

Public Buildings

Public buildings and facilities in the City of Maple Grove include built public structures that house the City's public services and the City's Pedestrian Access Routes (PAR) to include parking lots, sidewalks, and curb ramps. These facilities and programs are subject areas that will be addressed in future revisions of the Plan.

Self-Evaluation

Overview

The City is required, under Title II of the ADA and 28 CFR 35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The Public Buildings and Facilities Self-evaluation also examines the condition of the City's PAR and identifies potential need for PAR infrastructure improvements. This will include the sidewalks, curb ramps, parking lots and buildings that house the City's public services. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In May 2019, the City conducted an inventory of public buildings and facilities and their PARs consisting of the evaluation of the following locations:

Public Buildings

- Fernbrook Garage
- Fire Stations (#1-5)
- Government Center and Police Station
- North Metro Range (LETF)
- Pets Under Police Security (P.U.P.S)
- Public Works Garage
- Water Treatment Plant

The accessibility evaluation consisted of the following categories (when applicable):

- **Approach and Entrance:** Parking, Access, Routes, Curb Ramps, Ramps, Entrance
- **Access to Goods and Services:** Interior Accessible Route, Ramps, Elevators, Lifts, Signs, Interior Doors, Seating Benches, Service Counters
- **Toilet Rooms:** Accessible Routes, Signs, Entrance, Space, Sinks, Soap and Towels, Toilets, Stalls
- **Additional Access:** Drinking Fountains, Phones, Fire Alarm
- **Additional Rooms:** Room Notes i.e. Kitchenettes, Conference Rooms, Etc.

A detailed evaluation on how these public buildings and facilities relate to ADA standards is found in Appendix B and will be updated periodically. For the City's future reference, the ADA Checklist for Existing Facilities used to conduct the field review of public buildings and facilities is found in Appendix C.

Policies and Practices

Previous Practices

Since the adoption of the ADA, the City has strived to provide accessible pedestrian features as part of the City's capital improvement 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.

Policy

The City's goal is to continue to provide accessible pedestrian design features as part of the City's capital improvement projects. The City has adopted ADA design standards and procedures as listed in Appendix C. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with facility priorities and as established in the CIP.

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

Improvement Schedule

Types of Improvements

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

- Improvements to the access routes and curb ramps (rebuilding to correct steep slopes and surface characteristics) leading from parking and drop-off areas to buildings and bus loading areas.
- Providing accessible parking stalls in close proximity to bus waiting and loading areas.
- Improvements to accessible parking stalls and aisles, and improvements to signage associated with accessible parking.
- Doorway and entryway improvements (where buildings and shelters are provided).
- Restroom improvements (where restrooms are provided).
- Drinking Fountains, phones, and fire alarm improvements (where provided).
- Improvements to kitchenettes and conference rooms (where provided).

Cost estimates of these improvements are included in Appendix D.

Priority areas

Prioritizing and scheduling of work will be established by City is based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other City programs

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.

