

**ADA ACCESSIBILITY REVIEW BOARD  
MINUTES  
November 29, 2011  
Commission Room, City Hall  
10:15 A.M.**

**Disclaimer:** The ADA Accessibility Review Board is a citizen board volunteering their time to give necessary feedback on projects of the City which may have an impact on Title II of The American's with Disabilities Act. The intent of the review is not to evaluate complete compliance with an accessibility standard, but to ensure overall programmatic accessibility. The Board is not presented all the information and is not given sufficient time for a thorough review. The Board's review is merely cursory and should only be considered a recommendation of the Board. The Board recommendation should not be considered a certification that the project meets ADA standards. The Board only reviews the project based on The American's with Disabilities Act Accessibility Guidelines and other U.S. Access Board guidance and does not address any local codes, such as any building codes or fire and safety codes. Any conflicts in local codes should be addressed by the appropriate parties.

**CALL TO ORDER**

Chairperson Hoy called the meeting to order at 10:16 a.m.

Board members present: Sarah Aldinger, Roseann Burkett, Helen Hartmann, Doug Hoy, and Eric Kritzmire.

Board member(s) absent: Page Hudson and Matt Cain

Staff present: Moran and Garry

Guests present: Brad Ludens, City Engineering; Mitch Mergen and Jon Brown, Stockwell Engineers; and Ken Laughlin, North Central Paralyzed Veterans of America

**APPROVAL OF MINUTES**

Hoy asked that the following be added to the end of the minutes. 'After the onsite review, Hoy asked the design team to consult with City Engineering and Paralyzed Veterans of America to see what concerns they may have regarding this project.'

**Hartman moved to approve the minutes from the November 7, 2011, meeting with the additional statement; Aldinger seconded. Motion passed by unanimous vote**

**UNFINISHED BUSINESS**

No unfinished business.

**NEW BUSINESS**

**8<sup>th</sup> Street Reconstruction – Minnesota to Main Avenue - Revisions**

Since the last meeting (November 7, 2011) the design engineers have met with Hoy, City Traffic Engineering and the North Central Paralyzed Veterans of America (PVA) for more input on this project.

The focus is the Dakota Avenue intersection and its accessibility. ADA access will be maintained in the pedestrian zone. The obstacles are in the crosswalks with the cross slope. The previous design showed the cross slopes at the intersection would be at 3-4%. After the input from the Board, Traffic Engineering, and PVA, the design team worked at bringing two of the four crossings into ADA compliance with a 2% cross slope (NE – NW and NE - SE). The other two have more challenges due to underground utilities and access to the privately owned parking lot.

The private parking lot has a driveway near the corner that in the initial discussions with the owner sought to close that driveway. This would allow the project to build a retaining wall and be able to maintain the existing slope or something more manageable. Now it appears they do not want to lose that access point.

Further exploration into the private underground utilities found some significant structures belonging to Qwest/Century Link on the southwest corner. Need more research to know to what degree these would be impacted – i.e. shutting down service. Other underground utilities do not appear to be greatly impacted by the project.

The Engineering Department's concerns are icing and the ride through the intersection.

Input from PVA confirms the suggested plan for two of the intersections fits into the ADA's "do your best effort" guidance. They agree the costs involved would be prohibitive. Increasing the slope in the private lot (necessary if making all crosswalks 2%) would create extreme icing conditions during the winter. Also the ride through the intersection could damage cars with the 2% adjustments.

Signage designating the ADA accessible intersections is being considered, but nothing has been formulated at this time.

Kritzmire said he did not have any problem traveling the intersection at 9<sup>th</sup> and Main (4%) during the Board's onsite at the November 7<sup>th</sup> meeting with his powered chair. However, when he came back to check it with his manual chair, the minute he took his hands off the wheels he started to head out of the crosswalk – headed down the hill.

Aldinger asked about improvements to the slope on the northwest corner by the City parking ramp. There will not be a problem with making these improvements.

The design team has recommended moving the existing bus stop on 8<sup>th</sup> Street to Dakota Avenue by the library. This would involve a route change and includes reprinting bus maps and brochures. Moran believes that transit will be reviewing their routes in 2012 and would be a good time for them to be looking at alternatives.

Mergen wanted to let the Board know that the 8<sup>th</sup> Street reconstruction will not include the Minnesota Avenue crossings. This will be included when they reconstruct Minnesota Avenue in the near future. They will lift up the area as much as they can so it will readily tie into the future project.

Aldinger asked about landing areas. They will include one on the south side of 8<sup>th</sup> Street because they have a driveway and building entrance in the middle of the block (MN – Dakota) that will need to be flattened out. The north side does not have the same opportunity; one would need to be created. A discussion with Laughlin (PVA) suggests a railing would be required because placement of a landing would essentially be creating a ramp. Ramps at a certain slope and running distance are required by the ADA to have handrails. Another issue involves the landing area not being easily detectable by someone with limited/no vision and creates a tripping hazard.

The landing on the south side of 8<sup>th</sup> Street would not be creating a ramp because the flat area is required for the building access and to a certain extent is preexisting.

Pushing the landing into the alley would require changing the street/sidewalk grade and further impact the ride on 8<sup>th</sup> Street. It could change the grade to 9% to possibly 11%. There is not enough space downtown due to driveways/buildings/etc. be able to ease a landing in like one could on the bike trail.

The City Hall alley has been added to this project. Ludens wanted to bring this to the Board's attention because currently there is a designated ADA parking space at the south end of the alley, right outside the ground floor entrance. The slope of the space is not compliant and the question is can the parking space be removed as a designated space. This was the only accessible entrance into City Hall until the new sloped sidewalk was added on the west side making the Dakota Avenue entrance accessible. Two ADA parking spaces were added on Dakota Avenue at the time the accessible entrance was created. Moran will be consulting with the team working on the City's updated transition plan to get their opinion. More information will be forthcoming.

**Kritzmire moved to recommend approval of the design making two of the crosswalks (SE to NE and NE to NW) ADA accessible with a 2% cross slope. Burkett seconded. Motion passed with unanimous vote.**

## **PUBLIC COMMENT**

## **ADJOURNMENT**

**Aldinger moved to adjourn. The meeting was adjourned at 10:57a.m.**

Respectfully submitted by Carol Garry