

ADA Transition Plan

City of St. Francis
Anoka County, Minnesota



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INTRODUCTION

TRANSITION PLAN 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 a provider of public transportation services and programs, the City of St. Francis 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](#), the City of St. Francis has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document has been created to specifically cover accessibility within the public rights of way and does not include information on other City programs, practices, or building facilities not related to public rights of way.

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.

AGENCY REQUIREMENTS

Under Title II, the City of St. Francis 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 in 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 CFR 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 CFR 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 CFR 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 CFR 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 CFR 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.

SELF-EVALUATION

OVERVIEW

The City of St. Francis is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation 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 department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City'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, and bicycle/pedestrian trails that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

The transition plan is intended to be an evolving plan. As such, the City of St. Francis will annually review this plan to ensure it is up to date with current standards. The plan will also incorporate improvements completed on the ADA features.

SUMMARY

In 2023 the City of St. Francis conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 7.8 miles of sidewalks
- 264 pedestrian ramps at street crossings that include trail and sidewalk facilities
- 9.5 miles of trails

The above does not reflect any facilities within Anoka County Right-of-Way, as they have completed their own ADA transition plan. The sidewalk and trails were visually inspected during the evaluation of the pedestrian ramp inspections. The facilities were also inspected at the time of installation for transition and cross slope. An evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically. Pedestrian ramps were assessed and either found compliant or non-compliant.

Appendix A also includes location maps of all the City pedestrian ramps, trails, and sidewalks. The maps identify the compliant and non-compliant pedestrian ramps. Currently 110 or 42% of the ramps are compliant.

POLICIES AND PRACTICES

PREVIOUS PRACTICES

The City has made an effort to provide accessible pedestrian features as part of all their current and past 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. In recent years, the City has adopted design standards specific to the City's needs as well as referencing the most current MnDOT standard ADA requirements in an attempt to provide compliant pedestrian facilities as new public improvements have been completed.

POLICY

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

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

Public Request Projects

The City will consider and respond to all accessibility improvement requests. A brief engineering study will be performed. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure, impacts to future projects, public safety, and priority level as defined in the following section. Accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities.

Requests for accessibility improvements can be submitted to the Responsible Party Public Right-of-Way ADA Implementation Coordinator. Contact information for Responsible Party is located in Appendix E.

New/Reconstruction Areas

All City new construction and reconstruction projects will be designed and constructed in accordance with the most current ADA design practices to the extent feasible.

Pavement Preservation Projects (not including seal coating/micro-surfacing)

Accessible curb cuts and ramps will be added as needed to provide access to existing pedestrian facilities (i.e. walks/trails) at intersections 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 described in under "Improvement Schedule." Close proximity to specific land uses (i.e. schools, government offices, senior housing, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the City Engineer.

Stand Alone Projects

If funding is available, independent ADA projects may be undertaken by the City. A brief engineering study will be performed. Candidate sites will be evaluated based on facility condition, pedestrian volumes, public safety, public benefit, and improvement costs as well as the ability to provide alternative barrier removal options.

For any street project requiring more than patching, the ADA features will be evaluated and upgraded as necessary.

The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

IMPROVEMENT SCHEDULE

PRIORITY AREAS

The City of St. Francis has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, senior housing, government offices, and medical facilities, as well as from the receipt of public comments. The priority areas are as follows:

- Near Public Schools
- Near Public Buildings
- Near Commercial Buildings or Senior Housing
- Public Input Received

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.

EXTERNAL AGENCY COORDINATION

Other agencies are responsible for pedestrian facilities within the jurisdiction of the City of St. Francis. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

SCHEDULE

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

A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way.

- Within 10 years all facilities that are not ADA compliant and considered non-serviceable, identified as an existing hazard, or City of St. Francis staff believe need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects or as Stand-Alone Projects as necessary.
- Facilities that are considered serviceable and not in need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects.

ADA COORDINATOR

In accordance with 28 CFR 35.107(a), the City of St. Francis has identified an ADA Title II Coordinator to oversee the City policies and procedures. Contact information for this individual is located in Appendix E.

IMPLEMENTATION SCHEDULE

METHODOLOGY

The City of St. Francis 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 St. Francis staff and City Council. The City CIP, which includes a detailed schedule and budget for specific improvements, is reviewed and updated annually.

PUBLIC OUTREACH

The City of St. Francis 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 jurisdiction of the City of St. Francis.

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

A Notice of Availability and a Public Hearing Notice will be placed in the newspaper and on the City of St. Francis's Website. These notices will advertise the availability of this document and the public hearing to receive comments.

A copy of the ADA Transition Plan will be made available via the City of St. Francis Website and at the Public Hearing.

A Public Hearing will be held on January 2, 2024 at 6:00 P.M. At the conclusion of the public hearing, the City Council will consider adoption of the ADA Transition Plan.

Material and detailed information regarding the public outreach activities is in Appendix C.

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 is provided in Appendix D. If users of City of St. Francis facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 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 grievance procedure is outlined in Appendix D.

MONITOR THE PROGRESS

This document will continue to be updated as conditions within the City evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated (in short term period, 3-5 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.

APPENDICES

- A. SELF-EVALUATION RESULTS
- B. SCHEDULE / BUDGET INFORMATION
- C. PUBLIC OUTREACH
- D. GRIEVANCE PROCEDURE
- E. CONTACT INFORMATION
- F. AGENCY ADA DESIGN STANDARDS AND PROCEDURES
- G. GLOSSARY OF TERMS

APPENDIX A – SELF-EVALUATION RESULTS

The initial self-evaluation of pedestrian ramps can be seen below and on the following pages. Sidewalks and trails will be evaluated at a later date.

**ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results**

Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
1	-93.390757	45.404946	Yes	No	Yes	No	No
2	-93.389152	45.404218	Yes	No	Yes	Yes	No
3	-93.388659	45.404208	Yes	No	Yes	Yes	No
4	-93.383063	45.395924	Yes	No	Yes	No	No
5	-93.381696	45.385383	No	No	Yes	No	No
6	-93.381616	45.389329	Yes	No	Yes	No	No
7	-93.381615	45.385465	No	No	Yes	No	No
8	-93.381612	45.389423	No	No	Yes	Yes	No
9	-93.381604	45.388331	Yes	No	Yes	Yes	No
10	-93.381597	45.388231	Yes	No	Yes	Yes	No
11	-93.380340	45.393029	Yes	Yes	Yes	Yes	Yes
12	-93.380264	45.388985	No	No	Yes	No	No
13	-93.380139	45.390580	No	No	Yes	Yes	No
14	-93.380139	45.391413	Yes	Yes	Yes	Yes	Yes
15	-93.380114	45.390472	No	No	Yes	Yes	No
16	-93.380072	45.391515	Yes	Yes	Yes	Yes	Yes
17	-93.378846	45.392011	Yes	Yes	Yes	Yes	Yes
18	-93.378839	45.391986	Yes	Yes	Yes	Yes	Yes
19	-93.378654	45.391866	Yes	Yes	Yes	Yes	Yes
20	-93.377191	45.390803	Yes	Yes	Yes	Yes	Yes
21	-93.377041	45.390692	Yes	Yes	Yes	Yes	Yes
22	-93.375202	45.389323	Yes	Yes	Yes	Yes	Yes
23	-93.375042	45.389215	Yes	Yes	Yes	Yes	Yes
24	-93.373964	45.388682	Yes	Yes	Yes	Yes	Yes
25	-93.373894	45.388774	Yes	Yes	Yes	Yes	Yes
26	-93.372280	45.382281	Yes	No	Yes	Yes	No
27	-93.372237	45.382374	Yes	No	Yes	Yes	No
28	-93.371113	45.380906	Yes	No	Yes	Yes	No
29	-93.371171	45.380902	Yes	No	Yes	Yes	No
30	-93.371165	45.381301	Yes	No	Yes	Yes	No
31	-93.370850	45.387992	Yes	Yes	Yes	Yes	Yes
32	-93.370841	45.388087	Yes	Yes	Yes	Yes	Yes
33	-93.370646	45.391227	Yes	Yes	Yes	Yes	Yes
34	-93.370645	45.388168	Yes	Yes	Yes	Yes	Yes
35	-93.370542	45.391289	Yes	Yes	Yes	Yes	Yes
36	-93.370472	45.388166	Yes	Yes	Yes	Yes	Yes
37	-93.369921	45.384115	Yes	No	Yes	Yes	No
38	-93.369705	45.391776	Yes	Yes	Yes	Yes	Yes
39	-93.369666	45.388167	Yes	Yes	Yes	Yes	Yes
40	-93.369663	45.384756	Yes	No	Yes	Yes	No
41	-93.369642	45.390192	Yes	No	No	Yes	No
42	-93.369600	45.390695	No	No	Yes	No	No
43	-93.369542	45.391774	Yes	Yes	Yes	Yes	Yes
44	-93.369495	45.388170	Yes	Yes	Yes	Yes	Yes
45	-93.369307	45.390501	No	No	Yes	Yes	No

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Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
46	-93.369029	45.390793	No	No	Yes	Yes	No
47	-93.368996	45.391800	Yes	Yes	Yes	Yes	Yes
48	-93.368810	45.391820	Yes	Yes	Yes	Yes	Yes
49	-93.368252	45.388068	Yes	Yes	Yes	Yes	Yes
50	-93.368238	45.387963	Yes	Yes	Yes	Yes	Yes
51	-93.368164	45.398079	Yes	No	Yes	Yes	No
52	-93.368162	45.398204	Yes	No	Yes	Yes	No
53	-93.368155	45.397857	Yes	No	Yes	Yes	No
54	-93.368152	45.397755	Yes	No	Yes	Yes	No
55	-93.368125	45.388118	Yes	Yes	Yes	Yes	Yes
56	-93.368097	45.399062	Yes	Yes	Yes	Yes	Yes
57	-93.367885	45.391994	Yes	Yes	Yes	Yes	Yes
58	-93.367884	45.391809	Yes	Yes	Yes	Yes	Yes
59	-93.367878	45.395442	No	No	Yes	Yes	No
60	-93.367864	45.395319	No	No	Yes	Yes	No
61	-93.367687	45.399076	No	No	No	Yes	No
62	-93.367643	45.397417	Yes	Yes	Yes	Yes	Yes
63	-93.367629	45.397284	Yes	Yes	Yes	Yes	Yes
64	-93.367545	45.388120	Yes	Yes	Yes	Yes	Yes
65	-93.367408	45.381823	No	No	Yes	Yes	No
66	-93.367403	45.384625	No	No	Yes	Yes	No
67	-93.367402	45.392001	Yes	No	Yes	Yes	No
68	-93.367401	45.384744	No	No	Yes	Yes	No
69	-93.367387	45.391853	Yes	No	Yes	Yes	No
70	-93.367357	45.388072	Yes	Yes	Yes	Yes	Yes
71	-93.367354	45.387984	Yes	Yes	Yes	Yes	Yes
72	-93.367312	45.393676	Yes	No	Yes	Yes	No
73	-93.367311	45.393574	Yes	No	Yes	Yes	No
74	-93.367292	45.393231	Yes	No	Yes	Yes	No
75	-93.367289	45.393144	Yes	No	Yes	Yes	No
76	-93.367260	45.384224	No	No	Yes	Yes	No
77	-93.367249	45.381822	No	No	Yes	Yes	No
78	-93.367187	45.392005	No	No	Yes	No	No
79	-93.367148	45.381995	No	No	Yes	Yes	No
80	-93.367105	45.384763	No	No	Yes	Yes	No
81	-93.367066	45.383098	No	No	Yes	Yes	No
82	-93.367051	45.392008	No	No	Yes	Yes	No
83	-93.366925	45.384765	No	No	Yes	Yes	No
84	-93.366915	45.382940	No	No	Yes	Yes	No
85	-93.366672	45.384440	No	No	Yes	No	No
86	-93.366668	45.384502	No	No	Yes	No	No
87	-93.366377	45.378534	Yes	Yes	Yes	Yes	Yes
88	-93.366300	45.391860	Yes	Yes	Yes	Yes	Yes
89	-93.366297	45.392009	No	No	Yes	Yes	No
90	-93.366105	45.391857	Yes	Yes	Yes	Yes	Yes

