

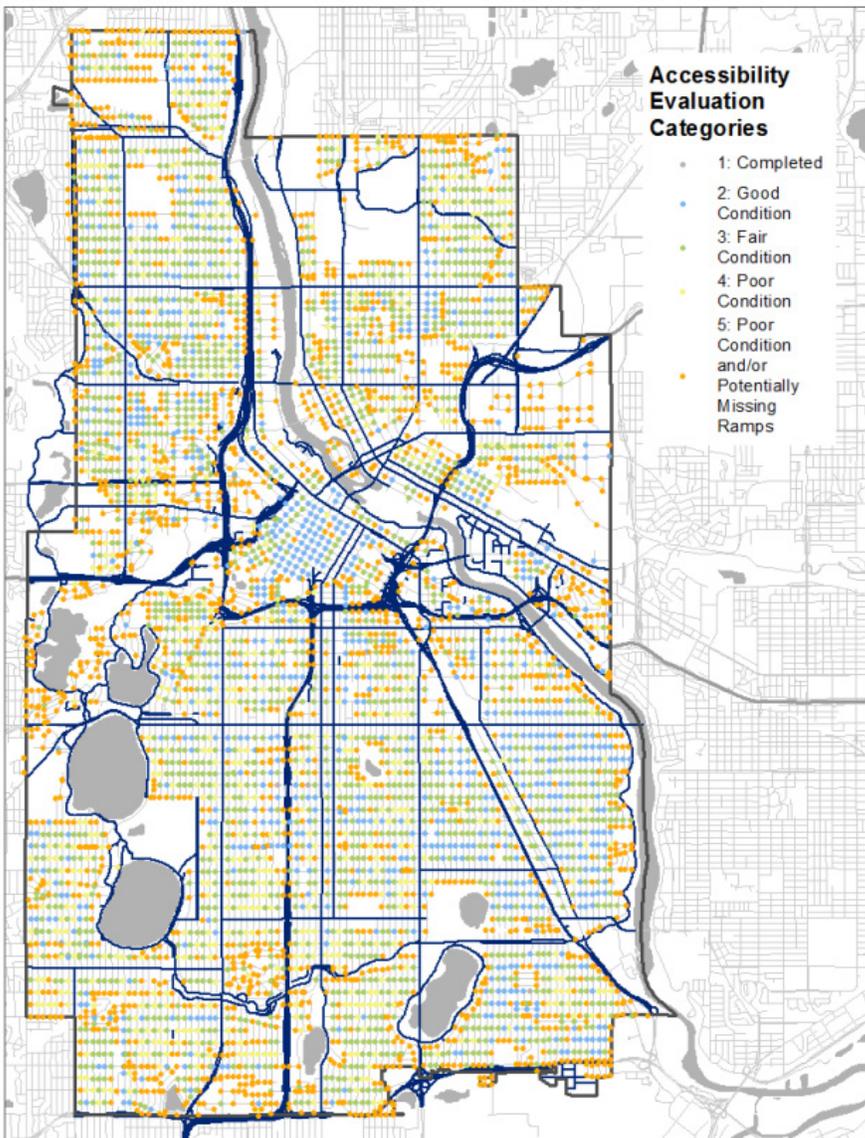
ADA Ramp Implementation

ADA Transition Plan - Pedestrian curb ramps and APS upgrades

Overview

The Americans with Disabilities Act (ADA) Transition Plan for Public Works focuses on the infrastructure within the public right of way, identifying the improvements needed to that public infrastructure, and outlining the priorities, costs, and schedule for addressing the needed improvements.

As part of the 2020 ADA Transition Plan for Public Works, the City evaluated pedestrian curb ramp data for all pedestrian crossings along Minneapolis streets. Each intersection was assigned a condition ranging from Completed to Poor Condition or Missing based on this data. The map below highlights where there is a need to update pedestrian infrastructure by intersections.



