

Public Rights-of-Way

Public rights-of-way in the City of Maple Grove include roadways and their adjacent facilities that serve a transportation purpose. This includes sidewalks, curb ramps, signals, and trails that provide a transportation route. Public rights-of-way do not include buildings, publicly accessible technology, recreational trails and facilities, and private property. These are covered outside of Title II of ADA or other City of Maple Grove Documents.

Self-Evaluation

Overview

The public ROW self-evaluation examines the condition of the City's PAR/PCR and identifies potential need for PAR/PCR infrastructure improvements. This includes sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals that are located within the City ROW. Any barriers to accessibility in the PAR/PCR identified during the self-evaluation are included in this Plan.

Summary

Beginning in 2016, the City of Maple Grove inventoried their pedestrian curb ramps within the ROW and sidewalks. The complete PAR/PCR inventory includes:

- City of Maple Grove Facilities
 - 2,998 City owned curb ramps.
 - Approximately 145 miles of concrete sidewalks. (2,114 Sidewalk points)

The City also owns 21 signalized intersections, 12 with APS features. The signalized intersections with APS features may be turned on by the City upon request. Please see Appendix F to submit a Grievance Form.

The City will inspect the 12 signals with APS features in the future.

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix B and will be updated periodically.

Field Guide for Data Collection

Two field guides were used to serve as a tool for the public ROW data collection process. The City developed an Inventory and Inspection Field Guide for ADA Ramps while Hennepin County's Sidewalk Field Inspection Guidelines was used as a tool for sidewalk data collection. The two guides include all the materials used to conduct the field review of public ROW for the City's future reference. The two guides are included in Appendix C.

Policies and Practices

Previous Practices

The City of Maple Grove has strived to provide accessible pedestrian features as part of the City's CIP and new development projects. The City will continue to improve procedures to accommodate required methods of providing accessible pedestrian features.

Policy

The City's objective is to continue incorporating accessible pedestrian design features with development and CIP projects. The City has adopted ADA design standards and procedures as listed in Appendix C. These standards and procedures will be updated periodically in accordance with ADA best management practices.

The City will respond to all accessibility inquiries and improvement requests appropriately. These requests and inquiries will be evaluated internally, and an appropriate response will be communicated to the requestor. This may include comment and/or consideration for implementation with related CIP projects. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public ROW will continue to follow the policies set forth by the City.

Requests for accessibility improvements can be submitted to the City's ADA Coordinator. Contact information for ADA Coordinator is located in Appendix A.

Additionally, the City of Maple Grove coordinates with other jurisdictions for maintenance and improvements of facilities. These are outlined in the following section.

Improvement Schedule

Types of Improvements

The following are typical improvements to public ROW that can be made to correct deficiencies in accessibility:

- Intersection corner ADA improvement retrofits (a stand-alone ADA improvement project).
- Intersection corner ADA improvement as part of an adjacent capital project.
- Sidewalk/Trail ADA improvement retrofit (to include at grade crossings and sidewalk ramps).
- Sidewalk/Trail ADA improvement as part of an adjacent capital project (to include at grade crossings and sidewalk ramps).

- Traffic control signal Accessible Pedestrian Signal (APS) upgrade as part of a stand-alone ADA project.
- Traffic control signal APS upgrade as part of full traffic control signal installation.

Cost estimates of these improvements are included in Appendix D.

Priority Areas

The City will work with the public during the public comment period to determine priority areas for ADA improvements. These areas will be selected due to their proximity to specific land uses such as schools, commercial areas, public buildings, and from the receipt of public comments. Factors that determine this include, but are not limited to:

- severity of non-compliance,
- barriers to access a public program or service,
- feasibility of remedies,
- safety concerns, and
- whether a location receives high public use.

Priority will also be given to locations that would most likely not be updated by other City programs. Further, priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991 (marking the formalization of ADA requirements), and accessibility features were omitted. Resident requests and location are also considerations for prioritizing improvements. To best use public resources, the priority areas for planned improvements projects were identified in the completion of this plan. A preliminary list of priority areas identified during the inventory process within the City can be found in Appendix D.

Schedule

Maple Grove has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City's jurisdiction:

- Baseline of the City's total existing PAR/PCR condition: 5% compliant.
- After 10 years, 50% of accessibility features that were constructed after January 26, 1991, would be reasonably ADA compliant.
- After 10 years, 50% of accessibility features within the priority areas identified by Maple Grove staff would be reasonably ADA compliant.
- After 20 years, 75% of accessibility features within the jurisdiction of the City would be reasonably ADA compliant.
- After 30 years, 90% of accessibility features within the jurisdiction of the City (as identified in this plan) would be reasonably ADA compliant and fall within with City's

monitoring program (100% compliance is not feasible given Minnesota's annual freeze-thaw cycles and pavement deterioration).

The 30-year time frame to achieve 90 percent accessibility and the required commitment of funding is framed as a policy goal. The availability of funding and future development trends in the City of Maple Grove may affect how these projects are prioritized, and the timing of public ROW improvements may affect progress toward the compliance goal.

Methodology

ADA compliance will be achieved utilizing the following two methods:

1) Scheduled improvements to utilities and ROW

This type of project would include scheduled road reconstructions and/or new development projects.

2) ADA-Specific Improvement Projects.

This type of project would include standalone ADA improvement projects such as reconstruction of a pedestrian curb ramp and/or replacement of the APS system at a signalized intersection, separate from a road construction project.

