

# Executive Summary

Figure E-1: Signalized intersection with Accessible Pedestrian Signal (APS) and pedestrian pushbuttons



## LEGISLATIVE MANDATE

Enacted in 1990, the Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination on the basis of disability and mandates equal opportunity for individuals with disabilities. The City of Minneapolis is obligated to observe all requirements of Title II of the ADA in its policies, practices, services, programs and activities. Title II requires state and local governments with 50 or more employees to develop a Transition Plan to “identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs or activities to individuals with disabilities; describe in detail the methods that will be used to make the facilities accessible; and specify the schedule for taking the steps necessary to achieve compliance with this section” ([28 CFR § 35.150](https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm))<sup>1</sup>.

## MINNEAPOLIS PLANNING GUIDANCE

In 1993, the City of Minneapolis completed and published its ADA Self-Evaluation and Transitional Plan with a focus on improving access to owned

<sup>1</sup> [https://www.ada.gov/regs2010/titleII\\_2010/titleII\\_2010\\_regulations.htm](https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm)

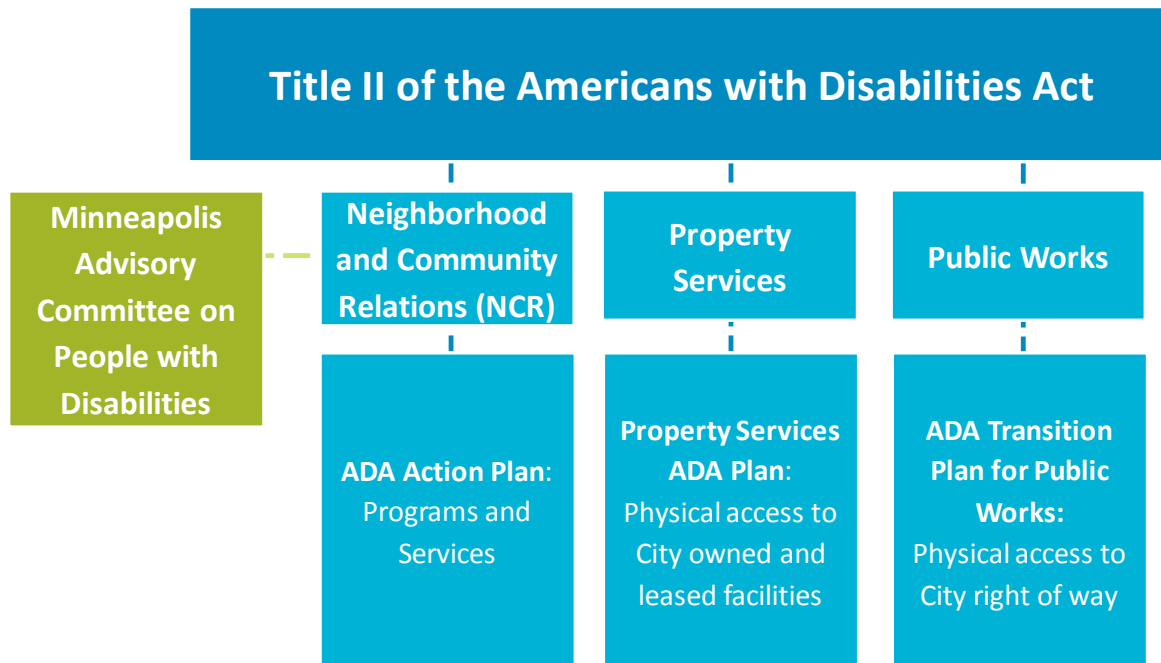
and leased facilities supporting government programs, services and activities. In 2012, Public Works developed the [Draft ADA Transition Plan for Public Works](#)<sup>2</sup> to address programs, policies, procedures, maintenance practices and infrastructure in the City’s public right of way. The 2012 Transition Plan led the City to complete an inventory of pedestrian curb ramps and to improve access in the public right of way.

In 2015, the City elected to renew its commitment to the ADA through the development of the [ADA Action Plan](#)<sup>3</sup>, a comprehensive policy document for the City of Minneapolis. The ADA Transition Plan for Public Works (Transition Plan) is one component of the ADA Action Plan and replaces the 2012 Draft ADA Transition Plan for Public Works. The ADA Action Plan also includes the Property Services ADA Plan, which outlines enhancements for spaces that are owned or leased by the City of Minneapolis.

