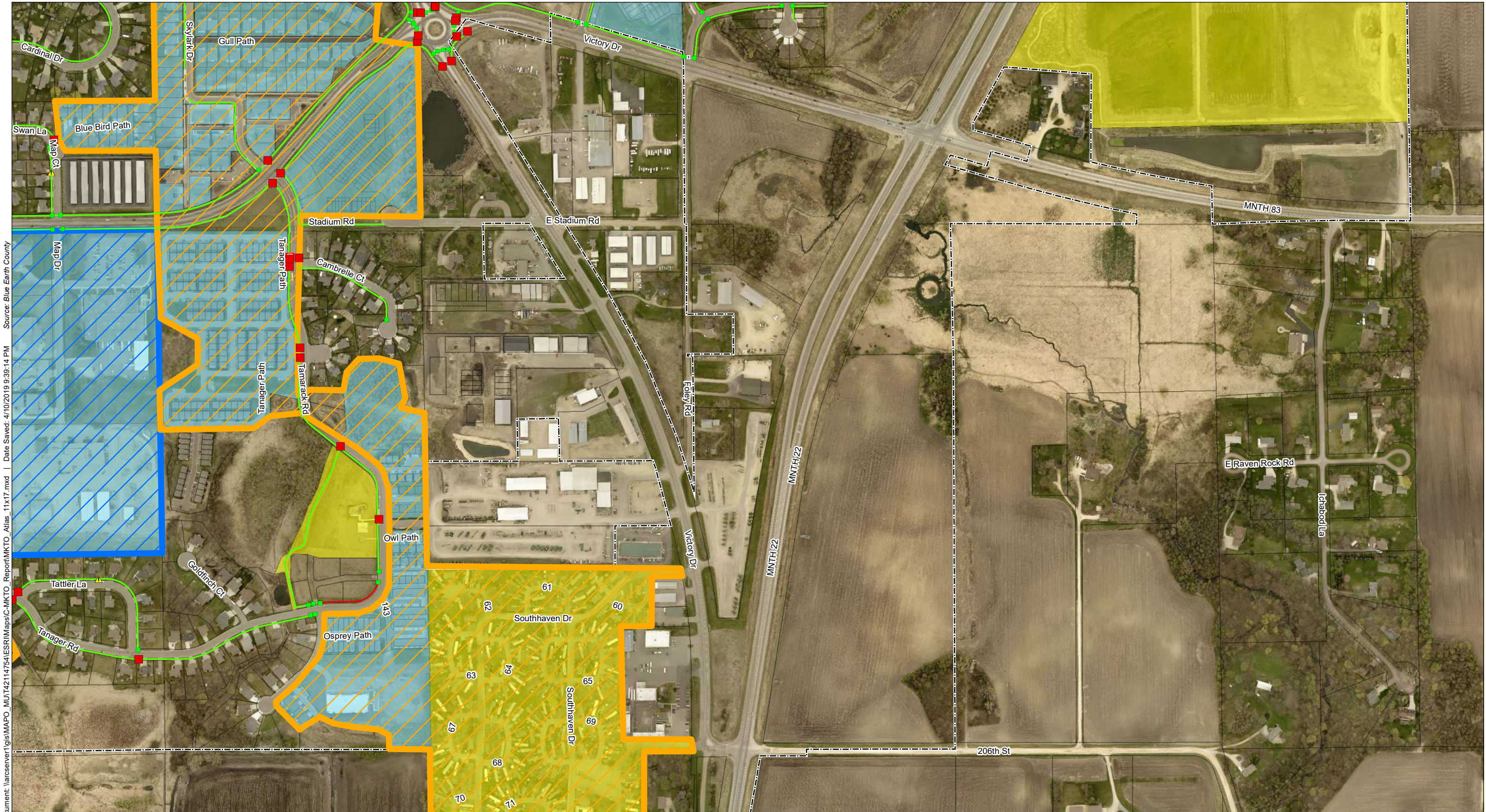
- Figure 3-A.29 -





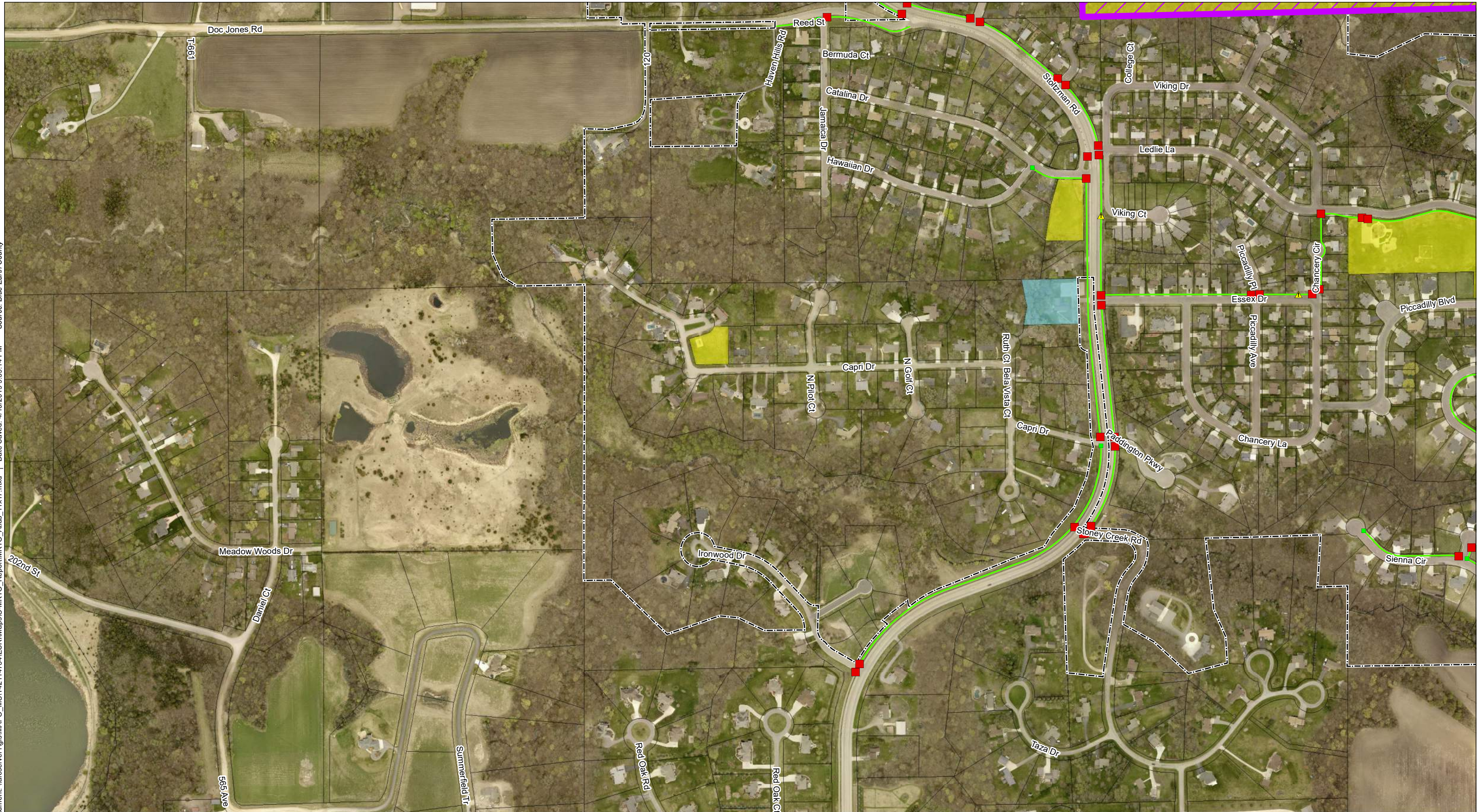
- Figure 3-A.30 -





- Figure 3-A.31 -





- Figure 3-A.32 -



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- Figure 3-A.33 -





- Figure 3-A.34 -



Table 3-A.2. City of Mankato Program Review - Implementation Plan											
Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Trail Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Shaubut St	Parks, Schools	\$25,407	\$16,000	\$0	\$0	\$0	\$41,407	1	Y	2019	(P) Short-Term
Madison Ave	Colleges, Government Facilities, Hospitals/Clinics, Housing	\$0	\$168,000	\$0	\$180,000	\$2,250	\$350,250	1	Y	2019	(P) Short-Term
E Main St	Church, Hospitals/Clinics, Housing, Parks, Schools, Shopping	\$87,954	\$120,000	\$0	\$180,000	\$1,625	\$389,579	1	Y	2019	(P) Short-Term
Poplar St	Industrial, Schools, Shopping	\$0	\$16,000	\$0	\$0	\$1,250	\$17,250	1	Y	2019	(P) Short-Term
W Cherry St	Shopping	\$0	\$4,000	\$4,000	\$0	\$0	\$8,000	2	Y	2019	(P) Short-Term
E Elm St	Colleges, Housing, Shopping	\$0	\$4,000	\$0	\$0	\$750	\$4,750	1	Y	2019	(P) Short-Term
S Riverfront Dr	Government Facilities, Housing, Public Housing, Schools, Shopping	\$0	\$84,000	\$0	\$135,000	\$125	\$219,125	1	Y	2019, 2020	(P) Short-Term
Minnesota River Trail	Housing, Parks, Shopping	\$100,198	\$0	\$0	\$0	\$0	\$100,198	1	Y	2020	(P) Short-Term
N 2nd St	Church, Housing, Parks, Schools, Shopping	\$40,261	\$140,000	\$0	\$0	\$3,875	\$184,136	1	Y	2020, 2021	(P) Short-Term
S 2nd St	Church, Housing, Parks, Public Housing, Schools, Shopping	\$28,362	\$16,000	\$4,000	\$180,000	\$750	\$229,112	1	Y	2020, 2021	(P) Short-Term
Pohl Rd	Church, Housing, Parks, Schools	\$0	\$28,000	\$4,000	\$0	\$125	\$32,125	1	Y	2020	(P) Short-Term
Warren St	Church, Colleges, Housing, Parks, Shopping	\$51,832	\$68,000	\$16,000	\$0	\$2,375	\$138,207	1	Y	2021	(P) Short-Term
Tile St		\$1,960	\$4,000	\$0	\$0	\$0	\$5,960	3	Y	2021	(P) Short-Term
S Broad St	Church, Housing, Parks, Public Housing, Schools, Shopping	\$36,072	\$100,000	\$0	\$180,000	\$1,500	\$317,572	1	Y	2022	(P) Short-Term
Adams St	Church, Hospitals/Clinics, Housing, Public Housing, Schools, Shopping	\$9,207	\$164,000	\$8,000	\$150,000	\$2,500	\$333,707	1	Y	2022	(P) Short-Term
Hubbell Ave	Church, Housing, Schools, Shopping	\$32,502	\$12,000	\$0	\$0	\$0	\$44,502	1	Y	2023	(P) Short-Term
**Programmed (P) Short-Term Projects (2019-2023) Totals		\$413,755	\$944,000	\$36,000	\$1,005,000	\$17,125	\$2,415,880	-	-	-	(P) Short-Term
S 4th St	Church, Housing, Schools, Shopping	\$73,722	\$64,000	\$0	\$0	\$375	\$138,097	1	N	-	Short-Term
N 4th St	Church, Shopping, Housing, Parks, Schools	\$130,922	\$152,000	\$20,000	\$75,000	\$7,250	\$385,172	1	N	-	Short-Term
E Washington St	Church, Shopping, Housing, Parks, Public Housing, Shopping	\$0	\$0	\$0	\$0	\$3,500	\$3,500	1	N	-	Short-Term
N 5th St	Government, Shopping	\$80,815	\$76,000	\$4,000	\$0	\$375	\$161,190	1	N	-	Short-Term
E Spring St	Housing, School, Shopping	\$0	\$0	\$0	\$0	\$375	\$375	1	N	-	Short-Term
E Walnut St	Government, Housing, Parks, Public Housing, Shopping	\$55,417	\$32,000	\$0	\$0	\$1,000	\$88,417	1	N	-	Short-Term
E Liberty St	Government, Housing, Parks, Public Housing, Shopping	\$18,788	\$24,000	\$0	\$0	\$0	\$42,788	1	N	-	Short-Term
Heather Ln	Parks, Schools	\$0	\$12,000	\$0	\$0	\$750	\$12,750	1	N	-	Short-Term
Amber Ln	Colleges, Government, Hospitals/Clinics, Housing, Public Housing	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Short-Term
E Rock St	Church, Hospitals/Clinics, Housing, Parks, Schools, Shopping	\$0	\$72,000	\$0	\$0	\$625	\$72,625	1	N	-	Short-Term
Cole Ct	Industrial, Schools, Shopping	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1	N	-	Short-Term
Bruels St	Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Short-Term
N 6th St	Government, Housing, Public Housing, Schools, Shopping	\$0	\$112,000	\$0	\$0	\$2,250	\$114,250	1	N	-	Short-Term
West Mankato Trail	Housing, Parks, Shopping	\$0	\$8,000	\$0	\$0	\$250	\$8,250	1	N	-	Short-Term
Park Ln	Church, Housing, Parks, Schools, Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Short-Term
Timberwolf Dr	Church, Housing, Parks, Public Housing, Schools, Shopping	\$0	\$76,000	\$0	\$0	\$625	\$76,625	1	N	-	Short-Term
Grace Ct	Church, Housing, Parks, Schools	\$1,368	\$4,000	\$0	\$0	\$0	\$5,368	1	N	-	Short-Term
State St	Church, Colleges, Housing, Parks, Shopping	\$53,963	\$44,000	\$0	\$0	\$750	\$98,713	1	N	-	Short-Term
Ramsey St	Church, Housing, Parks, Public Housing, Schools, Shopping	\$0	\$4,000	\$4,000	\$0	\$0	\$8,000	1	N	-	Short-Term
1st Ave	Church, Hospitals/Clinics, Housing, Public Housing, Schools, Shopping	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Short-Term
3rd Ave	Church, Housing, Schools, Shopping	\$0	\$92,000	\$0	\$0	\$625	\$92,625	1	N	-	Short-Term
Jade Ln	Church, Government, Housing, Public Housing, Schools	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Short-Term
Marsh St	Church, Housing, Parks, Schools, Shopping	\$0	\$12,000	\$8,000	\$0	\$250	\$20,250	1	N	-	Short-Term
W Lewis St	Parks, Public Housing	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Short-Term
Maverick Dr	Housing, Parks, Public Housing, Schools, Shopping	\$0	\$16,000	\$0	\$0	\$250	\$16,250	1	N	-	Short-Term
E Lewis St	Church, Government, Housing, Public Housing, Shopping	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Short-Term
Emerson Ln	Hospitals/Clinics, Public Housing, Shopping	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1	N	-	Short-Term
Hoffman Rd	Housing, Public Housing	\$0	\$40,000	\$4,000	\$90,000	\$250	\$134,250	1	N	-	Short-Term
Cameo Ln	Housing, Parks, Public Housing, School	\$0	\$28,000	\$0	\$0	\$0	\$28,000	1	N	-	Short-Term
Van Brunt St	Housing, Parks, Public Housing, Schools	\$36,300	\$72,000	\$0	\$0	\$625	\$108,925	1	N	-	Short-Term
Creekside Dr	Government, Housing, Public Housing, Shopping	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Short-Term
Marwood Dr	Government, Housing, Public Housing, Shopping	\$0	\$12,000	\$4,000	\$0	\$0	\$16,000	1	N	-	Short-Term
Marshall St	Church, Hospitals/Clinics, Housing, Major Employment Site	\$0	\$20,000	\$0	\$45,000	\$250	\$65,250	1	N	-	Short-Term
Thompson St	Public Housing	\$9,036	\$40,000	\$0	\$0	\$750	\$49,786	1	N	-	Short-Term
Dickinson St	Government, Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Short-Term
Crystal Ln	Government	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Short-Term



Table 3-A.2. City of Mankato Program Review - Implementation Plan											
Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Trail Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Lincoln St	Government, Hospitals/Clinics, Schools, Shopping	\$25,480	\$0	\$0	\$0	\$250	\$25,730	1	N	-	Short-Term
Crystal Cir	Government, Housing, Parks, Shopping	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Short-Term
Copper Village Cir	Government	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Short-Term
Record St	Government	\$48,366	\$4,000	\$4,000	\$0	\$0	\$56,366	1	N	-	Short-Term
S Front St	Housing, Schools	\$0	\$4,000	\$0	\$60,000	\$500	\$64,500	1	N	-	Short-Term
Savannah South	Schools	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Short-Term
Winona St	Colleges, Housing, Schools, Shopping	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Short-Term
Parsons St	Schools	\$14,779	\$8,000	\$0	\$0	\$0	\$22,779	1	N	-	Short-Term
Baker Ave	Schools	\$0	\$28,000	\$0	\$0	\$1,250	\$29,250	1	N	-	Short-Term
Kennedy St	Schools, Shopping	\$0	\$16,000	\$0	\$0	\$750	\$16,750	1	N	-	Short-Term
W 5th St	Parks, Schools, Shopping	\$0	\$24,000	\$0	\$0	\$1,750	\$25,750	1	N	-	Short-Term
Savannah Ct	Housing, Schools	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Short-Term
Lamm St	Church, Housing, Schools, Shopping	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Short-Term
Short-Term (2024-2033) Totals		\$548,956	\$1,304,000	\$48,000	\$270,000	\$25,625	\$2,196,581	-	-	-	Short-Term
Walmart	Shopping	\$0	\$0	\$4,000	\$0	\$0	\$4,000	2	N	-	Mid-Term
White Tail Dr	Schools	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Mid-Term
Long St	Housing, Schools	\$0	\$8,000	\$0	\$0	\$1,000	\$9,000	1	N	-	Mid-Term
Fair St	Parks, Schools	\$0	\$72,000	\$0	\$0	\$3,375	\$75,375	1	N	-	Mid-Term
Lime St	Schools	\$0	\$8,000	\$4,000	\$0	\$250	\$12,250	1	N	-	Mid-Term
James Ave	Housing, Schools	\$0	\$12,000	\$16,000	\$0	\$1,250	\$29,250	1	N	-	Mid-Term
E Vine St	Colleges, Hospitals/Clinics, Housing, Schools	\$0	\$16,000	\$0	\$0	\$1,250	\$17,250	1	N	-	Mid-Term
Bradley St	Schools	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Mid-Term
Bassestt Dr	Schools	\$0	\$0	\$0	\$0	\$750	\$750	1	N	-	Mid-Term
Blue Earth St	Housing, Schools	\$0	\$0	\$0	\$0	\$1,500	\$1,500	1	N	-	Mid-Term
Parkside St	Housing, Schools	\$9,253	\$0	\$0	\$0	\$0	\$9,253	1	N	-	Mid-Term
Florence St	Housing, Schools	\$0	\$0	\$0	\$0	\$500	\$500	1	N	-	Mid-Term
Anderson Dr	Schools	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Mid-Term
W 6th St	Church, Housing, Schools, Shopping	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Mid-Term
W 8th St	Schools	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Mid-Term
W 7th St	Hospitals/Clinics, Schools	\$0	\$0	\$0	\$0	\$1,000	\$1,000	1	N	-	Mid-Term
Sibley St	Schools	\$0	\$0	\$0	\$0	\$250	\$250	1	N	-	Mid-Term
Dane St	Schools	\$0	\$0	\$0	\$0	\$500	\$500	1	N	-	Mid-Term
Rogers St	Schools	\$0	\$0	\$0	\$0	\$125	\$125	1	N	-	Mid-Term
E LaFayette St	Schools	\$0	\$0	\$0	\$0	\$125	\$125	1	N	-	Mid-Term
E Cherry St	Schools	\$0	\$0	\$0	\$0	\$375	\$375	1	N	-	Mid-Term
Homestead Rd	Schools	\$0	\$0	\$0	\$0	\$125	\$125	1	N	-	Mid-Term
Center St	Schools	\$50,430	\$16,000	\$8,000	\$0	\$0	\$74,430	1	N	-	Mid-Term
Bassett Dr	Government, Schools, Shopping	\$0	\$20,000	\$0	\$0	\$875	\$20,875	1	N	-	Mid-Term
Quinion Dr	Schools	\$21,327	\$0	\$0	\$0	\$0	\$21,327	1	N	-	Mid-Term
W Pleasant St	Parks, School, Schools	\$45,360	\$64,000	\$8,000	\$0	\$375	\$117,735	1	N	-	Mid-Term
Raintree Rd	Housing, Schools, Shopping	\$0	\$24,000	\$0	\$0	\$750	\$24,750	1	N	-	Mid-Term
Hosanna Dr	Church, Housing, Parks, Schools	\$0	\$12,000	\$0	\$0	\$375	\$12,375	1	N	-	Mid-Term
Owatonna St	Housing, Parks, School, Schools	\$0	\$8,000	\$0	\$0	\$1,125	\$9,125	1	N	-	Mid-Term
Byron St	School, Schools	\$17,860	\$0	\$0	\$0	\$500	\$18,360	1	N	-	Mid-Term
N Riverfront Dr	Church, Shopping, Housing, industrial, Libraries, Parks, Sch	\$22,352	\$96,000	\$0	\$150,000	\$3,000	\$271,352	1	N	-	Mid-Term
N Broad St	Church, Shopping, Hospitals/Clinics, Housing, Parks, School	\$45,415	\$80,000	\$0	\$120,000	\$7,125	\$252,540	1	N	-	Mid-Term
Amber Ct	Schools	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Mid-Term
Agency Rd	Housing, Public Housing, Schools	\$17,053	\$20,000	\$0	\$0	\$0	\$37,053	1	N	-	Mid-Term
W 9th St	Schools	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Mid-Term
Stoltzman Rd	Church, Shopping, Housing, Parks, Public Housing, School,	\$32,847	\$116,000	\$0	\$15,000	\$625	\$164,472	1	N	-	Mid-Term
Willard St	Housing, Schools	\$24,425	\$8,000	\$0	\$0	\$250	\$32,675	1	N	-	Mid-Term
Fountain St	Schools	\$9,113	\$0	\$0	\$0	\$0	\$9,113	1	N	-	Mid-Term
Uriah Ct	Schools	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Mid-Term



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Monks Ave	Church, Colleges, Housing, Parks, School, Schools, Shopping	\$20,758	\$68,000	\$4,000	\$0	\$3,500	\$96,258	1	N	-	Mid-Term
Carroll St	Church, Shopping, Schools	\$7,656	\$0	\$0	\$0	\$0	\$7,656	1	N	-	Mid-Term
Heron Dr	Housing, School, Schools	\$0	\$68,000	\$0	\$0	\$1,125	\$69,125	1	N	-	Mid-Term
Fulton St	School, Schools	\$9,260	\$0	\$0	\$0	\$500	\$9,760	1	N	-	Mid-Term
E Pleasant St	Schools	\$78,277	\$12,000	\$0	\$0	\$0	\$90,277	1	N	-	Mid-Term
Glenwood Ave	Housing, Schools	\$25,292	\$4,000	\$4,000	\$0	\$0	\$33,292	1	N	-	Mid-Term
Mound Ave	Housing, Parks, Public Housing, Schools	\$0	\$20,000	\$0	\$0	\$375	\$20,375	1	N	-	Mid-Term
Glen Ellen Dr	Schools	\$9,343	\$4,000	\$0	\$0	\$1,250	\$14,593	1	N	-	Mid-Term
Sibley Parkway	Housing, Parks, Schools, Shopping	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Mid-Term
Grove St	Housing, Schools	\$9,534	\$0	\$0	\$0	\$250	\$9,784	1	N	-	Mid-Term
W Vine St	Schools, Shopping	\$20,661	\$0	\$0	\$0	\$0	\$20,661	1	N	-	Mid-Term
Civic Center Plaza	Government, Shopping	\$0	\$20,000	\$0	\$0	\$0	\$20,000	1	N	-	Mid-Term
S 5th St	Government, Housing, Public Housing, Shopping	\$29,457	\$24,000	\$0	\$0	\$0	\$53,457	1	N	-	Mid-Term
E Hickory St	Church, Shopping, Government, Housing, Public Housing, S	\$26,360	\$16,000	\$0	\$0	\$875	\$43,235	1	N	-	Mid-Term
S Victory Dr	Shopping	\$0	\$52,000	\$0	\$45,000	\$0	\$97,000	1	N	-	Mid-Term
Augusta Dr	Government, Housing, Parks, Shopping	\$0	\$108,000	\$0	\$0	\$250	\$108,250	1	N	-	Mid-Term
Tullamore St	Hospitals/Clinics, Public Housing, Shopping	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Mid-Term
Dublin Rd	Housing, Public Housing	\$0	\$12,000	\$0	\$0	\$125	\$12,125	1	N	-	Mid-Term
Hope St	Parks, Public Housing	\$0	\$4,000	\$4,000	\$0	\$0	\$8,000	1	N	-	Mid-Term
N Victory Dr	Church, Shopping, Major Employment Site, Parks, Public H	\$0	\$124,000	\$0	\$75,000	\$1,625	\$200,625	1	N	-	Mid-Term
Mid-Term (2034-2043) Totals		\$532,033	\$1,180,000	\$52,000	\$405,000	\$37,250	\$2,206,283	-	-	-	Mid-Term
E Jackson St	Government, Housing, Parks, Public Housing, Shopping	\$9,325	\$4,000	\$0	\$0	\$0	\$13,325	1	N	-	Long-Term
Carver Rd	Government	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Long-Term
Swiss St	Commercial District	\$3,307	\$4,000	\$0	\$0	\$500	\$7,807	1	N	-	Long-Term
Sioux Rd	Hospitals/Clinics, Shopping	\$0	\$0	\$0	\$0	\$250	\$250	1	N	-	Long-Term
Holly Ln	Hospitals/Clinics, Housing	\$0	\$0	\$8,000	\$0	\$250	\$8,250	1	N	-	Long-Term
Maywood Ave	Church, Colleges, MNSU	\$0	\$28,000	\$8,000	\$0	\$0	\$36,000	1	N	-	Long-Term
Ellis Ave	Colleges, MNSU	\$1,943	\$24,000	\$4,000	\$0	\$250	\$30,193	1	N	-	Long-Term
Highland Ave	Housing	\$0	\$32,000	\$0	\$0	\$2,875	\$34,875	1	N	-	Long-Term
Woodhaven Cir	Housing	\$42,549	\$32,000	\$0	\$0	\$125	\$74,674	1	N	-	Long-Term
West Rd	Colleges, MNSU	\$8,495	\$20,000	\$4,000	\$0	\$0	\$32,495	1	N	-	Long-Term
South Rd	Colleges, MNSU	\$0	\$4,000	\$8,000	\$0	\$0	\$12,000	1	N	-	Long-Term
Birchwood St	Colleges, MNSU	\$5,334	\$8,000	\$0	\$0	\$0	\$13,334	1	N	-	Long-Term
Stadium Rd	Colleges, Housing, Parks, Shopping	\$10,195	\$28,000	\$0	\$0	\$375	\$38,570	1	N	-	Long-Term
Victoria Blvd	Parks	\$0	\$28,000	\$0	\$0	\$375	\$28,375	1	N	-	Long-Term
Tanager Rd	Housing, Parks	\$8,555	\$48,000	\$4,000	\$0	\$0	\$60,555	1	N	-	Long-Term
E Mulberry St	Church, Shopping, Hospitals/Clinics, industrial, Parks, Scho	\$9,357	\$20,000	\$0	\$0	\$1,875	\$31,232	1	N	-	Long-Term
St Andrews Dr	Parks, Shopping	\$0	\$36,000	\$0	\$0	\$750	\$36,750	1	N	-	Long-Term
Ledlie Ln	Parks	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1	N	-	Long-Term
Kristy Ln	Parks	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1	N	-	Long-Term
Washington Park	Parks	\$0	\$0	\$0	\$0	\$375	\$375	1	N	-	Long-Term
Falcon Dr	Parks	\$21,847	\$12,000	\$0	\$0	\$0	\$33,847	1	N	-	Long-Term
Shadywood Ave	Parks	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Long-Term
E Plum St	Hospitals/Clinics, Housing, Parks, Shopping	\$8,642	\$20,000	\$0	\$0	\$875	\$29,517	1	N	-	Long-Term
Caledonia St	<NULL>, Shopping, Housing, Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1	N	-	Long-Term
Ann St	Parks	\$16,999	\$0	\$0	\$0	\$625	\$17,624	1	N	-	Long-Term
Reed St	Parks	\$254	\$0	\$0	\$0	\$0	\$254	1	N	-	Long-Term
E Mabel St	Parks, Shopping	\$0	\$0	\$0	\$0	\$250	\$250	1	N	-	Long-Term
Woodland Ave	Parks	\$0	\$12,000	\$0	\$0	\$250	\$12,250	1	N	-	Long-Term
E Ruth St	Parks	\$17,672	\$0	\$0	\$0	\$500	\$18,172	1	N	-	Long-Term
Pebble Creek Dr	Parks	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Long-Term
Butterworth St	Parks	\$0	\$0	\$0	\$0	\$625	\$625	1	N	-	Long-Term
Fieldcrest Dr	Parks	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1	N	-	Long-Term



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Balcerzak Dr	Church, Housing, Parks	\$31,120	\$8,000	\$8,000	\$0	\$1,625	\$48,745	1	N	-	Long-Term
W Rock St	Shopping	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Long-Term
Rex Macbeth River Trail	Church, Shopping	\$0	\$0	\$0	\$0	\$250	\$250	1	N	-	Long-Term
Mankato West High School		\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Long-Term
Electa Blvd		\$0	\$20,000	\$0	\$0	\$0	\$20,000	1	N	-	Long-Term
586th Ave		\$0	\$20,000	\$0	\$0	\$0	\$20,000	1	N	-	Long-Term
MSU Free Lot		\$0	\$0	\$4,000	\$0	\$0	\$4,000	1	N	-	Long-Term
MSU Green Lot		\$0	\$0	\$4,000	\$0	\$0	\$4,000	1	N	-	Long-Term
MSU Purple Lot - 20A South		\$0	\$0	\$4,000	\$0	\$0	\$4,000	1	N	-	Long-Term
MSU Orange/Brown Lot - 22 North		\$0	\$0	\$4,000	\$0	\$0	\$4,000	1	N	-	Long-Term
Mayan Way		\$0	\$4,000	\$0	\$0	\$625	\$4,625	1	N	-	Long-Term
Meray Blvd		\$0	\$24,000	\$0	\$0	\$750	\$24,750	1	N	-	Long-Term
Cog Hill Ln		\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Long-Term
Oak Knoll Blvd		\$0	\$4,000	\$0	\$0	\$0	\$4,000	1	N	-	Long-Term
S 6th St		\$25,567	\$0	\$0	\$0	\$250	\$25,817	1	N	-	Long-Term
Bunting Ln	Housing	\$0	\$4,000	\$0	\$0	\$250	\$4,250	2	N	-	Long-Term
Pfau St	Housing, Shopping	\$0	\$4,000	\$0	\$0	\$250	\$4,250	2	N	-	Long-Term
Teton Ln	Commercial District	\$0	\$12,000	\$0	\$0	\$0	\$12,000	2	N	-	Long-Term
Knollcrest Dr	Housing	\$0	\$8,000	\$0	\$0	\$250	\$8,250	2	N	-	Long-Term
Swan Ln	Housing	\$0	\$4,000	\$0	\$0	\$125	\$4,125	2	N	-	Long-Term
Cheetah Ln	Housing	\$0	\$8,000	\$0	\$0	\$0	\$8,000	2	N	-	Long-Term
Eastwood Industrial Park	Major Employment Site	\$0	\$0	\$0	\$0	\$500	\$500	2	N	-	Long-Term
Roosevelt Cir	Housing, Shopping	\$0	\$8,000	\$0	\$0	\$0	\$8,000	2	N	-	Long-Term
Sugar Loaf Dr	Housing	\$0	\$12,000	\$0	\$0	\$0	\$12,000	2	N	-	Long-Term
Summit Ave		\$0	\$8,000	\$0	\$0	\$875	\$8,875	2	N	-	Long-Term
Haefner Dr	Shopping	\$0	\$4,000	\$0	\$0	\$250	\$4,250	2	N	-	Long-Term
US Hwy 14	Major Employment Site, Shopping	\$53,056	\$0	\$0	\$0	\$0	\$53,056	2	N	-	Long-Term
Hanover St	Housing	\$8,919	\$16,000	\$0	\$0	\$250	\$25,169	2	N	-	Long-Term
Cougar Dr	Housing	\$0	\$20,000	\$0	\$0	\$250	\$20,250	2	N	-	Long-Term
W Ruth St	Commercial District	\$7,877	\$4,000	\$0	\$0	\$125	\$12,002	2	N	-	Long-Term
Doral Dr		\$0	\$4,000	\$0	\$0	\$250	\$4,250	2	N	-	Long-Term
Star St	Hospitals/Clinics, Shopping	\$0	\$0	\$0	\$0	\$250	\$250	2	N	-	Long-Term
W Lind St	Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	2	N	-	Long-Term
Dublin Ct	Housing	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Madison Ave	Shopping	\$0	\$0	\$0	\$0	\$125	\$125	2	N	-	Long-Term
Premier Dr	Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	2	N	-	Long-Term
Shalom Ave	Housing	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
St Andrews Ct		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Pauley Way	Church, Shopping	\$0	\$4,000	\$0	\$0	\$375	\$4,375	2	N	-	Long-Term
W Lind Ct	Shopping	\$0	\$16,000	\$0	\$0	\$0	\$16,000	2	N	-	Long-Term
Firestone Dr	Housing,	\$0	\$16,000	\$0	\$0	\$125	\$16,125	2	N	-	Long-Term
State Hwy 22	Housing, Major Employment Site, Shopping	\$0	\$16,000	\$0	\$0	\$3,500	\$19,500	2	N	-	Long-Term
Technology Dr	Major Employment Site	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Cheetah Trail		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Panther Trail		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Cougar Trail		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Lynx Trail		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Haefners First Subdivision		\$0	\$4,000	\$0	\$0	\$0	\$4,000	2	N	-	Long-Term
Jaycee Ct		\$0	\$0	\$4,000	\$0	\$0	\$4,000	2	N	-	Long-Term
Briargate Rd		\$0	\$0	\$4,000	\$0	\$0	\$4,000	2	N	-	Long-Term
The Summit Apartments		\$0	\$0	\$4,000	\$0	\$0	\$4,000	2	N	-	Long-Term
River Hills Mall (Target)		\$0	\$0	\$4,000	\$0	\$0	\$4,000	2	N	-	Long-Term
Cypress Dr		\$0	\$4,000	\$0	\$0	\$125	\$4,125	3	N	-	Long-Term



Table 3-A.2. City of Mankato Program Review - Implementation Plan											
Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Trail Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Grovebrook Dr		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Sienna Cir		\$0	\$8,000	\$0	\$0	\$0	\$8,000	3	N	-	Long-Term
Belmont Dr		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Torrey Pines Ct		\$0	\$0	\$0	\$0	\$125	\$125	3	N	-	Long-Term
Inverness Dr		\$0	\$4,000	\$0	\$0	\$250	\$4,250	3	N	-	Long-Term
South Brook Cir		\$12,370	\$4,000	\$0	\$0	\$500	\$16,870	3	N	-	Long-Term
Hidden Oaks Cir		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Spyglass Dr		\$0	\$8,000	\$0	\$0	\$0	\$8,000	3	N	-	Long-Term
Moreland Ave		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Kreig St		\$0	\$8,000	\$0	\$0	\$625	\$8,625	3	N	-	Long-Term
Hannah St		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Doc Jones Rd		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
N 7th St		\$7,984	\$0	\$0	\$0	\$0	\$7,984	3	N	-	Long-Term
Rosewood Dr		\$0	\$12,000	\$0	\$0	\$0	\$12,000	3	N	-	Long-Term
Tattler Ln		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Bellevue Ave		\$0	\$8,000	\$0	\$0	\$0	\$8,000	3	N	-	Long-Term
Flagstone Ln		\$0	\$8,000	\$0	\$0	\$250	\$8,250	3	N	-	Long-Term
Pearl St		\$4,527	\$4,000	\$0	\$0	\$375	\$8,902	3	N	-	Long-Term
Bear Path Dr		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Woodhill Ct		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Chancery Cir		\$0	\$8,000	\$0	\$0	\$0	\$8,000	3	N	-	Long-Term
Palancar Ave		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Foxfire Dr		\$0	\$12,000	\$0	\$0	\$0	\$12,000	3	N	-	Long-Term
Southview Dr		\$3,365	\$4,000	\$0	\$0	\$0	\$7,365	3	N	-	Long-Term
Joshua Ct		\$8,576	\$4,000	\$0	\$0	\$0	\$12,576	3	N	-	Long-Term
Grayhawk Cir		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Pinehurst Dr		\$0	\$16,000	\$0	\$0	\$125	\$16,125	3	N	-	Long-Term
Waynesborough Way		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Johnson St		\$0	\$0	\$0	\$0	\$375	\$375	3	N	-	Long-Term
Essex Rd		\$0	\$8,000	\$0	\$0	\$250	\$8,250	3	N	-	Long-Term
Cardinal Dr	<NULL>	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Jacob Dr		\$0	\$16,000	\$0	\$0	\$125	\$16,125	3	N	-	Long-Term
USTH 169		\$0	\$0	\$0	\$0	\$750	\$750	3	N	-	Long-Term
S Division St		\$0	\$0	\$0	\$0	\$875	\$875	3	N	-	Long-Term
Wickfield Dr		\$28,774	\$4,000	\$0	\$0	\$0	\$32,774	3	N	-	Long-Term
Winkler St		\$0	\$0	\$0	\$0	\$250	\$250	3	N	-	Long-Term
Emily Ln		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Locust St		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Sakatah Ln		\$11,409	\$0	\$0	\$0	\$0	\$11,409	3	N	-	Long-Term
Goodyear Ave		\$0	\$4,000	\$0	\$0	\$250	\$4,250	3	N	-	Long-Term
Woodhaven Ln		\$31,299	\$0	\$0	\$0	\$0	\$31,299	3	N	-	Long-Term
South Brook Way		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Woodside Ln		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Indian Creek Rd		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
Fern Lake Road		\$0	\$8,000	\$0	\$0	\$0	\$8,000	3	N	-	Long-Term
Sumner Hills Rd		\$0	\$4,000	\$0	\$0	\$0	\$4,000	3	N	-	Long-Term
N Black Eagle Dr		\$0	\$0	\$4,000	\$0	\$0	\$4,000	3	N	-	Long-Term
Long-Term (2043 and Later) Totals		\$399,317	\$988,000	\$80,000	\$0	\$28,875	\$1,496,192	-	-	-	Long -Term
Mankato ADA Facilities Totals		\$1,894,061	\$4,416,000	\$216,000	\$1,680,000	\$108,875	\$8,314,936	-	-	-	-

\* Each pedestrian crossing signal push button was inventoried as an individual location to be evaluated for APS technology.  
\*\*Programmed (P) Short-Term projects are those projects programmed into the City of Mankato Community Investment Plan for the next five years that include improvements to pedestrian infrastructure.