These projects will be determined by the City's CIP, or on a case by case basis determined by the ADA Coordinator and the City's grievance procedure. The City's 2018-2022 CIP is available for review at City Hall.

Appendix A – Contact Information

City of Maple Grove

ADA Coordinator

Name: John Hagen, Transportation Operations Engineer/ADA Coordinator

Address: 12800 Arbor Lakes Parkway, Maple Grove, MN 55369

Phone: 763-494-6364

E-mail: jhagen@maplegrovern.gov

Hennepin County

ADA Coordinator

Name: Caron Battle

Address: 300 South Sixth Street A040 Government Center Minneapolis, MN 55487

Phone: 612-348-7741

E-Mail: caron.battle@hennepin.us

Minnesota Department of Transportation

ADA Contact

Name: Kristie Billiar

Phone: 651-366-3174

E-Mail: Kristie.billiar@state.mn.us

Appendix B – Self-Evaluation Results

At the time of the public buildings, transit facilities and ROW inventories, the City was following general ADA design guidance and procedures. This included a commitment to providing access to all users but does not have a formal policy or procedure to assign priority regarding ADA accessibility issues within the City. Implementing a method to assign priority will be a part of this Plan effort.

Public Right-of-Way

Data Collection for the PAR/PCR (City) self-evaluation was completed in 2016. The self-evaluation was performed by City staff. The detailed inventory is found in B-6.

This initial self-evaluation of PAR/PCR yielded the following results:

Figure 5. Self-Evaluation Results for Public Right-of-Way (including the City's Curb Ramp Inventory)

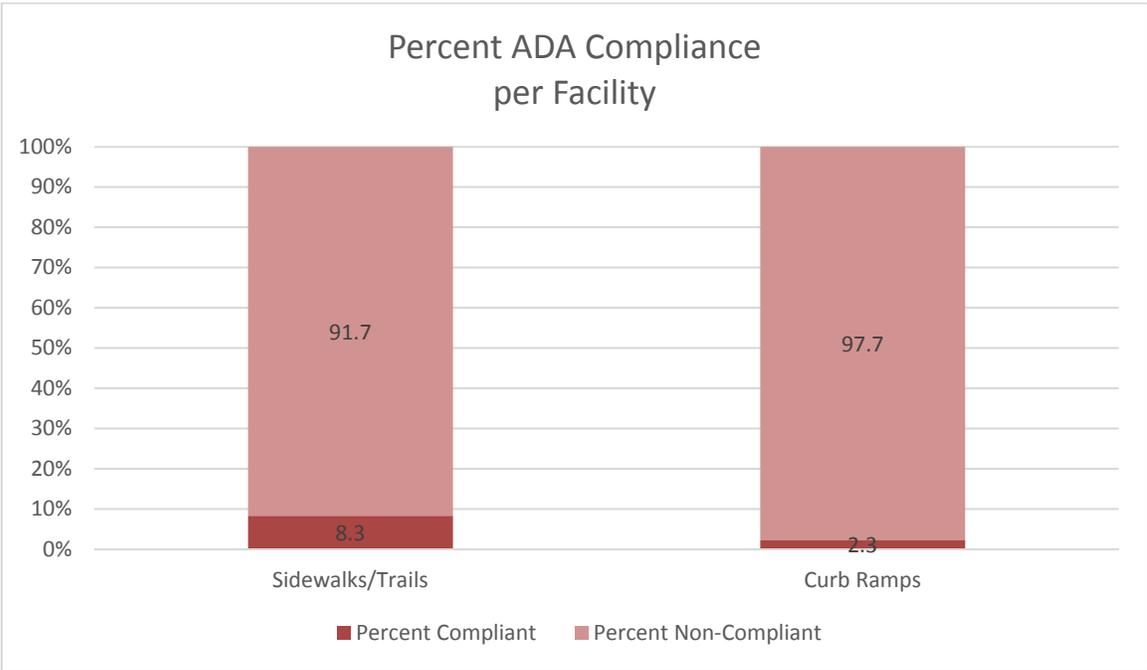


Chart Description: About eight percent of sidewalks/trails were ADA compliant. About three percent of curb ramps were compliant.

The City will inspect the 12 signals with APS features out of the 21 city-owned signals in the future. The signalized intersections with APS features may be turned on by the City upon request. Please see Appendix F to submit a Grievance Form.

Appendix C – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted, and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved, each intersection corner shall be made as compliant as possible in accordance with the judgment of the City.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted, and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of the City.

Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of the City.

Bus Stops

Bus stops within the City are provided by Metro Transit, a division of the Metropolitan Council. The Metropolitan Council maintains an ADA Transition Plan, which can be viewed [here](#):

<https://metro council.org/Council-Meetings/Committees/Transportation-Accessibility-Advisory-Committee/2017/TAAC-Meeting-10-04-17/Met-Council-Transition-Plan.aspx>.

If there is a specific bus stop of concern, a grievance may be filed with the Metropolitan Council. The City will attempt to coordinate replacement and new bus stops be constructed or upgraded to achieve compliance in the future. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City staff.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

A copy of the Public Buildings and Facilities ADA checklist, created by the Institute for Human Centered Design (member of the ADA National Network), is provided in C-1.

For public ROW facilities, the City of Maple Grove has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in C-3.