<sup>2</sup> <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-093904.pdf>

<sup>3</sup> <http://www.minneapolismn.gov/ncr/services/WCMSP-183897>

Figure E-2: ADA Planning at the City of Minneapolis



*The City of Minneapolis is strongly committed to assuring that City programs, services, information and spaces are accessible to its residents and visitors.*

CITY OF MINNEAPOLIS ADA ACTION PLAN

The ADA Transition Plan for Public Works is being updated to further the City’s commitment to the ADA, address emerging demographic and population needs, and support and integrate with other planning efforts.

- Further the City’s commitment to the ADA:** This Transition Plan works in conjunction with the ADA Action Plan to address accessibility needs and priorities within the City of Minneapolis’ public right of way. The intent of this Transition Plan update is to further the City’s commitment to accessibility by identifying accessibility barriers, establishing priorities for improvements, and developing an implementation plan for removing accessibility barriers in the City’s public right of way.
- Address emerging demographic needs:** The U.S. Census Bureau estimates that more than 11% of Minneapolis residents have a disability and that more than one in three

Minneapolis residents who are over the age of 65 have a disability<sup>4</sup>. Implementing accessible infrastructure benefits all residents, particularly people with disabilities and an aging population.

- Support other planning efforts:** This Transition Plan is intended to be a living document that will act as the foundation for other complementary and ongoing planning efforts in the City of Minneapolis. The ~~development of the Minneapolis Transportation Action Plan will replace the City’s Access Minneapolis plan and will~~ highlights the needs of pedestrians including people with disabilities. The Vision Zero Action Plan addresses transportation-related safety concerns throughout the city, including those of the disability community and of more vulnerable users such as people walking or biking. Through these and other planning processes, the Public Works Department ~~will~~ **has laid** out a series of priorities, policies, and approaches to address a variety of issues that impact the accessibility of City streets and sidewalks.

<sup>4</sup> U.S. Census Bureau, 2013-2017 American Community Survey

## TRANSITION PLAN OVERVIEW

The following Transition Plan chapters provide a path forward for improving access in the public right of way for residents and visitors:

- **Chapter 1: ADA Transition Planning in the City of Minneapolis.** This chapter describes the federal mandate for ADA Transition Plans and describes how this plan meets that mandate for the City of Minneapolis.
- **Chapter 2: Community Engagement.** This chapter describes the goals, approach, and findings from the community engagement that was conducted for the ADA Transition Plan for Public Works. This engagement influenced the process and recommendations of this and other plans concurrently developed in the City including the Vision Zero Action Plan and the Transportation Action Plan.
- **Chapter 3: Self-Evaluation.** This chapter describes the current programs, policies, and procedures in place to design, implement, and maintain accessible infrastructure. This chapter also describes the collected data and analysis process used to evaluate whether infrastructure meets accessibility standards and guidelines.
- **Chapter 4: Prioritization.** This chapter describes the framework for how infrastructure will be programmed for improvements. Prioritization will be based on accessibility criteria as described in the Self-Evaluation ([Chapter 3](#)) and equity as defined in the [20 Year Street Funding Plan](#)<sup>5</sup>.
- **Chapter 5: Implementation.** This chapter describes how and when the improvements will be made to remove barriers and improve access within the City of Minneapolis public right of way.

Technical documentation supplements the information summarized in the chapters.

- **Supplemental Materials:** Inventory Data. Data on over 18,000 infrastructure features are kept in an electronic format. This data will

be updated periodically as infrastructure is updated and additional data is collected.

## PLAN RECOMMENDATIONS

Recommendations for improving access in the public right of way through policies, practices, services, programs and activities are included in the Chapters and summarized in Chapter 5.

The Transition Plan includes twenty recommendations to improve access in the public right of way ([Table E-1](#)). These recommendations are not all-inclusive of improvements made through routine construction projects and other policies, programs and practices. Recommendations summarized here are listed by category and in chronological order within each category. Each recommendation's ID corresponds with the order they are discussed in the previous chapters of the report. They are not listed in order of priority or importance.