## Appendix 3-B: Self-Evaluation – Policy and Practice Review



## I. Appendix 3-B: City of Mankato, MN Self-Evaluation – Policy and Practice Review

### A. Review of Policies

The City's policies and practices include any City, department, or division policies and practices that direct staff in its daily work activities. Policies and practices that relate to accessibility and ADA conformance include:

#### 1. *The City of Mankato Complete Streets Plan and Policy (2015):*

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 Mankato Complete Streets Plan and Policy:

- The City Engineer shall include bicycle, pedestrian and transit facilities 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, pedestrian, and transit facilities in accordance with accepted 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.

#### 2. *The City of Mankato Public Sidewalk Replacement in Right-of-Way*

This document defines the responsibilities of the City and homeowners to repair or replace sidewalk in the City of Mankato. This program is in place to encourage property owners to correct defective sidewalks.

The policy contains *Construction Requirements for Sidewalks on Public Rights-of-Way* which states that sidewalk construction must "Comply with Americans Disabilities Act requirements. All noncompliant construction shall be removed and replaced at expense of contractor or homeowner at the request of engineer." The Policy also requires that ADA pedestrian curb ramps at each intersection where new walk is installed.



### Policy Understanding and Recommended Revision:

By adopting this policy, the City is stating that it will ensure sidewalk and pedestrian ramp facilities are designed ADA compliant.

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

### 3. *City of Mankato City Code*

The City of Mankato City Code provides several provisions dealing with sidewalk infrastructure including the following sections:

1. 6.03. – Ice and Snow on Public Sidewalks – Provides property owner responsibilities to remove ice or snow from sidewalks abutting their property within 24 hours and prohibits snow removal from private property be placed on city property.
2. 6.05. – Construction of Roadway, Sidewalk, and Curb – Subd. 4. Specifications states that construction/repair of sidewalk or curb shall be in accordance with the specifications and standards adopted by the city and filed with the Division of Engineering.
3. 6.06. – Right-of-Way (ROW) Management – imposes regulations on placement and maintenance of equipment in the ROW and specifies standards related to construction or installation work. There is no mention of accessibility or ADA compliance, however, provisions state that procedures are subject to “reasonable standards and requirements of the City Engineer” or by “the judgement of the City Engineer.”
4. 6.12 – Sidewalk Painting – painting is prohibited on sidewalks.
5. 6.13 - Curbscuts maintenance – This provides standard procedure for implementing curb cuts in accordance with approved subdivision plats or which meets city curbscut standards.

### Policy Understanding and Recommended Revision:

The provisions in the code do not directly mention compliance with ADA Standards. However, by including statements such as “accordance with the specifications and standards adopted by the city and filed with the Division of Engineering” or “reasonable standards and requirements of the City Engineer,” compliance with ADA standards is implied. Pedestrian infrastructure construction in the City of Mankato is mandated to meet the ADA Design Standards and Procedures as outlined in Appendix 3-G which includes adherence to PROWAG, Access Board guidance, and MnDOT Standard Plates among others.

Participants at the first MAPO ADA Transition Plan and Inventory Public Information Meeting expressed concerns for snow and ice removal stating that certain property owners were not clearing their sidewalks of snow thus creating temporary barriers to ADA. Enforcement of snow and ice removal policy is not included in the City Code.

The following revisions to the City of Mankato City Code are recommended as part of this review:

1. Amend section 6.03 to include provisions for how the City will enforce the 24-hour snow removal policy.



## B. Review of Practices

The City of Mankato employs many formal and informal practices and methods related to the development, implementation, and maintenance of pedestrian infrastructure in public rights-of-way. These are as follows:

- Development – Typically plans that are submitted by consultants or designed by City staff are reviewed by various departments for compliancy on all levels to ensure all aspects of ADA compliance are met.
- Implementation – City staff inspects various types of construction type projects ensuring that they meet ADA requirements. Staff uses MNDOT ADA inspection checklists to ensure compliant pedestrian facilities within public rights-of-way.
- Maintenance – The City Sidewalk Replacement Program allows residents to make a formal complaint about non-compliant sidewalks for various reasons. This triggers the project to be put on a list for replacement and will generally be completed the following year unless immediate action is necessary.

### Practice Recommendations

The general public made MAPO partners aware of some recent improvements to facilities that alleviated some ADA deficiencies while leaving adjacent facilities non-compliant. The following practices are recommended as part of this review, based on that feedback:

1. Consider reconstructing all non-compliant pedestrian ramps at the same time at a given intersection when planning to reconstruct one. Pedestrian ramps function in unison at intersections to provide access to the PAR. Improving one while leaving the other(s) non-compliant does not remedy accessibility deficiencies nor lend to a fully functional and accessible PAR.
2. Consider working with owners of properties generating high pedestrian traffic, such as apartments, when reconstructing adjacent pedestrian facilities in the public right-of-way. Creating owner awareness could entice owners to take necessary steps to ensure facilities extending from buildings on their property are ADA compliant and free of barriers to accessibility when connecting to the PAR.



## Appendix 3-C: ADA Transition Plan Projects referenced from the City of Mankato Capital Improvements Plan



## I. Appendix 3-C: City of Mankato Community Investment Plan (CIP) Projects That Include (Consider) Accessible Pedestrian Infrastructure

### 1. Community Investment Plan

The City of Mankato's 2019 – 2023 Community Investment Plan (CIP) identifies street projects the City will undertake in the five-year period. Projects outlined in this document are identified on the following pages and can be accessed through the City's website at the following link: <https://www.mankatomn.gov/government/city-manager/budget>. Click on 2019-2023 CIP Addendum.

### 2. State Transportation Improvement Program

The City of Mankato has several transportation projects scheduled in the State Transportation Improvement Program (STIP). Some of these projects are included in the CIP while others are not. Those projects not listed in the CIP are listed below.

CIP Area	Proposed Improvements	Year
Branson Street	Branson Street was last resurfaced in 1995 and has utilities original to the development. Recently complaints have been received regarding the color and turbidity of the water being supplied to residents on Branson Street. It has been determined that the watermain will require replacement to maintain water standards.	2019
Cherry Street from South Front Street to Hanover Street	This project will reconstruct Cherry Street from South Front Street to Hanover Street. This will include the installation of new sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	2019
Madison Avenue - Haefner Drive Roundabout	Property owners in the area of the Madison Avenue and Haefner Drive intersection have requested an improvement to this unsafe intersection. The desire is to preserve full access to Haefner Drive from Madison Avenue while increasing safety. Currently the preferred improvement is a roundabout.	2019
Poplar Street - Sibley Parkway to Riverfront Drive	This project will reconstruct Poplar Street from it's southern intersection with South Riverfront Drive to Sibley Parkway. This will include the installation of new sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	2019
Shaubut Street	This project will reconstruct Shaubut Street from Byron Street to the western terminus. This will include the installation of new	2019



	sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	
Elm Street between 7 <sup>th</sup> Street and Division Street	Pavement Rehabilitation/ Resurfacing	2019
East Main Street from Victory Drive to Kennedy Street	Pavement Rehabilitation/ Resurfacing	2019
2nd Street Warren to Main	The proposed improvements for Second Street between Warren Street and Main Street include replacement of sanitary sewer, watermain, storm sewer, end services, aggregate based, concrete curb and gutter, bituminous pavement, sidewalks, landscaping, signal updates, signage and striping.	2020
Belle Avenue	The total reconstruction of Belle Avenue from Long Street to Extension Street. This work will include sanitary sewer, watermain, sewer and water end services, concrete curb and gutter, aggregate base, bituminous pavement, concrete sidewalk, signage and striping.	2020
Glenview Avenue	Reconstruction of Glenview Avenue from Glenwood Avenue to Main Street. This project will replace the sanitary sewer, domestic water, and storm sewer mains; curb and gutter; aggregate base; bituminous surfacing; sewer and water services to each and every lot; street lighting; signage.	2020
MN River Trail Bridge	Bridge Replacement	2020
Parkway Ave	Reconstruction of Parkway Avenue from Glenwood Avenue to Rita Road. This project will replace the sanitary sewer, water main, end services, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement, signage and striping.	2020
Pohl Road and Stadium Road Intersection Improvements	The Pohl Road and Stadium Road Intersection improvements is a safety and intersection capacity improvement that will install a roundabout at this intersection. Also included with this project will be pavement rehabilitation on Pohl Road between Balcerzak Drive and Stadium Road.	2020



Riverfront Drive from Carney Drive to Western Terminus	Rehabilitation/ Resurfacing	2020
2nd Street Plum to Madison	Reconstruction of Second Street from Plum Street to Madison Avenue. This project will included installing new sanitary sewer, watermain, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement, sidewalks, signage and striping. This project may also include additional pedestrian crossing safety improvements or intersection control improvements.	2021
Gwyn Drive Reconstruction	There will be a total reconstruction of Gwyn Drive. Resurface is included in that, along with replacing the watermain, storm and sewer systems.	2021
Tile Street	Replacing the pavement, installing new utilities, putting in new curb, gutter, sidewalk, driveway and alley aprons.	2021
Warren Street	The reconstruction of Warren Street from Glenwood Avenue to Riverfront Drive. The project will install new sanitary sewer, watermain, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement sidewalks, end services, signage, striping and signals.	2021
Adams Street - CSAH 12 to CSAH 17	This project completes the Adams Street corridor by constructing the final phase from CSAH 12 to CSAH 17. This project will be primarily funded by assessments for private development, but will have some city contribution to account for the trunk sewer and any additional road improvements beyond what would be necessary for a standard industrial subdivision.	2022
Broad Street - Warren Street to Main Street	Reconstruction of Broad Street from Warren Street to Main Street. This project will include sanitary sewer, watermain, storm drain aggregate base, bituminous pavement, curb and gutter, side-walk and end services to each and every lot.	2022
Riverfront Drive Main to Madison	Reconstruction of Riverfront Drive from Main Street to Madison Avenue. This project will recon-struct the surface improvements. The proposed improvements would be the result of the Riverfront Drive demonstration project performed in 2019 as well as other project components identified in the Old Town Masterplan and the Riverfront Drive Corridor Study.	2022
Hubbel Street	The reconstruction of Hubbel Street from Riverfront Drive to Sibley Parkway.	2023



Rita Road	The reconstruction of Rita Road from Monks Avenue to End	2023
<b>STIP Project</b>	<b>Proposed Improvements</b>	<b>Year</b>
Timberwolf Drive	Msas 139 (Timberwolf Drive), from the intersection of Heron dr to 0.2 mi e, construct pedestrian crossing and hawk system	2022

The City will continue to implement infrastructure and maintenance improvements as part of its long-range community investment 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 3-D: Public Outreach Results



## I. Appendix 3-D: Public Outreach Results

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

Public outreach for the creation of this document consisted of the following activities:

- **Public Open Houses:**

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 in **Part 1 – Appendix 1-A.1 and 1-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 February 6, 2019 to March 20, 2019.

- **Outreach to Local Stakeholder Groups:**

Various community groups were contacted early in the process that include or represent those with disabilities in the Mankato community. The full list of attendees can be seen in **Part 1 – Appendix 1-A.** Below are some groups that offered their insight into challenges faced when traversing pedestrian infrastructure in Mankato.

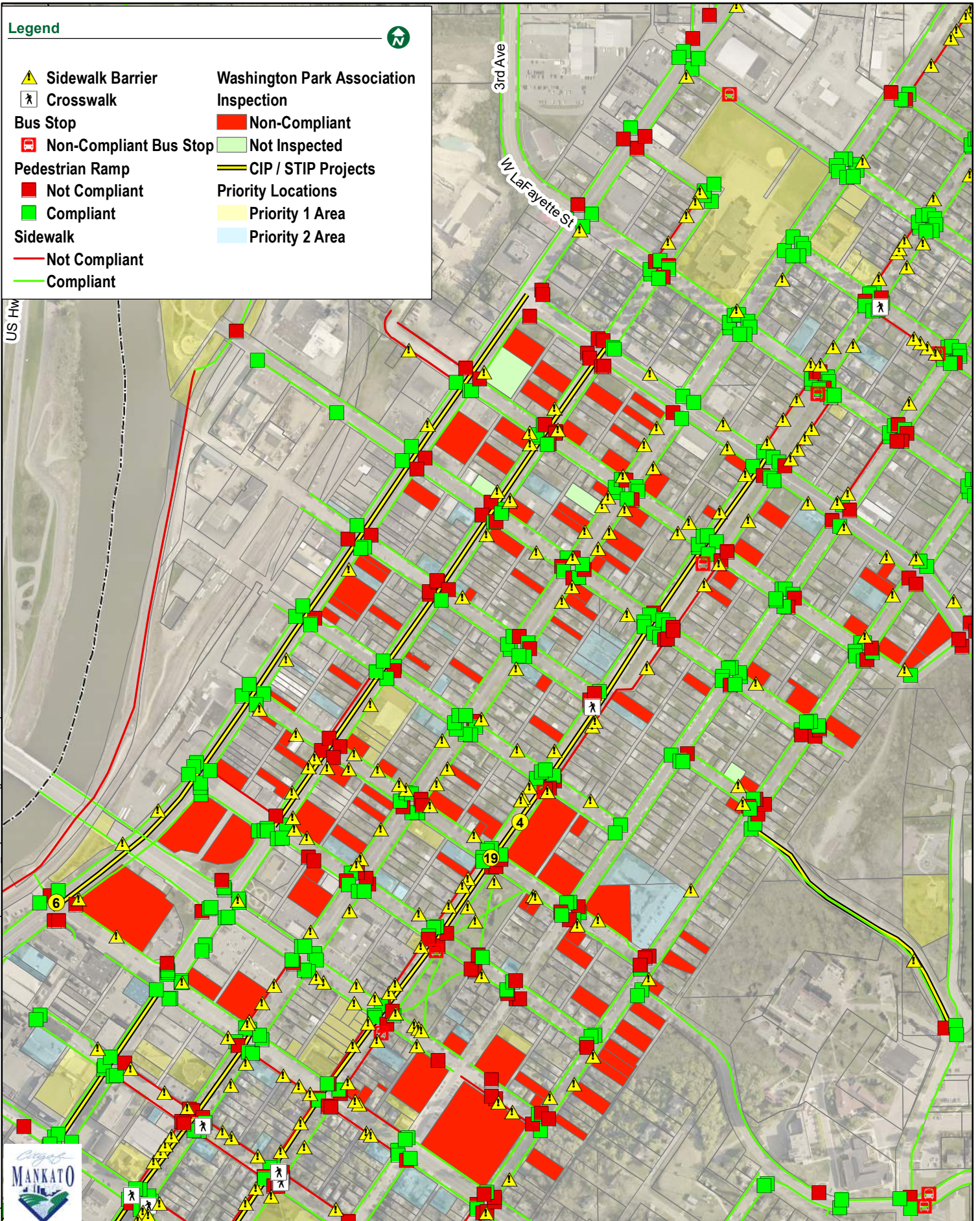
1. The Washing Park Neighborhood Association

The Washington Park neighborhood performed a walking audit with Mankato city staff sometime in 2018. This information was forwarded to the project team to ensure issues were captured in the ADA Transition Plan. Relevant data provided from that group was observed and compared to data collected in the field. Results from field inspection are consistent with issues identified from that effort. **Figure 3-D.1** below illustrates properties where issues were identified in red in proximity to non-compliance identified in the field.

2. The SMILES Center for Independent Living (CIL)

The SMILES CIL group invited project staff to attend meetings at the Gus Johnson Plaza and the Durham Apartments in December 2017 to discuss issues they experience navigating pedestrian infrastructure. Summaries of those meetings are included in **Part 1 – Appendix 1-A.**







## Appendix 3-E: Greivance Procedure



## I. Appendix 3-E: City of 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 3-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 Mankato may do so by one of the following methods:

### A. Telephone

Contact the City of Mankato's ADA Coordinator listed in the **Contact Information** section of **Appendix 3-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 Mankato's ADA Coordinator (contact information in **Appendix 3-F**). Complete the form and submit it to the City of 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 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 Mankato staff will contact the citizen to discuss the investigation and proposed resolution.

The City of 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 Mankato.



Accordingly, the resolution by The City of 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 Mankato shall maintain ADA grievance files on behalf of the City for a period of seven years.



## City Mankato, MN ADA Grievance Form

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

311 - City of Mankato Customer Service  
Attn: City of Mankato ADA Coordinator  
City of Mankato, MN  
10 Civic Center Plaza,  
Mankato, MN 56001

Or it can be e-mailed to: 311@mankato.gov

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 3-F: Contact Information



## I. Appendix 3-F: Responsible Officials and Key Staff

### A. Responsible Officials Contact Information

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

Landon Bode, City of Mankato Public Works – Associate Civil Engineer

10 Civic Center Plaza

Mankato, MN 56001

P: (507) 387-8637

E: [lbode@mankatomn.gov](mailto:lbode@mankatomn.gov)

#### 2. City of Mankato Key ADA Staff:

Mikayela Barden, City of Mankato Public Works –Engineering Technician

10 Civic Center Plaza

Mankato, MN 56001

P: (507) 387-8562

E: [mbarden@mankatomn.gov](mailto:mbarden@mankatomn.gov)



## Appendix 3-G: ADA Design Standards and Procedures



## I. Appendix 3-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 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 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.



## **MAPO ADA TRANSITION PLAN AND INVENTORY**

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

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## Appendix

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

Appendix 4-D: Public Outreach Results

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Appendix 4-F: Contact Information

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## I. INTRODUCTION

### A. City of North Mankato

The City of North Mankato is a partner agency of the Mankato/North Mankato Area Planning Organization (MAPO) and has 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. The City of North Mankato adopts “Part 1 – MAPO Partner Agency Requirements and Project Purpose” of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices concurrent with the adoption of “Part 4 – City of North Mankato ADA Transition Plan and Inventory.” 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 March 6, 2019. See **Appendix 1-A** for summaries of those meetings.
- City Website: This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. 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 June 2018. 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**.

<b>Table 4-1. City of North Mankato Self-Evaluation Infrastructure Data Collection Results</b>		
<b>Infrastructure Type</b>	<b>% Compliant</b>	<b>Summary</b>
Pedestrian Ramps	33%	<ul style="list-style-type: none"> <li>• 1000 total pedestrian ramps</li> <li>• 334 (33%) are compliant</li> <li>• 666 (67%) 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>• 14 total Bus Stops</li> <li>• 4 are compliant (27%)</li> <li>• 11 are non-compliant (73%)</li> </ul>
Traffic Signal Push Buttons with APS	35%	<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 4-A**. Improvements have been identified as short-term improvements (2019-2028), mid-term improvements (2029-2038), 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 identified in this plan would be ADA compliant. Including the highest priority locations.
- After 20 years, 52% of accessibility features identified in this plan would be ADA compliant.
- After 30 years, 78% of accessibility features identified in this plan would be ADA compliant.
- After 40 years, 100% of accessibility features identified in this plan 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 ten 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. 333 (33%) of the locations were reported to be compliant and 667 (67%) 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. Nine crosswalks were identified as non-compliant due to markings that were faded or partially removed.

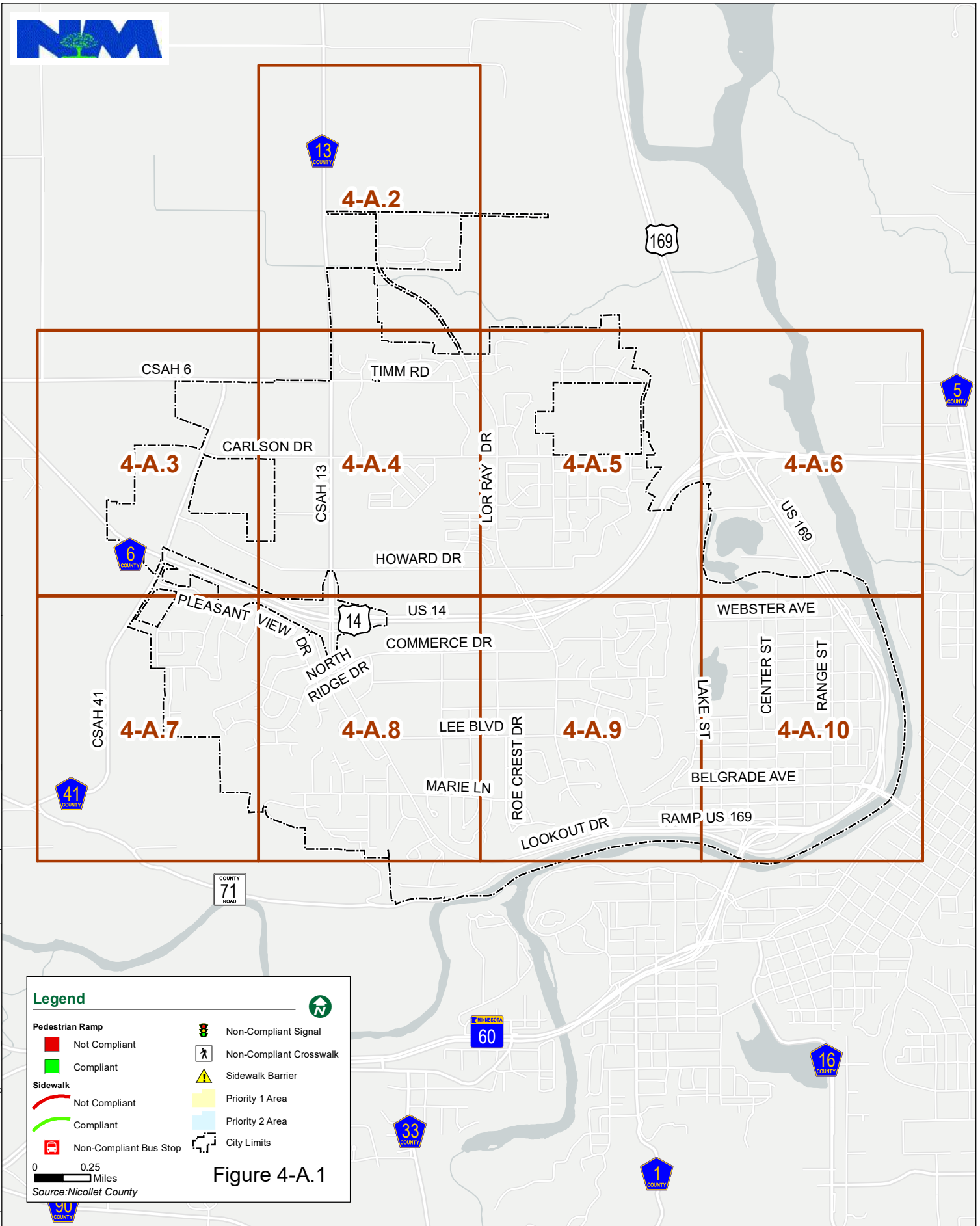
#### 4. Traffic Signals

46 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. Of 30 locations were without APS technology.

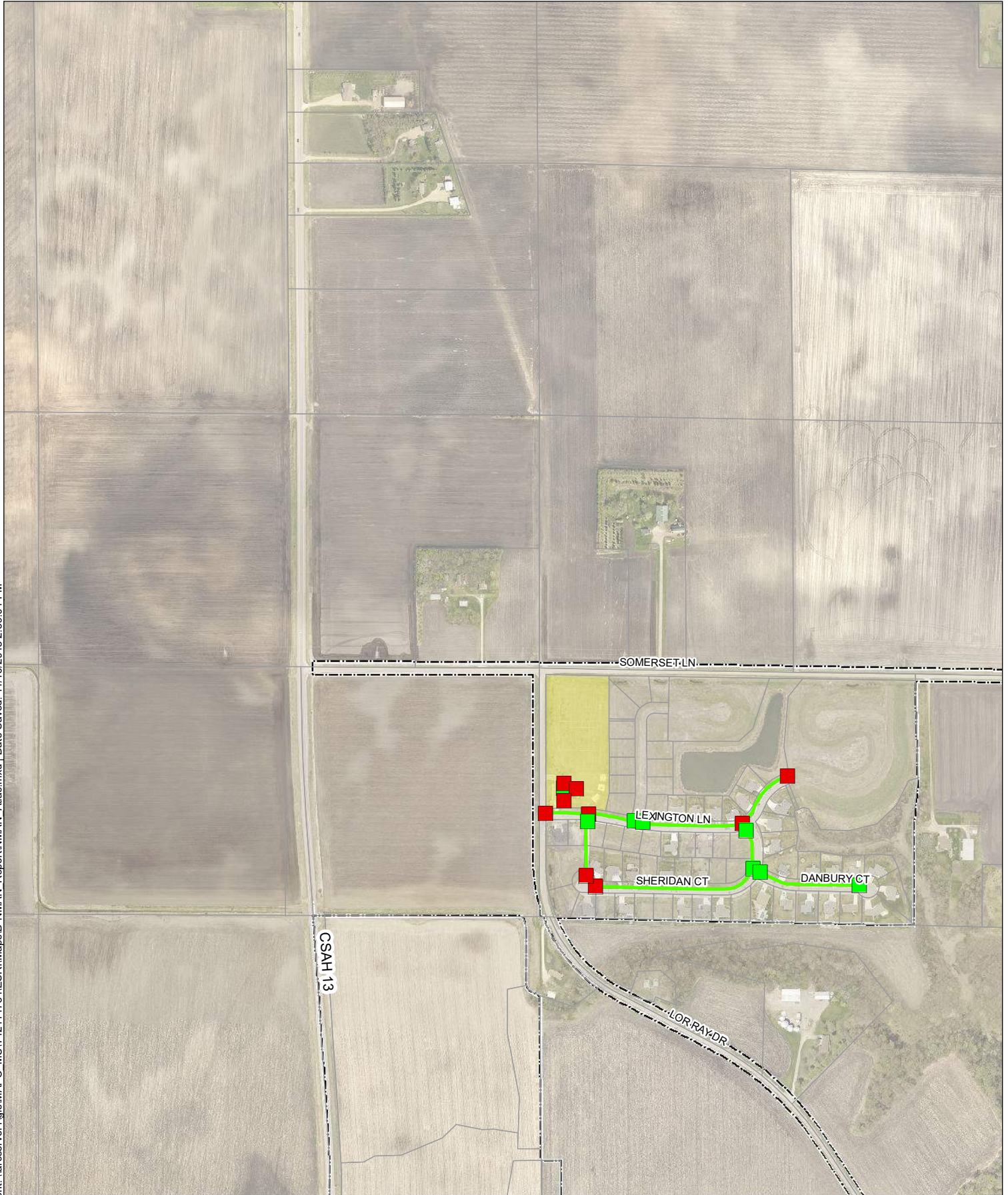
#### 5. Bus Stops

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**).

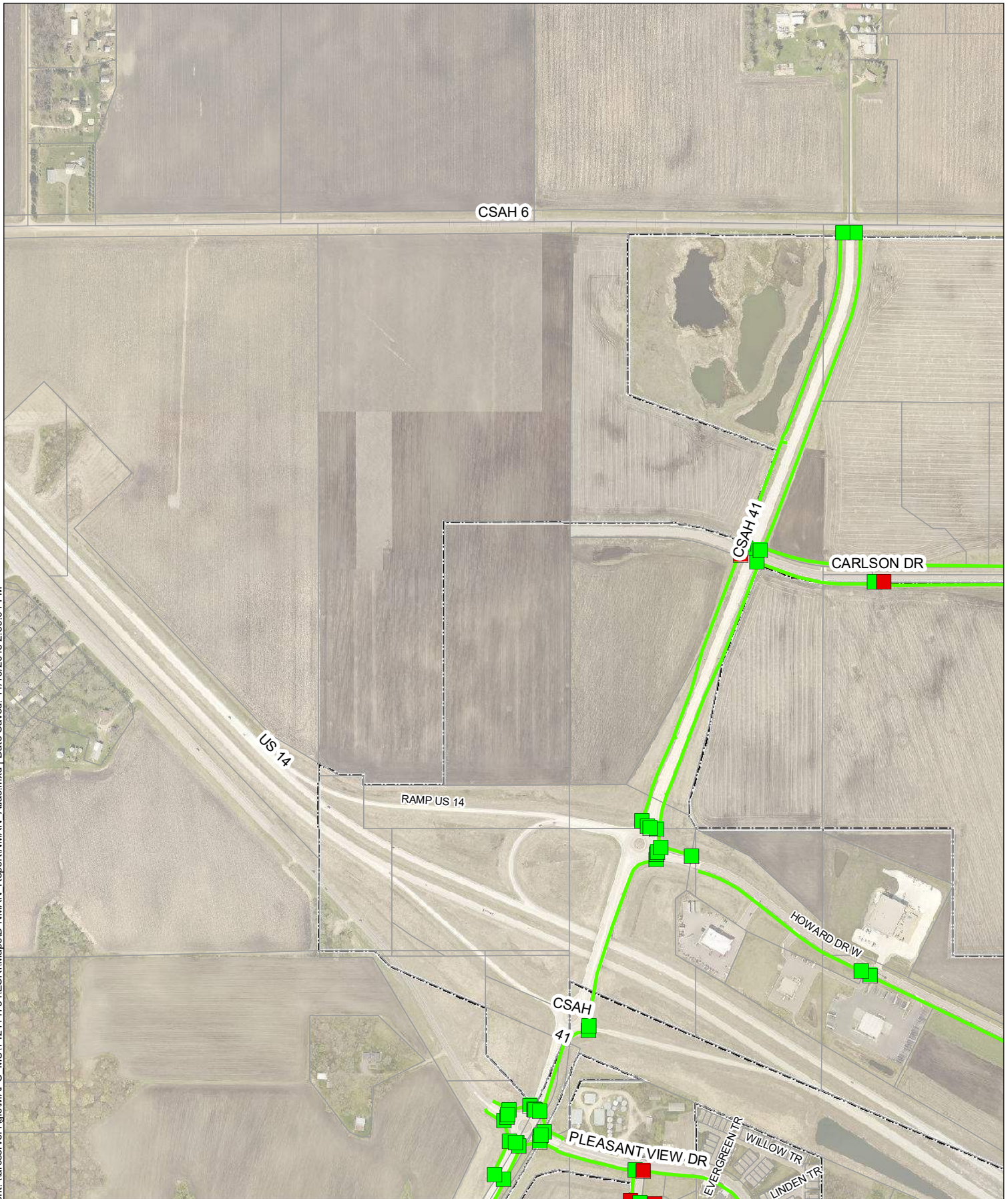






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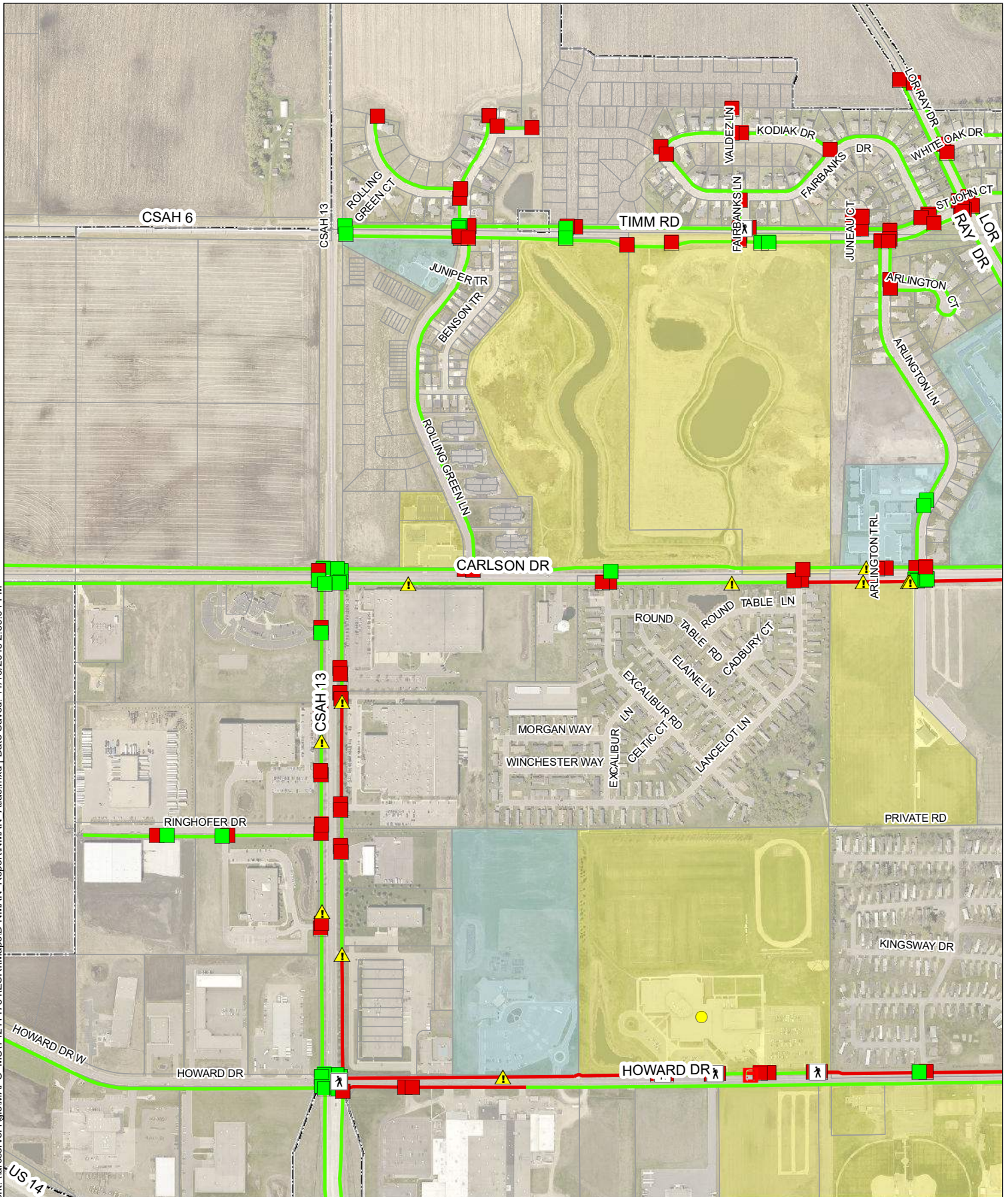