Schedule

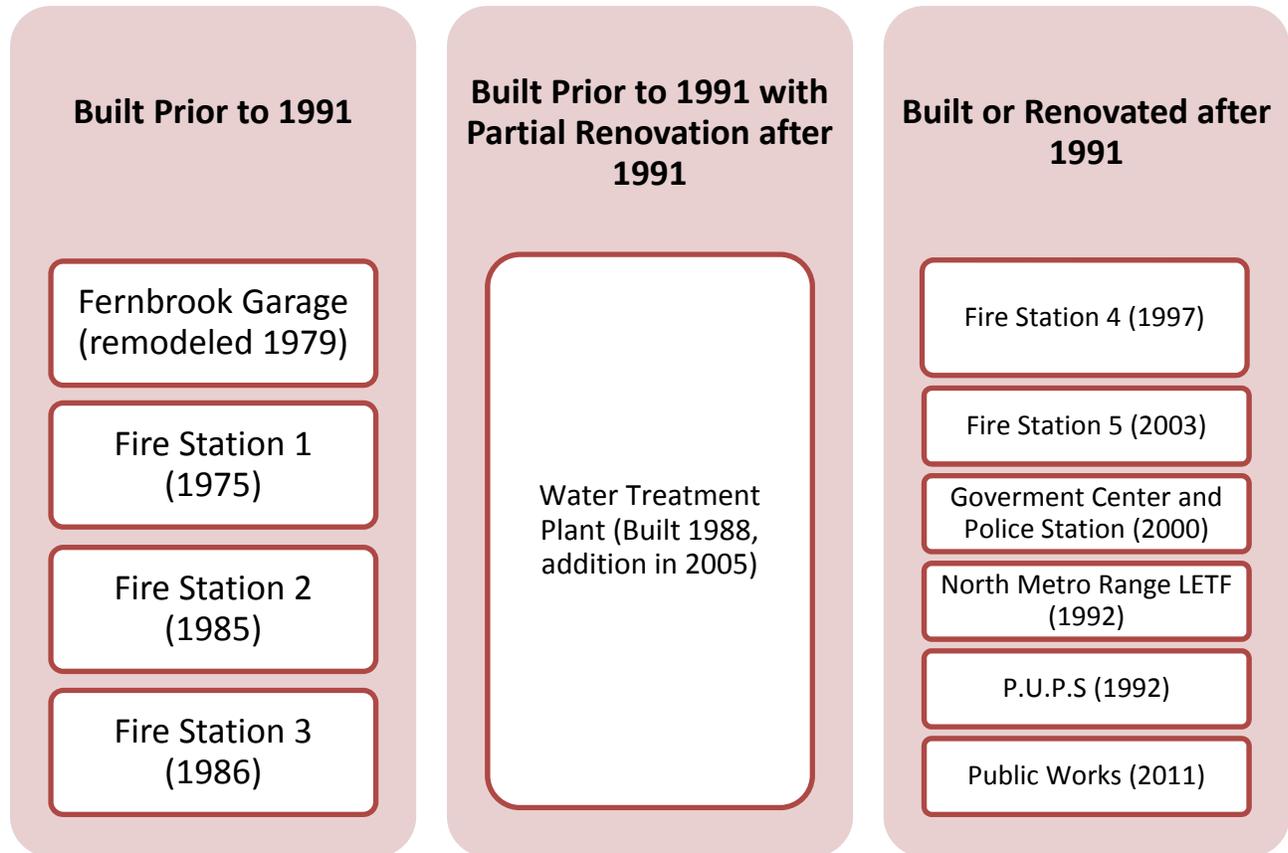
The City has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- Percent Compliant Baseline: 80% (See Appendix B for compliance ratings of each public building.)
- After 10 years, 90% of accessibility features within the jurisdiction of the City built before 1991 and partially renovated after 1991 would be reasonably ADA compliant.
- After 10 years, 95% of accessibility features within the priority areas identified by City staff would be reasonably ADA compliant.
- After 10 years, 95% of accessibility features within the jurisdiction of the City built or renovated after 1991 would be reasonably ADA compliant.
- After 20 years, 99% of accessibility features within the jurisdiction of the City built before 1991 would be reasonably ADA compliant.

- After 20 years, 99% of accessibility features within the jurisdiction of the City built before 1991 and partially renovated would be reasonably ADA compliant.
- After 20 years, 99% of accessibility features within the jurisdiction of the City built or renovated after 1991 would be reasonably ADA compliant.

Figure 3 categorizes the Public Buildings and Facilities between those built prior to 1991 and those built or renovated after 1991.

Figure 3. Public Buildings and Facilities Before and After the Year 1991



Methodology

The City will utilize two methods for improving pedestrian facilities within Public Buildings and Facilities.

1) Scheduled Facility Projects

This type of project would include complete renovations to a Public Building or Facility and/or construction of a new Public Building or Facility. All pedestrian

facilities impacted by these projects will be improved to meet, to the greatest extents possible, current ADA accessibility standards.

2) Standalone ADA Accessibility Improvement Projects

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 Buildings

Data Collection for the public buildings self-evaluation was completed in May 2019. The self-evaluation was performed by SRF Consulting Group, an ADA consultant.

The Public Buildings included in the inventory include the following, with overall percent compliant ratings shown in parentheses:

Public Buildings

- Fire Station 1 (75%)
- Fire Station 2 (88%)
- Fire Station 3 (64%)
- Fire Station 4 (82%)
- Fire Station 5 (78%)
- Government Center (including Public Safety) (88%)
- Fernbrook Garage (59%)
- North Metro Range (LETF) (79%)
- Public Works Garage (86%)
- P.U.P.S (77%)
- Water Treatment Plant (86%)

The initial findings and recommendations of each public building are found in B-1. Following the initial findings and recommendations per public buildings are one-page tables showing an at-a-glance summary of all findings (found in B-2) and a breakdown of the percent compliant by building (found in B-5).

Public Buildings Key Findings

Several deficiencies were found to be common across most public buildings and facilities:

- Most accessible parking signs exceed maximum height (66 inches measured from the bottom of the sign to the pavement).
 - Most doors require more than the allowable 5 pounds of force to open.
 - Most doors close in less than the minimum 5 seconds (from an open position of 90 degrees to a position of 12 degrees from the latch).
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- Curb ramps and sidewalks are often non-compliant due to a cross-slope that exceeds the maximum of 2.0% or for not featuring a level landing that meets slope and size requirements.
 - Phone and drinking fountains are often protruding too far from the wall and are, therefore, not detectable by a cane.
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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.