<sup>5</sup> <https://www2.minneapolismn.gov/government/departments/public-works/tpp/20-year-plan/>

**Table E-1: Recommendations**

CATEGORY	ID	RECOMMENDATION	TIMELINE AND MILESTONES
Pedestrian Curb Ramps	3.1	Modify the pedestrian curb ramp in-field data collection application to holistically collect all necessary information on pedestrian curb ramps	<ul style="list-style-type: none"> <li>Complete updates to the data collection process (2020)</li> </ul>
Pedestrian Curb Ramps	4.2	Inventory pedestrian curb ramps at intersections with no ramp data (approx. 50 intersections)	<ul style="list-style-type: none"> <li>Collect inventory on intersections with no pedestrian curb ramp data after new data collection app is finished (2021) and incorporate into prioritization list</li> </ul>
Pedestrian Curb Ramps	4.3	Install pedestrian curb ramps where ramps are missing as intersections are programmed and designed for improvement	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
Pedestrian Curb Ramps	5.1	Incorporate pedestrian curb ramp construction in the asphalt resurfacing program (PV056) and concrete rehabilitation program (PV108)	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
Accessible Pedestrian Signals (APS)	3.2	Evaluate Accessible Pedestrian Signals (APS) inventory data and incorporate results into Infrastructure Status section of ADA Transition Plan	<ul style="list-style-type: none"> <li>Digitize and analyze inventory data on Accessible Pedestrian Signals (APS) (2020)</li> <li>Incorporate findings into ADA Plan (2021)</li> </ul>
Accessible Pedestrian Signals (APS)	3.3	Compare Accessible Pedestrian Signal (APS) data collected to current ADA and Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) criteria to identify any additional elements to collect and incorporate results into ADA Transition Plan	<ul style="list-style-type: none"> <li>Identify data collection improvements for Accessible Pedestrian Signals (APS) (<del>2020</del> 2022)</li> <li>Incorporate findings into ADA Plan (<del>2021</del> 2022)</li> <li>Develop approach to collect additional data if needed (<del>2021</del> 2022)</li> </ul>
Accessible Pedestrian Signals (APS)	4.4	Prioritize locations in need of improvement for Accessible Pedestrian Signals (APS) and incorporate results into Prioritization chapter of ADA Transition Plan	<ul style="list-style-type: none"> <li>Apply prioritization methodology to Accessible Pedestrian Signal (APS) data and incorporate into Chapter 4 of the ADA Plan (<del>2021</del> 2023)</li> </ul>
Accessible Pedestrian Signals (APS)	5.5	Update the timeline and anticipated cost for installing or correcting Accessible Pedestrian Signals (APS)	<ul style="list-style-type: none"> <li>Update intersection cost estimates for signalized intersections in need of Accessible Pedestrian Signal (APS) improvements (<del>2021</del> 2022)</li> </ul>
Sidewalks and Street Crossings	3.4	Supplement existing data on sidewalks and street crossings by completing a sidewalk and street crossing inventory	<ul style="list-style-type: none"> <li>Scope data collection and evaluation pilot into capital project development (2020)</li> <li>Pilot data collection process and evaluation methodology and incorporate into Chapter 3 of the ADA Plan (<del>2021</del> 2022)</li> <li>Establish process for collecting data citywide based on results of pilot (<del>2022-2023-2024</del>)</li> </ul>