- Figure 4-A.3 -

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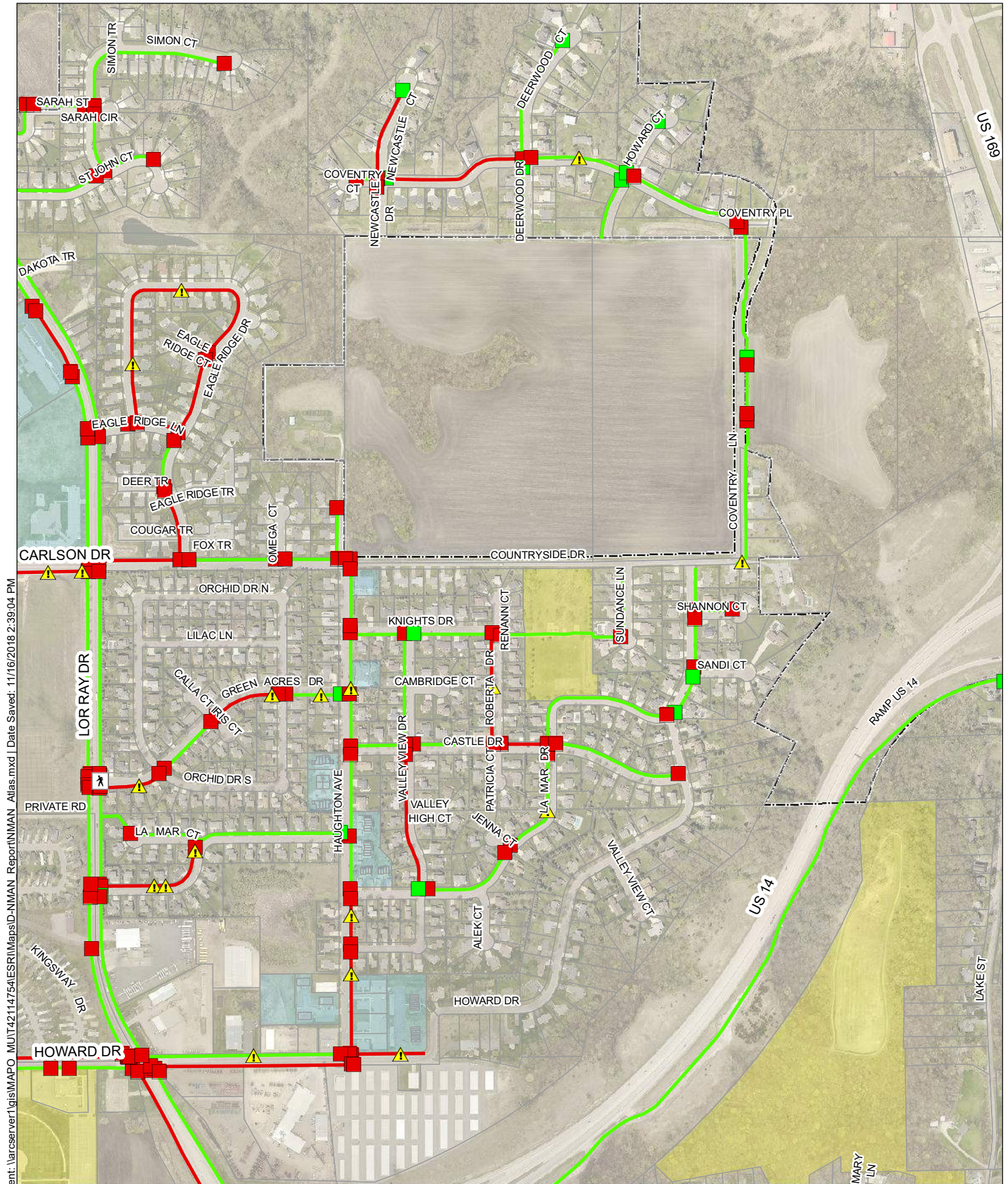


- Figure 4-A.4 -

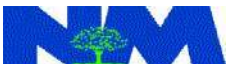
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- Figure 4-A.5 -

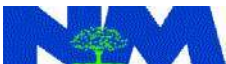
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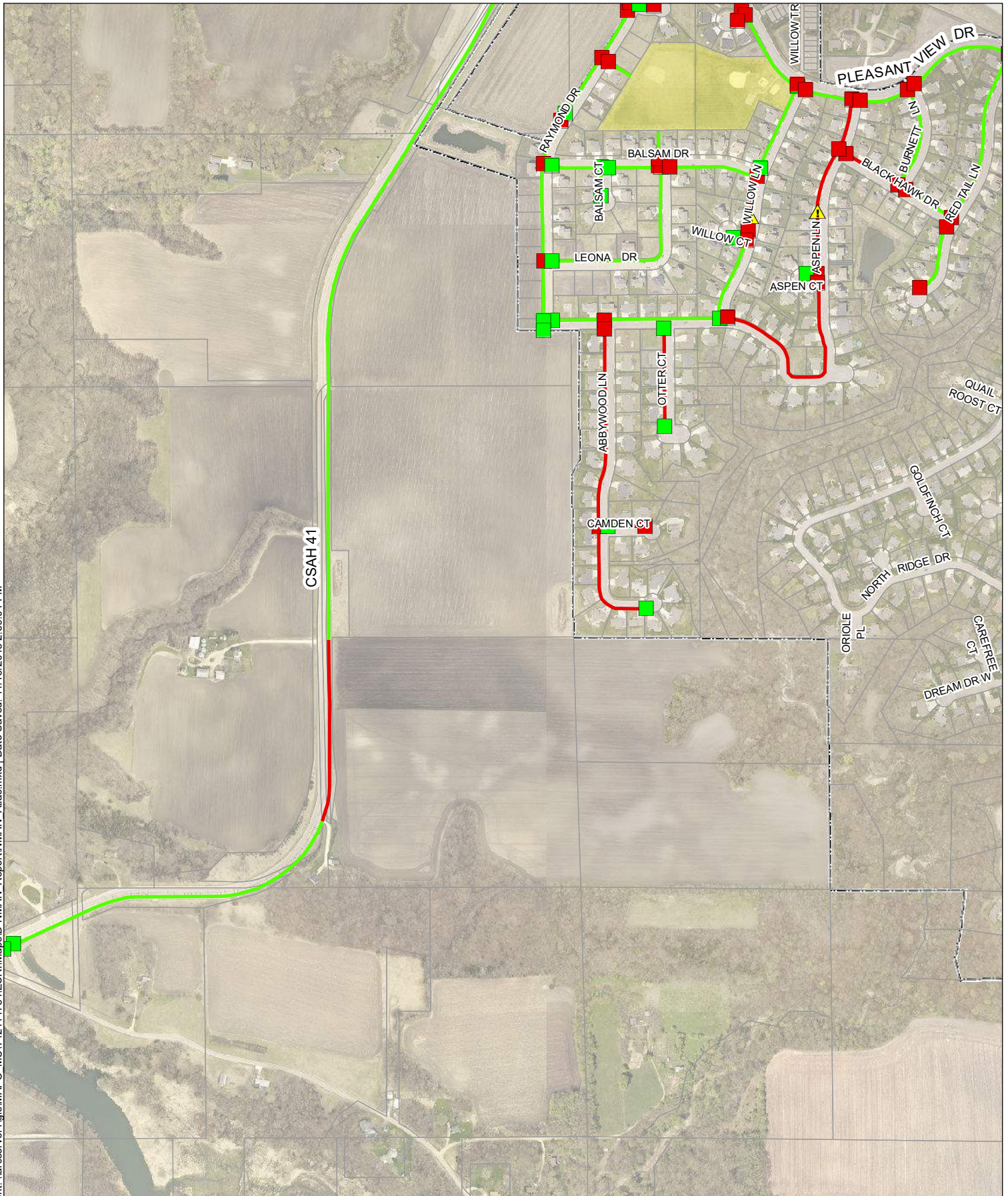


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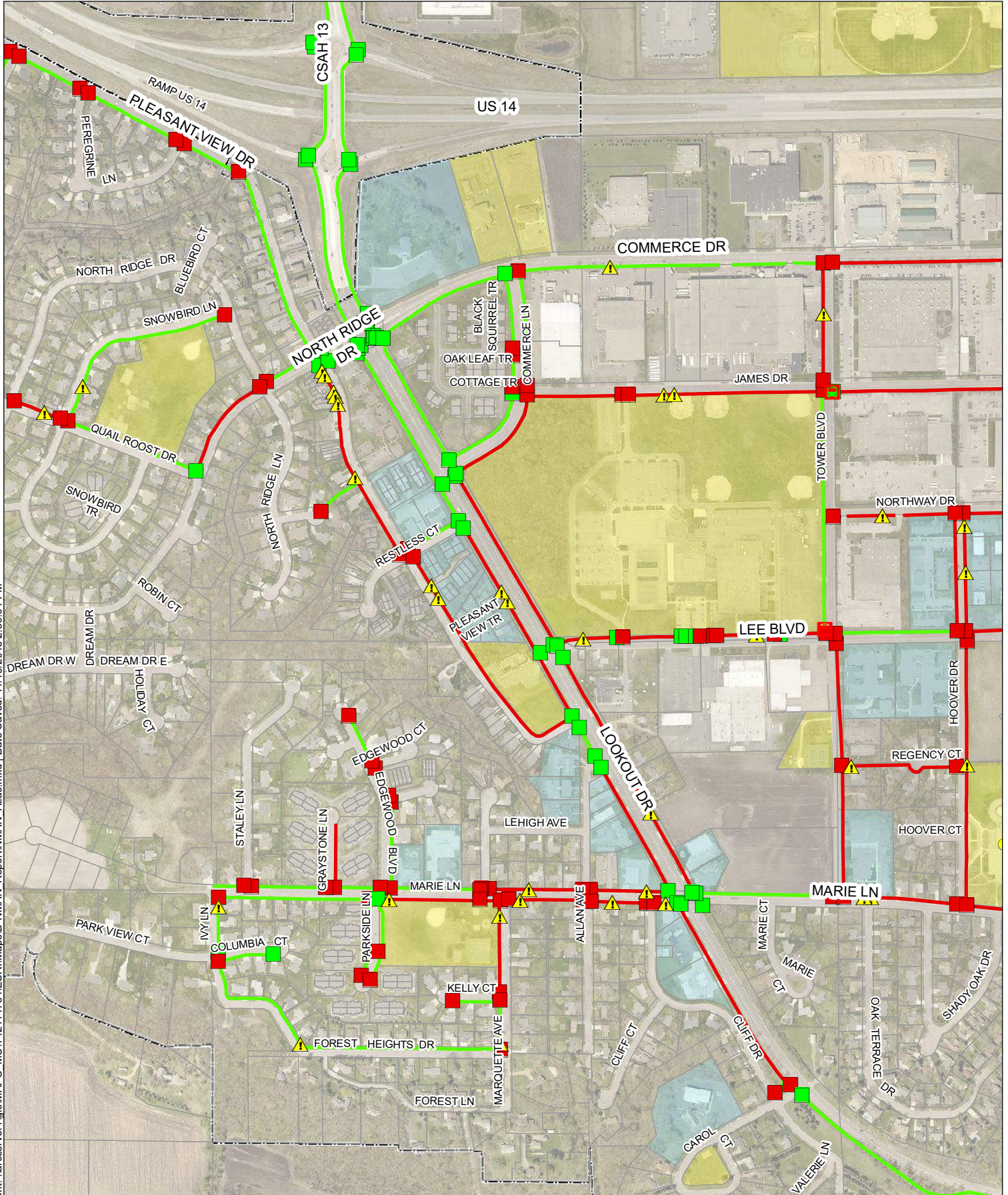




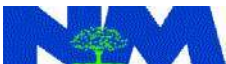


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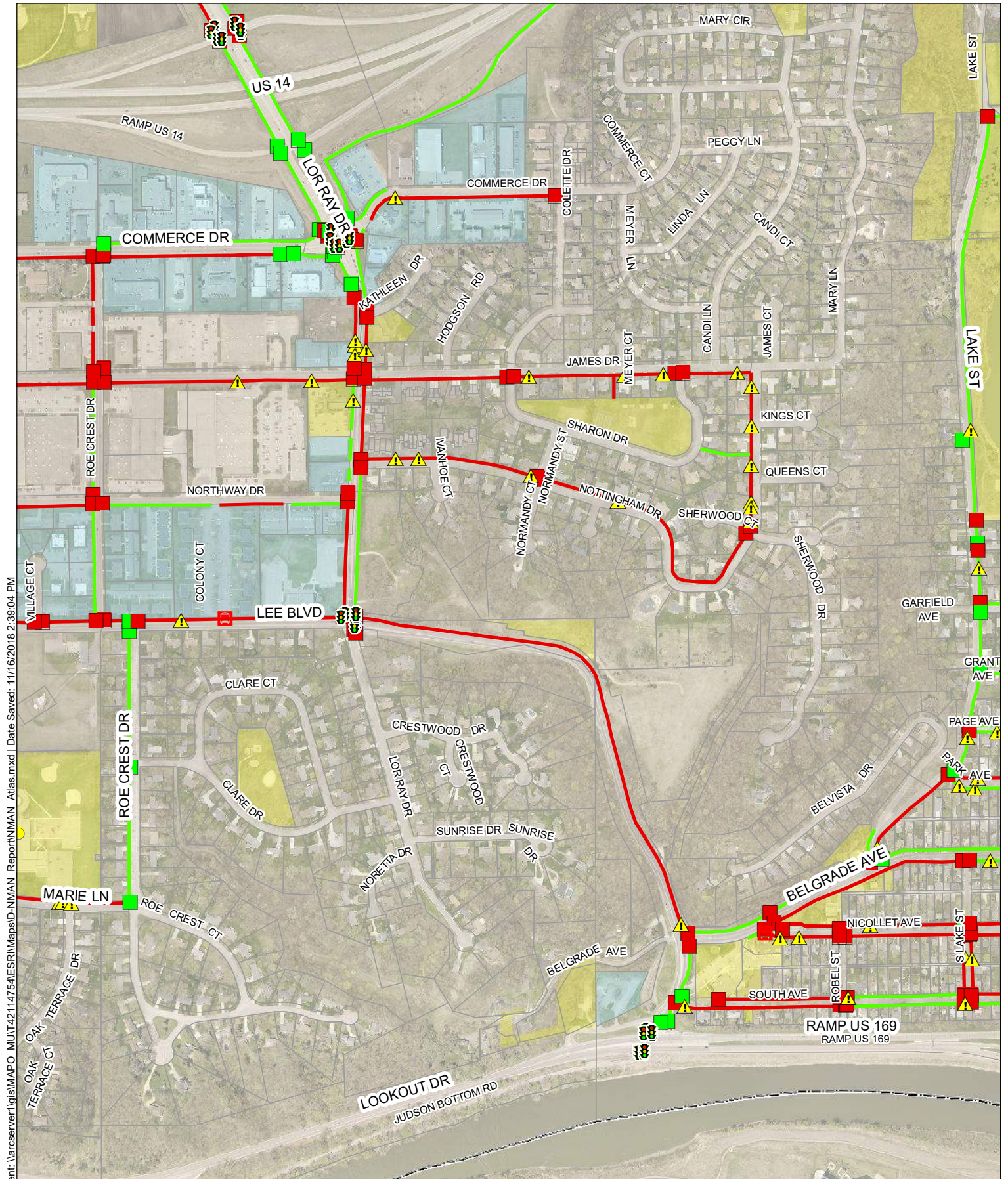


- Figure 4-A.8 -

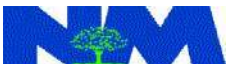
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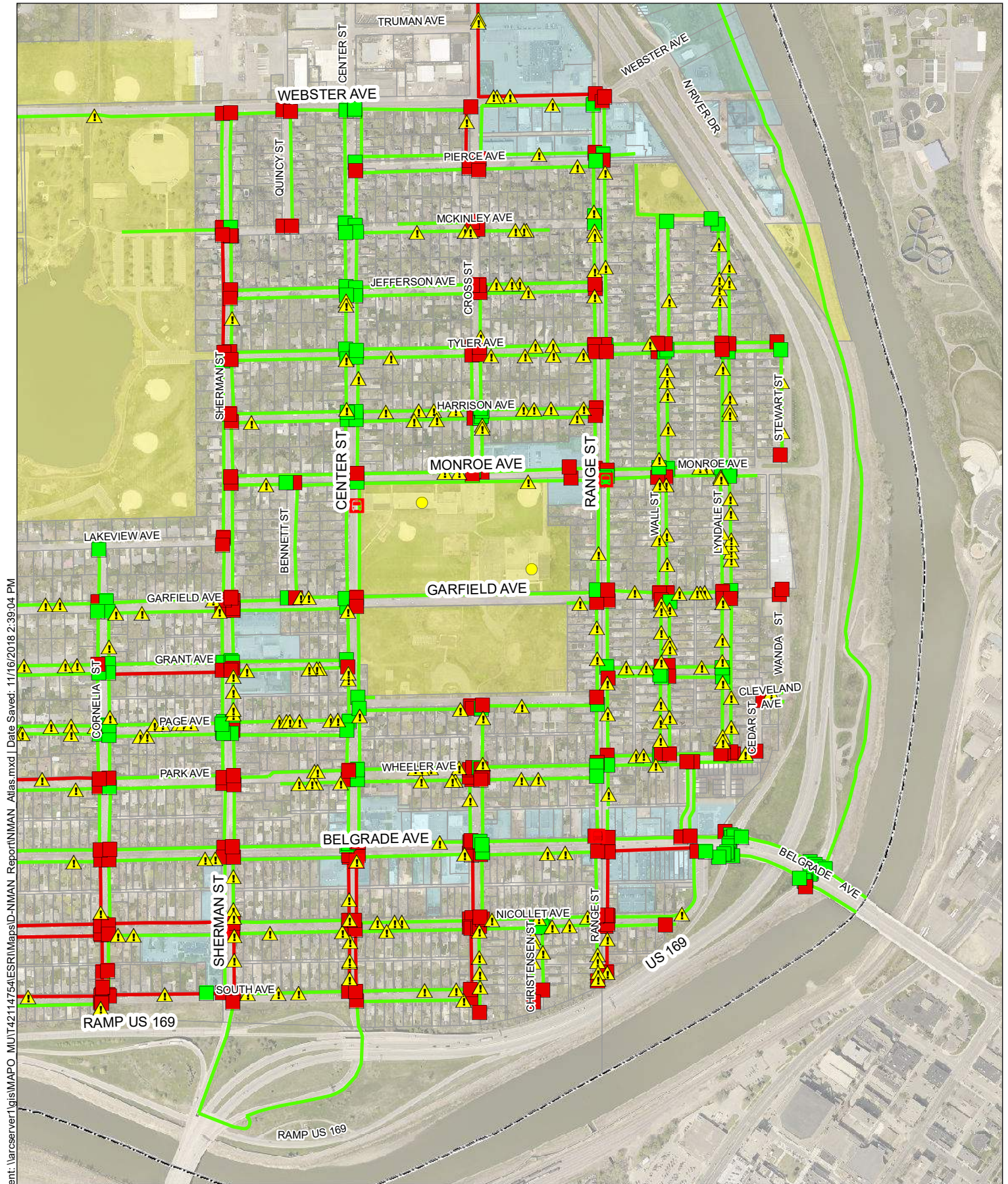


- Figure 4-A.9 -

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- Figure 4-A.10 -

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Table 4-A.2. 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*	Length (ft) 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	(P) Short-Term
HOWARD DR	Church; Housing Complexes; Schools,Government Facilities; Parks;	5479	29	0	0	15	1	Y	2020	(P) Short-Term
GARFIELD AVE	Schools	0	0	0	0	45	1	Y	2021	(P) Short-Term
MONROE AVE	Church; Schools;	0	3	0	0	60	1	Y	2021	(P) Short-Term
RANGE ST	Church; Housing Complexes; Schools; Shopping	583	14	2	0	175	1	Y	2021	(P) Short-Term
CENTER ST	Schools; Shopping	1298	7	1	0	145	1	Y	2021	(P) Short-Term
**Programmed (P) Short-Term (2019-2021) Totals		10629	58	3	0	455	-	-	-	(P) Short-Term
Lookout Dr	Housing Complexes,,Schools,Shopping	1216	19	0	8	10	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
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
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
TYLER AVE	Parks; Schools;	0	15	0	0	70	1	N	N/A	Short-Term
NICOLLET AVE	Church; Government Facilities; Housing Complexes; Schools; Shopping	3902	45	2	0	110	1	N	N/A	Short-Term
GARFIELD AVE	Housing Complexes; Schools,Parks; Schools;	0	21	0	0	125	1	N	N/A	Short-Term
Short-Term (2019-2028) Totals		17327	192	2	8	1355	-	-	-	Short-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
BELGRADE AVE	Church; Government Facilities; Housing Complexes; Schools; Shopping	1528	30	2	0	55	1	N	N/A	Mid-Term
COMMERCE LN	Housing Complexes,,Schools	587	3	0	0	0	1	N	N/A	Mid-Term
LOOKOUT DR	Health Clinics; Hospitals; Housing Complexes; Schools; Shopping	5598	0	0	0	0	1	N	N/A	Mid-Term
CROSS ST	Church; Schools; Shopping	1945	17	0	0	95	1	N	N/A	Mid-Term
LOR RAY TRAIL	Church,Housing Complexes; Schools,Public Housing and Homeless Shelters	370	19	0	0	0	1	N	N/A	Mid-Term
Mid-Term (2029-2038) Totals		20588	195	4	21	560	-	-	-	Mid-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	16	1	0	0	1	N	N/A	Long-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
HAUGHTON AVE	Housing Complexes;	809	15	0	0	15	2	N	N/A	Long-Term
GRAYSTONE LN	Housing Complexes;	334	0	0	0	0	2	N	N/A	Long-Term



Table 4-A.2. 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*	Length (ft) Sidewalk/Trail Barriers	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
LA MAR DR	Housing Complexes;	633	4	0	0	20	2	N	N/A	Long-Term
PLEASANT VIEW CT	Housing Complexes;	0	1	0	0	0	2	N	N/A	Long-Term
EDGEWOOD BLVD & EDGEWOOD CT	Housing Complexes;	0	2	0	0	0	2	N	N/A	Long-Term
EDGEWOOD BLVD & MEADOWBROOK CT	Housing Complexes;	0	2	0	0	0	2	N	N/A	Long-Term
WHITE OAK DR	Housing Complexes;	0	2	0	0	0	2	N	N/A	Long-Term
NOTTINGHAM DR	Housing Complexes;	3266	4	0	0	0	2	N	N/A	Long-Term
ROE CREST DR	Other (Low Priority Use)	556	0	0	0	0	2	N	N/A	Long-Term
FAIRBANKS DR & TIMM RD	Schools	0	3	0	0	0	3	N	N/A	Mid-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
IVY LN	Other (Low Priority Use)	0	0	0	0	15	3	N	N/A	Long-Term
NEWCASTLE DR	Other (Low Priority Use)	250	0	0	0	0	3	N	N/A	Long-Term
ROBERTA DR	Other (Low Priority Use)	585	4	0	0	0	3	N	N/A	Long-Term
S LAKE ST	Other (Low Priority Use)	635	0	0	0	0	3	N	N/A	Long-Term
OTTER CT	Other (Low Priority Use)	512	0	0	0	0	3	N	N/A	Long-Term
COVENTRY CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
COVENTRY LN	Other (Low Priority Use)	754	9	0	0	20	3	N	N/A	Long-Term
CHRISTENSEN ST	Other (Low Priority Use)	0	2	0	0	30	3	N	N/A	Long-Term
Co Rd 41	Other (Low Priority Use)	957	0	0	0	0	3	N	N/A	Long-Term
CASTLE DR	Other (Low Priority Use)	250	6	0	0	0	3	N	N/A	Long-Term
QUAIL ROOST DR	Other (Low Priority Use)	245	1	0	0	0	3	N	N/A	Long-Term
NEWCASTLE CT	Other (Low Priority Use)	497	0	0	0	0	3	N	N/A	Long-Term
WILLOW LN	Other (Low Priority Use)	283	3	0	0	0	3	N	N/A	Long-Term
ABBYWOOD LN	Other (Low Priority Use)	1672	1	0	0	0	3	N	N/A	Long-Term
CAMDEN CT	Other (Low Priority Use)	198	1	0	0	0	3	N	N/A	Long-Term
ROLLING GREEN LN & TIMM RD	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
NORTH RIDGE DR	Other (Low Priority Use)	566	2	0	0	0	3	N	N/A	Long-Term
VALLEY VIEW DR	Other (Low Priority Use)	727	1	0	0	0	3	N	N/A	Long-Term
SHERIDAN CT	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
LEONA DR & RAYMOND DR	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
BLACK HAWK DR	Other (Low Priority Use)	318	4	0	0	0	3	N	N/A	Long-Term
SARAH CIR & SARAH ST & SIMON CT	Other (Low Priority Use)	0	3	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & FAIRBANKS LN	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
TIMM RD	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
CARDINAL CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
VALDEZ LN	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
SHANNON CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
RAYMOND CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & KODIAK DR	Other (Low Priority Use)	0	3	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
RAMP US 14	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
JUNEAU CT	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
RAYMOND CT & RAYMOND DR	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
EDGEWOOD BLVD	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term

Table 4-A.2. 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*	Length (ft) Sidewalk/Trail Barriers	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
LEXINGTON LN & SHERIDAN CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
BALSAM DR & RAYMOND DR	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
KODIAK DR & VALDEZ LN	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
RINGHOFER DR	Other (Low Priority Use)	0	2	0	0	0	3	N	N/A	Long-Term
LA MAR CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
CSAH 13 & RINGHOFER DR	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
FAIRBANKS DR & ROLLING GREEN LN	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
SUNDANCE LN	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
RED TAIL LN	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
ROLLING GREEN LN	Other (Low Priority Use)	0	5	0	0	0	3	N	N/A	Long-Term
SIMON CT	Other (Low Priority Use)	0	1	0	0	0	3	N	N/A	Long-Term
Howard Dr W	Other (Low Priority Use)	0	0	1	0	0	3	N	N/A	Long-Term
ASPEN LN	Other (Low Priority Use)	2093	7	0	0	0	3	N	N/A	Long-Term
RAMP US 14	Other (Low Priority Use)	0	0	0	1	0	3	N	N/A	Long-Term
Long-Term (2039 and Later) Totals		33291	222	2	1	335	-			Long-Term
North Mankato ADA Facilities Totals		81835	667	11	30	2705	-			

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

\*\*Programmed (P) Short-Term projects are those projects programmed into the City of Mankato Community Investment Plan for the next five years that include improvements to pedestrian infrastructure.



## 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:

<b>Project Location</b>	<b>Proposed Improvements</b>	<b>Year</b>
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 the following activities:

- **Public Open Houses:**

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 in **Part 1 – Appendix 1-A.1 and 1-A.2**. The second open house was held at the North Mankato Police Annex on March 6, 2019.

- **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 February 6, 2019 to March 20, 2019.



## 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.



## **MAPO ADA TRANSITION PLAN AND INVENTORY**

### **PART 5 – City of Skyline ADA Transition Plan and Inventory**

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## Appendix

### Appendix 5-A: Contact Information



## I. INTRODUCTION

### A. City of Skyline

The City of Skyline is a partner agency of the Mankato/North Mankato Area Planning Organization and has pursued the completion of a Self-Evaluation and the development of an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. Skyline is a small city and contains no pedestrian infrastructure as part of its transportation system. Efforts to provide a full evaluation of Skyline suitable to develop a Transition Plan are futile. This plan serves as a framework for a future Skyline ADA Transition Plan in the event that pedestrian infrastructure is constructed in the coming years.

This *“Part 5 – City of Skyline ADA Transition Plan and Inventory”* has been developed solely for the City of Skyline and includes information, data, and recommendations relevant to the city’s interests and those of the MAPO. Upon adoption of *“Part 5 – City of Skyline ADA Transition Plan and Inventory,”* the City of Skyline 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 the Self-Evaluations
- Provides the methodology used for prioritization strategies for implementation.

## II. PUBLIC OUTREACH

The City of Skyline recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the public rights-of-way of the City of Skyline.

Public outreach for the creation of this document consisted of the following activities:

- **Grievance Procedure:**  
In compliance with 28 C.F.R. Sec. 35.107, the city has established the grievance procedure to take future comments and concerns for the City. This can be seen in Appendix 5-B and is further detailed in Section VIII below.
- **Public Open House:**  
City Staff solicited feedback from the community on issues pertaining to ADA deficiencies within the community and transition plan development while attending a community open house that took place on January 31, 2018.
- **City Website:**  
This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. No comments were received at that time.

### **III. SELF-EVALUATION**

#### **A. Overview**

The City of Skyline has no pedestrian infrastructure. However, if the city decides to integrate sidewalks and other pedestrian infrastructure into its public rights-of-way at a future date, they will fully comply with ADA law at the time of construction to provide full accessibility to all users. The only pedestrian walk in the City is located on the City Hall/Fire Station property as access from parking to the building.

As a city with less than 50 employees, Skyline is not required to have a Transition Plan in place. With no pedestrian infrastructure, Self-Evaluation of infrastructure is impossible. There are no policies or practices providing barriers to accessibility.

### **IV. POLICIES AND PRACTICES**

#### **A. Overview**

The City of Skyline has no policies nor performs practices that provide barriers to Compliance with the ADA. However, if the city decides to integrate sidewalks and other pedestrian infrastructure into its public rights-of-way at a future date, they will fully comply with ADA law at the time of construction to provide full accessibility to all users.

### **V. IMPLEMENTATION PLAN**

#### **A. Priority Areas**

If the City chooses to incorporate pedestrian infrastructure in the future, it will do so in a way that ensures access for all users in compliance with ADA law.

### **VI. ADA COORDINATOR**

In accordance with 28 C.F.R. Sec. 35.107(a), the City of Skyline has identified an ADA Title II Coordinator to oversee the city's policies and procedures. Contact information for this individual is located in Appendix 5-A.

### **VII. IMPLEMENTATION SCHEDULE**

There is no implementation schedule at this time.

### **VIII. GRIEVANCE PROCEDURE**

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice will be provided if pedestrian infrastructure is constructed in accordance with 28 CFR 35.107(b).

### **IX. MONITOR THE PROGRESS**

This document will be updated as needed to reflect the City of Skyline'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 ten 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 5-A: Contact Information



## **I. Appendix 5-A: Responsible Officials and Key Staff**

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

#### **1. City of Skyline ADA Coordinator:**

Paige Attarian

Mayor

164 S Skyline Dr.

Skyline, MN 56001

P: (507) 345-5390

E: [mayor@cityofskyline.com](mailto:mayor@cityofskyline.com)

## **MAPO ADA TRANSITION PLAN AND INVENTORY**

### **PART 6 – BLUE EARTH COUNTY ADA TRANSITION PLAN AND INVENTORY**



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## Appendix

Appendix 6-A: Self-Evaluation – Program Review

Appendix 6-B: Self-Evaluation – Policy and Practice Review

Appendix 6-C: ADA Transition Plan Projects referenced from Blue Earth County Capital  
Improvements Plan

Appendix 6-D: Public Outreach Results

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Appendix 6-F: Contact Information

Appendix 6-G: ADA Design Standards and Procedures

## I. INTRODUCTION

### A. Blue Earth County

Blue Earth County is a partner agency of the Mankato/North Mankato Area Planning Organization (MAPO) and has completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This “Part 6 – Blue Earth County ADA Transition Plan and Inventory” has been developed solely for Blue Earth County and includes information, data, and recommendations relevant to the County’s interests and those of the MAPO. Blue Earth County adopts “Part 1 – MAPO Partner Agency Requirements and Project Purpose” of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices concurrent with the adoption of “Part 6 – Blue Earth County ADA Transition Plan and Inventory.” 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 Blue Earth County:

- Grievance Procedure: In compliance with 28 C.F.R. Sec. 35.107, the county has established the grievance procedure to receive future comments and concerns regarding barriers to accessibility. This can be seen in **Appendix 6-E** and is further detailed in **Section VII** below.
- Public Information Meetings: County staff solicited feedback from citizens on issues pertaining to ADA deficiencies within the county and initiatives for Transition Plan development while attending two public information meetings that took place on January 31, 2018 and March 6, 2019. See **Appendix 1-A** for summaries of those meetings.
- County Website: This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. A summary of comments received and information regarding the public outreach activities are located in **Appendix 6-C**.

## III. SELF-EVALUATION RESULTS

### A. Review of Programs

The review of programs for Blue Earth County’s Self-Evaluation began in October 2017 and was completed in November 2017. The Cities of Eagle Lake, Mankato, and Skyline are the only cities in Blue Earth County within the MAPO boundary. However, the County chose to expand the Transition Planning effort to include all



infrastructure within the public rights-of-way under its jurisdiction. This includes inventories in the following cities in Blue Earth County where county pedestrian infrastructure is present:

- Amboy
- Eagle Lake
- Lake Crystal
- Madison Lake
- Mapleton
- Pemberton
- St. Clair
- Vernon Center
- Garden City
- Mankato
- Rapidan
- Good Thunder

Among these cities, project staff inventoried 49 miles of sidewalk and trail, 780 locations where pedestrian ramps exist or should exist, 90 traffic signal push button locations and 86 crosswalks for barriers to accessibility. **Table 6.1** summarizes the results of the Self-Evaluation infrastructure data collection completed for Blue Earth County public rights-of-way. Reports were generated for each community in Blue Earth County outlining results of the Self-Evaluation. These reports can be seen in **Appendix 6-A**.

Table 6-1. Blue Earth County Self-Evaluation Infrastructure Data Collection Results		
Infrastructure Type	% Compliant	Summary
Pedestrian Ramps	45%	<ul style="list-style-type: none"> <li>• 781 total pedestrian ramps</li> <li>• 350 (45%) are compliant</li> <li>• 431 (55%) are non-compliant</li> </ul>
Sidewalks	94%	<ul style="list-style-type: none"> <li>• 49 total miles of sidewalk/trail</li> <li>• 146 accessibility barriers were identified</li> <li>• 45 miles of sidewalk/trail (94%) are compliant</li> <li>• 3 miles of sidewalk/trail (6%) are non-compliant</li> </ul>
Traffic Signal Push Buttons with APS	77%	<ul style="list-style-type: none"> <li>• 90 total traffic signal push button locations</li> <li>• 69 (77%) are Accessible Pedestrian Signals (APS)</li> <li>• 21 (23%) are not APS</li> </ul>
Crosswalks	100%	<ul style="list-style-type: none"> <li>• 86 crosswalks were evaluated</li> <li>• 86 (100%) of crossings are compliant</li> <li>• 0 (0%) of crossings are non-compliant</li> </ul>

## B. Review of Policies and Practices

### 1. Previous Practices

Since the adoption of the ADA, Blue Earth County has worked to provide accessible pedestrian features as part of road construction and reconstruction projects. As additional information was made available as to the methods of providing accessible pedestrian features, the county updated their procedures to accommodate these methods.

### 2. Policy

Blue Earth County's goal is to continue to provide accessible pedestrian design features as part of street construction and reconstruction projects. The county

will reference ADA design standards and procedures listed in **Appendix 6-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 county 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 county will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the county's jurisdiction are ADA compliant to the maximum extent feasible. Requests for accessibility improvements can be submitted to Blue Earth County's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 6-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the county. A breakdown of relevant policies can be seen in **Appendix 6-B** which includes the following:

- Blue Earth County Snow and Ice Removal Policy
- Highway Department Policies – Sidewalks/Trails
- County of Blue Earth and City of Mankato Routine Maintenance Agreement (2017)
- Routine Maintenance Agreements with Cities in the County

#### 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 county 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 county 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 identified and prioritized with direction from the County Public Works Director.