Accessibility Evaluation - Intersection Condition

ADA Ramp Upgrades

The City of Minneapolis Public Works Department has been constructing pedestrian curb ramps since 1970. When initially constructed, the pedestrian curb ramps were consistent with the design criteria of that time. However, ongoing modifications to ADA criteria and guidance has resulted in a large number of pedestrian curb ramps that no longer comply with the 2010 ADA Standards.

Overall, Minneapolis has jurisdiction over 17,800 ramps. According to the pedestrian curb ramp inventory that was completed as part of the 2020 ADA Transition Plan for Public Works, approximately 6200 ramps are in good condition - equivalent to ~35% of all pedestrian curb ramps within Minneapolis.

Total Ramps Under City Jurisdiction



Blue Segment: Total ramps in "good" condition (fully compliant and substantially compliant)

Grey Segment: Total ramps assumed to need additional investment/upgrade to be compliant

Work to upgrade the City's infrastructure is ongoing and ideally is accelerated. Additional funding would allow for a scalable effort to systematically upgrade deficient and/or non-compliant pedestrian curb ramps to current ADA compliant ramps.

The estimated cost to complete pedestrian curb ramp upgrades across the City is \$430M (2021 dollars), requiring anywhere from 20 to 30 years to complete.

General Cost of Upgrades

Below are the infrastructure costs related to pedestrian curb ramp construction and signal modifications. The estimates below do not include the engineering and design which add, on average, an additional 15-20%.

- On average - \$10,000 per corner for pedestrian curb ramp upgrades
- On average - \$233,000 per intersection for APS with full City jurisdiction
- On average - \$117,000 per intersection for APS with shared jurisdiction

BEFORE

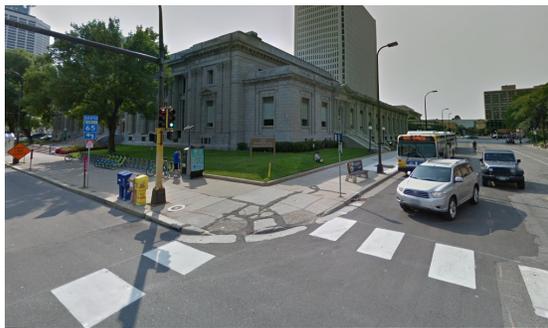


AFTER



ADA ramp upgrades include upgrading the pedestrian ramp infrastructure to meet federal ADA requirements and MnDOT guidance for all dimension and slope requirements.

BEFORE



AFTER



ADA ramp upgrades also include adding APS at signalized intersections.

Current Funding Sources

The estimated cost to complete pedestrian curb ramp and APS upgrades across the City is \$430M (2021 dollars), requiring anywhere from 20 to 30 years to complete. At this time, Public Works funds pedestrian curb ramp upgrades in a number of ways:

City of Minneapolis Defective Hazardous Sidewalk Program (SWK01)

While focused on deficient sidewalk segments vs pedestrian curb ramps, there are times where this program does upgrade pedestrian curb ramps when those ramps are further impacted by replacement of adjacent sidewalk panels; funding source is Net Debt Bonds.

City of Minneapolis Ramp Replacement Program (PV104)

This program focuses solely on the upgrade of pedestrian curb ramps across the city; funding source is Net Debt Bonds (\$500,000 per year).

Various Reconstruction Projects

These projects reconstruct the entire street including pedestrian curb ramps; funding sources include Net Debt Bonds, Municipal State Aid, Special Assessments and sometimes outside funding such as state and federal funding.

Public Works has been expanding efforts to bring more funding for pedestrian curb ramp construction through various capital programs such as resurfacing and concrete rehabilitation projects.

Various work by private entities

At times, private developers and/or utilities will impact pedestrian curb ramps with their project(s) therefore those pedestrian curb ramps must be upgraded when repaired; funding sources come from the private entities.

Various work by partner agencies

At times, partner agencies will have projects along roadways within the City that are not the City's jurisdiction, when pedestrian curb ramps are impacted with these projects they are upgraded; funding sources come from partner agencies sometimes with participation from the City.