

CITY OF PLYMOUTH ADA TRANSITION PLAN FOR FACILITIES WITHIN THE PUBLIC RIGHT-OF-WAY

Introduction

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. Since the adoption of the ADA, the City of Plymouth has striven to provide accessible pedestrian features that meet ADA standards within the public right-of-way.

This document has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public right-of-way.

Policy

The City of Plymouth's goal is to continue to provide accessible pedestrian design features as part of the City's Capital Improvement Plan (CIP) capital projects. The standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Plymouth will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies and contractors to ensure that all new or altered pedestrian facilities within City jurisdiction are ADA compliant to the maximum extent practicable.

Requests for accessibility improvements should be directed to the ADA Coordinator at the Plymouth Public Works Engineering Department.

Improvement Schedule

Each year the city council approves a long range Capital Improvement Plan (CIP). ADA compliance and improvements are reviewed and proposed if relevant into each of these CIP projects.

Self-Evaluation

The City, as part of its 2040 Comprehensive Plan, performed a high level review of the existing pedestrian facilities. The 2040 Comprehensive Plan is a guiding document for future plans of trails, sidewalks, and bicycle routes.

The City performs a review of the existing facilities, of which an inventory is updated periodically, for ADA compliance and identifies which facilities require upgrades in association with, but not limited to, street reconstruction, mill and overlay, and pedestrian facility projects for example.

As additional information and standards are made available as to the methods of providing ADA accessible features, the City will continue to update its specifications and procedures to accommodate these methods.

Public Outreach

Public meetings are held during the feasibility study for CIP projects prior to design and construction to gather input from the public. Additionally input from residents regarding areas that are not part of a CIP project are evaluated on an individual basis. Information about ADA facilities and requirements within the public right-of-way is also available on the City's website and from time to time published in City news articles.

Grievance Procedure

If users of the City of Plymouth's facilities and services located within the public right-of-way believe the City has not provided reasonable accommodations, they have the right to file a grievance. A complaint from a citizen should be made in writing and addressed to the attention of the ADA Coordinator. A response to the complaint will be made within thirty (30) days. If the complainant feels that an equitable resolution has not been reached they may appeal to the City Council.

External Agency Coordination

Other agencies are responsible for some pedestrian facilities within the jurisdiction of the City of Plymouth. The City will coordinate with those agencies to ensure that any new or altered work on those facilities is ADA compliant to the maximum extent practicable.

ADA Coordinator

The ADA Coordinator may be contacted by calling the Public Works Engineering Department at 763-509-5500. All written correspondence shall be sent to the following address:

Attn: ADA Coordinator
City of Plymouth Engineering Dept.
3400 Plymouth Blvd
Plymouth, MN 55447

Implementation Schedule

The City of Plymouth will continue upgrading pedestrian facilities to the current ADA standards using a comprehensive approach by utilizing its scheduled capital improvement projects. All pedestrian facilities impacted by these CIP projects will be upgraded to current ADA accessibility standards.

Design Procedures

Curb ramps, blended transitions, sidewalks and trails will be constructed or upgraded to achieve compliance during capital improvement projects to the maximum extent practicable. There may be limitations which make it technically unfeasible for an intersection corner or segments of sidewalks and trails to achieve full accessibility within the scope of any project.

Additionally, the City will coordinate with other agencies for all signalized intersections to ensure that ADA requirements are met to the maximum extent practicable. Regardless of if full compliance can be achieved or not, each intersection corner, sidewalk and trail, shall be made as compliant as possible in accordance with the judgment of the City Engineer or his/her designee.