#### Stand Alone Projects.

As grant funding opportunities are available, independent ADA projects may be undertaken by the county. A brief engineering study will be performed in



which 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 6-B**.

## IV. IMPLEMENTATION PLAN

### A. Priority Areas

Blue Earth County 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.

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

Much of the sidewalk and trail infrastructure in Blue Earth County is contained within the local jurisdictions identified in section *III. Self-Evaluation Results* above. Blue Earth County maintains agreements with municipalities to share the costs associated with sidewalk and trail facilities on County Highways. Cities are responsible for participating in ADA improvements in accordance with these cost share agreements. Through this effort, the cities of Eagle Lake and Mankato have prioritized deficiencies identified in this plan within their respective ADA Transition Plans in accordance with their agreements with Blue Earth County.

The County will coordinate with cities within its jurisdiction to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

### C. Schedule

Blue Earth County 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 Blue Earth County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in **Appendix 6-C**.

Blue Earth County will work with cities in its jurisdiction to program improvements into respective Capital Improvement Projects. The County has set the following schedule goal for improving the accessibility of its pedestrian facilities within the County's jurisdiction:

- After 20 years, 100% of accessibility features identified in this plan within the jurisdiction of Blue Earth County, outside of the MAPO Jurisdiction, would be ADA compliant.
- After 30 years, 80% of accessibility features identified in this plan within the MAPO jurisdiction would be ADA compliant.

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

## V. ADA COORDINATOR

In accordance with 28 C.F.R Sec. 35.107(a), Blue Earth County has identified an ADA Title II Coordinator to oversee The County's policies and procedures. Contact information for this individual is located in **Appendix 6-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 Blue Earth County facilities and services believe the County 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 county 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 Blue Earth County's grievance procedure is outlined in **Appendix 6-E**.

## VII. MONITOR THE PROGRESS

This document will be updated as needed to reflect Blue Earth County'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 6-A: Self-Evaluation – Program Review

## I. Appendix 6-A: Blue Earth County, MN Self-Evaluation – Program Review

### A. Review of Programs

Blue Earth County inventoried pedestrian ramps and sidewalks within the public rights-of-way from November 2017 to May 2018.

#### 1. Pedestrian Ramps

Blue Earth County has 781 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. 350 (45%) of the locations were reported to be compliant and 431 (55%) were reported to be non-compliant.

#### 2. Sidewalks/Trails

The sidewalk and trail within Blue Earth County public rights-of-way were inventoried and evaluated to determine ADA compliance and to identify existing obstructions based on compliance criteria outlined in Part 1 Sec. III. Of the nearly 49 miles of sidewalk and trail evaluated, only two miles had a condition rating of three or four meaning they exhibited instances of non-compliance along their length which require further evaluation and remedial action. 146 accessibility barriers, or obstructions, were also present along these sidewalks and trails.

#### 3. Crosswalks

80 crosswalks were inventoried throughout the county as well. All were marked appropriately and were in acceptable condition.

#### 4. Traffic Signals

90 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. 21 locations were without APS technology.

Compliant and non-compliant pedestrian ramps, sidewalk/trail infrastructure, and crosswalks for each municipality in Blue Earth County are illustrated in Figures 6-A1 to 6-A22 and are broken down in succeeding tables below. The timeline for replacement of these sidewalks will depend on priority ranking, correlation to planned projects, reasonable accommodation requests, and available funding.

### B. The Recreational Trail System and ADA Compliance

Blue Earth County provides a number of recreational trails that traverse throughout the County outside of city limits. The County understands differences in ADA standards that apply to trails adjacent to roadways within city limits as opposed to those that serve a recreational purpose further away from the roads with some trails being in road rights-of-way and some outside of road

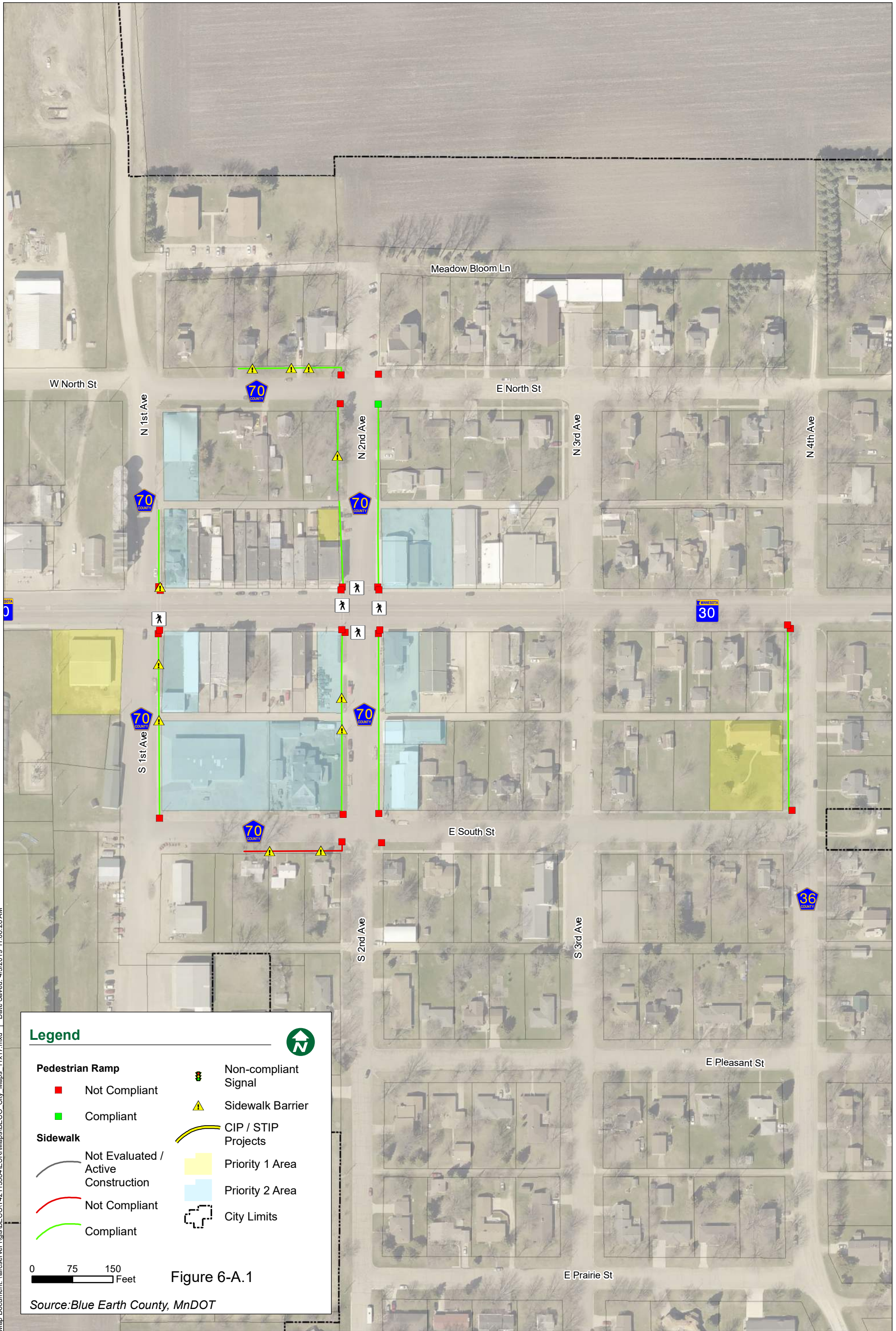


rights-of-way. In the event that a trail adjacent to and inside of the road rights-of-way exceed 8.33% grade, 4-foot by 4-foot hard surface landing pads need to be provided in intervals to allow for resting areas. Given the number of occurrences of this type of deficiency in the Blue Earth County Trail system, the costs to remedy the situation provides an undue financial burden for the County to perform on a stand-alone basis. The County plans to deal with these deficiencies by designing future recreational trails adjacent to and inside of road rights-of-way to include all appropriate ADA components while also considering incorporation of ADA upgrades during scheduled recreational trail reconstruction when feasible and practical.

### C. Self-Evaluation Results

The following reports provide an assessment of compliance and planning level costs for each community in Blue Earth County. Information on specific locations of non-compliance can be obtained by contacting Blue Earth County ADA Coordinator. See contact for the Eagle Lake ADA Coordinator in **Appendix 6-F**.







## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Amboy**

### Pedestrian Ramp Inventory within the City of Amboy

ADA Compliant Pedestrian Ramp	1
Non-Compliant Pedestrian Ramp	23
<b>Total Number of Ramps</b>	<b>24</b>

### Pedestrian Ramp Inventory by Roadway in Amboy

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	36	Co Rd 36 & 4th Ave & E Main St & Main S	0	2	0	\$ 8,000.00	3
2	36	Co Rd 36 & South St	0	1	0	\$ 4,000.00	1
3	70	Co Rd 70 & 1st Ave	0	1	0	\$ 4,000.00	2
4	70	Co Rd 70 & 2nd Ave & North St	1	3	0	\$ 12,000.00	3
5	70	Co Rd 70 & 2nd Ave & South St	0	4	0	\$ 16,000.00	2
6	70	Co Rd 70 & Main St	0	6	6	\$ 48,000.00	2
<b>Totals</b>			<b>1</b>	<b>17</b>	<b>6</b>	<b>\$ 92,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Amboy

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
36	3	\$ 12,000.00
70	20	\$ 80,000.00
<b>Total</b>		<b>\$ 92,000.00</b>

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Amboy							
Sidewalk/Trail Inventory within the City of Amboy							
ADA Compliant Sidewalk (Linear Feet)						2,026	
Non-Compliant Sidewalk (Linear Feet)						198	
Total Linear Feet of Sidewalk Inventoried						2,224	
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Amboy							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 per sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
70	Co Rd 70	990	\$ 4,950.00	1	No		
Totals for Amboy		990.00	\$ 4,950.00	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Amboy							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	70	-	-	-	-		
Heaves, Sunken Panels, Twists	8	-	-	-	-	115	\$ 2,875.00
Other	3	-	-	-	-	80	\$ 2,000.00
Totals	11	-	-	-	-	195	\$ 4,875.00
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total						\$ 9,825.00	

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Amboy</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
5	-	5





**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

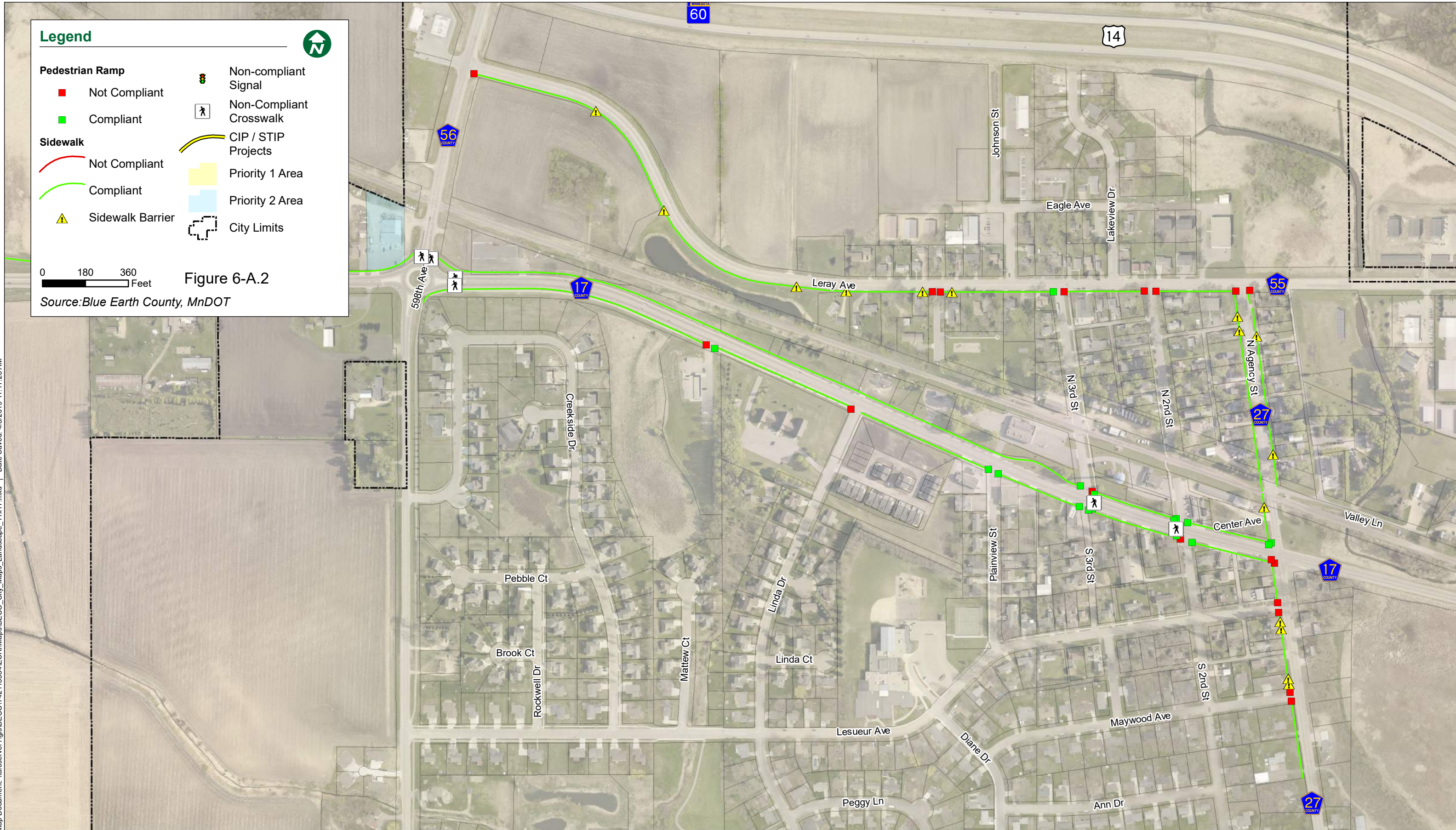
- Non-compliant Signal
- Non-Compliant Crosswalk
- CIP / STIP Projects
- Priority 1 Area
- Priority 2 Area
- City Limits

0 180 360 Feet

Figure 6-A.2

Source: Blue Earth County, MnDOT

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## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Eagle Lake**

### Pedestrian Ramp Inventory within the City of Eagle Lake

ADA Compliant Pedestrian Ramp	18
Non-Compliant Pedestrian Ramp	18
<b>Total Number of Ramps</b>	<b>36</b>

### Pedestrian Ramp Inventory by Roadway in Eagle Lake

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	17	Co Rd 17 ELAK & 2nd St S	5	1	0	\$ 4,000.00	1
2	17	Co Rd 17 ELAK & 3rd St S	5	1	0	\$ 4,000.00	1
3	17	Co Rd 17 ELAK & Co Rd 27	2	2	0	\$ 8,000.00	1
4	17	Co Rd 17 ELAK & Co Rd 56	1	0	0	\$ -	3
5	17	Co Rd 17 ELAK & Plainview St	2	0	0	\$ -	1
6	17	Midblock - Co Rd 17 ELAK	2	2	0	\$ 8,000.00	1
7	27	Co Rd 27 & Co Rd 55	0	2	0	\$ 8,000.00	3
8	27	Co Rd 27 & Le Sueur Ave	0	2	0	\$ 8,000.00	1
9	27	Co Rd 27 & Maywood Ave S	0	2	0	\$ 8,000.00	1
10	55	Co Rd 55 & 2nd St S	0	2	0	\$ 8,000.00	3
11	55	Co Rd 55 & 3rd St S	1	1	0	\$ 4,000.00	1
12	55	Co Rd 55 & Cate St	0	2	0	\$ 8,000.00	1
13	55	Co Rd 55 & Co Rd 56	0	1	0	\$ 4,000.00	3
<b>Totals</b>			<b>18</b>	<b>18</b>	<b>-</b>	<b>\$ 72,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Eagle Lake

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
17	6	\$ 24,000.00
27	6	\$ 24,000.00
55	6	\$ 24,000.00
<b>Total</b>		<b>\$ 72,000.00</b>



## Blue Earth County Program Review - Sidewalk/Trail Inventory

Municipality: **Eagle Lake**

### Sidewalk/Trail Inventory within the City of Eagle Lake

ADA Compliant Sidewalk (Linear Feet)	13,379
Non-Compliant Sidewalk (Linear Feet)	-
<b>Total Linear Feet of Sidewalk Inventoried</b>	<b>13,379</b>

### Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Eagle Lake

County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (5-Foot Sidewalk @ \$5.00/sq. ft.)	Priority Level	Tied to CIP Project (Y/N)
-	-	-	-	-	-
<b>Totals for Eagle Lake</b>		-	-	-	

### Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Eagle Lake

Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	17	27	55	-	-		
Heaves, Sunken Panels, Twists	-	7	6	-	-	145	\$ 3,625.00
Other	-	1	-	-	-	15	\$ 375.00
Surface Narrows	-	1	-	-	-	25	\$ 625.00
<b>Totals</b>	<b>0</b>	<b>9</b>	<b>6</b>	-	-	<b>185</b>	<b>\$ 4,625.00</b>

### Sidewalk/Trail and Obstruction Inventory Cost Totals

<b>Total</b>	<b>\$ 4,625.00</b>
--------------	--------------------

## Blue Earth County Program Review - Crosswalks

Municipality: **Eagle Lake**

### Crosswalk Inventory

ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
6	-	6





**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

**Non-compliant Signal**

**Non-Compliant Crosswalk**

**CIP / STIP Projects**

**Priority 1 Area**

**Priority 2 Area**

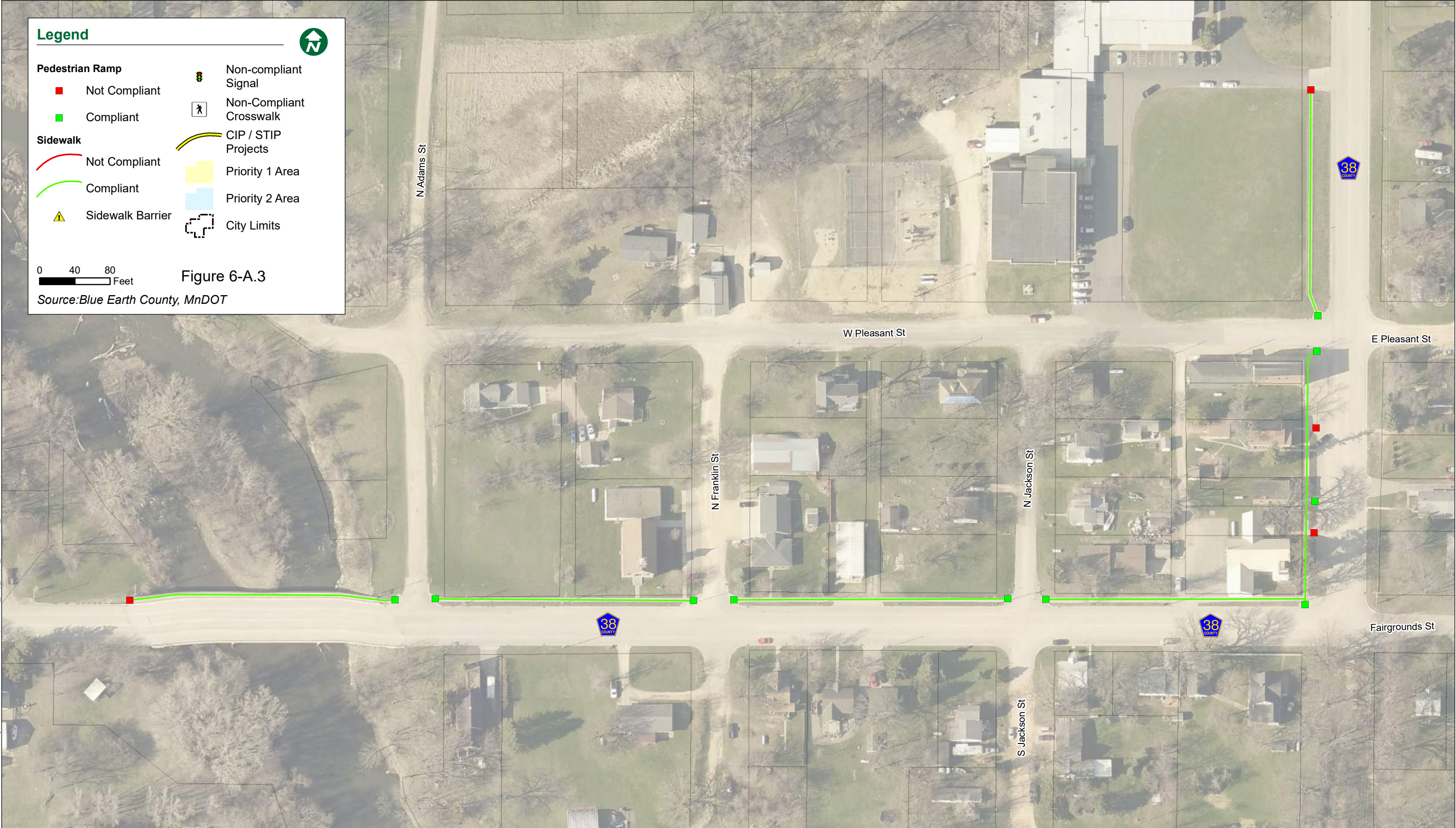
**City Limits**

0 40 80 Feet

**Figure 6-A.3**

Source: Blue Earth County, MnDOT

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Blue Earth County Program Review - Pedestrian Ramp Inventory							
Municipality: Garden City							
Pedestrian Ramp Inventory within the City of Garden City							
ADA Compliant Pedestrian Ramp							10
Non-Compliant Pedestrian Ramp							4
Total Number of Ramps							14
Pedestrian Ramp Inventory by Roadway in Garden City							
ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	38	Adams St W & Co Rd 38	2	0	0	\$ -	3
2	38	Co Rd 38 & 173 St	1	0	0	\$ -	3
3	38	Co Rd 38 & Franklin St N & Franklin St	2	0	0	\$ -	3
4	38	Co Rd 38 & Jackson St S & Jackson St N	2	0	0	\$ -	3
5	38	Co Rd 38 & N Pleasant St & Pleasant St W	2	0	0	\$ -	3
6	38	Midblock - Co Rd 38	1	2	2	\$ 16,000.00	3
	Totals		10	2	2	\$ 16,000.00	
Planned Projects from CIP that Include Pedestrian Ramp Replacement							
County Road		Local Name(s)/Description		Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-		-		-	-	-	-
Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Garden City							
County Road		Estimated Number of Ramps that Require Replacement			Estimated Cost		
38		4			\$ 16,000.00		
Total					\$ 16,000.00		

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Garden City							
Sidewalk/Trail Inventory within the City of Garden City							
ADA Compliant Sidewalk (Linear Feet)					1,748		
Non-Compliant Sidewalk (Linear Feet)					-		
Total Linear Feet of Sidewalk Inventoried					1,748		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Garden City							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (5-Foot Sidewalk @ \$5.00/sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
Co Rd 38	Co Rd 38	-	-	-	-		
Totals for Garden City		-	-	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Garden City							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	-	-	-	-	-		
-	-	-	-	-	0	\$ -	
Totals	-	-	-	-	0	\$ -	
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total					\$ -		

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Garden City</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
-	-	-





**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

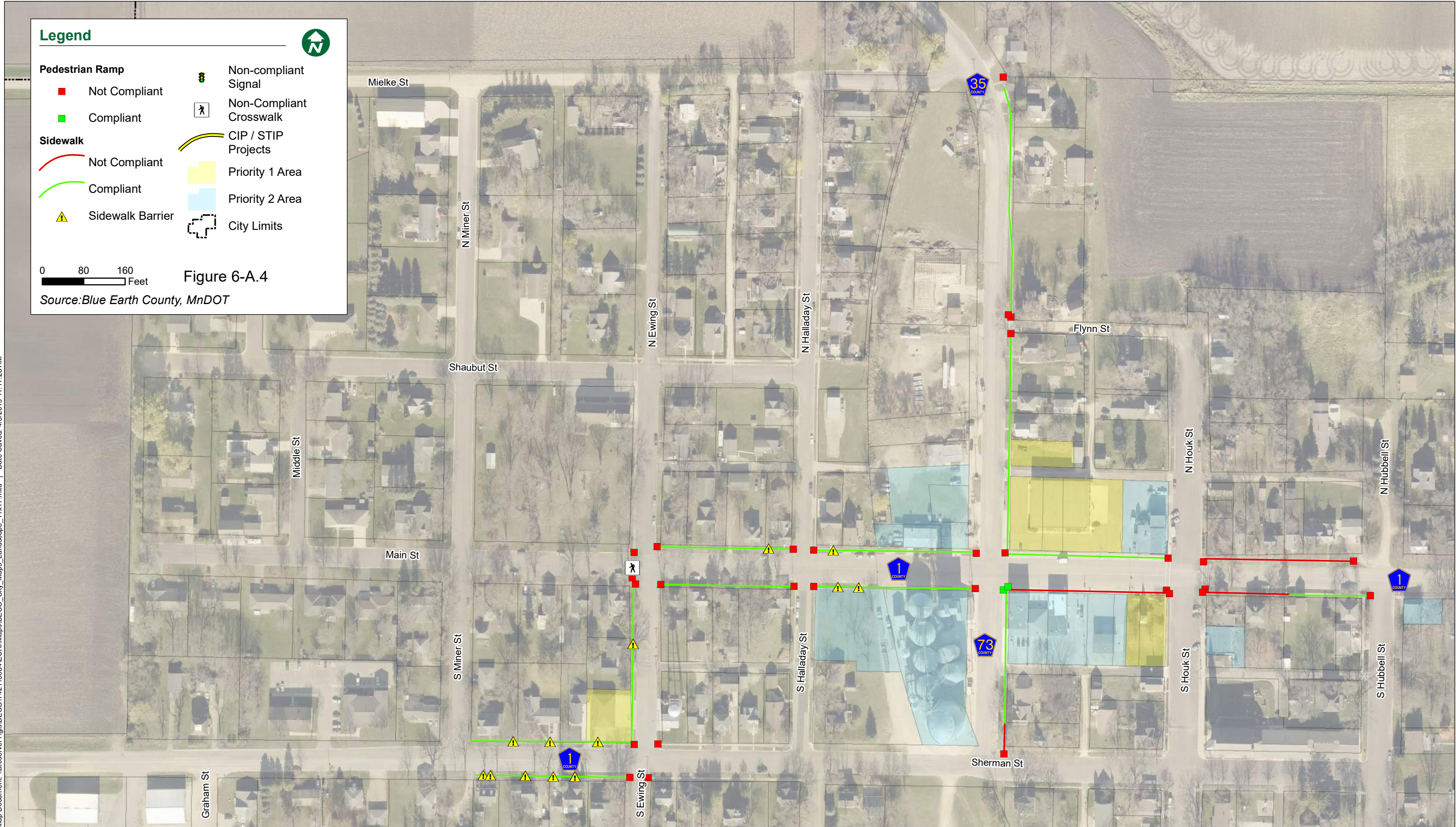
- Non-compliant Signal
- Non-Compliant Crosswalk
- CIP / STIP Projects
- Priority 1 Area
- Priority 2 Area
- City Limits

0 80 160 Feet

Figure 6-A.4

Source: Blue Earth County, MnDOT

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## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Good Thunder**

### Pedestrian Ramp Inventory within the City of Good Thunder

ADA Compliant Pedestrian Ramp	2
Non-Compliant Pedestrian Ramp	29
<b>Total Number of Ramps</b>	<b>31</b>

### Pedestrian Ramp Inventory by Roadway in Good Thunder

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	1	Co Rd 1 & Ewing St	0	4	0	\$ 16,000.00	1
2	1	Co Rd 1 & Front St	2	2	0	\$ 8,000.00	1
3	1	Co Rd 1 & Halladay St	0	4	0	\$ 16,000.00	2
4	1	Co Rd 1 & Main St	0	5	0	\$ 20,000.00	3
5	1	Houk St & Co Rd 1	0	6	0	\$ 24,000.00	1
6	1	Hubbell St & Co Rd 1	0	0	2	\$ 8,000.00	3
7	35	Co Rd 35 & Co Rd 1 & Co Rd 73	0	1	0	\$ 4,000.00	1
8	35	Co Rd 35 & Flynn St	0	3	0	\$ 12,000.00	3
9	35	Midblock - Co Rd 35	0	0	1	\$ 4,000.00	3
10	73	Co Rd 73 & Thompson St	0	1	0	\$ 4,000.00	3
<b>Totals</b>			<b>2</b>	<b>26</b>	<b>3</b>	<b>\$116,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Good Thunder

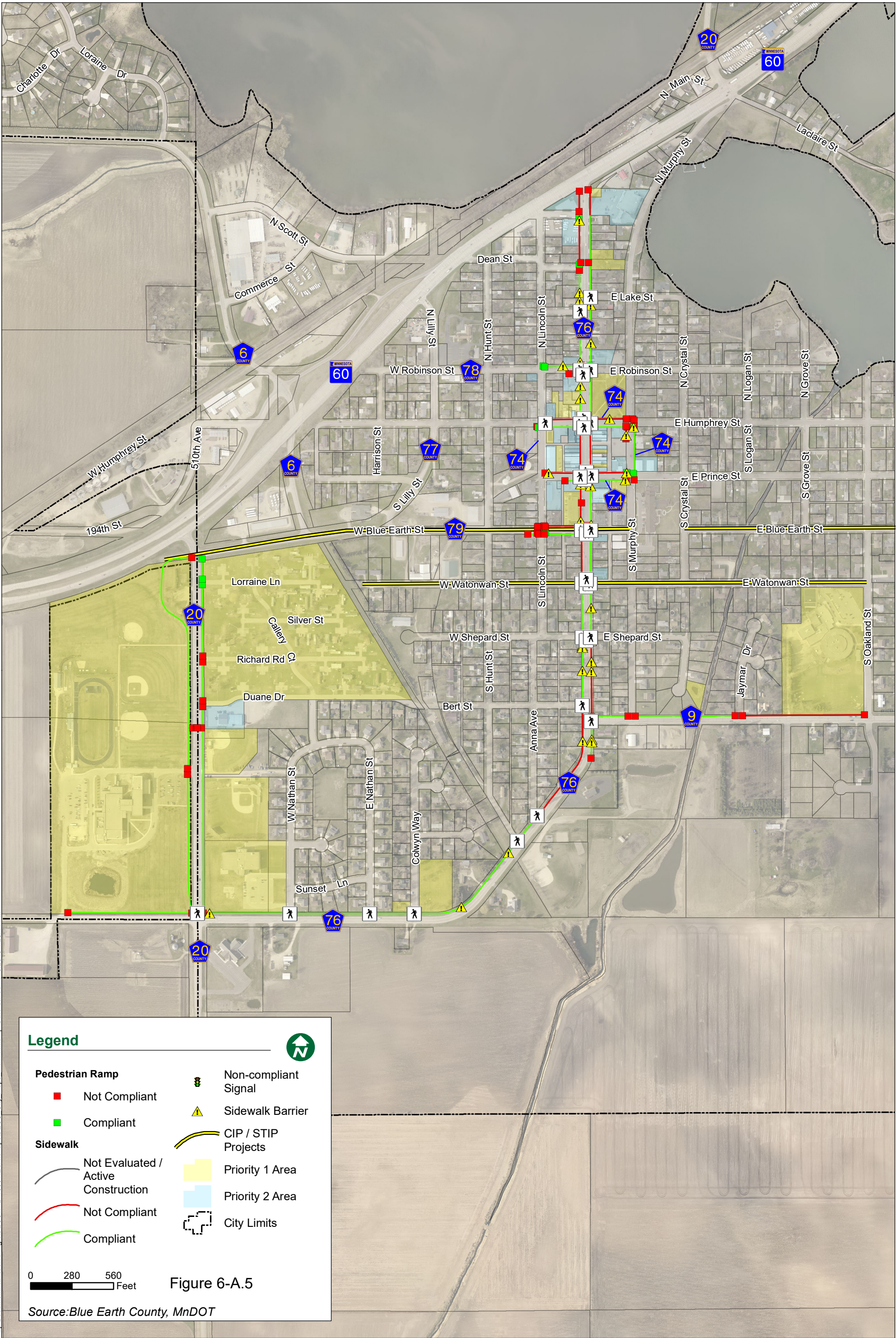
County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
1	23	\$ 92,000.00
35	5	\$ 20,000.00
73	1	\$ 4,000.00
<b>Total</b>		<b>\$ 116,000.00</b>



Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: <b>Good Thunder</b>							
Sidewalk/Trail Inventory within the City of Good Thunder							
ADA Compliant Sidewalk (Linear Feet)					1,132		
Non-Compliant Sidewalk (Linear Feet)					3,363		
<b>Total Linear Feet of Sidewalk Inventoried</b>					<b>4,495</b>		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Good Thunder							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
1	Co Rd 1	3,815	\$ 19,075.00	1	N		
73	Co Rd 73 & Thompson St	290	\$ 1,450.00	3	N		
<b>Totals for Good Thunder</b>		<b>3,815</b>	<b>\$ 19,075.00</b>	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Good Thunder							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	1						
Heaves, Sunken Panels, Twists	13	-	-	-	-	135	\$ 3,375.00
<b>Totals</b>	<b>13</b>					<b>135</b>	<b>\$ 3,375.00</b>
Sidewalk/Trail and Obstruction Inventory Cost Totals							
<b>Total</b>						<b>\$ 22,450.00</b>	

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Good Thunder</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
1	-	1







## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Lake Crystal**

### Pedestrian Ramp Inventory within the City of Lake Crystal

ADA Compliant Pedestrian Ramp	26
Non-Compliant Pedestrian Ramp	93
<b>Total Number of Ramps</b>	<b>119</b>

### Pedestrian Ramp Inventory by Roadway in Lake Crystal

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	9	Co Rd 9 & Jaymar Dr	0	2	0	\$ 8,000.00	3
2	9	Co Rd 9 & Oakland St	0	1	0	\$ 4,000.00	1
3	9	Co Rd 9 & S Murphy St	0	2	0	\$ 8,000.00	3
4	20	Co Rd 20 & Bert St	0	2	0	\$ 8,000.00	1
5	20	Co Rd 20 & Co Rd 79 & T-279	1	0	1	\$ 4,000.00	1
6	20	Co Rd 20 & Loraine St	2	0	0	\$ -	1
7	20	Co Rd 20 & Richard Rd	0	2	0	\$ 8,000.00	1
8	20	Midblock - Co Rd 20	0	6	0	\$ 24,000.00	1
9	74	Co Rd 74 & Co Rd 76	4	11	0	\$ 44,000.00	1
10	74	Co Rd 74 & Humphrey St & N Lincoln St	1	3	0	\$ 12,000.00	1
11	74	Co Rd 74 & Humphrey St & N Murphy St	1	6	0	\$ 24,000.00	1
12	74	Co Rd 74 & Prince St & S Lincoln St	0	1	0	\$ 4,000.00	2
13	74	Co Rd 74 & Prince St & S Murphy St	2	3	0	\$ 12,000.00	1
14	74	Midblock - Co Rd 74	0	0	2	\$ 8,000.00	2
15	76	Co Rd 76 & Bert St	0	1	0	\$ 4,000.00	3
16	76	Co Rd 76 & Co Rd 78	4	3	1	\$ 16,000.00	1
17	76	Co Rd 76 & Co Rd 79	1	5	0	\$ 20,000.00	1
18	76	Co Rd 76 & Co Rd 9	0	2	0	\$ 8,000.00	3
19	76	Co Rd 76 & Co Rd 9 & Bert St	0	1	0	\$ 4,000.00	3
20	76	Co Rd 76 & Colwyn Way	2	0	0	\$ -	1
21	76	Co Rd 76 & E Lake St	1	1	0	\$ 4,000.00	3
22	76	Co Rd 76 & E Nathan St	0	2	0	\$ 8,000.00	3
23	76	Co Rd 76 & E Watonwan St & W Watonwan St	0	4	0	\$ 16,000.00	2
24	76	Co Rd 76 & Howard St	1	1	0	\$ 4,000.00	3
25	76	Co Rd 76 & MNTH 60	0	3	0	\$ 12,000.00	1
26	76	Co Rd 76 & S Anna Ave	0	3	0	\$ 12,000.00	3
27	76	Co Rd 76 & S Hunt St	1	1	0	\$ 4,000.00	3
28	76	Co Rd 76 & Shepard St	0	4	0	\$ 16,000.00	3
29	76	Co Rd 76 & W Dean St	1	3	0	\$ 12,000.00	1
30	76	Co Rd 76 & W Lake St	1	1	0	\$ 4,000.00	2
31	76	Co Rd 76 & W Nathan St	0	2	0	\$ 8,000.00	1
32	76	Midblock - Co Rd 76	0	1	1	\$ 8,000.00	1
33	78	Co Rd 78 & N Lincoln St	2	0	0	\$ -	3