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Pedestrian Ramps Self-Evaluation Results**

Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
91	-93.366092	45.392008	No	No	Yes	Yes	No
92	-93.365788	45.392012	No	No	Yes	Yes	No
93	-93.365680	45.392011	No	No	Yes	Yes	No
94	-93.364815	45.380200	Yes	Yes	Yes	Yes	Yes
95	-93.364726	45.380284	Yes	Yes	Yes	Yes	Yes
96	-93.364581	45.382523	No	No	Yes	Yes	No
97	-93.364359	45.392018	No	No	Yes	Yes	No
98	-93.364350	45.391866	Yes	Yes	Yes	Yes	Yes
99	-93.364303	45.389697	Yes	No	Yes	Yes	No
100	-93.364185	45.391868	Yes	Yes	Yes	Yes	Yes
101	-93.364178	45.392017	No	No	Yes	Yes	No
102	-93.364156	45.389697	Yes	No	Yes	Yes	No
103	-93.363737	45.389705	Yes	No	Yes	Yes	No
104	-93.363571	45.389703	Yes	No	Yes	Yes	No
105	-93.363244	45.382288	No	No	Yes	Yes	No
106	-93.363152	45.389707	No	No	Yes	Yes	No
107	-93.362999	45.389708	No	No	Yes	Yes	No
108	-93.362889	45.389735	Yes	No	Yes	Yes	No
109	-93.362832	45.392017	Yes	Yes	Yes	Yes	Yes
110	-93.362820	45.391884	Yes	Yes	Yes	Yes	Yes
111	-93.362794	45.387060	No	No	Yes	Yes	No
112	-93.362762	45.386948	No	No	Yes	Yes	No
113	-93.362705	45.384636	No	No	Yes	Yes	No
114	-93.362690	45.384774	No	No	Yes	Yes	No
115	-93.362501	45.384770	No	No	Yes	Yes	No
116	-93.362467	45.386915	Yes	Yes	Yes	Yes	Yes
117	-93.362462	45.387104	Yes	Yes	Yes	Yes	Yes
118	-93.362369	45.383324	No	No	Yes	Yes	No
119	-93.362365	45.383149	No	No	Yes	Yes	No
120	-93.361638	45.387123	No	No	Yes	Yes	No
121	-93.361538	45.387123	No	No	Yes	Yes	No
122	-93.361351	45.393244	No	No	Yes	Yes	No
123	-93.361195	45.393174	No	No	Yes	Yes	No
124	-93.360891	45.386921	No	Yes	Yes	Yes	No
125	-93.360878	45.386390	No	No	No	No	No
126	-93.360750	45.384592	No	No	Yes	Yes	No
127	-93.360702	45.386937	No	Yes	Yes	No	No
128	-93.360635	45.384716	No	No	Yes	Yes	No
129	-93.360558	45.396973	Yes	Yes	Yes	Yes	Yes
130	-93.360524	45.396840	Yes	Yes	Yes	Yes	Yes
131	-93.360480	45.387127	No	No	Yes	Yes	No
132	-93.360432	45.386924	No	No	Yes	Yes	No
133	-93.360382	45.387129	No	No	Yes	Yes	No
134	-93.360320	45.386921	No	No	No	No	No
135	-93.360146	45.396321	Yes	Yes	Yes	Yes	Yes

**ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results**

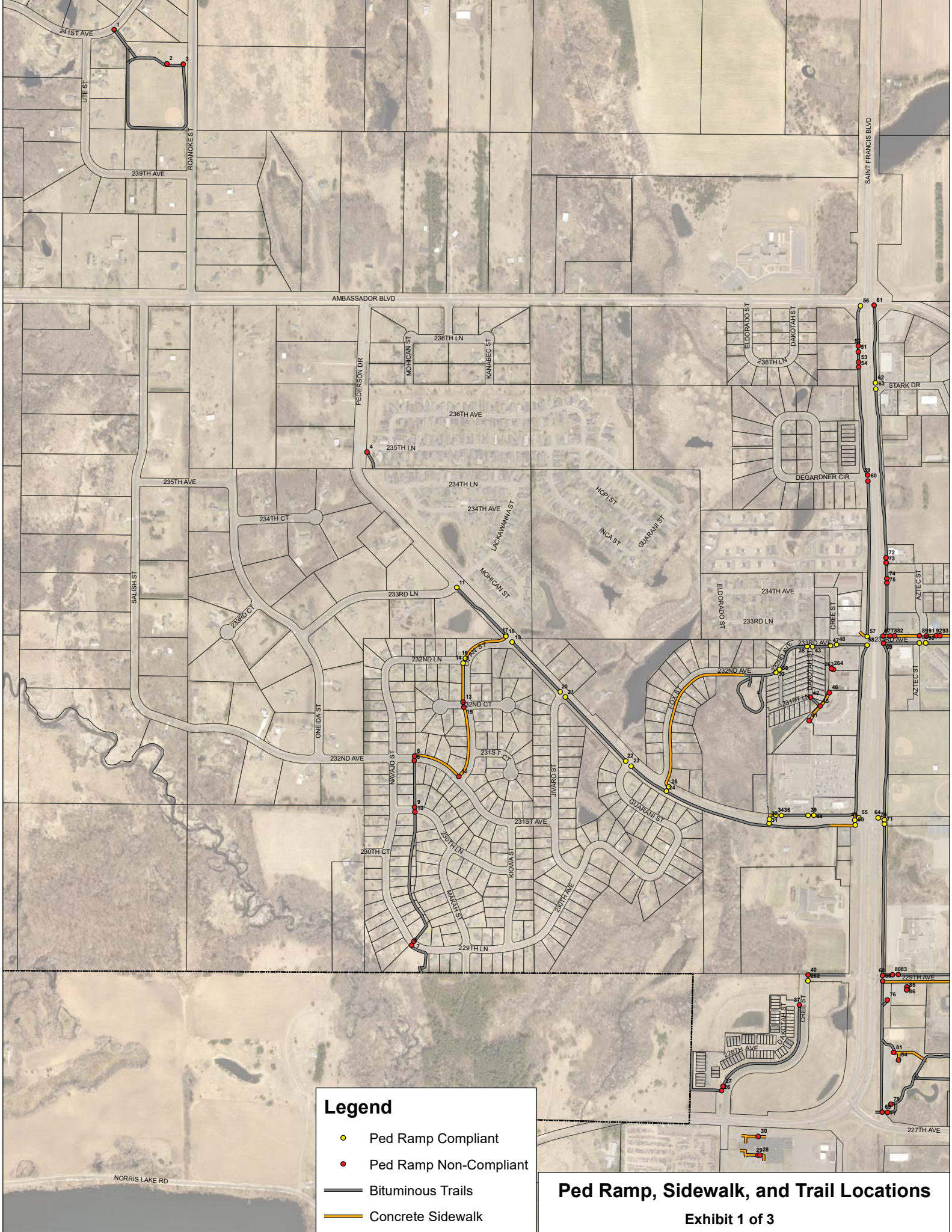
Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
136	-93.359791	45.385559	No	No	Yes	Yes	No
137	-93.359776	45.379783	No	No	No	Yes	No
138	-93.359713	45.390831	Yes	Yes	Yes	Yes	Yes
139	-93.359680	45.385658	No	No	Yes	Yes	No
140	-93.359662	45.386930	No	No	Yes	No	No
141	-93.359623	45.387130	Yes	Yes	Yes	Yes	Yes
142	-93.359477	45.387134	Yes	Yes	Yes	Yes	Yes
143	-93.359468	45.386890	No	Yes	Yes	Yes	No
144	-93.359426	45.385892	No	No	Yes	Yes	No
145	-93.359395	45.386641	No	No	No	No	No
146	-93.359325	45.385989	No	No	Yes	Yes	No
147	-93.359125	45.390864	No	No	No	No	No
148	-93.358647	45.387136	No	No	Yes	Yes	No
149	-93.358644	45.386829	Yes	Yes	No	No	No
150	-93.358449	45.386812	Yes	Yes	No	Yes	No
151	-93.358442	45.392680	No	No	Yes	Yes	No
152	-93.358370	45.392550	No	No	Yes	Yes	No
153	-93.358330	45.396975	Yes	Yes	Yes	Yes	Yes
154	-93.358162	45.396975	Yes	Yes	Yes	Yes	Yes
155	-93.356259	45.386899	No	No	Yes	No	No
156	-93.356207	45.387033	No	No	Yes	Yes	No
157	-93.356104	45.384934	No	No	Yes	Yes	No
158	-93.355456	45.383950	No	No	Yes	Yes	No
159	-93.354557	45.396985	Yes	Yes	Yes	Yes	Yes
160	-93.354552	45.396866	Yes	Yes	Yes	Yes	Yes
161	-93.354506	45.397000	Yes	Yes	Yes	Yes	Yes
162	-93.354504	45.397741	Yes	Yes	Yes	Yes	Yes
163	-93.354329	45.397000	Yes	Yes	Yes	Yes	Yes
164	-93.354295	45.397744	Yes	Yes	Yes	Yes	Yes
165	-93.354082	45.386941	No	No	Yes	Yes	No
166	-93.352847	45.387180	Yes	Yes	Yes	Yes	Yes
167	-93.352847	45.386994	Yes	Yes	Yes	Yes	Yes
168	-93.352556	45.386807	Yes	Yes	Yes	Yes	Yes
169	-93.352534	45.381462	No	No	Yes	Yes	No
170	-93.352513	45.387384	Yes	Yes	Yes	Yes	Yes
171	-93.352480	45.381905	No	Yes	No	Yes	No
172	-93.352472	45.382032	Yes	Yes	Yes	Yes	Yes
173	-93.352465	45.385745	Yes	Yes	Yes	Yes	Yes
174	-93.352463	45.385656	Yes	Yes	Yes	Yes	Yes
175	-93.352453	45.383885	Yes	Yes	Yes	Yes	Yes
176	-93.352445	45.383999	Yes	Yes	Yes	Yes	Yes
177	-93.352354	45.386815	Yes	Yes	Yes	Yes	Yes
178	-93.352277	45.387377	Yes	Yes	Yes	Yes	Yes
179	-93.352207	45.388505	No	No	No	No	No
180	-93.352193	45.388627	No	No	No	No	No

**ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results**

Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
181	-93.352162	45.387444	Yes	Yes	Yes	Yes	Yes
182	-93.352157	45.387531	Yes	Yes	Yes	Yes	Yes
183	-93.352030	45.386989	Yes	Yes	Yes	Yes	Yes
184	-93.352021	45.387146	Yes	Yes	Yes	Yes	Yes
185	-93.351549	45.386993	Yes	Yes	Yes	Yes	Yes
186	-93.351541	45.391467	No	No	No	No	No
187	-93.351392	45.386993	Yes	Yes	Yes	Yes	Yes
188	-93.350751	45.395983	Yes	Yes	Yes	Yes	Yes
189	-93.350558	45.395984	Yes	Yes	Yes	Yes	Yes
190	-93.348754	45.396046	No	No	Yes	Yes	No
191	-93.348711	45.386967	Yes	Yes	Yes	Yes	Yes
192	-93.348664	45.396972	Yes	No	Yes	Yes	No
193	-93.348661	45.396849	No	No	Yes	Yes	No
194	-93.348527	45.386969	Yes	Yes	Yes	Yes	Yes
195	-93.348258	45.387666	Yes	Yes	Yes	Yes	Yes
196	-93.348150	45.387706	Yes	Yes	Yes	Yes	Yes
197	-93.347993	45.395633	Yes	No	Yes	Yes	No
198	-93.347643	45.386876	Yes	Yes	Yes	Yes	Yes
199	-93.347595	45.387044	Yes	Yes	Yes	Yes	Yes
200	-93.347594	45.395558	No	No	No	No	No
201	-93.347340	45.386562	Yes	Yes	Yes	Yes	Yes
202	-93.347295	45.387160	Yes	Yes	Yes	Yes	Yes
203	-93.347234	45.387597	Yes	Yes	Yes	Yes	Yes
204	-93.347180	45.387705	Yes	Yes	Yes	Yes	Yes
205	-93.347082	45.387159	Yes	Yes	Yes	Yes	Yes
206	-93.347077	45.385994	Yes	Yes	Yes	Yes	Yes
207	-93.347061	45.386099	Yes	Yes	Yes	Yes	Yes
208	-93.347043	45.386515	Yes	Yes	Yes	Yes	Yes
209	-93.346828	45.386625	Yes	Yes	Yes	Yes	Yes
210	-93.346751	45.386778	Yes	Yes	Yes	Yes	Yes
211	-93.346147	45.386245	Yes	Yes	Yes	Yes	Yes
212	-93.346010	45.386172	Yes	Yes	Yes	Yes	Yes
213	-93.345983	45.386485	Yes	Yes	Yes	Yes	Yes
214	-93.345759	45.386083	Yes	Yes	Yes	Yes	Yes
215	-93.345705	45.386678	Yes	Yes	Yes	Yes	Yes
216	-93.345611	45.386001	No	No	Yes	Yes	No
217	-93.345012	45.387396	Yes	Yes	Yes	Yes	Yes
218	-93.344852	45.390543	No	No	Yes	No	No
219	-93.344175	45.389236	No	No	Yes	Yes	No
220	-93.343674	45.392694	No	No	Yes	Yes	No
221	-93.343031	45.395523	No	No	Yes	Yes	No
222	-93.342975	45.392683	No	No	Yes	Yes	No
223	-93.342873	45.388729	No	No	Yes	Yes	No
224	-93.342851	45.395010	No	No	Yes	Yes	No
225	-93.342837	45.395514	No	No	Yes	No	No

**ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results**

Ramp ID	Location		Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
	X-Cord.	Y-Cord.					
226	-93.342825	45.392683	No	No	Yes	Yes	No
227	-93.342796	45.392814	No	No	Yes	Yes	No
228	-93.342794	45.392706	No	No	Yes	Yes	No
229	-93.341371	45.395925	No	No	Yes	Yes	No
230	-93.341261	45.395842	No	No	Yes	Yes	No
231	-93.340498	45.390924	No	No	No	No	No
232	-93.339700	45.398785	No	No	Yes	Yes	No
233	-93.339578	45.391203	Yes	Yes	Yes	Yes	Yes
234	-93.339526	45.398787	No	No	Yes	Yes	No
235	-93.339431	45.391252	Yes	Yes	Yes	Yes	Yes
236	-93.338942	45.393927	No	No	Yes	Yes	No
237	-93.338939	45.393819	No	No	Yes	Yes	No
238	-93.338854	45.395980	No	No	Yes	Yes	No
239	-93.338684	45.395069	No	No	Yes	Yes	No
240	-93.338678	45.395982	No	No	Yes	Yes	No
241	-93.338672	45.395185	No	No	Yes	Yes	No
242	-93.336105	45.396093	No	No	Yes	Yes	No
243	-93.335948	45.396233	No	No	Yes	Yes	No
244	-93.335926	45.396111	No	No	Yes	Yes	No
245	-93.335057	45.391018	Yes	Yes	Yes	Yes	Yes
246	-93.334915	45.390957	Yes	Yes	Yes	Yes	Yes
247	-93.334144	45.384936	Yes	Yes	Yes	Yes	Yes
248	-93.333659	45.385989	Yes	Yes	Yes	Yes	Yes
249	-93.333657	45.386104	Yes	Yes	Yes	Yes	Yes
250	-93.333081	45.386056	No	No	Yes	Yes	No
251	-93.332975	45.386073	No	No	Yes	Yes	No
252	-93.332803	45.395596	Yes	Yes	Yes	Yes	Yes
253	-93.332621	45.395595	Yes	Yes	Yes	Yes	Yes
254	-93.332582	45.394014	Yes	Yes	Yes	Yes	Yes
255	-93.332506	45.394135	Yes	Yes	Yes	Yes	Yes
256	-93.331426	45.386328	No	No	Yes	Yes	No
257	-93.331350	45.386388	No	No	Yes	Yes	No
258	-93.316511	45.409004	Yes	No	Yes	No	No
259	-93.316378	45.407406	Yes	No	Yes	Yes	No
260	-93.316374	45.407316	Yes	No	Yes	No	No
261	-93.312682	45.407394	Yes	No	Yes	Yes	No
262	-93.369665	45.384632	Yes	Yes	Yes	Yes	Yes
263	-93.368909	45.391289	No	No	Yes	No	No
264	-93.368967	45.391308	No	No	Yes	No	No



Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

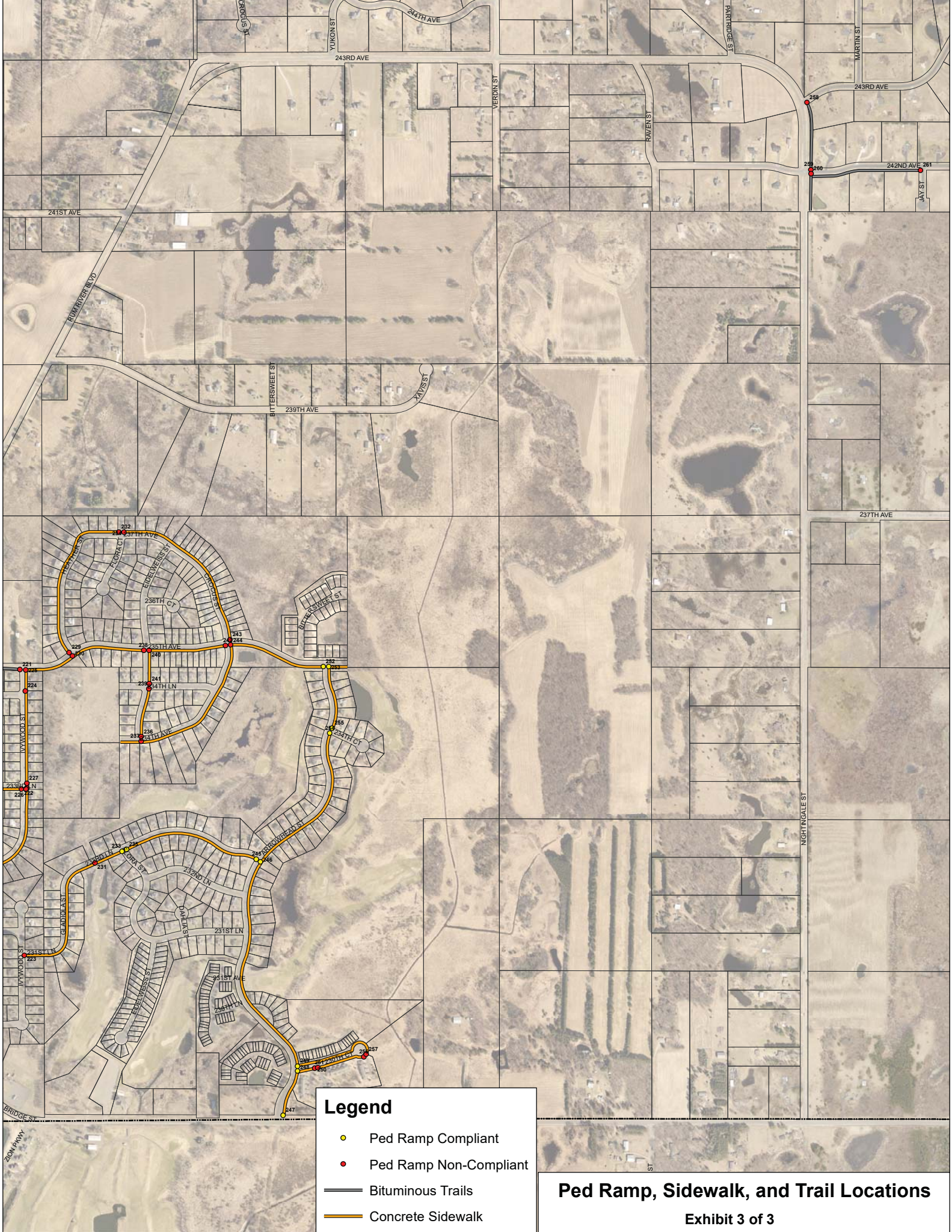
Ped Ramp, Sidewalk, and Trail Locations
Exhibit 1 of 3



Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

Ped Ramp, Sidewalk, and Trail Locations
Exhibit 2 of 3



Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

Ped Ramp, Sidewalk, and Trail Locations
Exhibit 3 of 3

APPENDIX B – SCHEDULE / BUDGET INFORMATION

SCHEDULE

A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way.