CATEGORY	ID	RECOMMENDATION	TIMELINE AND MILESTONES
Sidewalks and Street Crossings	4.5	Using new data from inventorying sidewalks, prioritize sidewalk and street crossings barriers using the prioritization framework described in Chapter 4	<ul style="list-style-type: none"> <li>▪ Prioritize identified barriers for improvement (<del>2022</del> 2025-2026)</li> </ul>
Sidewalks and Street Crossings	5.6	Establish an anticipated timeline and cost for addressing sidewalk and street crossing barriers	<ul style="list-style-type: none"> <li>▪ Develop an anticipated timeline and cost estimates for addressing sidewalk and street crossing barriers (<del>2022</del> 2025-2026)</li> </ul>
Sidewalks and Street Crossings	5.2	Evaluate sidewalk and street crossing data to guide the development of a funding mechanism and/or approach for addressing sidewalk and street crossing barriers if needed	<ul style="list-style-type: none"> <li>▪ Update City specifications (annually)</li> <li>▪ Evaluate need for additional resources (<del>2020-2021</del> 2025-2026)</li> </ul>
All Infrastructure	5.3	Improve the mechanism for tracking, inspecting and inventorying pedestrian curb ramps, Accessible Pedestrian Signals (APS) and sidewalks that are built in Minneapolis' public right of way by private developers, utilities, and other agencies and determine whether additional inspection staff or resources are needed to ensure all city-managed or built infrastructure is built according to city specifications, ADA Standards and in alignment with Minneapolis design guidelines	<ul style="list-style-type: none"> <li>▪ Update City specifications (annually)</li> <li>▪ Evaluate need for additional resources (2022)</li> </ul>
All Infrastructure	5.4	Report on improvements to pedestrian curb ramps, Accessible Pedestrian Signals (APS), sidewalks and street crossings annually and update inventories	<ul style="list-style-type: none"> <li>▪ Ongoing annually through the "Your City, Your Streets Progress Report" to the <del>Transportation and Public Works and Infrastructure</del> Committee (TPWPWI) and NCR's "ADA Action Plan Report" to the Public Health, <del>Environment, Civil Rights and Engagement and Safety</del> Committee (PECEPHS)</li> </ul>
Prioritization	4.1	Update the equity component of infrastructure prioritization as the 20 Year Streets Funding Plan is updated	<ul style="list-style-type: none"> <li>▪ Ongoing (update starting in 2022)</li> </ul>
Programs, Policies and Procedures	3.5	In collaboration with 311 and the Neighborhood and Community Relations Departments, evaluate adding an option on the 311 interface for the public to indicate whether a concern is related to accessibility	<ul style="list-style-type: none"> <li>▪ Evaluate adding option to indicate access issue (<del>2020</del> 2022)</li> <li>▪ Update software and user testing (<del>2020-2021</del> 2022)</li> </ul>
Programs, Policies and Procedures	3.6	Continue to expand departmental knowledge and expertise of ADA topics by attending trainings and classes	<ul style="list-style-type: none"> <li>▪ Ongoing</li> </ul>
Programs, Policies and Procedures	3.7	Review and update existing policies and practices for pedestrian detour design and enforcement annually in coordination with additional direction in the Transportation Action Plan	<ul style="list-style-type: none"> <li>▪ Align pedestrian detour design specifications with MNMUTCD standards (annually)</li> <li>▪ Additional changes proposed in Transportation Action Plan (2020)</li> </ul>

CATEGORY	ID	RECOMMENDATION	TIMELINE AND MILESTONES
Programs, Policies and Procedures	3.8	Continue to monitor issues and feedback received on parking and operations for scooter, bike share and/or other micromobility options and evaluate the need for program improvements	<ul style="list-style-type: none"> <li>Designate additional parking locations for scooter, bike share and/or other micromobility options (<del>2020</del> Ongoing)</li> <li>Increase and simplify communications on where to park and where to ride (<del>2020</del> Ongoing)</li> <li>Increase enforcement of micromobility businesses and users (<del>2020</del> Ongoing)</li> <li>Review and make program improvements (annually)</li> </ul>
Programs, Policies and Procedures	3.9	Continue to address seasonal barriers such as snow and ice on sidewalks as outlined by Minneapolis Ordinance 445 and the Pedestrian and Bicycle Winter Maintenance Study; explore modifications to improve access to the public right of way through additional direction in the Transportation Action Plan	<ul style="list-style-type: none"> <li>Additional funding allocated for snow and ice corner clearing (2020)</li> <li>Additional improvements proposed in Transportation Action Plan (2020)</li> </ul>

## ANTICIPATED SCHEDULE

Many process and programmatic improvements are expected to be completed in the next few years, as detailed in [Table E-1](#). Infrastructure improvements to pedestrian curb ramps are expected to be complete within ~~20-30~~18-28 years at an estimated cost of \$~~433~~430 million dollars (~~2019~~2021 dollars). **Note that this cost estimate is based on the work completed since the adoption of the 2020 plan and current material costs.** Additional information on the anticipated costs and schedules for addressing traffic signals, sidewalks and street crossings will be provided as those inventories are updated and evaluated.

This plan, including any corresponding appendices and supplemental materials, is a living document and will be updated periodically as additional inventories are collected and deficient infrastructure in the public right of way is addressed. **As part of the Transportation Action Plan ([Walking Action 5.7](#)), Public Works is committed to conducting a review of the ADA Transition Plan on a biennial basis to evaluate progress and suggest plan updates in pursuit of improved compliance.**