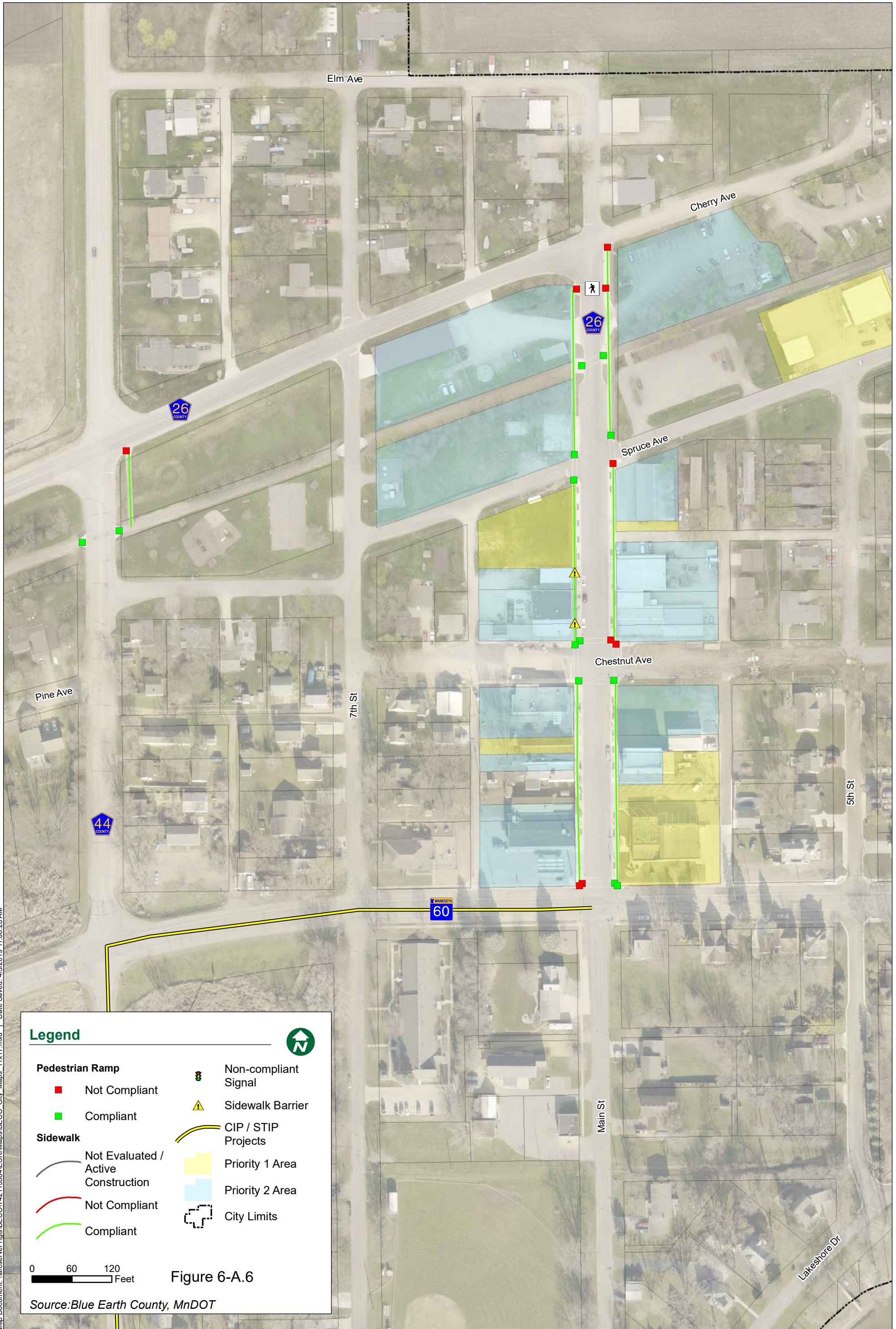
Pedestrian Ramp Inventory by Roadway in Lake Crystal								
ID	County Road	Local Name(s)		Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
34	79	Co Rd 79 & Minneopa Trail		1	7	0	\$ 28,000.00	3
35	79	Midblock - Co Rd 79		0	0	1	\$ 4,000.00	3
36	124	Co Rd 124 & Co Rd 20 & Co Rd 76		0	2	0	\$ 8,000.00	1
37	124	Midblock - Co Rd 124		0	1	0	\$ 4,000.00	1
	Totals			26	87	6	\$ 372,000.00	
Planned Projects from CIP that Include Pedestrian Ramp Replacement								
County Road		Local Name(s)/Description			Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-		-			-	-	-	-
Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Lake Crystal								
County Road		Estimated Number of Ramps that Require Replacement				Estimated Cost		
9		5				\$ 20,000.00		
20		11				\$ 44,000.00		
74		26				\$ 104,000.00		
76		40				\$ 160,000.00		
79		8				\$ 32,000.00		
124		3				\$ 12,000.00		
Total						\$ 372,000.00		



Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Lake Crystal							
Sidewalk/Trail Inventory within the City of Lake Crystal							
ADA Compliant Sidewalk (Linear Feet)					14,900		
Non-Compliant Sidewalk (Linear Feet)					5,388		
Total Linear Feet of Sidewalk Inventoried					20,288		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Lake Crystal							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
9	Co Rd 9	4,110	\$ 20,550.00	1	-		
74	Co Rd 74	5,215	\$ 26,075.00	1	-		
76	Co Rd 76	15,905	\$ 79,525.00	1	Yes		
78	Co Rd 78	415	\$ 2,075.00	1	-		
79	Co Rd 79	1,295	\$ 6,475.00	1	Yes		
Totals for Lake Crystal		26,940	\$ 134,700.00	-	-		
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Lake Crystal							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	74	76	78	-	-		
Heaves, Sunken Panels, Twists	3	16	-	-	-	175	\$ 4,375
Other	2	12	1	-	-	110	\$ 2,750
Street Furniture	-	2	-	-	-	20	\$ 500
Light Posts	1	-	-	-	-	5	\$ 125
Totals	6	30	1	-	-	310	\$ 7,750
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total						\$ 142,450.00	

Blue Earth County Program Review - Crosswalks		
Municipality: Lake Crystal		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
32	-	32







## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Madison Lake**

### Pedestrian Ramp Inventory within the City of Madison Lake

ADA Compliant Pedestrian Ramp	13
Non-Compliant Pedestrian Ramp	11
<b>Total Number of Ramps</b>	<b>24</b>

### Pedestrian Ramp Inventory by Roadway in Madison Lake

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	26	Co Rd 26 & Chestnut Ave	4	2	0	\$ 8,000.00	2
2	26	Co Rd 26 & Main St	0	3	0	\$ 12,000.00	2
3	26	Co Rd 26 & Main St & Walnut Ave	2	2	0	\$ 8,000.00	1
4	26	Co Rd 26 & Spruce Ave	3	1	0	\$ 4,000.00	1
5	26	Midblock - Co Rd 26 MADLK	2	2	0	\$ 8,000.00	2
6	44	Co Rd 44 & Spruce St	1	0	0	\$ -	3
7	44	Midblock - Co Rd 44	1	0	0	\$ -	3
8	200	Co Rd 200 & Co Rd 26 & Co Rd 44	0	1	0	\$ 4,000.00	3
		<b>Totals</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>\$ 44,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

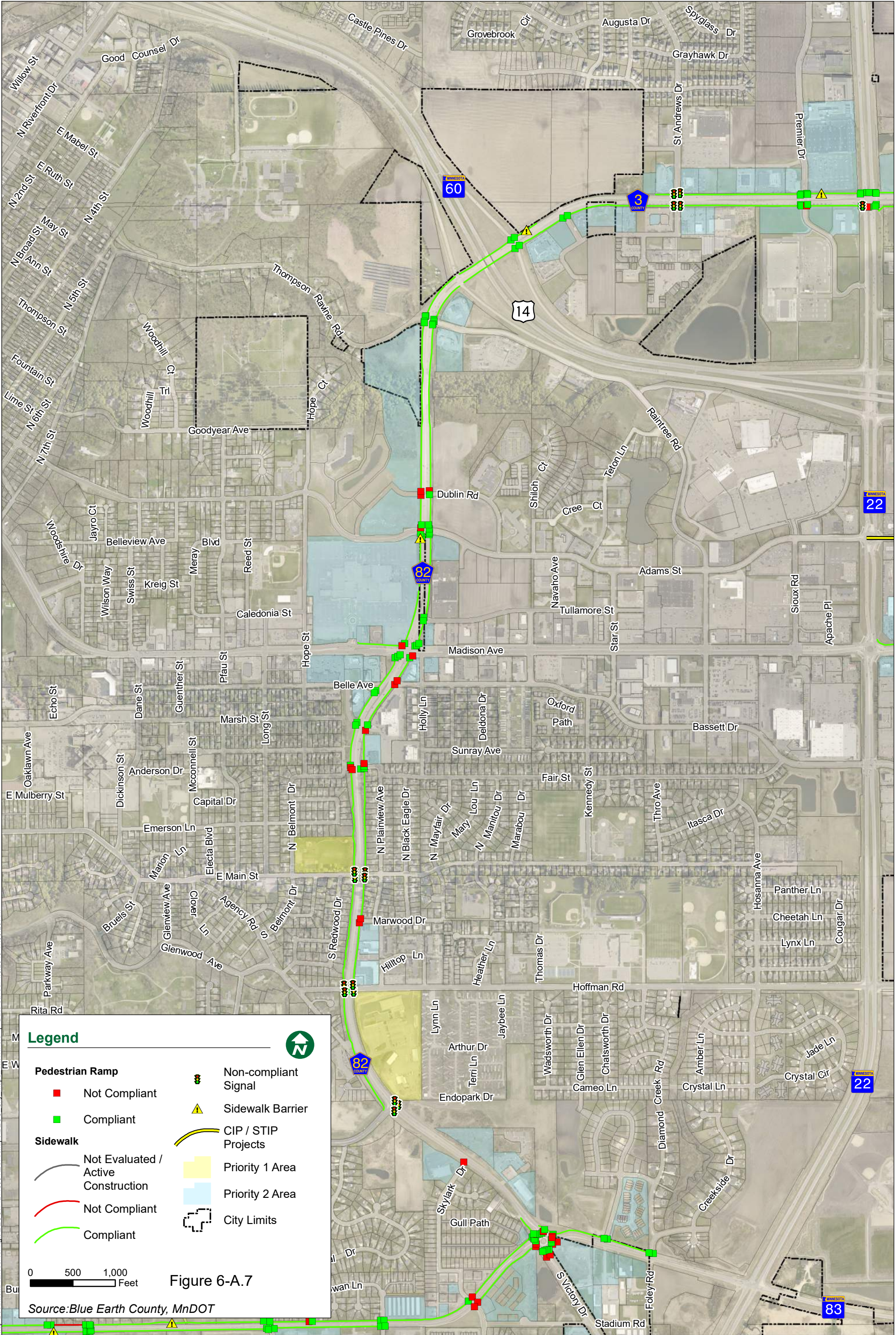
### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Madison Lake

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
26	10	\$ 40,000.00
44	0	\$ -
200	1	\$ 4,000.00
<b>Total</b>		<b>\$ 44,000.00</b>

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: <b>Madison Lake</b>							
Sidewalk/Trail Inventory within the City of Madison Lake							
ADA Compliant Sidewalk (Linear Feet)					1,793		
Non-Compliant Sidewalk (Linear Feet)					-		
Total Linear Feet of Sidewalk Inventoried					1,793		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Madison Lake							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 per sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
-	-	-	-	-	-		
Totals for Madison Lake		-	\$ -	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Madison Lake							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	26						
Other	2					10	\$ 250.00
Totals	2	0	0	0	0	10	\$ 250.00
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total						\$	250.00

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Madison Lake</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
1	-	1









# ADA Transition Plan

Blue Earth County

Mankato B  
April 2019



### Legend

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

- Non-compliant Signal
- Non-Compliant Crosswalk
- CIP / STIP Projects
- Priority 1 Area
- Priority 2 Area
- City Limits

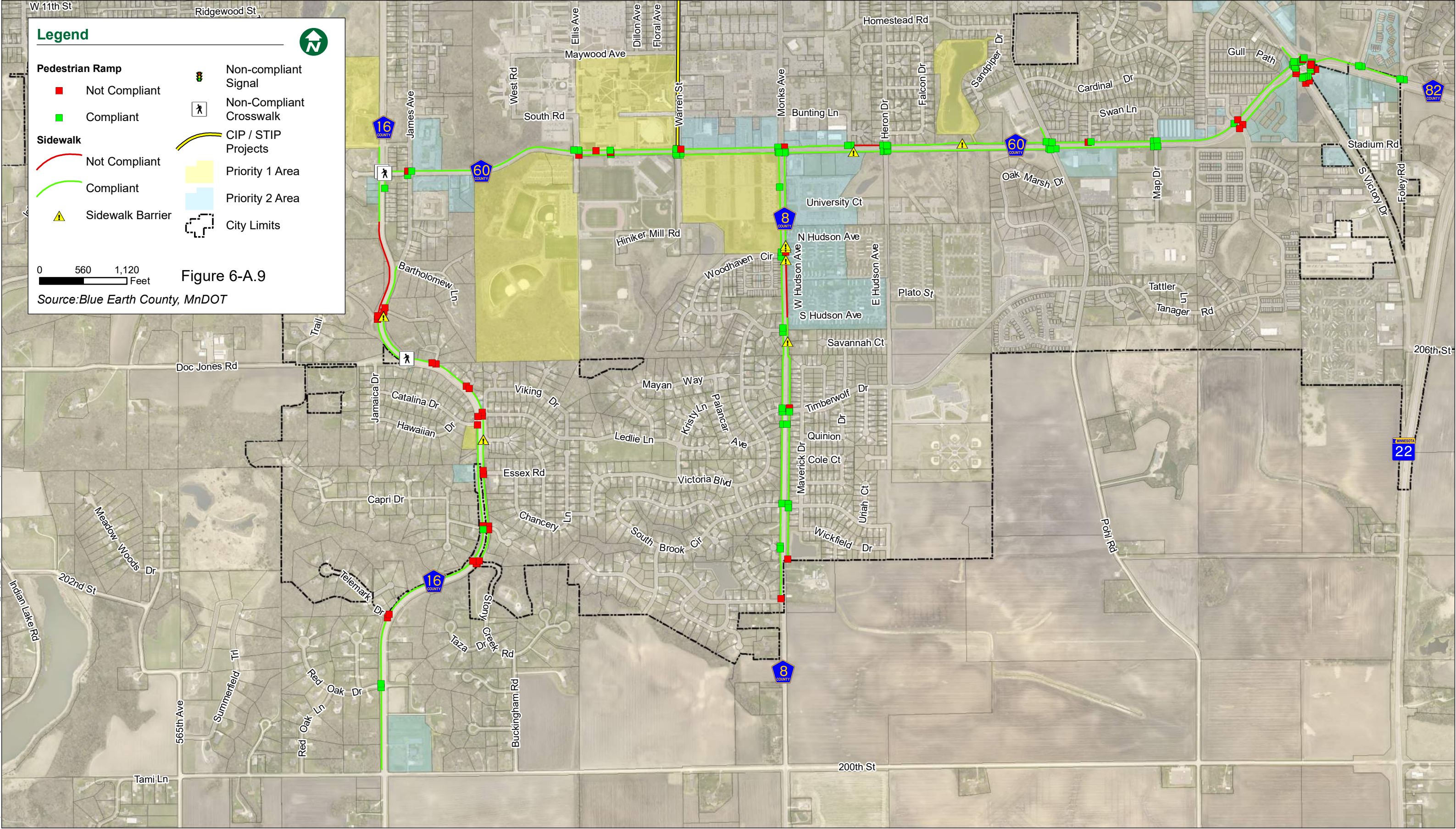
0 310 620 Feet

Figure 6-A.8

Source: Blue Earth County, MnDOT

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## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Mankato**

### Pedestrian Ramp Inventory within the City of Mankato

ADA Compliant Pedestrian Ramp	220
Non-Compliant Pedestrian Ramp	125
<b>Total Number of Ramps</b>	<b>345</b>

### Pedestrian Ramp Inventory by Roadway in Mankato

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	3	Co Rd 3 & MN TH 22	8	1	0	\$ 4,000.00	2
2	3	Co Rd 3 & 1586 & 367	2	0	0	\$ -	3
3	3	Co Rd 3 & 367 & 4456	2	0	0	\$ -	3
4	3	Co Rd 3 & Excel Dr	0	0	2	\$ 8,000.00	2
5	3	Co Rd 3 & Hazeltine Rd	2	0	0	\$ -	2
6	3	Co Rd 3 & MNTH 22	3	0	0	\$ -	3
7	3	Co Rd 3 & Pebble Beach Dr	2	0	0	\$ -	2
8	3	Co Rd 3 & Power Dr	3	1	0	\$ 4,000.00	3
9	3	Co Rd 3 & Premier Dr	7	1	0	\$ 4,000.00	2
10	3	Co Rd 3 & Saint Andrews Dr	5	1	0	\$ 4,000.00	2
11	3	Co Rd 3 & Sohler Dr	2	0	0	\$ -	2
12	3	Midblock - Co Rd 3	5	0	0	\$ -	2
13	5	Co Rd 5 & Maxfield St	0	0	7	\$ 28,000.00	1
14	5	Co Rd 5 & 2420 & 4058	1	0	0	\$ -	3
15	5	Co Rd 5 & 2749 & 3444	1	0	0	\$ -	3
16	5	Co Rd 5 & 3444 & 4049	1	0	0	\$ -	3
17	5	Co Rd 5 & 4058	2	1	0	\$ 4,000.00	3
18	5	Co Rd 5 & Chestnut St	2	2	0	\$ 8,000.00	2
19	5	Co Rd 5 & Cleveland St	0	1	1	\$ 8,000.00	2
20	5	Co Rd 5 & Kingswood Rd	1	0	0	\$ -	3
21	5	Co Rd 5 & Mankato St & N Riverfront Dr	1	1	0	\$ 4,000.00	1
22	5	Co Rd 5 & Lundin Blvd	2	0	0	\$ -	2
23	5	Co Rd 5 & Mohr Dr	2	0	0	\$ -	2
24	5	Co Rd 5 & Pine St	0	2	0	\$ 8,000.00	3
25	5	Co Rd 5 & Spruce St	2	0	6	\$ 24,000.00	1
26	5	Co Rd 5 & Summit Ave	3	0	0	\$ -	2
27	5	Midblock - Co Rd 5	0	1	0	\$ 4,000.00	2
28	8	Co Rd 8 & Cody Ct	2	0	0	\$ -	3
29	8	Co Rd 8 & Copperfield Dr & South Brook C	4	0	0	\$ -	3
30	8	Co Rd 8 & Parkside St & Timberwolf Dr	3	1	0	\$ 4,000.00	1
31	8	Co Rd 8 & Rosewood Dr	0	1	0	\$ 4,000.00	3
32	8	Co Rd 8 & Woodhaven Cir	4	1	0	\$ 4,000.00	1
33	8	Midblock - Co Rd 8	3	0	1	\$ 4,000.00	1



Pedestrian Ramp Inventory by Roadway in Mankato							
ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
34	10	Co Rd 10 & Co Rd 3	1	1	0	\$ 4,000.00	3
35	10	Co Rd 10 & Lynx Rd	0	0	2	\$ 8,000.00	3
36	12	Midblock - Co Rd 12	16	6	1	\$ 28,000.00	3
37	16	Co Rd 16 & Capri Dr	1	3	0	\$ 12,000.00	3
38	16	Co Rd 16 & Caroletta Ct	0	2	0	\$ 8,000.00	3
39	16	Co Rd 16 & Catalina Dr	0	2	0	\$ 8,000.00	1
40	16	Co Rd 16 & Circle Pine Dr	0	2	0	\$ 8,000.00	3
41	16	Co Rd 16 & Co Rd 60	1	3	0	\$ 12,000.00	2
42	16	Co Rd 16 & Essex Dr	0	2	0	\$ 8,000.00	3
43	16	Co Rd 16 & Fairfield Ave	1	0	0	\$ -	1
44	16	Co Rd 16 & Ledlie La	0	2	0	\$ 8,000.00	2
45	16	Co Rd 16 & Mount Curve Rd	0	2	0	\$ 8,000.00	3
46	16	Co Rd 16 & Reed St	0	2	0	\$ 8,000.00	3
47	16	Co Rd 16 & S Riverfront Dr	4	0	0	\$ -	1
48	16	Co Rd 16 & Stoney Creek Rd	0	4	0	\$ 16,000.00	3
49	16	Co Rd 16 & Trail Dr	0	2	0	\$ 8,000.00	3
50	16	Co Rd 16 & Van Brunt St	2	0	0	\$ -	1
51	16	Co Rd 16 & Red Oak Rd	2	0	0	\$ -	3
52	16	Co Rd 16 & W Pleasat St	3	0	0	\$ -	1
53	16	Midblock - Co Rd 16	2	3	0	\$ 12,000.00	1
54	17	Co Rd 17 MKTO & Haefner Dr	1	0	0	\$ -	3
55	17	Midblock - Co Rd 17	6	2	0	\$ 8,000.00	3
56	26	Midblock - Co Rd 26	0	2	0	\$ 8,000.00	3
57	57	Co Rd 57 & 3668 & 5406 & N Riverfront Dr	2	0	2	\$ 8,000.00	3
58	57	Co Rd 57 & Augusta Dr	1	1	0	\$ 4,000.00	2
59	57	Midblock - Co Rd 57	1	0	2	\$ 8,000.00	2
60	60	Co Rd 60 & Bunting La	2	0	0	\$ -	2
61	60	Co Rd 60 & Co Rd 8	5	1	0	\$ 4,000.00	1
62	60	Co Rd 60 & Co Rd 82	17	12	0	\$ 48,000.00	2
63	60	Co Rd 60 & Ellis Ave	3	1	0	\$ 4,000.00	1
64	60	Co Rd 60 & Heron Dr	6	0	0	\$ -	3
65	60	Co Rd 60 & James Ave	2	1	0	\$ 4,000.00	2
66	60	Co Rd 60 & Map Ct & Map Dr	4	0	0	\$ -	2
67	60	Co Rd 60 & Pohl Rd	5	0	0	\$ -	2
68	60	Co Rd 60 & Swan La	1	1	0	\$ 4,000.00	3
69	60	Co Rd 60 & Warren St	6	1	0	\$ 4,000.00	1
70	60	Midblock - Co Rd 60	3	5	1	\$ 24,000.00	1
71	82	Co Rd 82 & Adams St	7	1	0	\$ 4,000.00	2
72	82	Co Rd 82 & Belle Ave	2	2	0	\$ 8,000.00	3
73	82	Co Rd 82 & Dublin Rd	1	3	0	\$ 12,000.00	2
74	82	Co Rd 82 & Extension St	2	0	0	\$ -	3

Pedestrian Ramp Inventory by Roadway in Mankato							
ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
75	82	Co Rd 82 & Extension St & Fair St	1	1	0	\$ 4,000.00	3
76	82	Co Rd 82 & Fair St	3	2	0	\$ 8,000.00	2
77	82	Co Rd 82 & Foley Rd & Hosanna Dr	2	0	0	\$ -	3
78	82	Co Rd 82 & Glenwood Ave & Hoffman Rd	4	1	0	\$ 4,000.00	1
79	82	Co Rd 82 & Madison Ave	8	2	0	\$ 8,000.00	2
80	82	Co Rd 82 & Main St	4	3	0	\$ 12,000.00	1
81	82	Co Rd 82 & Marwood Dr	0	2	0	\$ 8,000.00	2
82	82	Co Rd 82 & Raintree Rd & Thompson Rav	4	0	0	\$ -	3
83	82	Co Rd 82 & Thompson Ravine Rd	4	0	0	\$ -	3
84	82	Co Rd 82 & Tullamore St	2	0	0	\$ -	2
85	82	Midblock - Co Rd 82	1	1	1	\$ 8,000.00	2
86	TR*-1	Midblock - Minneopa Trail MKTO	2	0	2	\$ 8,000.00	3
87	TR*-2	Midblock - Red Jacket Trail MKTO	0	0	1	\$ 4,000.00	3
	Totals		220	96	29	\$ 500,000.00	
Planned Projects from CIP that Include Pedestrian Ramp Replacement							
County Road		Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced	
57		Midblock - Co Rd 57	N/A	2019	59	3	
60		Co Rd 60 & Pohl Rd	N/A	2020	67	5	
82		Co Rd 82 & Main St	N/A	2019	80	7	
Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Mankato							
County Road		Estimated Number of Ramps that Require Replacement			Estimated Cost		
3		6			\$ 24,000.00		
5		22			\$ 88,000.00		
8		4			\$ 16,000.00		
10		3			\$ 12,000.00		
12		7			\$ 28,000.00		
16		29			\$ 116,000.00		
17		2			\$ 8,000.00		
26		2			\$ 8,000.00		
57		5			\$ 20,000.00		
60		23			\$ 92,000.00		
82		19			\$ 76,000.00		
TR-1		2			\$ 8,000.00		
TR-2		1			\$ 4,000.00		
Total					\$ 500,000.00		

\*TR - County Trail Identifier

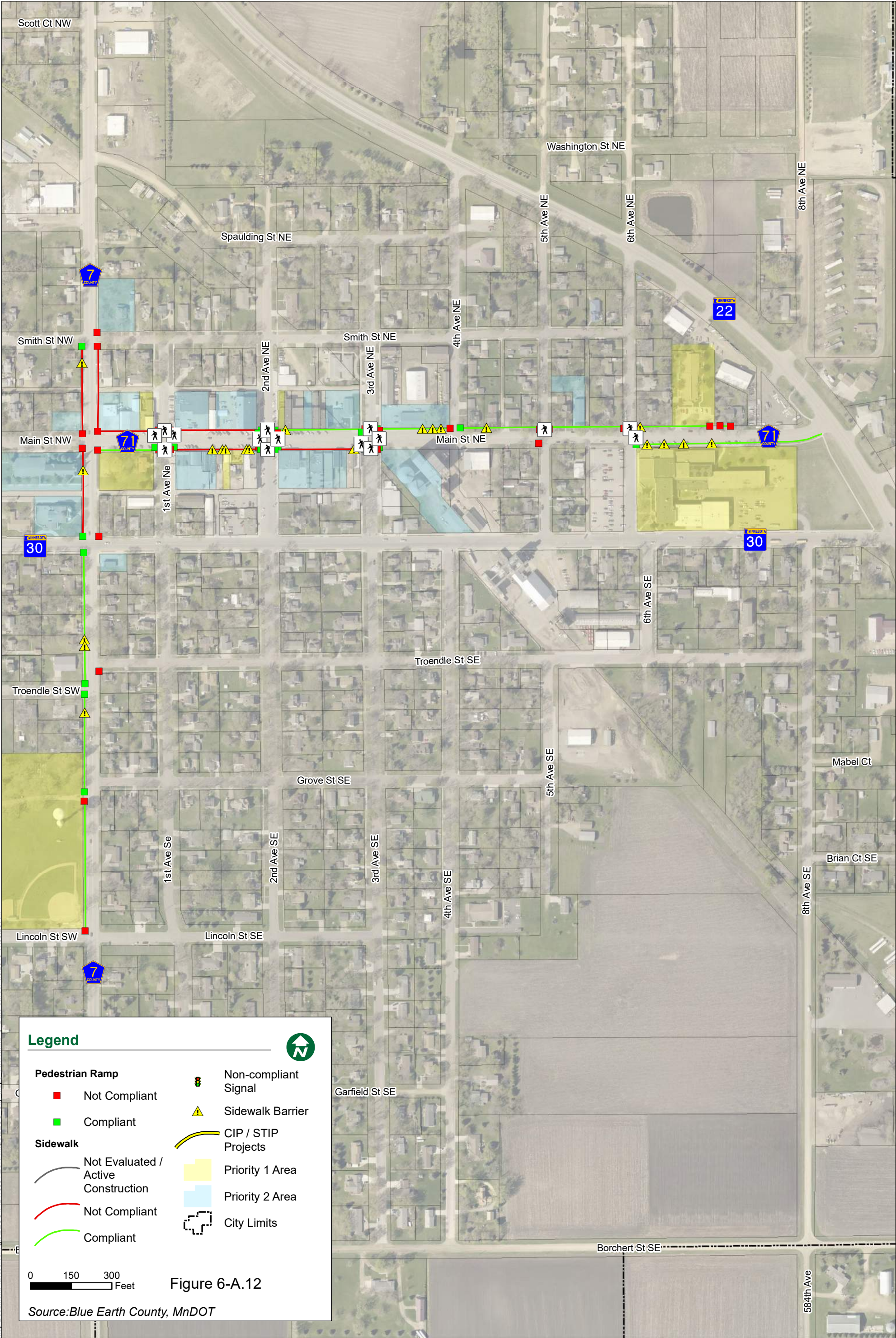


Blue Earth County Program Review - Sidewalk/Trail Inventory									
Municipality: <b>Mankato</b>									
Sidewalk/Trail Inventory within the City of Mankato									
ADA Compliant Sidewalk (Linear Feet)									88,074
Non-Compliant Sidewalk (Linear Feet)									2,499
<b>Total Linear Feet of Sidewalk Inventoried</b>									<b>90,573</b>
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Mankato									
County Road	Local Name(s)			Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)		Priority Level	Tied to CIP Project (Y/N)	
8	Co Rd 8			4,150	\$ 20,750.00		1		
16	Co Rd 16			6,255	\$ 31,275.00		1		
16	Co Rd 16 & Reed St			50	\$ 250.00		3	-	
60	Co Rd 60			2,040	\$ 10,200.00		1	Yes	
<b>Totals for Mankato</b>				<b>2,090</b>	<b>\$ 62,475.00</b>		-	-	
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Mankato									
Description	Number of Obstruction Instances along Each County Road							Barrier Length (ft)	Cost for Remediation
	3	5	8	16	17	60	82		
Heaves, Sunken Panels, Twists	8	3	2	4	-	1	1	225	\$ 5,625
Other	2	-	2	-	2	1	-	100	\$ 2,500
<b>Totals</b>		<b>3</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>325</b>	<b>\$ 8,125</b>
Sidewalk/Trail and Obstruction Inventory Cost Totals									
<b>Total</b>									<b>\$ 70,600.00</b>

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Mankato</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
15	-	15

Blue Earth County Program Review - Traffic Signals		
Municipality: <b>Mankato</b>		
Traffic Signal APS Inventory		
ADA Compliant - Signal has Accessible Pedestrian Signal (APS) Technology and Push Button is Accessible	Non-Compliant - Signal Does not have APS Technology and/or Push Button is not Accessible	Total Traffic Signal Push Button Locations Inventoried
69	21	90







## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Mapleton**

### Pedestrian Ramp Inventory within the City of Mapleton

ADA Compliant Pedestrian Ramp	22
Non-Compliant Pedestrian Ramp	29
<b>Total Number of Ramps</b>	<b>51</b>

### Pedestrian Ramp Inventory by Roadway in Mapleton

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	7	Co Rd 7 & Co Rd 71	0	4	0	\$ 16,000.00	3
2	7	Co Rd 7 & E Silver St & W Silver St	2	1	0	\$ 4,000.00	1
3	7	Co Rd 7 & Grove St SE	1	1	0	\$ 4,000.00	3
4	7	Co Rd 7 & Lincoln St & Lincoln St SW	0	1	0	\$ 4,000.00	1
5	7	Co Rd 7 & Smith St NE & Smith St NW	1	2	0	\$ 8,000.00	1
6	7	Co Rd 7 & Troendle St SE & Troendle St SW	0	1	0	\$ 4,000.00	1
7	7	Co Rd 7 & Troendle St SW	2	0	0	\$ -	1
8	71	Co Rd 71 & 1st Ave NE	4	4	0	\$ 16,000.00	1
9	71	Co Rd 71 & 2nd Ave NE	6	2	0	\$ 8,000.00	1
10	71	Co Rd 71 & 3rd Ave NE	4	4	0	\$ 16,000.00	1
11	71	Co Rd 71 & 4th Ave NE	1	1	0	\$ 4,000.00	1
12	71	Co Rd 71 & 5th Ave NE	0	3	0	\$ 12,000.00	2
13	71	Co Rd 71 & 6th Ave NE	1	2	0	\$ 8,000.00	1
14	71	Midblock - Co Rd 71	0	0	3	\$ 12,000.00	2
<b>Totals</b>			<b>22</b>	<b>26</b>	<b>3</b>	<b>\$ 116,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

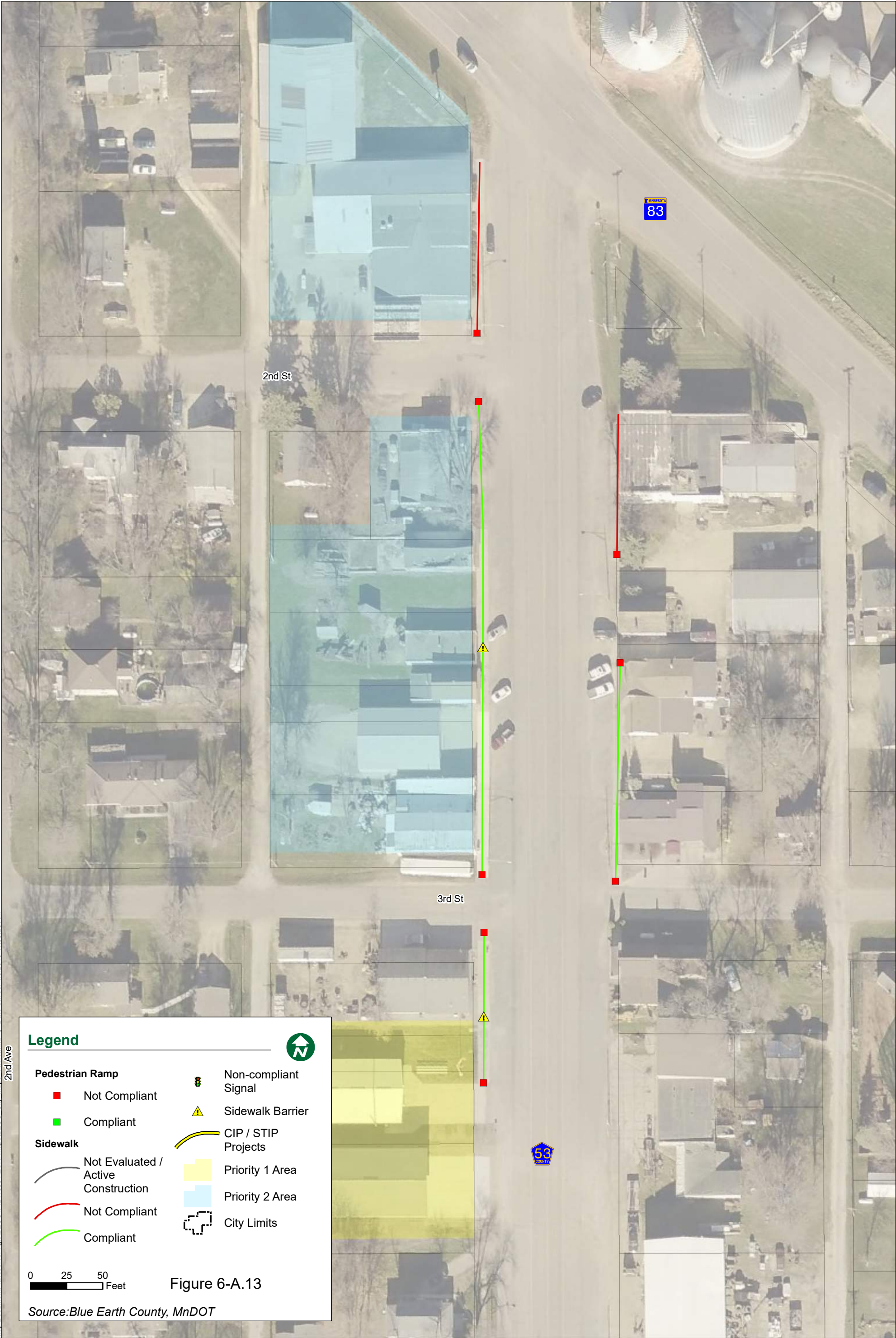
### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Mapleton