Pedestrian facilities along any street project requiring more than patching, seal coating, or micro-surfacing, the ADA features will be evaluated and upgraded to the extent feasible. Facilities that are not ADA compliant and considered non-serviceable, identified as an existing hazard, or City of St. Francis staff believe need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects or as Stand-Alone Projects as necessary.

The majority of the ADA improvements will be addressed in conjunction with adjacent City Capital Improvement Projects.

UNIT PRICES

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 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- \$5,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- \$2,000 per corner

Sidewalk / Trail ADA improvement retrofit: +/- \$7.00 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- \$5.0 per SF

ENTIRE JURISDICTION

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction is approximately \$770,000. This amount signifies a significant investment that the City of St. Francis is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way. Most ramps will be redeveloped during reconstruction or reclaim improvement projects as outlined in the City of St. Francis CIP.

APPENDIX C – PUBLIC OUTREACH

The following pages include materials that were used at public meetings or as part of other outreach activities.

**CITY OF ST. FRANCIS
COUNTY OF ANOKA**

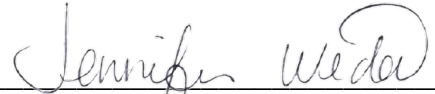
NOTICE OF PUBLIC HEARING

The City of St. Francis will conduct a Public Hearing on Tuesday, January 2, 2024 at 6:00 PM at 4115 Ambassador Boulevard NW, St. Francis, MN 55070. The Public Hearing is to consider the American Disability Act (ADA) Transition Plan.

- A. The Public Hearing is to receive public comments and opinion on the St. Francis ADA Transition Plan. A copy of the St. Francis ADA Transition Plan is available at the City offices and on the City website. This public hearing is offered to solicit input and to provide the public with an opportunity to participate in the development and implementation of this program.

All interested parties are invited to attend the Public Hearing to express their questions, concerns, and comments.

CITY OF ST. FRANCIS

BY: 

Jennifer Wida, City Clerk

Dated and Posted: December 18, 2023, City of St. Francis Website
Published: December 22, 2023, Anoka County Union Herald
Public Hearing: January 2, 2024 at 6:00 PM

CITY OF ST FRANCIS ADA TRANSITION PLAN

The City of St Francis has identified an ADA Title II Coordinator to oversee the City policies and procedures:

Jeremy Shook
City Street/Parks Supervisor

4058 Saint Francis Blvd
St Francis, MN 55070

Phone: 763-233-5201
jshook@stfrancismn.org

City of St Francis Website:
<https://www.stfrancismn.org/>

What is an ADA Transition Plan?

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. As a provider of public transportation services and programs, the City of St Francis must comply with the Title II section of this Act as it pertains to the programs, activities and services public entities provide.

The ADA Transition Plan generally covers:

- Self-Evaluation of accessibility within the public right of way
- Policies and Practices
- Improvement & Implementation Schedules
- Establish ADA Coordinator
- Public Outreach
- Grievance Procedures

As required by Title II of ADA, the City of St. Francis has conducted a self-evaluation of its facilities within public rights of way and has developed an ADA Transition Plan that will ensure that all facilities are accessible to all individuals.

The City of St. Francis will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

The ADA does not require the City of St. Francis to take any action that would fundamentally

alter the nature of its programs or services or impose an undue financial or administrative burden.

The City of St. Francis invites anyone to review and comment on the ADA Transition Plan. The Plan is available for review on the City's website <https://www.stfrancismn.org/> or by request. A public meeting to receive comments, review, and discuss the ADA Transition Plan will be noticed in the Anoka County Union Herald as well as on the City website.



Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a program, service, or activity of the City of St. Francis, should contact the office of Jeremy Shook, City Street/Parks Supervisor, as soon as possible but no later than 48 hours before the scheduled event.

Complaints that a program, service, or activity of the City of St Francis is not accessible to persons with disabilities should be directed to the ADA Title II Coordinator. Grievance Forms for any ADA accessibility issues are available on the City's website or at City Hall.

CITY OF ST FRANCIS ADA TRANSITION PLAN

Improvement Schedule

The City of St. Francis has made an effort to provide accessible pedestrian features as part of all City Capital Improvement projects and has required that public improvements within private developments be ADA compliant. These standards and procedures have been revised and improved through the years, making some of the past practices and improvement non-compliant to current standards.

All scheduled public improvement projects and reconstruction projects with pedestrian accommodations will be designed and constructed to conform with the most current ADA design practices to the extent feasible.

Accessible curb cuts and ramps will be added as needed to provide access to existing pedestrian facility (i.e. walks/trails) at intersections where they do not currently exist. Improvements to existing pedestrian ramps, beyond adding curb cuts, will be addressed on a case by case basis. Areas such as those in close proximity to specific land uses (i.e. schools, government offices, senior housing, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the City Engineer.

ADA improvements on City rehabilitation or resurfacing projects (not including seal coating or micro-surfacing projects) will be addressed on a case-by-case basis.