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
7	10	\$ 40,000.00
71	19	\$ 76,000.00
<b>Total</b>		<b>\$ 116,000.00</b>

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: <b>Mapleton</b>							
Sidewalk/Trail Inventory within the City of Mapleton							
ADA Compliant Sidewalk (Linear Feet)					3,691		
Non-Compliant Sidewalk (Linear Feet)					2,155		
<b>Total Linear Feet of Sidewalk Inventoried</b>					<b>5,846</b>		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Mapleton							
County Road	Local Name(s)		Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)	
7	Co Rd 7		4,725	\$ 23,625.00	1	-	
71	Co Rd 71		6,050	\$ 30,250.00	1	-	
<b>Totals for Mapleton</b>			<b>10,775</b>	<b>\$ 53,875.00</b>	-	-	
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Mapleton							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	7	71	-	-	-		
Heaves, Sunken Panels, Twists	4	6	-	-	-	105	\$ 2,625
Other	1	6	-	-	-	55	\$ 1,375
Street Furniture	-	2	-	-	-	15	\$ 375
Stairs	-	2	-	-	-	20	\$ 500
<b>Totals</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>\$ 4,875</b>
Sidewalk/Trail and Obstruction Inventory Cost Totals							
<b>Total</b>						<b>\$ 58,750.00</b>	

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Mapleton</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
15	-	15



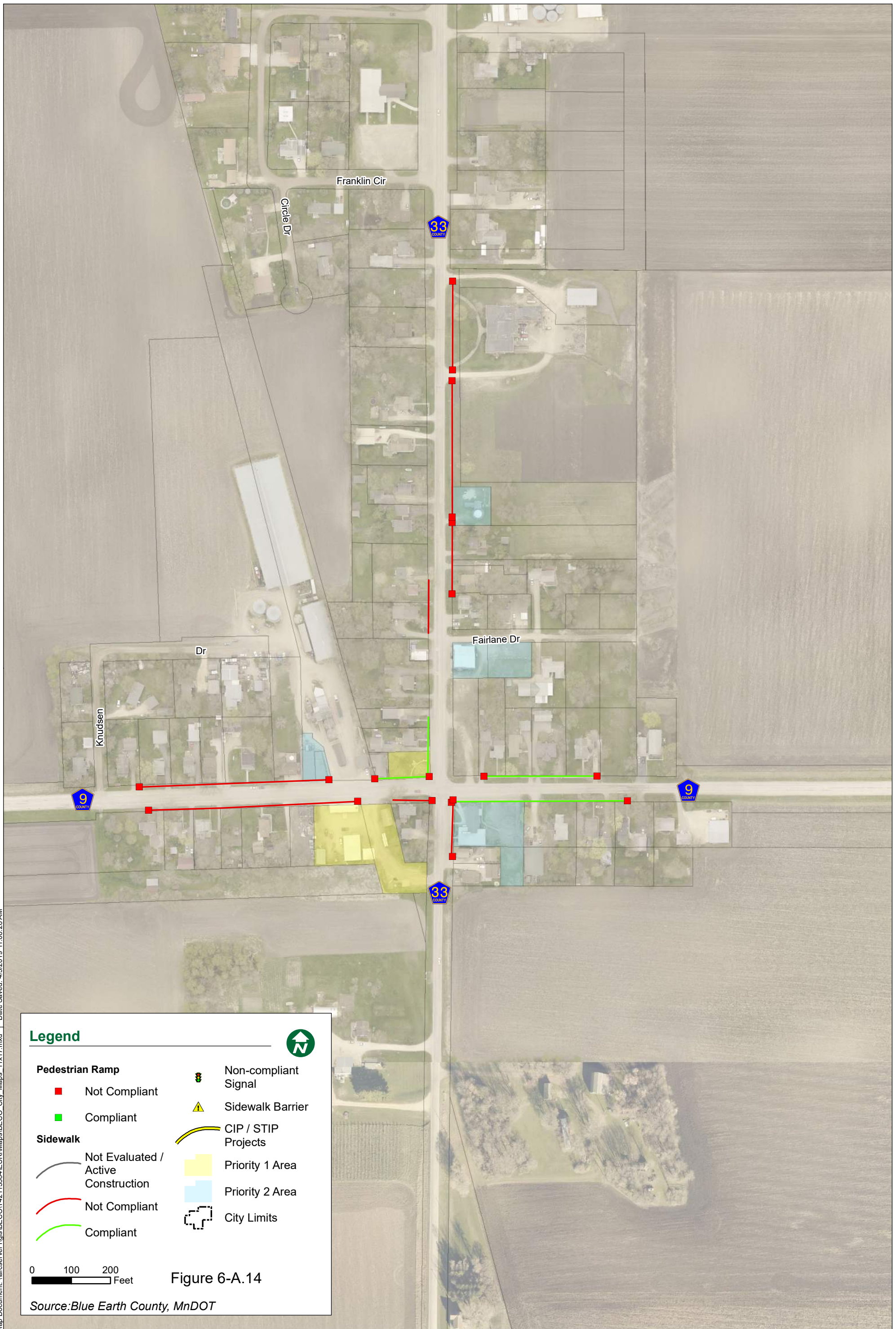


Blue Earth County Program Review - Pedestrian Ramp Inventory							
Municipality: Pemberton							
Pedestrian Ramp Inventory within the City of Pemberton							
ADA Compliant Pedestrian Ramp							0
Non-Compliant Pedestrian Ramp							8
Total Number of Ramps							8
Pedestrian Ramp Inventory by Roadway in Pemberton							
ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	53	2nd Ave & Co Rd 53	0	0	1	\$ 4,000.00	3
2	53	3rd St & Co Rd 53	0	0	2	\$ 8,000.00	1
3	53	Co Rd 53 & 2nd Ave	0	0	1	\$ 4,000.00	3
4	53	Co Rd 53 & 3rd St	0	0	1	\$ 4,000.00	1
5	53	Midblock - Co Rd 53	0	0	3	\$ 12,000.00	1
	Totals		0	0	8	\$ 32,000.00	
Planned Projects from CIP that Include Pedestrian Ramp Replacement							
County Road		Local Name(s)/Description		Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-		-		-	-	-	-
Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Pemberton							
County Road		Estimated Number of Ramps that Require Replacement			Estimated Cost		
53		8			\$ 32,000.00		
Total					\$ 32,000.00		



Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Pemberton							
Sidewalk/Trail Inventory within the City of Pemberton							
ADA Compliant Sidewalk (Linear Feet)					582		
Non-Compliant Sidewalk (Linear Feet)					215		
Total Linear Feet of Sidewalk Inventoried					797		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Pemberton							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
53	Co Rd 53	1,075	\$ 5,375.00	1	-		
Totals for Pemberton		1,075	\$ 5,375.00	-	-		
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Pemberton							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	53	-	-	-	-		
Heaves, Sunken Panels, Twists	3	-	-	-	-	15	\$ 375
Totals	3	-	-	-	-	15	\$ 375
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total					\$ 5,750.00		

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Mankato</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
-	-	-





Blue Earth County Program Review - Pedestrian Ramp Inventory							
Municipality: <b>Rapidan</b>							
Pedestrian Ramp Inventory within the City of Rapidan							
ADA Compliant Pedestrian Ramp							0
Non-Compliant Pedestrian Ramp							19
<b>Total Number of Ramps</b>							<b>19</b>
Pedestrian Ramp Inventory by Roadway in Rapidan							
ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	9	Midblock - Co Rd 9	0	0	6	\$ 24,000.00	1
2	9	Knudson Dr & Co Rd 9	0	0	2	\$ 8,000.00	1
3	33	Co Rd 33 & Co Rd 126 & Co Rd 9	0	1	3	\$ 16,000.00	2
4	33	T-631 & Co Rd 33	0	0	2	\$ 8,000.00	3
5	33	Midblock - Co Rd 33	0	0	4	\$ 16,000.00	3
6	126	Midblock - Co Rd 126	0	0	1	\$ 4,000.00	2
	<b>Totals</b>		<b>0</b>	<b>1</b>	<b>18</b>	<b>\$ 76,000.00</b>	
Planned Projects from CIP that Include Pedestrian Ramp Replacement							
County Road		Local Name(s)/Description		Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-		-		-	-	-	-
Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Rapidan							
County Road		Estimated Number of Ramps that Require Replacement			Estimated Cost		
9		8			\$ 32,000.00		
33		10			\$ 40,000.00		
126		1			\$ 4,000.00		
Total					\$ 76,000.00		

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: <b>Rapidan</b>							
Sidewalk/Trail Inventory within the City of Rapidan							
ADA Compliant Sidewalk (Linear Feet)					1,023		
Non-Compliant Sidewalk (Linear Feet)					2,153		
<b>Total Linear Feet of Sidewalk Inventoried</b>					<b>3,176</b>		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Rapidan							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
9	Co Rd 9	5,590	\$ 27,950.00	1	-		
33	Co Rd 33	4,460	\$ 22,300.00	1	-		
126	Co Rd 126	715	\$ 3,575.00	1	-		
<b>Totals for Rapidan</b>		<b>10,765</b>	<b>\$ 53,825.00</b>	-	-		
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Rapidan							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	-	-	-	-	-		
-	-	-	-	-	-	-	-
<b>Totals</b>	-	-	-	-	-	-	-
Sidewalk/Trail and Obstruction Inventory Cost Totals							
<b>Total</b>					<b>\$ 53,825.00</b>		

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Rapidan</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
-	-	-





**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

- Non-compliant Signal
- Non-Compliant Crosswalk
- CIP / STIP Projects
- Priority 1 Area
- Priority 2 Area
- City Limits

0 130 260 Feet

Figure 6-A.15

Source: Blue Earth County, MnDOT

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## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Saint Clair**

### Pedestrian Ramp Inventory within the City of Saint Clair

ADA Compliant Pedestrian Ramp	5
Non-Compliant Pedestrian Ramp	28
<b>Total Number of Ramps</b>	<b>33</b>

### Pedestrian Ramp Inventory by Roadway in Saint Clair

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	15	Co Rd 15 & Co Rd 28	2	5	0	\$ 20,000.00	1
2	15	Co Rd 15 & Co Rd 43	0	2	0	\$ 8,000.00	1
3	15	Co Rd 15 & Mill St	0	3	0	\$ 12,000.00	2
4	15	Co Rd 15 & Schalow Dr	0	2	0	\$ 8,000.00	3
5	15	Park St N & Co Rd 15 & Co Rd 28	2	2	0	\$ 8,000.00	3
6	15	Midblock - Co Rd 15	0	2	1	\$ 12,000.00	1
7	28	Co Rd 28 & Church St	0	2	0	\$ 8,000.00	3
8	28	Co Rd 28 & Front St E	0	2	0	\$ 8,000.00	3
9	28	Midblock - Co Rd 28	0	2	2	\$ 16,000.00	3
10	43	Co Rd 43 & Front St W	0	1	0	\$ 4,000.00	3
11	43	Co Rd 43 & Railroad St S	0	2	0	\$ 8,000.00	3
12	173	Miller La & Co Rd 173 & Co Rd 15	1	0	0	\$ -	1
<b>Totals</b>			<b>5</b>	<b>25</b>	<b>3</b>	<b>\$ 112,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Saint Clair

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
15	17	\$ 68,000.00
28	8	\$ 32,000.00
43	3	\$ 12,000.00
173	0	\$ -
<b>Total</b>		<b>\$ 112,000.00</b>



Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Saint Clair							
Sidewalk/Trail Inventory within the City of Saint Clair							
ADA Compliant Sidewalk (Linear Feet)					5,488		
Non-Compliant Sidewalk (Linear Feet)					1,031		
Total Linear Feet of Sidewalk Inventoried					6,519		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Saint Clair							
County Road	Local Name(s)		Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)	
15	Co Rd 15		5,155	\$ 25,775.00	1	Yes	
28	Co Rd 28		-	-	1	-	
43	Co Rd 43		-	-	1	-	
Totals for Saint Clair			5,155	\$ 25,775.00	-	-	
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Saint Clair							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	15	43	-	-	-		
Heaves, Sunken Panels, Twists	2	2	-	-	-	35	\$ 875
Totals	2	2	-	-	-	35	\$ 875
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total						\$ 26,650.00	

Blue Earth County Program Review - Crosswalks		
Municipality: Saint Clair		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
4	-	4





**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

Non-compliant Signal

Non-Compliant Crosswalk

CIP / STIP Projects

Priority 1 Area

Priority 2 Area

City Limits

0 80 160 Feet

Figure 6-A.16

Source: Blue Earth County, MnDOT

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## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Vernon Center**

### Pedestrian Ramp Inventory within the City of Vernon Center

ADA Compliant Pedestrian Ramp	16
Non-Compliant Pedestrian Ramp	14
<b>Total Number of Ramps</b>	<b>30</b>

### Pedestrian Ramp Inventory by Roadway in Vernon Center

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	10	Co Rd 10 & Centre St	0	1	0	\$ 4,000.00	3
2	10	Co Rd 10 & USTH 169	0	4	0	\$ 16,000.00	3
3	72	Co Rd 72 & Centre St	8	4	0	\$ 16,000.00	3
4	72	Co Rd 72 & East St	6	0	0	\$ -	3
5	72	Co Rd 72 & Kendall St S & West St	2	1	1	\$ 8,000.00	3
6	72	Co Rd 72 & Main St & West St	0	2	0	\$ 8,000.00	3
7	72	Midblock - Co Rd 72	0	0	1	\$ 4,000.00	3
<b>Totals</b>			<b>16</b>	<b>12</b>	<b>2</b>	<b>\$ 56,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
-	-	-	-	-	-

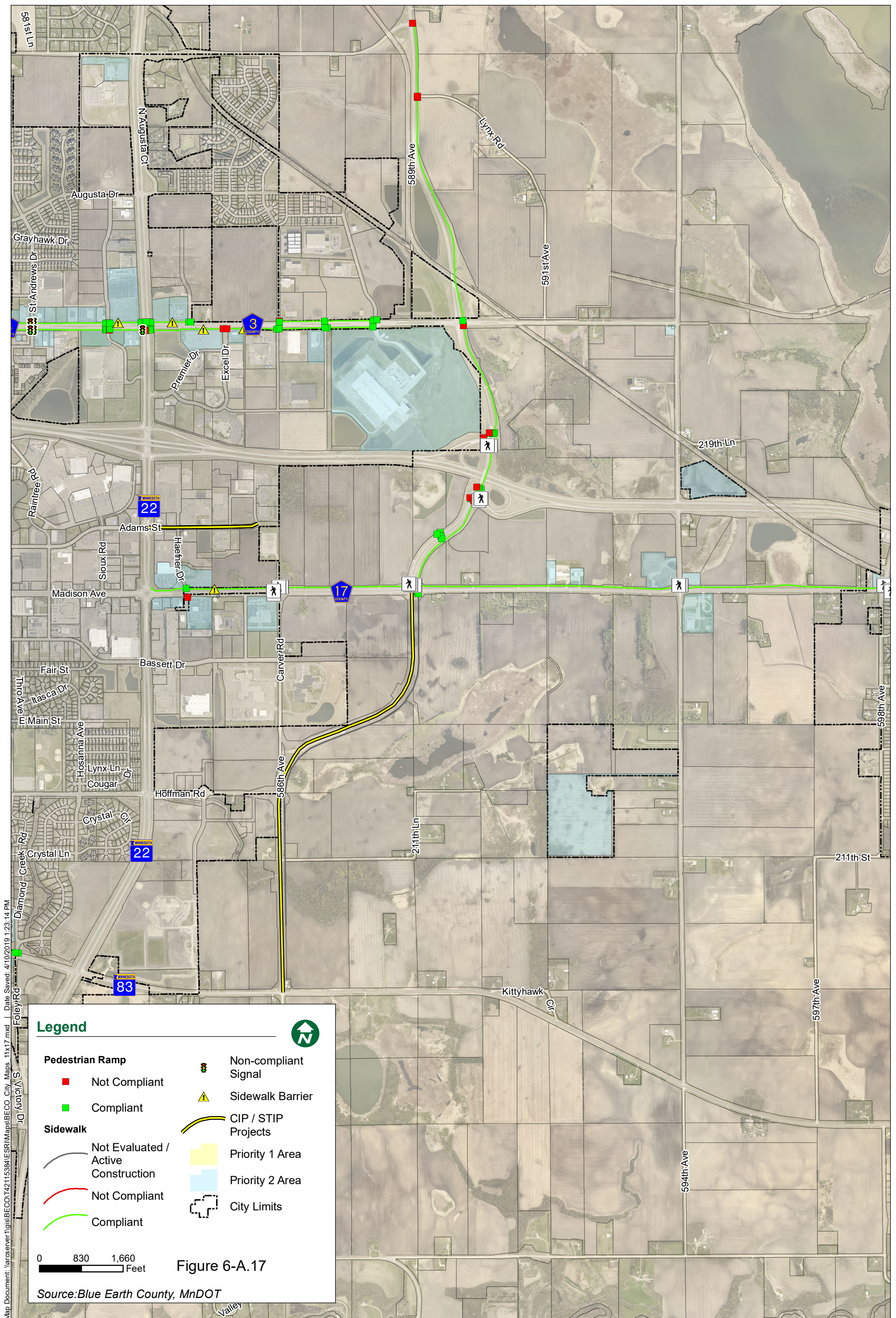
### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Vernon Center

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
10	5	\$ 20,000.00
72	9	\$ 36,000.00
<b>Total</b>		<b>\$ 56,000.00</b>

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: <b>Vernon Center</b>							
Sidewalk/Trail Inventory within the City of Vernon Center							
ADA Compliant Sidewalk (Linear Feet)					2,042		
Non-Compliant Sidewalk (Linear Feet)					1,568		
<b>Total Linear Feet of Sidewalk Inventoried</b>					<b>3,610</b>		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Vernon Center							
County Road	Local Name(s)		Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)	
10	Co Rd 10		2,120	\$ 10,600.00	3	-	
72	Co Rd 72		5,720	\$ 28,600.00	3	-	
<b>Totals for Vernon Center</b>			<b>7,840</b>	<b>\$ 39,200.00</b>	-	-	
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Vernon Center							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	72	-	-	-	-		
Heaves, Sunken Panels, Twists	1	-	-	-	-	5	\$ 125
Other	3	-	-	-	-	15	\$ 375
Signs	1	-	-	-	-	5	\$ 125
Light Posts	1	-	-	-	-	5	\$ 125
<b>Totals</b>	<b>6</b>	<b>0</b>	<b>0</b>	-	-	<b>30</b>	<b>\$ 750</b>
Sidewalk/Trail and Obstruction Inventory Cost Totals							
<b>Total</b>						<b>\$ 39,950.00</b>	

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Vernon Center</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
4	-	4









**Legend**

**Pedestrian Ramp**

- Not Compliant
- Compliant

**Sidewalk**

- Not Compliant
- Compliant
- Sidewalk Barrier

**Other**

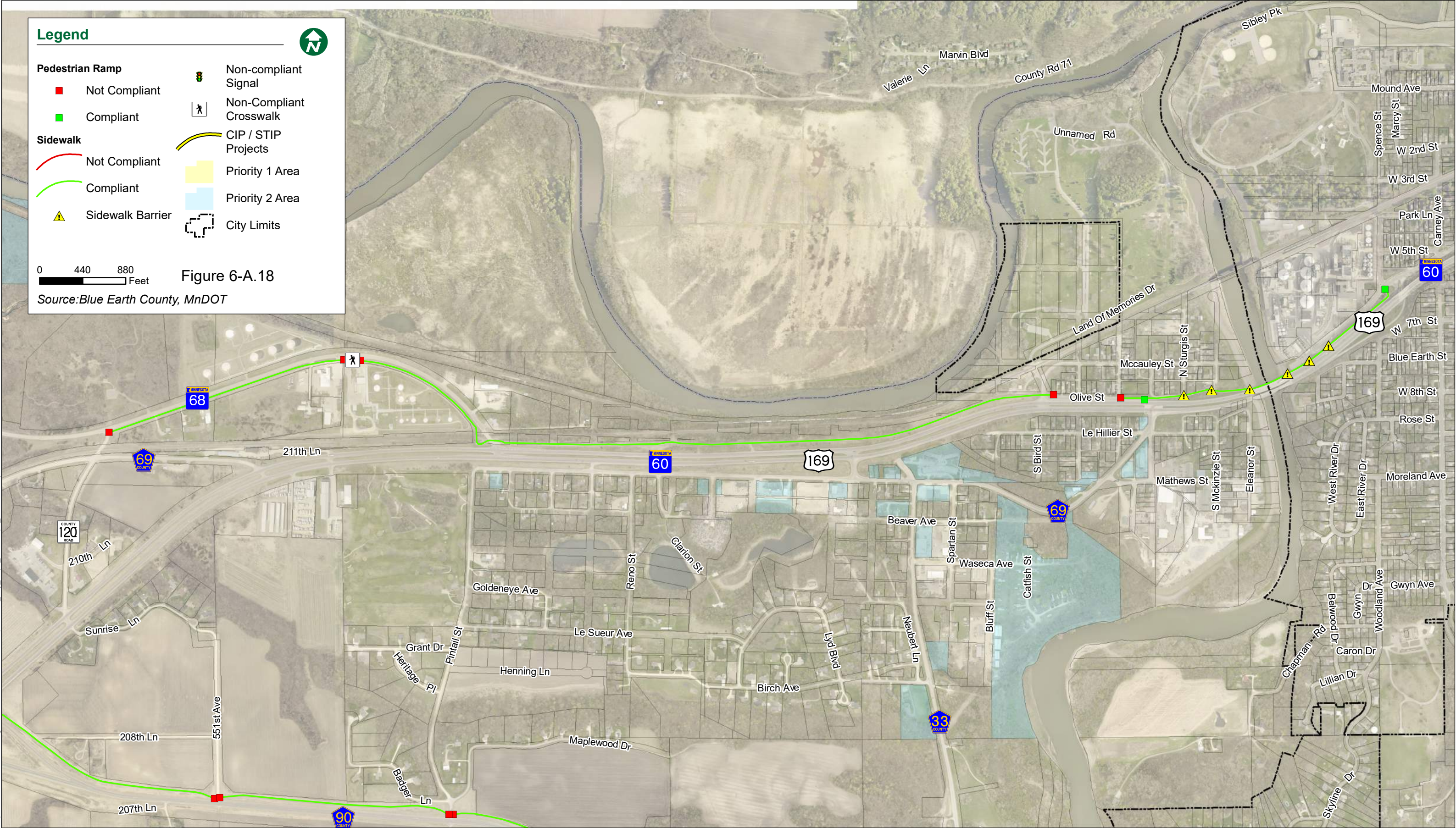
- Non-compliant Signal
- Non-Compliant Crosswalk
- CIP / STIP Projects
- Priority 1 Area
- Priority 2 Area
- City Limits

0 440 880 Feet

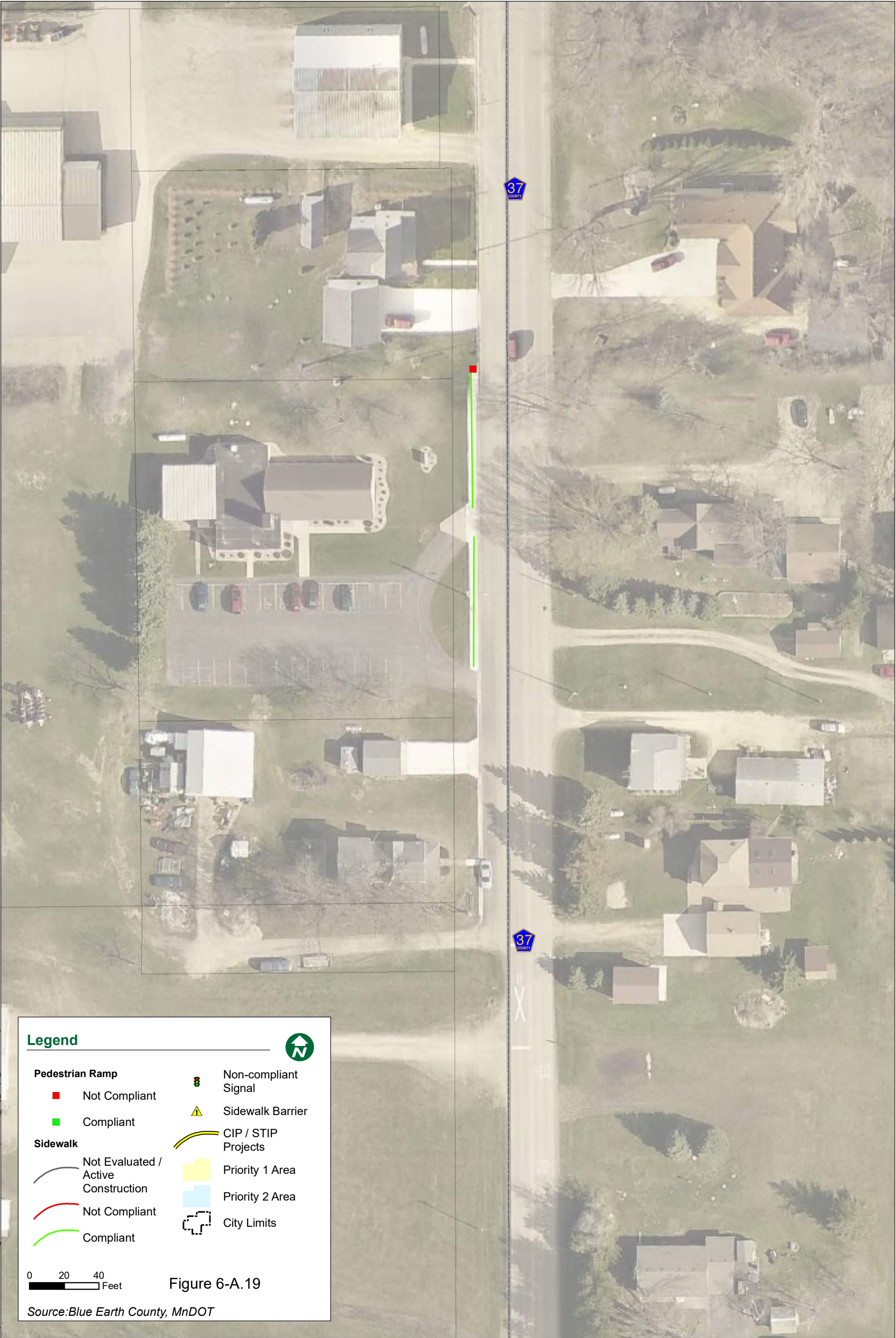
Figure 6-A.18

Source: Blue Earth County, MnDOT

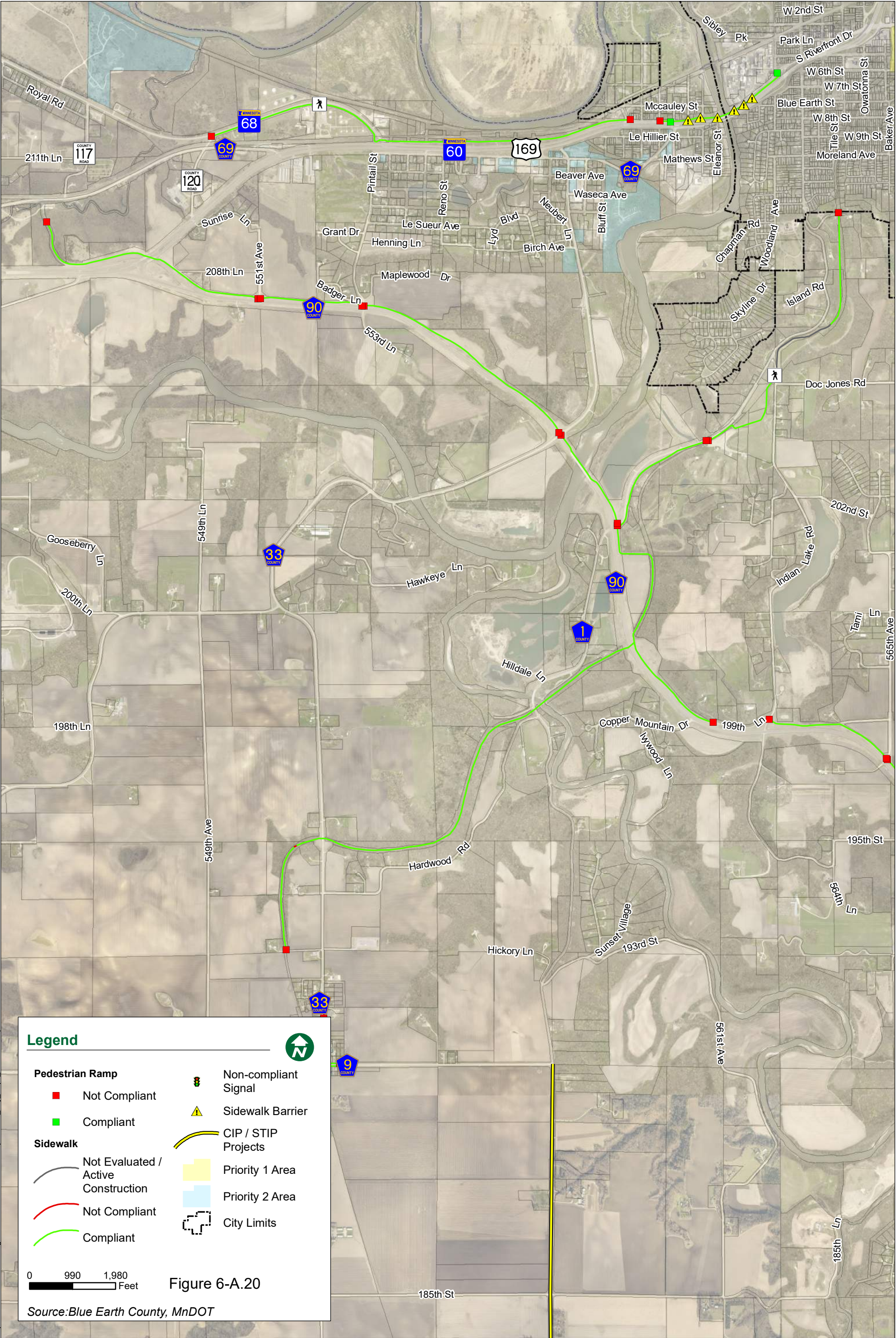
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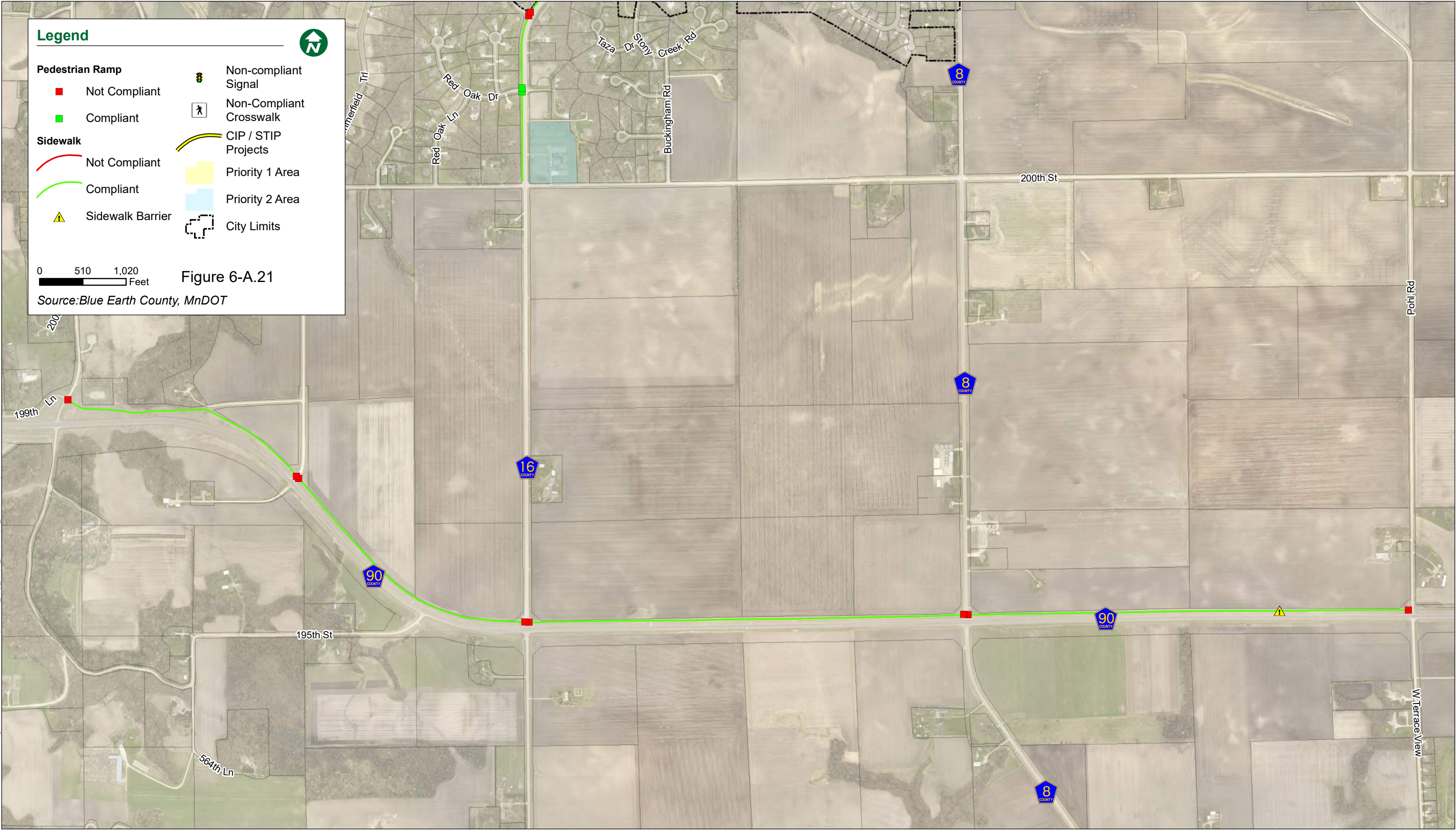




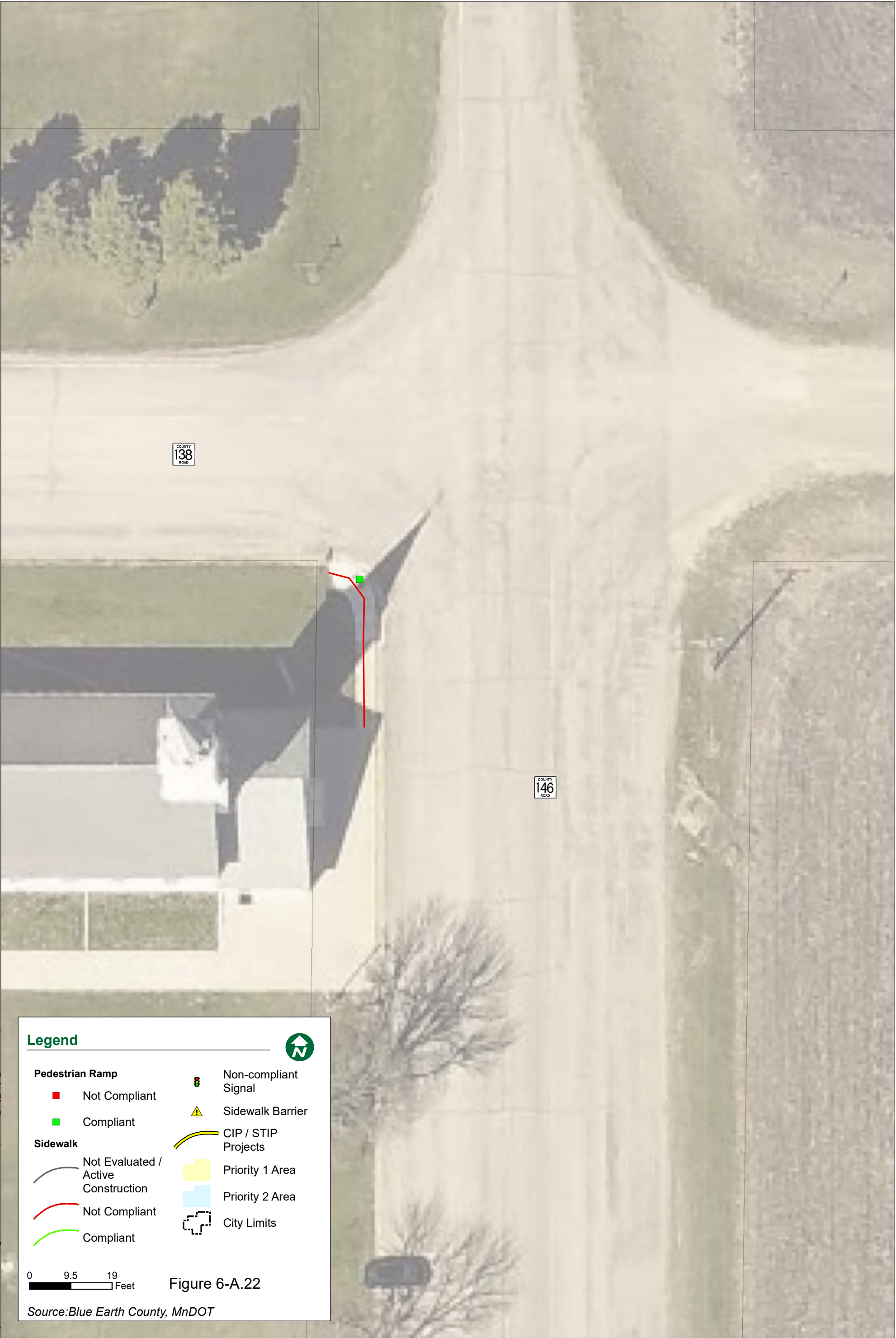














## Blue Earth County Program Review - Pedestrian Ramp Inventory

Municipality: **Inter-City Facilities**

### Pedestrian Ramp Inventory within Inter-City Facilities

ADA Compliant Pedestrian Ramp	17
Non-Compliant Pedestrian Ramp	30
<b>Total Number of Ramps</b>	<b>47</b>

### Pedestrian Ramp Inventory by Roadway in Inter-City Facilities

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	12	Co Rd 12 & Co Rd 17	9	1	0	\$ 4,000.00	3
2	12	Midblock - Co Rd 12	5	0	0	\$ -	3
3	17	Co Rd 17 & Co Rd 86	1	0	0	\$ -	3
4	17	Co Rd 17 & Co Rd 86	1	2	0	\$ 8,000.00	3
5	17	Midblock - Co Rd 17	0	1	0	\$ 4,000.00	2
6	33	Co Rd 33 & Co Rd 9	0	1	0	\$ 4,000.00	3
7	37	Co Rd 37 (631st Ave: Smith's Mill)	0	0	1	\$ 4,000.00	2
8	90	Co Rd 90 & South Route Trail	0	3	0	\$ 12,000.00	3
9	138	Co Rd 138 & Co Rd 146	1	0	0	\$ -	3
10	TR-1*	Midblock - Minneopa Trail	0	0	3	\$ 12,000.00	3
11	TR-2*	Red Jacket Trail & South Route Trail	0	2	0	\$ 8,000.00	3
12	TR-2*	Midblock - Red Jacket Trail	0	4	0	\$ 16,000.00	3
13	TR-3*	Midblock - South Route Trail	0	13	0	\$ 52,000.00	3
<b>Totals</b>			<b>17</b>	<b>27</b>	<b>4</b>	<b>\$ 124,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
17	Midblock - Co Rd 17	N/A	2019	5	1

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Inter-City Facilities

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
12	1	\$ 4,000.00
17	3	\$ 12,000.00
33	1	\$ 4,000.00
37	1	\$ 4,000.00
90	3	\$ 12,000.00
TR-1	3	\$ 12,000.00
TR-2	6	\$ 24,000.00
TR-3	13	\$ 52,000.00
<b>Total</b>		<b>\$ 124,000.00</b>

\*TR - County Trail Identifier

Blue Earth County Program Review - Sidewalk/Trail Inventory							
Municipality: Inter-City Facilities							
Sidewalk/Trail Inventory within Inter-City Facilities							
ADA Compliant Sidewalk (Linear Feet)					102,399		
Non-Compliant Sidewalk (Linear Feet)					110		
Total Linear Feet of Sidewalk Inventoried					102,509		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Inter-City Facilities							
County Road/Trail	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
12	Co Rd 12	-	\$ -	3	-		
16	Co Rd 16	-	\$ -	3			
17	Co Rd 17	-	\$ -	3			
90	Co Rd 90	-	\$ -	3			
146	Co Rd 146	200	\$ 1,000.00	3			
TR*-1	Minneopa Trail	-	\$ -	3			
TR*-2	Red Jacket Trail	350	\$ 1,750.00	3			
TR*-3	South Route Trail	-	\$ -	3			
Totals for Inter-City Facilities		550	\$ 2,750.00	-	-		
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Inter-City Facilities							
Description	Number of Obstruction instances along each Inter-City Trail					Barrier Length (ft)	Cost for Remediation
	TR-1	TR-3	-	-	-		
Heaves, Sunken Panels, Twists	4	1	-	-	-	35	\$ 875
Other	5	-	-	-	-	45	\$ 1,125
Totals	9	1	0	0	0	80	\$ 2,000
Sidewalk/Trail and Obstruction Inventory Cost Totals							
Total						\$ 4,750.00	

Blue Earth County Program Review - Crosswalks		
Municipality: <b>Inter-City Facilities</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
12	1	13



## Appendix 6-B: Self-Evaluation – Policy and Practice Review

## I. Appendix 6-B: Blue Earth County Self-Evaluation – Policy and Practice Review

### A. Review of Policies and Practices

The county's policies and practices include any county department or division policies and practices that direct staff in its daily work activities. Policies and practices that relate to accessibility and ADA conformance include:

#### 1. *Safely Plowing Snow from Driveways/ Blue Earth County Snow & Ice Control:*

This page on the county's website discusses restrictions related to the displacement of snow from private property into the road right-of-way (ROW). In city limits, Blue Earth County encourages timely removal of snow and other barricades however for continuity purposes the County defaults to the city requirements for removal of snow and ice from pedestrian facilities. Due to multiple interest groups Blue Earth County does not plow recreational trails in the winter with the exception of the Red Jacket Trail from Weagel Park to the City of Mankato limits.

#### Policy/Practice Understanding and Recommended Revision:

This contains no language regarding clearing ice and snow on pedestrian infrastructure in the public ROW within a time period. However, Blue Earth County currently defaults to each City's requirements for snow removal by residents on City timeframes. Language for this has been included in each City's Routine Maintenance Agreements.

No barriers to accessibility were identified in this policy.

#### 2. *Highway Department Policies – Sidewalk/Trails:*

This policy describes shared responsibilities for sidewalks and trails adjacent to County Highways among the County and its municipalities. Cost for construction of sidewalk or trail along existing County Highways is split between the County and respective City 50%/50%. New County Highway construction will include trail or sidewalk and costs will be included in the Highway Construction cost.

#### Policy/Practice Understanding and Recommended Revision:

This policy identifies cost share for constructing facilities on County Highways but makes no attempt to discuss standards for construction.

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

#### 3. *Routine Maintenance Agreements with Cities in Blue Earth County (Updated 2018)*

These agreements state that cities in Blue Earth County will perform routine maintenance duties to the satisfaction of the Blue Earth County Public Works Director. All materials used in the performance of said routine maintenance must comply with the State of Minnesota's current "Standard Specifications for Construction". The reports outline cost sharing responsibilities between the County and cities regarding vehicle and pedestrian infrastructure. Costs are shared for pedestrian crosswalk markings and major signal maintenance. Cities are responsible for maintaining highways and adjacent sidewalks and/or trails to keep them smooth and in good repair for the passage of vehicular and



pedestrian traffic and free from all obstructions and impediments to traffic. Cities also dispose of all snow.

Policy/Practice Understanding and Recommended Revision:

By stating that “routine maintenance must comply with the State of Minnesota’s current Standard Specifications for Construction,” this policy implies standards for ADA compliance are incorporated into design.

No barriers to accessibility were identified in these plans/policies.

## Appendix 6-C: ADA Transition Plan Projects referenced from Blue Earth County Capital Improvements Plan



## **I. Appendix 6-C: Blue Earth County Capital Improvements Plan (CIP) Projects and Road Improvement Projects that Include (Consider) Accessible Pedestrian Infrastructure**

### **A. 5-Year Capital Improvement Plan: 2018 - 2022 (*Adopted October 24, 2017*)**

Blue Earth County's most recent CIP was adopted on October 24, 2017. This document can be accessed through the county's website at the following link: <http://www.co.blue-earth.mn.us/DocumentCenter/View/3513/BEC-CIP-2018-2022-Final?bidId=>

The county 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 county will incorporate ADA-compliant pedestrian facilities and complete accessible infrastructure improvements as needed to ensure access for all users.

The following pages are taken from the City's CIP on the its website and illustrate Blue Earth County's CIP Projects. CIP projects are also identified in the Self-Evaluation Reports found in **Appendix 6-A**.

**BLUE EARTH COUNTY  
HIGHWAY DEPARTMENT  
2018-2022  
CAPITAL IMPROVEMENT PLAN**



**County Board**

	<u><b>District</b></u>
<b>Drew Campbell</b>	<b>1</b>
<b>Vance Stuehrenberg</b>	<b>2</b>
<b>Mark Piepho</b>	<b>3</b>
<b>Will Purvis</b>	<b>4</b>
<b>Kip Bruender</b>	<b>5</b>

**County Engineer**

**Ryan Thilges, P.E.**



**Blue Earth County Public Works  
Capital Improvement Plan 2018-2022**

Project Type	2018		2019		2020		2021		2022					
	Project	Cost	Project	Cost	Project	Cost	Project	Cost	Project	Cost				
Grading	CSAH 1 CSAH 90 to Mariakato Grade	\$7720,000	CSAH 1 CSAH 90 Grade & Pave	\$13,189,000	CSAH 30 City of Vernon Center Urban Section Grade & Pave	\$1,179,000	CSAH 16 CSAH 90 to Le Sueur River Grade	\$2,230,000	CSAH 11 TH 68 to CSAH 20 Grade	\$5,195,000				
	CSAH 14 TH 30 to CSAH 4	\$3,770,000	CSAH 30 TH 169 to Good Thunder Grade & Pave	\$4,794,000	CSAH 27 TH 14 to CSAH 2 Grade & Pave	\$4,794,000	CSAH 16 Trail from CSAH 60 to Fairfield Ave Grade & Pave	\$860,000	CSAH 12 CSAH 26 to CSAH 2 Grade	\$2,071,000				
	CSAH 90 TH 22 & CSAH 90 RAB & TH 22 Paving Grade & Paving - MNDOT Lead	\$670,000	CSAH 17 Roundabout with Halfner Dr Grade	\$1,000,000	CSAH 44 TH 60 to Point Ave Grade & Pave	\$1,100,000	CSAH 57 Roundabout with TH 14 Grade	\$1,300,000						
					CSAH 60 Pohl Road Roundabout Grade & Pave	\$1,000,000	CSAH 82 CSAH 60 to Fair St. Grade	\$2,346,000						
					CSAH 72 City of Vernon Center Urban Section Grade & Pave	\$782,000								
Paving	CSAH 1 Good Thunder to CSAH 9 Pave (2 Year Ops)	\$975,000	CSAH 14 TH 30 to CSAH 10 Pave	\$1,127,000	CSAH 1 CSAH 9 to Mariakato	\$1,955,000	CSAH 27 TH 14 to CSAH 2 Pave	\$921,000	CSAH 16 CSAH 90 to LeSueur River Final 2' Lift	\$260,000				
	CR 309 CSAH 6 to CSAH 11 Pave	\$1,404,000			CSAH 30 TH 169 to Good Thunder Pave	\$950,000								
Bridges	County Wide Overlays	\$1,955,000	County Wide Overlays	\$1,251,000	County Wide Overlays	\$1,659,000	County Wide Overlays	\$2,370,000	County Wide Overlays	\$1,750,000				
	P.M. T-91 Over Willow Creek# 05708	\$470,000			CSAH 41 Over LeSueur River # 7274	\$2,060,000								
	CSAH 52 New Bridge # 07599 Replace Bridge # 07501 Ivywood Ln. Mariakato Township Kern/Vaeger Bridge 15669 Removal	\$765,000 \$150,000												
Planning & Miscellaneous	Planning, Cooperative Projects, Right of Way, & Construction Contingencies	\$4,442,000	Planning, Cooperative Projects, Right of Way, & Construction Contingencies	\$2,788,000	Planning, Cooperative Projects, Right of Way, & Construction Contingencies	\$975,000	Planning, Cooperative Projects, Right of Way, & Construction Contingencies	\$3,303,000	Planning, Cooperative Projects, Right of Way, & Construction Contingencies	\$2,974,000				
	Total for 2018	\$22,220,000	Total for 2019	\$24,409,000	Total for 2020	\$16,230,000	Total for 2021	\$129,30,000	Total for 2022	\$12,250,000				
Available Funding		2018	Available Funding		2019	Available Funding		2020	Available Funding		2021	Available Funding		2022
		CSAH Regular \$4,800,000 CSAH Municipal \$430,000 Federal Regular \$1,022,000 State TH or State Bonds \$10,548,000 Town Bridge \$590,000 Township/City \$30,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$22,220,000	CSAH Regular \$4,800,000 CSAH Municipal \$860,000 Federal Regular \$1,022,000 State TH or State Bonds \$13,189,000 Town Bridge \$590,000 Township/City \$30,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$24,409,000	CSAH Regular \$5,000,000 CSAH Municipal \$1,030,000 Federal Regular \$1,596,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$16,230,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000	CSAH Regular \$5,000,000 CSAH Municipal \$450,000 Federal Regular \$960,000 State TH or State Bonds \$1,995,000 Town Bridge \$45,000 Township/City \$844,000 Sales Tax \$5,800,000 Sales Tax Pay Back (\$2,000,000) County \$1,000,000 Total \$12,930,000			

## BEC CIP 2018-2022

• 2018

## GRADING OR PAVING

2019

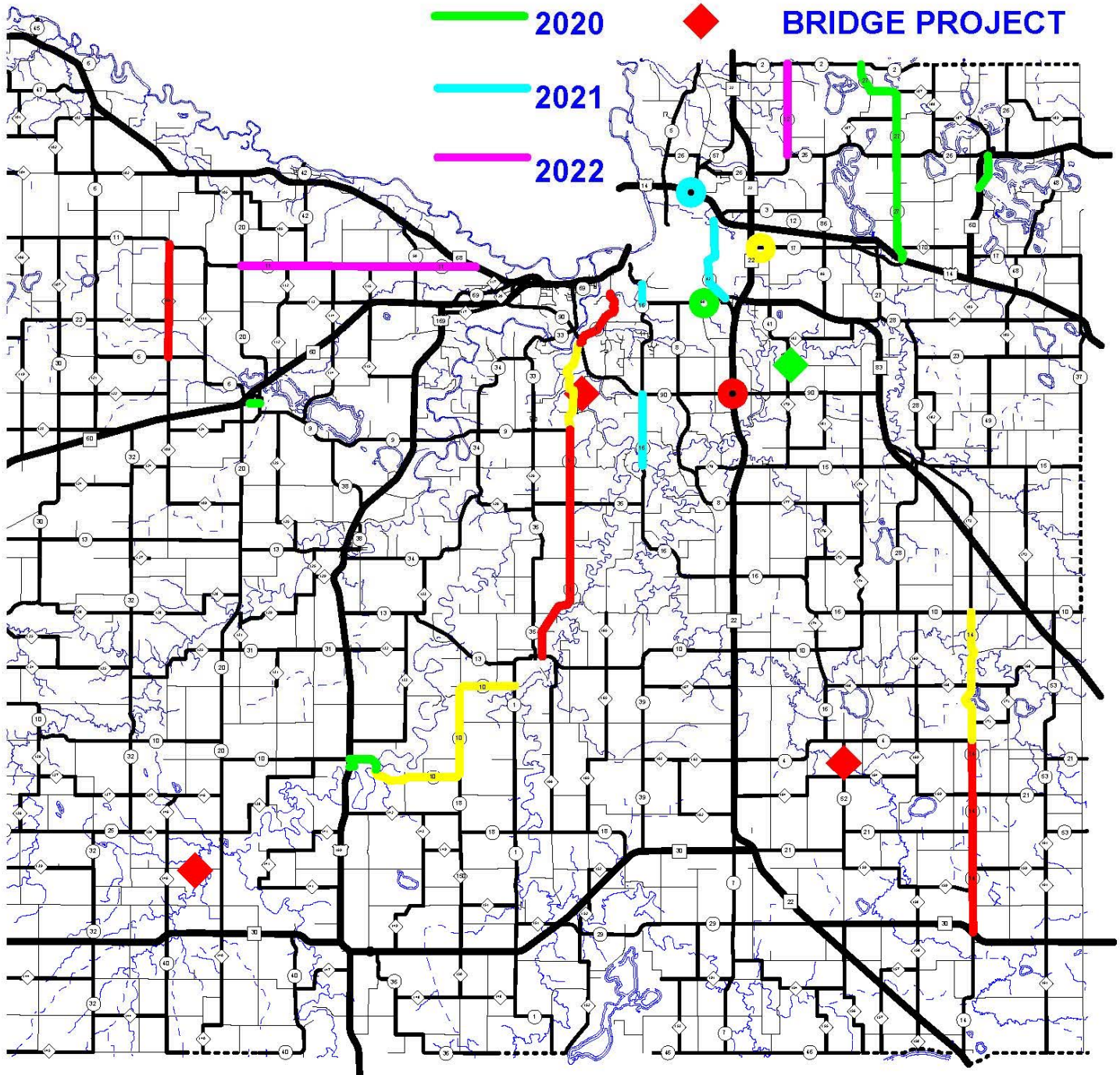
## ROUNDA BOUT

2020

## BRIDGE PROJECT

2021

2022





## Appendix 6-D: Public Outreach Results

## I. Appendix 6-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 Blue Earth County.

Public outreach for the creation of this document consisted of the following activities:

- **Public Open Houses:**

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 in **Part 1 – Appendix 1-A.1 and 1-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 February 6, 2019 to March 20, 2019.
- **Blue Earth County Public Health and the Statewide Health Improvement Partnership (SHIP):**

Representatives from Blue Earth County Public Health Services and SHIP were contacted early in the process and were active throughout creating awareness of the process for individuals with mobility issues throughout the County. Representatives attended meetings and reached out to organizations to ensure the word was spread.



## Appendix 6-E: Grievance Procedure

## I. Appendix 6-E: Blue Earth County ADA Grievance Procedure

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

Blue Earth County 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 6-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 Blue Earth County may do so by one of the following methods:

### A. Internet

Visit Blue Earth County's website to access an interactive pdf form or download a paper copy of the grievance form.

Blue Earth County Website: [www.blueearthcountymn.gov](http://www.blueearthcountymn.gov)

### B. Telephone

Contact the Blue Earth County's ADA Coordinator listed in the Contact Information section of **Appendix 6-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.

### C. Paper Submission

A paper copy of the county's grievance form is available by request from the Blue Earth County ADA Coordinator (contact information in **Appendix 6-F**). Complete the form and submit it to the county ADA Coordinator at the address listed.

The county will acknowledge receipt of the grievance to the citizen within 10 working days of the submission. County 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 Blue Earth County'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) county 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. Blue Earth County staff will contact the citizen to discuss the investigation and proposed resolution.



Blue Earth County 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 Blue Earth County.

Accordingly, the resolution by Blue Earth County of any one grievance does not constitute a precedent upon which the county 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**

Blue Earth County shall maintain ADA grievance files on behalf of the county for a period of seven years.

## Blue Earth County, MN ADA Grievance Form

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

Public Works Department  
Blue Earth County, MN – ADA Coordinator  
35 Map Drive, PO Box 3083  
Mankato, MN 56003-3083

Or it can be e-mailed to: [MultimodalComments@blueearthcountymn.gov](mailto:MultimodalComments@blueearthcountymn.gov)

Complainant – person filing grievance:

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

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

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

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

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

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

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

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



## Appendix 6-F: Contact Information

## I. Appendix 6-F: Responsible Officials and Key Staff

### A. Responsible Officials Contact Information

#### 1. Blue Earth County ADA Coordinator for County Roads & Parks:

Ryan Thilges, P.E.

Blue Earth County Public Works Director/County Engineer

35 Map Drive

PO Box 3083

Mankato, MN 56002-3083

P: (507) 304-4025

E: [Ryan.Thilges@blueearthcountymn.gov](mailto:Ryan.Thilges@blueearthcountymn.gov)

#### 2. Blue Earth County ADA Coordinator for Facilities:

Tim Edwards

Blue Earth County Physical Plant Director

204 S. 5th Street

Mankato, MN 56001

P: (507) 304-4100

E: [Tim.Edwards@blueearthcountymn.gov](mailto:Tim.Edwards@blueearthcountymn.gov)



## Appendix 6-G: ADA Design Standards and Procedures

## I. Appendix 6-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

Blue Earth County 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 county 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 county will strive to ensure that each intersection corner is constructed to be as accessible as possible.

### 2. Sidewalks / Trails

Blue Earth County 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 county 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 county will strive to ensure that every sidewalk or trail is constructed to be as accessible as possible.



## **MAPO ADA TRANSITION PLAN AND INVENTORY**

### **PART 7 – NICOLLET COUNTY ADA TRANSITION PLAN AND INVENTORY**

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## Appendix

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Appendix 7-B: Self-Evaluation – Policy and Practice Review

Appendix 7-C: ADA Transition Plan Projects referenced from Nicollet County Capital  
Improvements Plan

Appendix 7-D: Public Outreach Results

Appendix 7-E: Grievance Procedure

Appendix 7-F: Contact Information

Appendix 7-G: ADA Design Standards and Procedures



## I. INTRODUCTION

### A. Nicollet County

Nicollet County is a partner agency of the Mankato/North Mankato Area Planning Organization (MAPO) and has completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This “Part 7 – Nicollet County ADA Transition Plan and Inventory” has been developed solely for Nicollet County and includes information, data, and recommendations relevant to the County’s interests and those of the MAPO. Nicollet County adopts “Part 1 – MAPO Partner Agency Requirements and Project Purpose” of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices concurrent with the adoption of “Part 7 – Nicollet County ADA Transition Plan and Inventory.” 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 Nicollet County:

- Grievance Procedure: In compliance with 28 C.F.R. Sec. 35.107, the county has established the grievance procedure to receive future comments and concerns regarding barriers to accessibility. This can be seen in **Appendix 7-E** and is further detailed in **Section VII** below.
- Public Information Meetings: County staff solicited feedback from citizens on issues pertaining to ADA deficiencies within the county and initiatives for Transition Plan development while attending two public information meetings that took place on January 31, 2018 and March 6, 2019. See **Appendix 1-A** for summaries of those meetings.
- County Website: This document was available for public comment online between the dates of February 6, 2019 to March 20, 2019. A summary of comments received and information regarding the public outreach activities are located in **Appendix 7-C**.

## III. SELF-EVALUATION RESULTS

### A. Review of Programs

The review of programs for Nicollet County’s Self-Evaluation began in October 2017 and was completed in November 2017. The City of North Mankato is the only portion of Nicollet County within the MAPO boundary. However, the County chose to expand the Transition Planning effort to include all infrastructure within the

public rights-of-way under its jurisdiction. This includes inventories in the following cities in Nicollet County where county pedestrian infrastructure is present:

- Lafayette
- Nicollet
- North Mankato
- Saint Peter

Among these cities, project staff inventoried 9.7 miles of sidewalk, 165 locations where pedestrian ramps exist or should exist, and 32 crosswalks for barriers to accessibility. Reports were generated for each community in Nicollet County outlining results of the Self-Evaluation. These reports can be seen in **Appendix 7-A**.

## B. Review of Policies and Practices

### 1. Previous Practices

Since the adoption of the ADA, Nicollet County has worked to provide accessible pedestrian features as part of road construction and reconstruction projects. As additional information was made available as to the methods of providing accessible pedestrian features, the county updated their procedures to accommodate these methods.

### 2. Policy

Nicollet County's goal is to continue to provide accessible pedestrian design features as part of street construction and reconstruction projects. The county will reference ADA design standards and procedures listed in **Appendix 7-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 county 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 county will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the county's jurisdiction are ADA compliant to the maximum extent feasible. Requests for accessibility improvements can be submitted to Nicollet County's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 7-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the county. A breakdown of relevant policies can be seen in **Appendix 7-B** which includes the following:

- Cooperative Construction Agreements
- Cost Participation Policy (2009)
- Nicollet County Comprehensive Plan Update (2018)

### 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 county 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 county 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 identified and prioritized with direction from the County Public Works Director.

#### Stand Alone Projects.

As grant funding opportunities are available, independent ADA projects may be undertaken by the county. A brief engineering study will be performed in which 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 7-B**.

## **IV. IMPLEMENTATION PLAN**

### **A. Priority Areas**

Nicollet County 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.

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**

Sidewalk and trail infrastructure in Nicollet County is mostly contained within the local jurisdictions of Lafayette, Nicollet, North Mankato, and Saint Peter. The Nicollet County Cost Participation Policy is a joint agreement between the county and its cities. Cities are responsible for participating in ADA improvements in accordance with the Cost Participation Policy.

The County will coordinate with cities within its jurisdiction to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

### C. Schedule

Nicollet County 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 Nicollet County staff. The county CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix 7-C.

Nicollet County will work with cities in its jurisdiction to program improvements into respective Capital Improvement Projects. The County has set the following schedule goal for improving the accessibility of its pedestrian facilities within the County's jurisdiction:

- After 20 years, 100% of accessibility features within the jurisdiction of Nicollet County would be ADA compliant.

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

## V. ADA COORDINATOR

In accordance with 28 C.F.R Sec. 35.107(a), Nicollet County has identified an ADA Title II Coordinator to oversee The County's policies and procedures. Contact information for this individual is located in **Appendix 7-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 Nicollet County facilities and services believe the County 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 county 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 Nicollet County's grievance procedure is outlined in **Appendix 7-E**.

## VII. MONITOR THE PROGRESS

This document will be updated as needed to reflect Nicollet County'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 7-A: Self-Evaluation – Program Review

## I. Appendix 7-A: Nicollet County, MN Self-Evaluation – Program Review

### A. Review of Programs

During October 2017 and November 2017, Nicollet County inventoried pedestrian ramps and sidewalks within the public rights-of-way.

#### 1. Pedestrian Ramps

Nicollet County has 160 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. 97 (61%) of the locations were reported to be compliant and 63 (39%) were reported to be non-compliant.

#### 2. Sidewalks/Trails

The sidewalk and trail within Nicollet County public rights-of-way were inventoried and evaluated to determine ADA compliance and to identify existing obstructions based on compliance criteria outlined in **Part 1 Sec. III**. Of the nearly 9.7 miles of sidewalk and trail evaluated, .88 miles had a condition rating of three or four meaning it exhibited instances of non-compliance along its length that require further evaluation and remedial action. Seven accessibility barriers, or obstructions, were also present along these sidewalks.

#### 3. Crosswalks

32 crosswalks were inventoried throughout the county as well. Four out of the 38 were identified as having poor markings making it hard to tell if a crossing currently exists at the specified locations.

Compliant and non-compliant pedestrian ramps, sidewalk/trail infrastructure, and crosswalks for each city in Nicollet County are illustrated in **Figures 7-A1 to 7-A4** and are broken down in succeeding tables below.

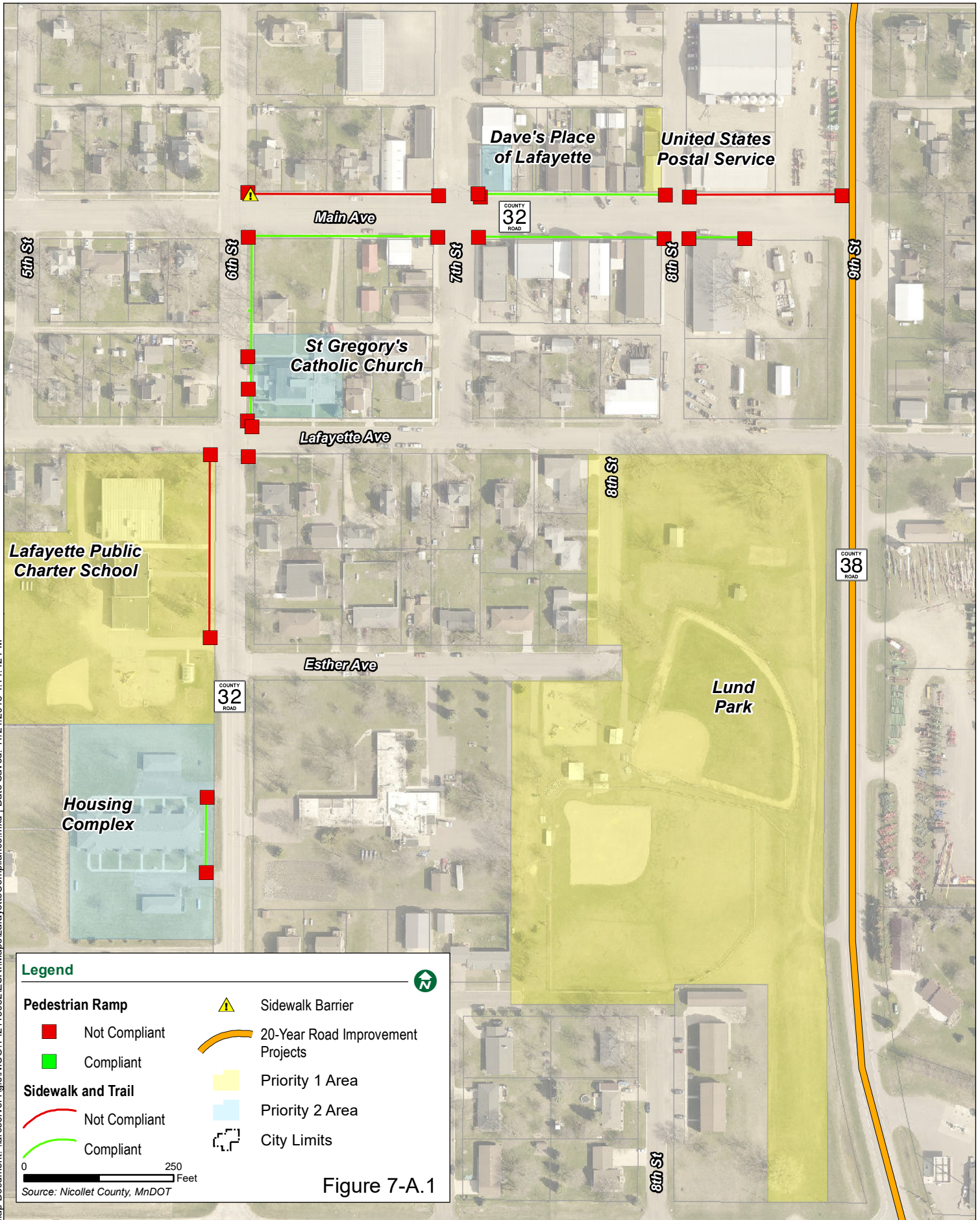
Due to the Cost Participation Policy Agreement between the county and cities within its jurisdiction, the timeline for replacement of these sidewalks is dependent on how projects align with each city's CIP.

Nicollet County is fully responsible for ADA improvements along County Road 41 (Rockford Road) from County Road 71 (Judson Bottom Road) to Minnimishinona Falls Park outside of North Mankato. The County will incur the costs of ADA improvements to this segment during the planned reconstruction of Highway 41 as described in the 20-Year Road Improvements Plan. This segment is identified in the City of North Mankato map.

### B. Self-Evaluation Results

The following reports provide an assessment of compliance and planning level costs for each community in Nicollet County. Information on specific locations of non-compliance can be obtained by contacting Nicollet County ADA Coordinator. See contact for the Nicollet County ADA Coordinator in **Appendix 7-F**.