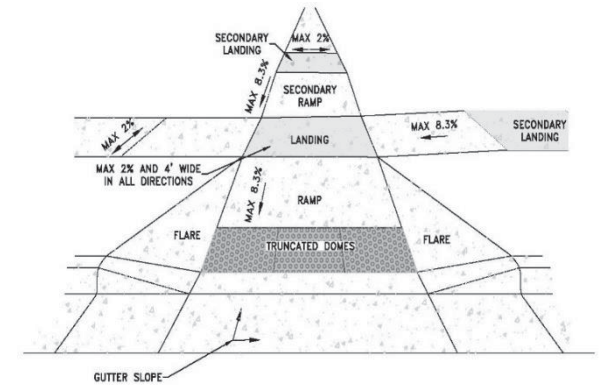
ADA improvements requested by the public will be evaluated by City staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure, and public safety.

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of St. Francis. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

The results of the Self-Evaluation of the Pedestrian Facilities in St. Francis showed the vast majority of the 154 ramps failing. This is mainly due to lack of compliant Truncated Domes. In most cases these domes, or some form of them, are present but not to current standards.



ADA Compliant Ramp



Key Ramp Elements

- 4' min. Pedestrian Access Route
- Cross-slopes do not exceed 2%
- Transitional slopes do not exceed 8.3%
- Truncated Domes exist and are compliant with current standards
- Landings, if required
- Vertical discontinuities less than 1/4"

APPENDIX D – GRIEVANCE PROCEDURE

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

PUBLIC NOTICE

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of St. Francis will not discriminate against qualified individuals with disabilities based on disability in the City's services, programs, or activities.

EMPLOYMENT: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

EFFECTIVE COMMUNICATION: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

MODIFICATIONS TO POLICIES AND PROCEDURES: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcome in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of Jeremy Shook, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Sample Grievance Procedure (Source www.ada.gov):

**City of St. Francis
Grievance Procedure under
the Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of St. Francis. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Jeremy Shook
City Street/Parks Supervisor
4058 Saint Francis Boulevard
St. Francis, MN 55070
(763) 233-5201
jshook@stfrancismn.org

Within 15 calendar days after receipt of the complaint, Jeremy Shook or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Jeremy Shook or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of St. Francis and offer options for substantive resolution of the complaint.

If the response by Jeremy Shook or his designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the mayor or their designee.

Within 15 calendar days after receipt of the appeal, the Mayor or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Mayor or their designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Jeremy Shook or his designee, appeals to the mayor or their designee, and responses from these two offices will be retained by the City of St. Francis for at least three years.

City of St. Francis Grievance Procedure

Those wishing to file a formal written grievance with City of St. Francis may do so by one of the following methods:

Internet

Visit the City of St. Francis website <https://www.stfrancismn.org/> and select the ADA Transition Plan. A copy of The ADA Grievance Form is included in the Appendix of the ADA Transition Plan.

Telephone

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the city's grievance form, complete the form, and submit it to the Jeremy Shook. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance.

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance).

A **description and location of the alleged violation and the nature of a remedy sought**, if known by the complainant.

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**.

The City will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. City will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern an City of St. Francis facility, the City will work with the complainant to contact the agency that has jurisdiction.

3. Within 60 calendar days of receipt, an City of St. Francis staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person would conduct an engineering study to help determine the City's response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to City of St. Francis.

Accordingly, the resolution by City of St. Francis of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (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
(800) 514-0301 (voice – toll free)
(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.

See following pages for complaint form.

**Title II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973
Discrimination Complaint Form**

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on page 3.

Complainant: _____

Address: _____

City, State and Zip Code: _____

Telephone: _____

Home: _____

Business: _____

Person Discriminated Against (if other than the complainant): _____

Address: _____

City, State, and Zip Code: _____

Telephone: Home: _____ Business: _____

Government, or organization, or institution which you believe has discriminated:

Name: _____

Address: _____

County: _____

City, State and Zip Code: _____

Telephone Number: _____

When did the discrimination occur? _____ Date: _____

Describe the acts of discrimination providing the name(s) where possible of the individuals who discriminated (use space on page 3 if necessary):

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution?

Yes _____ No _____

If yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes _____ No _____

If yes:

Agency or Court: _____

Contact Person: _____

Address: _____

City, State, and Zip Code: _____

Telephone Number: _____

Date Filed: _____

Do you intend to file with another agency or court?

Yes _____ No _____

Agency or Court: _____

Address: _____

City, State and Zip Code: _____

Telephone Number: _____

Additional space for answers:

Signature: _____

Date: _____

Return to:

Paul Carpenter
Public Works Director
City of St. Francis
23340 Cree Street NW
St. Francis, MN 55070

APPENDIX E – CONTACT INFORMATION

ADA TITLE II COORDINATOR

Name: Jeremy Shook
City Street/Parks Supervisor
Address: 4058 Saint Francis Boulevard
St Francis, MN 55070
Phone: (763) 233-5201
E-mail: jshook@stfrancismn.org

PUBLIC RIGHT OF WAYS ADA IMPLEMENTATION COORDINATOR

Name: Paul Carpenter
Public Work Director
Address: 4058 Saint Francis Boulevard
St Francis, MN 55070
Phone: (763) 235-2304
E-mail: pcarpenter@stfrancismn.org

APPENDIX F – 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 and public facilities within private 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 on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

SIDEWALKS / TRAILS

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects and public facilities within private 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 City staff.

TRAFFIC CONTROL SIGNALS

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within capital improvement projects and public facilities within private 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 City staff.

OTHER POLICIES, PRACTICES AND PROGRAMS

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

DESIGN STANDARDS

City of St. Francis has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard.

APPENDIX G – GLOSSARY OF TERMS

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): 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.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.