## Nicollet County Program Review - Pedestrian Ramp Inventory

Municipality: **Lafayette**

### Pedestrian Ramp Inventory within the City of Lafayette

ADA Compliant Pedestrian Ramp	0
Non-Compliant Pedestrian Ramp	22
Total Number of Ramps	22

### Pedestrian Ramp Inventory by Roadway in Lafayette

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	32	6th St & Esther Ave	0	1	0	\$ 4,000.00	1
2	32	6th St & Lafayette Ave	0	4	0	\$ 16,000.00	1
3	32	6th St & Main Ave	0	2	0	\$ 8,000.00	1
4	32	7th St & Main Ave	0	5	0	\$ 20,000.00	1
5	32	8th St & Main Ave	0	4	0	\$ 16,000.00	1
6	32	9th St & Main Ave	0	1	0	\$ 4,000.00	1
7	32	6th St (Mid Block)	0	4	0	\$ 16,000.00	1
8	32	Main Ave (Mid Block)	0	1	0	\$ 4,000.00	1
		<b>Totals</b>	-	<b>22</b>	-	<b>\$88,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
32	9th St & Main Ave	N/A	N/A	6	1

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Lafayette

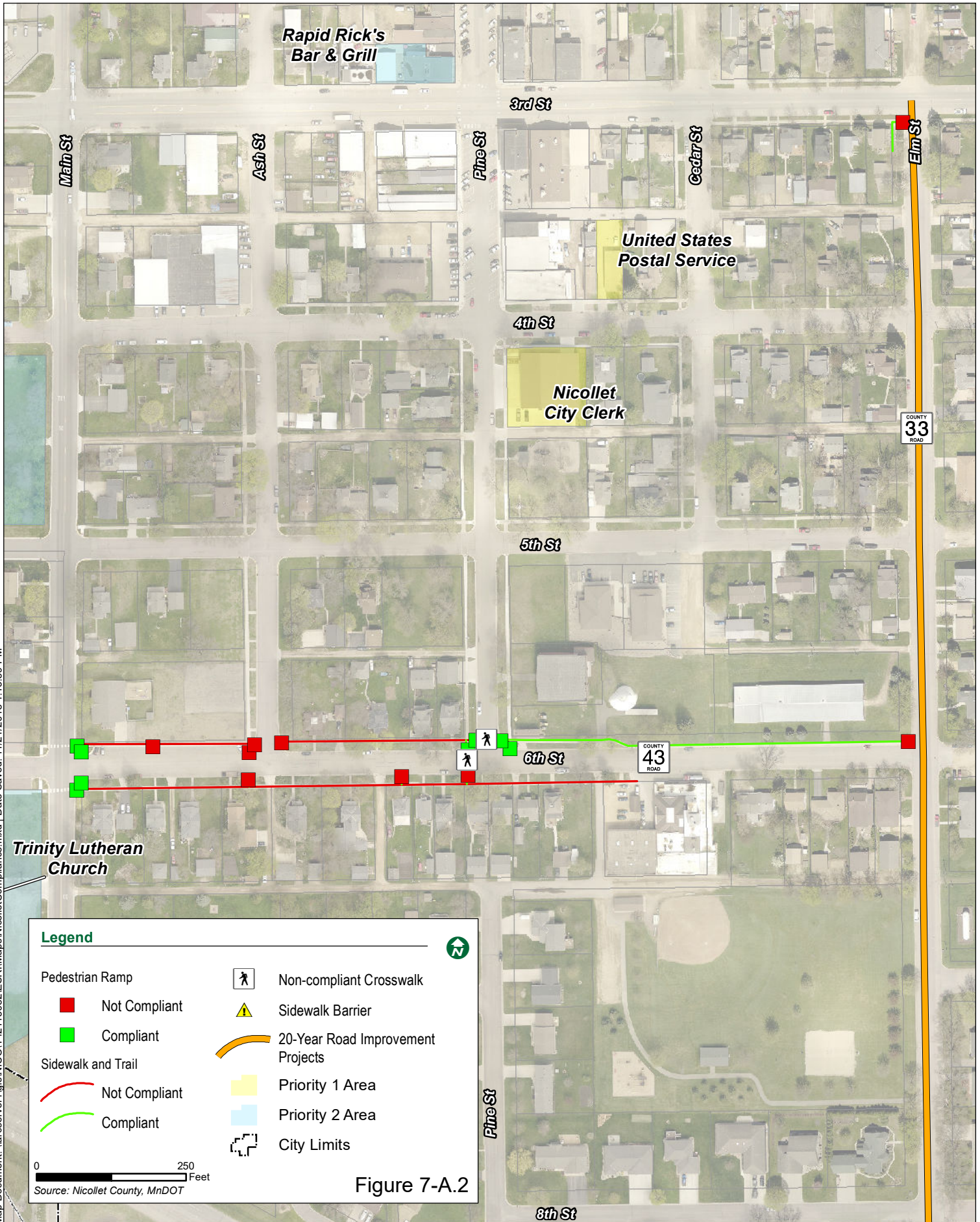
County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
32	22	\$ 88,000.00
	<b>Total</b>	<b>\$ 88,000.00</b>



Nicollet County Program Review - Sidewalk/Trail Inventory							
Municipality: Lafayette							
Sidewalk/Trail Inventory within the City of Lafayette							
ADA Compliant Sidewalk (Linear Feet)					1,477		
Non-Compliant Sidewalk (Linear Feet)					872		
Total Linear Feet of Sidewalk Inventoried					2,349		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Lafayette							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 per sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
32	Main Ave	2,843	\$ 14,215.00	1	Yes		
32	6th St	1,520	\$ 7,600.00	1	No		
Totals for Lafayette		4,363.00	\$ 21,815.00	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Lafayette							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	32						
Light Post	1					5	\$ 125.00
Totals	1					5	\$ 125.00

Nicollet County Program Review - Crosswalks		
Municipality: <b>Lafayette</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
3	-	3

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## Nicollet County Program Review - Pedestrian Ramp Inventory

Municipality: **Nicollet**

### Pedestrian Ramp Inventory within the City of Nicollet

ADA Compliant Pedestrian Ramp	8
Non-Compliant Pedestrian Ramp	9
Total Number of Ramps	17

### Pedestrian Ramp Inventory by Roadway in Nicollet

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	33	3rd St & Elm St	0	1	0	\$ 4,000.00	1
2	43	6th St & Ash St	0	4	0	\$ 16,000.00	1
3	43	6th St & Elm St	0	1	0	\$ 4,000.00	1
4	43	6th St & Pine St	4	1	0	\$ 4,000.00	1
5	43	Mid-Block - 6th St	0	2	0	\$ 8,000.00	1
6	43	6th St & Main St	4	0	0	\$ -	1
		<b>Totals</b>	<b>8</b>	<b>9</b>	<b>-</b>	<b>\$ 36,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
33	CSAH 42 to TH 99	N/A	N/A	1, 3	2

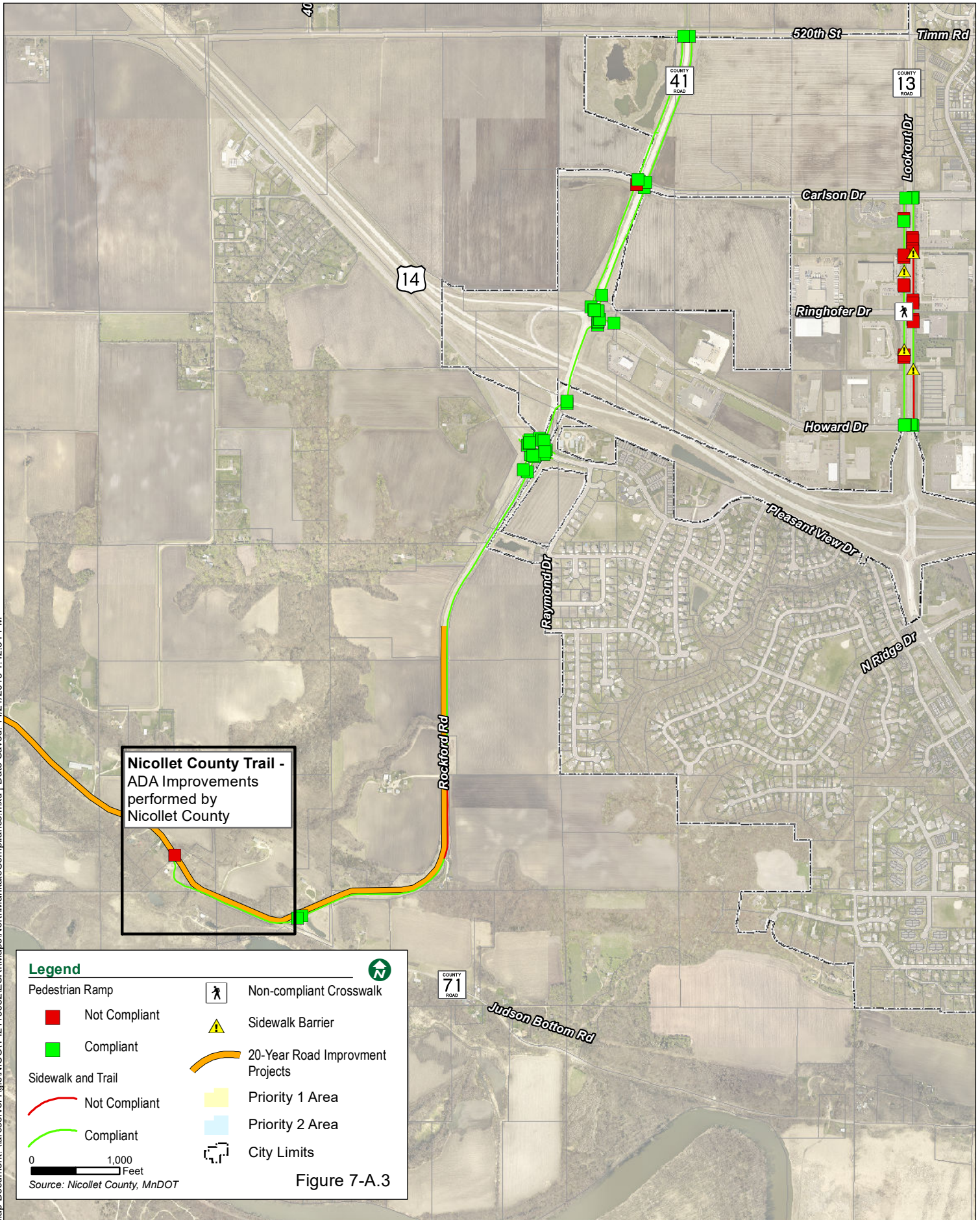
### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Nicollet

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
33	1	\$ 4,000.00
43	8	\$ 32,000.00
	<b>Total</b>	<b>\$ 36,000.00</b>

Nicollet County Program Review - Sidewalk/Trail Inventory							
Municipality: Nicollet							
Sidewalk/Trail Inventory within the City of Nicollet							
ADA Compliant Sidewalk (Linear Feet)					844		
Non-Compliant Sidewalk (Linear Feet)					1,567		
Total Linear Feet of Sidewalk Inventoried					2,411		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Nicollet							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (5-Foot Sidewalk @ \$5.00/sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
43	6th St	7,835	\$ 39,175.00	1	No		
Totals for Nicollet		7,835	\$ 39,175.00	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Nicollet							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
-	-	-	-	-	-	-	-
Totals							\$ -

Nicollet County Program Review - Crosswalks		
Municipality: <b>Nicollet</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
-	2	2





## Nicollet County Program Review - Pedestrian Ramp Inventory

Municipality: **North Mankato**

### Pedestrian Ramp Inventory within the City of North Mankato

ADA Compliant Pedestrian Ramp	46
Non-Compliant Pedestrian Ramp	19
Total Number of Ramps	65

### Pedestrian Ramp Inventory by Roadway in North Mankato

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	13	Howard Dr & CSAH 41	10	0	0	\$ -	1
2	13	Lookout Dr & Ringhofer Dr	0	2	0	\$ 8,000.00	3
3	13	Mid-Block - Lookout Dr	1	15	0	\$ 60,000.00	1
4	13	Carlson Dr & Lookout Dr	3	0	0	\$ -	
5	41	CSAH 41 & Carlson Dr	4	1	0	\$ 4,000.00	3
6	41	CSAH 41 & Pleasant View Dr	18	0	0	\$ -	3
7	41	Mid-Block - CSAH 41*	2	1	0	\$ 4,000.00	3
8	41	520th St/Timm Rd & CSAH 41	2	0	0	\$ -	
9	41	Judson Bottom Rd (Co Rd 71) & CSAH 41	2	0	0	\$ -	
10	41	Howard Dr & Lookout Dr	4	0	0	\$ -	
<b>Totals</b>			<b>46</b>	<b>19</b>	<b>-</b>	<b>\$ 76,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
41	Co Rd 41: CSAH 23 to Roundabout	N/A	N/A	7	1

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in North Mankato

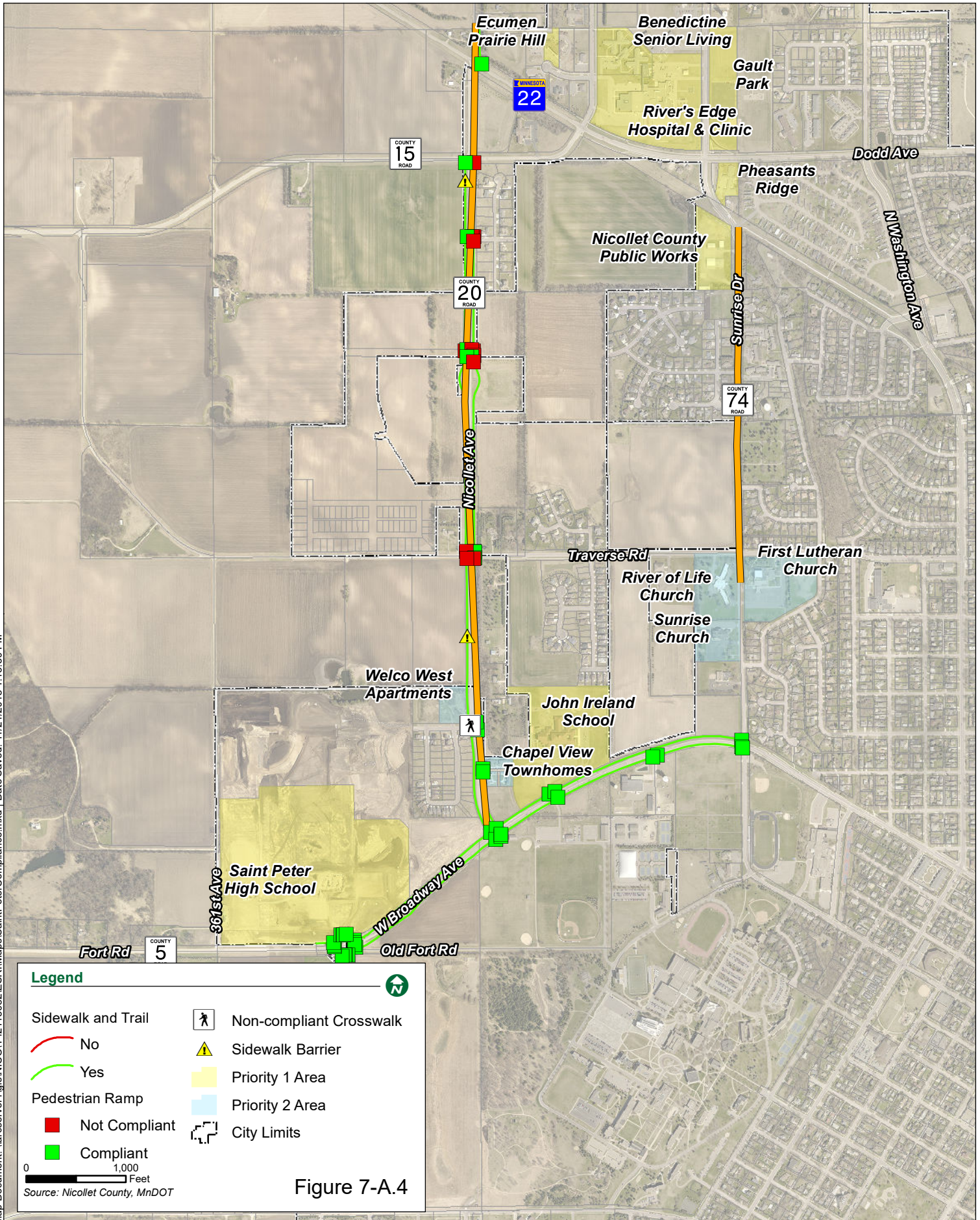
County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
13	17	\$ 68,000.00
41	2	\$ 8,000.00
<b>Total</b>		<b>\$ 76,000.00</b>

\*Nicollet County is responsible for Minnimishinona Falls Park - Trail entrance ADA improvements.



Nicollet County Program Review - Sidewalk/Trail Inventory							
Municipality: North Mankato							
Sidewalk/Trail Inventory within the City of North Mankato							
ADA Compliant Sidewalk (Linear Feet)					20,708		
Non-Compliant Sidewalk (Linear Feet)					2,173		
Total Linear Feet of Sidewalk Inventoried					22,881		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in North Mankato							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
41	Rockford Rd	4,785	\$ 23,925.00	3	Yes		
13	Lookout Dr	6,080	\$ 30,400.00	1	No		
Totals for North Mankato		10,865	\$ 54,325.00	-			
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in North Mankato							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	13						
Surface Utilities	4	-	-	-	-	20	\$ 500.00
Totals	4					20	\$ 500.00

Nicollet County Program Review - Crosswalks		
Municipality: <b>North Mankato</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
10	1	11





## Nicollet County Program Review - Pedestrian Ramp Inventory

Municipality: **Saint Peter**

### Pedestrian Ramp Inventory within the City of Saint Peter

ADA Compliant Pedestrian Ramp	43
Non-Compliant Pedestrian Ramp	13
Total Number of Ramps	56

### Pedestrian Ramp Inventory by Roadway in Saint Peter

ID	County Road	Local Name(s)	Compliant	Non-Compliant	Ramp Missing	Cost Per Intersection	Priority Level
1	15	Co Rd 15 & Co Rd 20	1	1	0	\$ 4,000.00	1
2	20	Co Rd 20 & Dodd Ave	1	0	0	\$ -	1
3	20	Co Rd 20 & Meridian St	4	1	0	\$ 4,000.00	1
4	20	Co Rd 20 & Nicollet Ave & W Traverse Rd	3	3	0	\$12,000.00	1
5	20	Co Rd 20 & Pheasant Run St	1	3	0	\$12,000.00	3
6	20	Co Rd 20 & W Broadway Ave	5	0	0	\$ -	1
7	20	Mid-Block - Co Rd 20	2	0	0	\$ -	1
8	20	Mid-Block - Nicollet Ave	3	5	0	\$20,000.00	3
9	5	Midblock - W Broadway Ave	5	0	0	\$ -	1
10	5	Sunrise Dr & W Broadway Ave	3	0	0	\$ -	1
11	5	W Broadway Ave & W Jefferson Ave	15	0	0	\$ -	1
<b>Totals</b>			<b>43</b>	<b>13</b>	<b>-</b>	<b>\$52,000.00</b>	

### Planned Projects from CIP that Include Pedestrian Ramp Replacement

County Road	Local Name(s)/Description	Project Number	Year	Tied to Intersection IDs (Above)	Number of Ramps Replaced
20	CSAH 5 to TH 22 - Pavement Rehab	N/A	N/A	2-8	12

### Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Saint Peter

County Road	Estimated Number of Ramps that Require Replacement	Estimated Cost
5	0	\$ -
15	1	\$ 4,000.00
20	12	\$ 48,000.00
<b>Total</b>		<b>\$ 52,000.00</b>

Nicollet County Program Review - Sidewalk/Trail Inventory							
Municipality: Saint Peter							
Sidewalk/Trail Inventory within the City of Saint Peter							
ADA Compliant Sidewalk (Linear Feet)					23,335		
Non-Compliant Sidewalk (Linear Feet)					25		
Total Linear Feet of Sidewalk Inventoried					23,360		
Planning Level Costs for Non-Compliant Sidewalk/Trail Infrastructure Replacement in Saint Peter							
County Road	Local Name(s)	Sq. Feet of Sidewalk to Replace	Estimated Cost for Replacement (\$5.00 sq. ft.)	Priority Level	Tied to CIP Project (Y/N)		
20	Co Rd 20	125	\$ 625.00	1	Yes		
Totals for Saint Peter		125	\$ 625.00	-	-		
Planning Level Costs for the Removal of Sidewalk/Trail Obstructions in Saint Peter							
Description	Number of Obstruction Instances along Each County Road					Barrier Length (ft)	Cost for Remediation
	20						
Surface Utilities	2	-	-	-	-	10	\$ 250.00
Totals	2	-	-	-	-	10	\$ 250.00

Nicollet County Program Review - Crosswalks		
Municipality: <b>Saint Peter</b>		
Crosswalk Inventory		
ADA Compliant - Crosswalk Well Marked and Easy to See	Non-Compliant - Unable to Tell if Crosswalk Exists Due to Worn Markings	Total Crosswalks Inventoried
15	1	16



## Appendix 7-B: Self-Evaluation – Policy and Practice Review

## I. Appendix 7-B: Nicollet County Self-Evaluation – Policy and Practice Review

### A. Review of Policies and Practices

The county's policies and practices include any county department or division policies and practices that direct staff in its daily work activities. Policies and practices that relate to accessibility and ADA conformance include:

#### 1. *Cooperative Construction Agreements:*

Cooperative Construction Agreements are executed when a street project is initiated on a county road. This type of agreement states that all trails and sidewalks are to be maintained by the cities in Nicollet County.

##### Policy Understanding and Recommended Revision:

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

#### 2. *Cost Participation Policy (2009):*

This policy outlines maintenance by cities on county Roads. Page 8 talks about maintenance of trails and sidewalks. In Nicollet County, "the municipality is responsible for maintaining bicycle paths, walking trails, sidewalk, and other related items within county highway rights-of-way on an urban design section.

##### Policy Understanding and Recommended Revision:

The following revisions to this policy are recommended as part of this review:

1. Amend the policy to include a definition of "maintenance" that describes actions performed that ensure ADA compliance and/or access for all users is maintained.

#### 3. *Nicollet County Comprehensive Plan Update (2018)*

At the time this plan was developed, the county was undertaking an update to its comprehensive plan. The plan was not anticipated to be complete prior to completion of this ADA Transition Plan and was not anticipated to address ADA compliance, standards, or guidelines.

##### Policy Understanding and Recommended Revision:

The following additions to this Plan update are recommended as part of this review:

1. Amend the Plan to include language that ensures pedestrian facilities are designed and constructed to provide full access for all users.
2. Amend the Plan to include language considering adherence to ADA standards and guidance as outlined in the PROWAG and MnDOT for ADA facility construction and reconstruction.



## Appendix 7-C: ADA Transition Plan Projects referenced from Nicollet County Capital Improvements Plan

## I. Appendix 7-C: Nicollet County Capital Improvements Plan (CIP) Projects and Road Improvement Projects that Include (Consider) Accessible Pedestrian Infrastructure

### A. 5-Year Capital Improvement Plan: 2014 – 2018 (*Adopted November 12, 2013*)

Nicollet County's most recent CIP was adopted on November 12, 2013. This document can be accessed through the county's website at the following link: <http://www.co.nicollet.mn.us/348/Public-Works>

The current CIP is due for an update and includes projects already completed. The county 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 county will incorporate ADA-compliant pedestrian facilities and complete accessible infrastructure improvements as needed to ensure access for all users.

### B. 20-Year Road Improvement Projects List: 2018 – 2037 (*Adopted July 25<sup>th</sup>, 2017*)

The following projects are anticipated to occur within the 2018 – 2037 planning horizon. Of 34 projects on a comprehensive list of County projects for the next 20 years, these six have some intersection with pedestrian infrastructure under the counties jurisdiction. Project implementation will have to take into account remedial action for ADA accessibility deficiencies present in pedestrian facilities.

City	Road	Project Limits	Work Description	Length	Estimated Cost
Lafayette	CSAH 32	CSAH 1 to North County Line	Reconstruction	1.29 Miles	\$2,025,300.00
	CSAH 38	TH 15 to TH 15	Pavement Rehabilitation	1.9 Miles	\$427,500.00
Nicollet	CSAH 33	CSAH 42 to TH 99	Pavement Rehabilitation	0.5 Miles	\$112,500.00
North Mankato	CSAH 41	CSAH 23 to Roundabout	Pavement Rehabilitation	7.5 Miles	\$1,687,500.00
Saint Peter	CSAH 20	CSAH 5 to TH 22	Pavement Rehabilitation	1.53 Miles	\$344,250.00
	CR 74	Traverse Road to Washington Ave	Pavement Rehabilitation	0.6 Miles	\$200,000.00



## 20 Year Road Improvement Projects List – 2018 thru 2037

### Adopted July 25<sup>th</sup>, 2017

Road	Project Limits	Work Description	Length	Estimated Cost
CSAH 1	CSAH 16 to CSAH 38	Pavement Rehabilitation	7.5 Miles	\$1,687,500.00
CSAH 1	CSAH 38 to TH 22	Reconstruction	11 Miles	\$17,270,000.00
CSAH 3	CSAH 5 to TH 22	Pavement Rehabilitation	5 Miles	\$1,125,000.00
CSAH 3	TH 22 to Nicollet County Line	Reconstruction	3.5 Miles	\$5,495,000.00
CSAH 5	TH 15 to CSAH 12	Pavement Rehabilitation	3.6 Miles	\$1,800,000.00
CSAH 5	TH 4 to West Saint George	Pavement Rehabilitation	11.4 Miles	\$5,700,000.00
CSAH 5	West Saint George to TH 15	Pavement Rehabilitation / Reconstruction	6 Miles	\$4,710,000.00
CSAH 5	CSAH 12 to CSAH 40	Pavement Rehabilitation	17.6 Miles	\$8,800,000.00
CSAH 10	CSAH 1 to North County Line	Reconstruction	1.0 Mile	\$1,570,000.00
CSAH 10	CSAH 15 to CSAH 1	Reconstruction	3.5 Miles	\$5,495,000.00
CSAH 10	CSAH 5 to CSAH 15	Pavement Rehabilitation	2.7 Miles	\$607,500.00
CSAH 12	TH 14 to CSAH 5	Reconstruction	6.4 Miles	\$10,048,000.00
CSAH 13	506th Street to TH 99	Pavement Rehabilitation	5.3 Miles	\$4,000,000.00
CSAH 14	South County Line to CSAH 5	Reconstruction	1.7 Miles	\$2,669,000.00
CSAH 15	TH 111 to CSAH 51	Reconstruction	11.05 Miles	\$17,348,500.00
CSAH 15	TH 15 to CSAH 10	Pavement Rehabilitation	5.1 Miles	\$1,147,500.00
CSAH 16	CSAH 5 to North County Line	Reconstruction	4.6 Miles	\$7,222,000.00
CSAH 17	TH 14 to TH 99	Pavement Rehabilitation	4.8 Miles	\$1,080,000.00
CSAH 20	CSAH 5 to TH 22	Pavement Rehabilitation	1.53 Miles	\$344,250.00
CSAH 20	TH 22 to Nicollet County Line	Pavement Rehabilitation	8.4 Miles	\$1,890,000.00
CSAH 21	TH 14 to CSAH 12	Pavement Rehabilitation	4.7 Miles	\$1,057,500.00
CSAH 21	West County Line to CSAH 14	Pavement Rehabilitation	15 Miles	\$3,375,000.00
CSAH 22	CSAH 5 to North County Line	Pavement Rehabilitation	3.5 Miles	\$787,500.00
CSAH 27	CSAH 5 to North County Line	Pavement Rehabilitation	1.1 Miles	\$247,500.00
CSAH 30	CSAH 21 to North County Line	Reconstruction	1.2 Miles	\$960,000.00
CSAH 32	CSAH 1 to North County Line	Reconstruction	1.29 Miles	\$2,025,300.00
CSAH 33	CSAH 42 to TH 99	Pavement Rehabilitation	0.5 Miles	\$112,500.00
CSAH 37	South County Line to TH 14	Pavement Rehabilitation	0.6 Miles	\$135,000.00
CSAH 38	TH 14 to TH 14	Pavement Rehabilitation	1.9 Miles	\$427,500.00
CSAH 40	TH 99 to CSAH 15	Pavement Rehabilitation	2.4 Miles	\$540,000.00
CSAH 41	CSAH 23 to Roundabout	Pavement Rehabilitation	7.5 Miles	\$1,687,500.00
CSAH 42	TH 99 to TH 14	Reconstruction	1.3 Miles	\$2,041,000.00
CSAH 43	TH 111 to CSAH 33	Pavement Rehabilitation	0.28 Miles	\$63,000.00
CR 74	Traverse Road to Washington Ave.	Pavement Rehabilitation	0.6 Miles	\$200,000.00
<b>Total 20 Year Road Improvement Projects Estimated Cost:</b>				<b>\$113,668,550.00</b>
<b>Annual Rural Transit Program (Joint effort with area Counties; Annual Local Share @ \$100,000/year:</b>				<b>\$2,000,000.00</b>
<b>Grand Total:</b>				<b>\$115,668,550.00</b>

Public Works Department  
1700 Sunrise Drive, St. Peter, MN 56082  
Telephone 507-931-1760  
[seth.greenwood@co.nicollet.mn.us](mailto:seth.greenwood@co.nicollet.mn.us)

*Providing efficient services with innovation and accountability.*

## 20 Year Road Improvement Projects List - 2018 thru 2037

**Adopted July 25th, 2017**

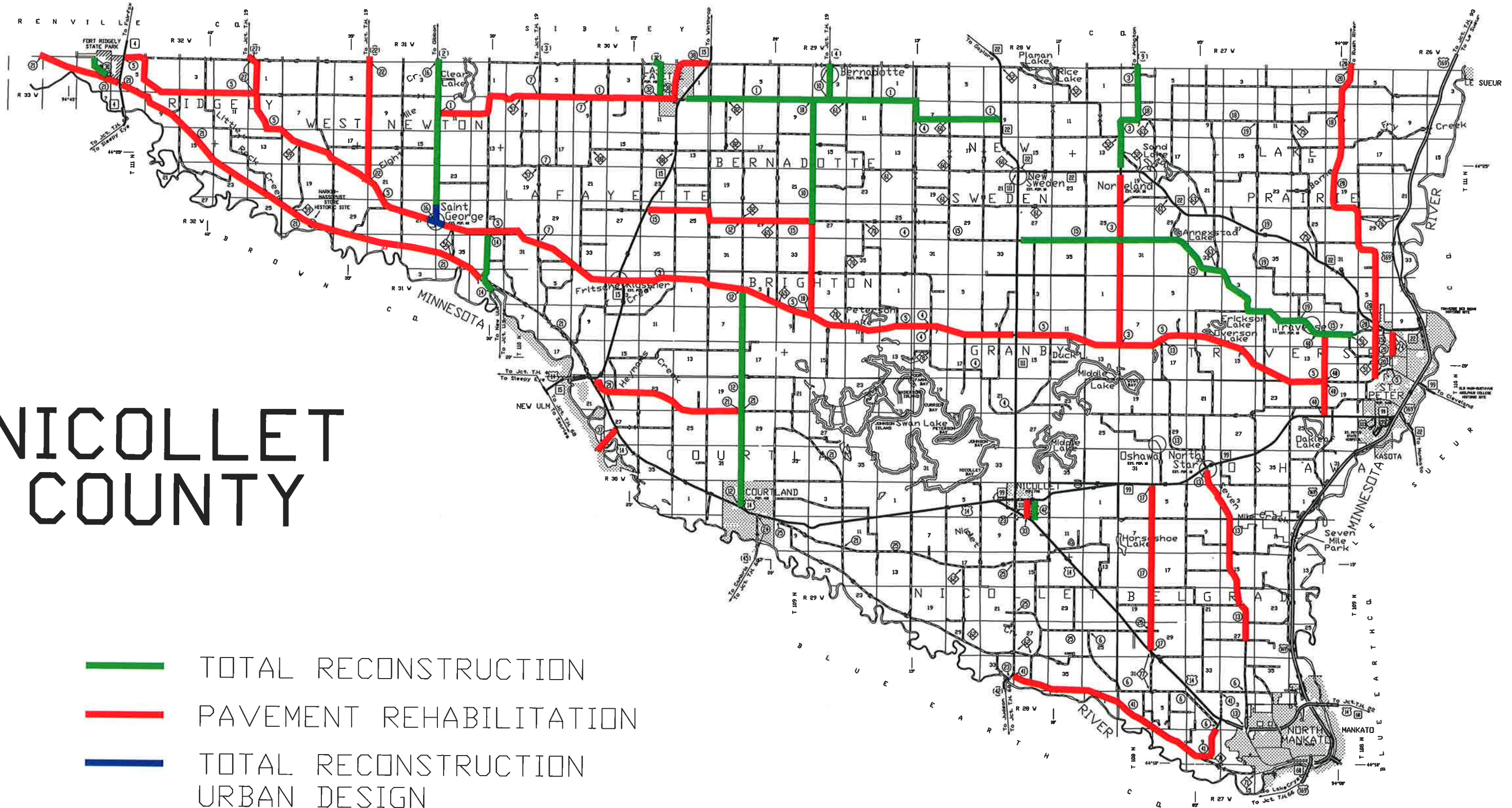
Road	Project Limits	Work Description	Length	Estimated Cost
CSAH 1	CSAH 16 to CSAH 38	Pavement Rehabilitation	7.5 Miles	\$ 1,687,500.00
CSAH 1	CSAH 38 to TH 22	Reconstruction	11 Miles	\$ 17,270,000.00
CSAH 3	CSAH 5 to TH 22	Pavement Rehabilitation	5 Miles	\$ 1,125,000.00
CSAH 3	TH 22 to Nicollet County Line	Reconstruction	3.5 Miles	\$ 5,495,000.00
CSAH 5	TH 15 to CSAH 12	Pavement Rehabilitation	3.6 Miles	\$ 1,800,000.00
CSAH 5	TH 4 to West Saint George	Pavement Rehabilitation	11.4 Miles	\$ 5,700,000.00
CSAH 5	West Saint George to TH 15	Pavement Rehabilitation / Reconstruction	6 Miles	\$ 4,710,000.00
CSAH 5	CSAH 12 to CSAH 40	Pavement Rehabilitation	17.6 Miles	\$ 8,800,000.00
CSAH 10	CSAH 1 to North County Line	Reconstruction	1.0 Mile	\$ 1,570,000.00
CSAH 10	CSAH 15 to CSAH 1	Reconstruction	3.5 Miles	\$ 5,495,000.00
CSAH 10	CSAH 5 to CSAH 15	Pavement Rehabilitation	2.7 Miles	\$ 607,500.00
CSAH 12	TH 14 to CSAH 5	Reconstruction	6.4 Miles	\$ 10,048,000.00
CSAH 13	506th Street to TH 99	Pavement Rehabilitation	5.3 Miles	\$ 4,000,000.00
CSAH 14	South County Line to CSAH 5	Reconstruction	1.7 Miles	\$ 2,669,000.00
CSAH 15	TH 111 to CSAH 51	Reconstruction	11.05 Miles	\$ 17,348,500.00
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CSAH 21	West County Line to CSAH 14	Pavement Rehabilitation	15 Miles	\$ 3,375,000.00
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CSAH 32	CSAH 1 to North County Line	Reconstruction	1.29 Miles	\$ 2,025,300.00
CSAH 33	CSAH 42 to TH 99	Pavement Rehabilitation	0.5 Miles	\$ 112,500.00
CSAH 37	South County Line to TH 14	Pavement Rehabilitation	0.6 Miles	\$ 135,000.00
CSAH 38	TH 14 to TH 14	Pavement Rehabilitation	1.9 Miles	\$ 427,500.00
CSAH 40	TH 99 to CSAH 15	Pavement Rehabilitation	2.4 Miles	\$ 540,000.00
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CR 74	Traverse Road to Washington Avenue	Pavement Rehabilitation	0.6 Miles	\$ 200,000.00
<b>Total 20 Year Road Improvement Projects Estimated Cost:</b>				<b>\$ 113,668,550.00</b>
<b>Annual Rural Transit Program (Joint effort with area Counties; Annual Local Share) @ \$100,000/year:</b>				<b>\$ 2,000,000.00</b>
<b>Grand Total:</b>				<b>\$ 115,668,550.00</b>



20 YEAR ROAD IMPROVEMENT PROJECTS LIST (2018 - 2037)  
ADOPTED JULY 25, 2017

# NICOLLET COUNTY

-  TOTAL RECONSTRUCTION
-  PAVEMENT REHABILITATION
-  TOTAL RECONSTRUCTION URBAN DESIGN



## Appendix 7-D: Public Outreach Results



## I. **Appendix 7-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 Nicollet County.

Public outreach for the creation of this document consisted of the following activities:

- **Public Open Houses:**

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 in **Part 1 – Appendix 1-A.1 and 1-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 February 6, 2019 to March 20, 2019.

## Appendix 7-E: Grievance Procedure



## I. Appendix 7-E: Nicollet County ADA Grievance Procedure

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

Nicollet County 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 7-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 Nicollet County may do so by one of the following methods:

### A. Internet

Visit Nicollet County's website to access an interactive pdf form or download a paper copy of the grievance form.

Nicollet County Website: <https://www.co.nicollet.mn.us/>

### B. Telephone

Contact the Nicollet County's ADA Coordinator listed in the Contact Information section of **Appendix 7-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.

### C. Paper Submission

A paper copy of the county's grievance form is available by request from the Nicollet County ADA Coordinator (contact information in **Appendix 7-F**). Complete the form and submit it to the county ADA Coordinator at the address listed.

The county will acknowledge receipt of the grievance to the citizen within 10 working days of the submission. County 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 Nicollet County'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) county 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. Nicollet County staff will contact the citizen to discuss the investigation and proposed resolution.

Nicollet County 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 Nicollet County.

Accordingly, the resolution by Nicollet County of any one grievance does not constitute a precedent upon which the county 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**

Nicollet County shall maintain ADA grievance files on behalf of the county for a period of seven years.



## Nicollet County, MN ADA Grievance Form

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

Seth Greenwood, P.E.  
Nicollet County Public Works – ADA Coordinator  
1700 Sunrise Drive  
St. Peter, MN 56082

Or it can be e-mailed to: [seth.greenwood@co.nicollet.mn.us](mailto:seth.greenwood@co.nicollet.mn.us)

Complainant – person filing grievance:

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

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

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

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

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

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

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

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

## Appendix 7-F: Contact Information



## **I. Appendix 7-F: Responsible Officials and Key Staff**

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

#### **1. Nicollet County Public Works - ADA Coordinator:**

Seth Greenwood, P.E.

Nicollet County Public Works Director/County Engineer

1700 Sunrise Drive

St. Peter, MN 56082

P: (507) 931-1760

E: [seth.greenwood@co.nicollet.mn.us](mailto:seth.greenwood@co.nicollet.mn.us)

## Appendix 7-G: ADA Design Standards and Procedures



## I. Appendix 7-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

Nicollet County 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 county 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 county will strive to ensure that each intersection corner is constructed to be as accessible as possible.

### 2. Sidewalks / Trails

Nicollet County 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 county 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 county will strive to ensure that every sidewalk or trail is constructed to be as accessible as possible.