

# **City of West St. Paul**

## **Americans with Disabilities Act**

### **Transition Plan for Public Rights-of-Way**

April 2018



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# ADA Transition Plan

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## Executive Summary

The City of West St. Paul ADA Transition Plan for Public Rights-of-Way is the summary of a three-phase approach to evaluating accessibility of the community’s infrastructure and achieving compliance with the Americans with Disabilities Act.

This plan includes documentation of the following:

- The purpose and need of the document, and a summary of applicable federal law related to accessibility
- Documentation of the City of West St. Paul’s policies and procedures related to accessibility of public rights-of-way
- Project field review guide
- Complete inventory of sidewalks, curb ramps, and other facilities and their condition
- Required elements of an ADA Transition Plan – public comments, grievance procedure, appointment of ADA Coordinator, etc.

Through this effort, the City of West St. Paul determined that 10.5 percent of intersections and 15.8 percent of sidewalks are compliant with ADA. The City has set a policy goal of achieving compliance through scheduled updates over the next 30 years.

## Introduction

### Transition Plan Purpose and Need

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 public entity that employs 50 or more persons, the City of West St. Paul 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 West St. Paul has conducted a self-evaluation of its facilities throughout the city and has developed this Transition Plan detailing how the organization will ensure that those facilities are accessible to all individuals.

This Transition Plan and its implementation is overseen by the City of West St. Paul Engineering Department; the Plan pertains specifically to the maintenance, construction, and rehabilitation of public rights-of way under its jurisdiction. There are other areas of protection under ADA that are under the auspices of other City departments or government agencies, and they will coordinate as necessary with City of West St. Paul Engineering to achieve compliance. Interagency coordination is outlined in the improvement schedule later in this document.

## **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 West St. Paul 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.

## Public Rights-of-Way

Public rights-of-way in the City of West St. Paul include roadways and their adjacent facilities that serve a transportation purpose. This includes sidewalks, curb ramps, signals, and trails that provide a transportation route. Public rights-of-way do not include buildings, publicly accessible technology, recreational trails and facilities, and private property. These are subject areas covered in other City of West St. Paul documents.

## Self-Evaluation

Under Title II of the ADA, and in compliance with 28 CFR 35.105, the City of West St. Paul is required to perform a self-evaluation of the activities and services provided to identify programs, which are insufficiently accessible. This self-evaluation specifically examines the accessibility of the City of West St. Paul's pedestrian access route and public rights-of-way. The evaluation includes sidewalk infrastructure as well as curb ramps. The City of West St. Paul does not have responsibility for owning or maintaining traffic or pedestrian signals. ADA contact information for Dakota County and the Minnesota Department of Transportation (MnDOT) are attached in Appendix E.

An inventory of the current pedestrian ramps and signalized intersections was conducted during the Summer of 2017 in West St. Paul. This self-evaluation inventory gives the opportunity to evaluate pedestrian facilities on a case by case basis, and create an

improvement schedule based upon priority areas. The City's 660 curb ramps were surveyed along with its 474 continuous segments of sidewalks. Currently, 10.5 percent of intersections are fully compliant with ADA standards; non-compliance in ramps is due to the ramp construction, crossing markings, or a technically infeasible location. Approximately 15.8 percent of sidewalks are fully compliant with ADA standards; sidewalk deficiencies are typically the result of materials, lack of width, lack of adequate passing space, and/or slope.

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

As the City of West St. Paul continues to implement its Capital Improvement Program (CIP), other public rights-of-way including sidewalks, trails, and other pedestrian linkages will be evaluated and improved for ADA compliance.

## **Policies and Practices**

The City of West St. Paul is committed to providing accessible services to all citizens, and addressing the insufficiencies identified in the self-evaluation. The City of West St. Paul will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with facility priorities. The City of West St. Paul will ensure that all new or updated pedestrian facilities are ADA compliant to the maximum extent feasible. The maintenance and construction of all pedestrian facilities within the public access route will follow the policies established by Title II of the ADA, and the guidelines established by MnDOT (see Appendix F).

## **Existing City Policies**

### **Capital Improvement Program (CIP)**

Projects in the City of West St. Paul CIP are listed and prioritized based on assessment of pavement condition, financial impacts, and other technical analyses (e.g., safety, need for signal improvements, development, etc.). The need for ADA updates and input from the public are factors used to incorporate projects in the CIP. The CIP is intended to provide developers with information about future projects, local utility companies with notice of locations where utility work may be required in conjunction with a local street project to improve coordination, guide city staff in the allocation of resources, and support City code requirements.

### **Winter Maintenance**

Clearing sidewalks of snow and ice is the responsibility of adjacent property owners and is delineated in the City's ordinances related to public nuisances. In general, property owners must clear snow and ice from adjacent sidewalks within 12 hours following an inclement weather event. Additionally, the City of West St. Paul has agreements with property owners and other public agencies to clear snow on sidewalks and transit shelters within the Robert

Street business district. This applies only to selected properties between Butler Avenue and Mendota Road, for which the City oversees a contract for snow removal services. Winter maintenance policies are detailed in Attachment F-1.

## **Improvements and Prioritization**

### **Types of Improvements**

The following are typical improvements to public rights-of-way that can be made to correct deficiencies in accessibility:

- Intersection corner ADA improvement retrofits
- Intersection corner ADA improvement as part of an adjacent capital project
- Sidewalk / Trail ADA improvement retrofit
- Sidewalk / Trail ADA improvement as part of an adjacent capital project

The City of West St. Paul has taken inventory of the improvements that would be required and concluded that the total cost of curb ramp replacements and intersection improvements is approximately \$2.8 million to complete all project updates; sidewalks can be replaced at a rate of \$90.00 per linear foot. It is important to note that much of these costs will be incorporated into existing and planned projects. Cost estimates are based on review of peer projects and are in calendar year 2017 dollars.

### **Prioritization**

Prioritizing and scheduling of improvements will be established by City of West St. Paul Engineering staff. Factors that determine this include, but are not limited to: severity of non-compliance, barriers to access a program, feasibility of remedies, safety concerns, and whether a location receives high public use. Priority will also be given to locations that would most likely not be updated by means of other City programs. Further, priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991 (marking the formalization of ADA requirements), and accessibility features were omitted. Location is also a consideration for prioritizing improvements. To best use public resources, the priority areas for planned improvement projects were identified in the completion of this plan. These priority areas were determined based upon proximity to government offices, schools, medical facilities, and areas of high pedestrian traffic. A list of priority areas within the City of West St. Paul and a detailed description of priority area criteria can be found in Appendix B.

### **External Agency Coordination**

Some other agencies are responsible for pedestrian facilities within the jurisdiction of the City of West St. Paul. The City will coordinate with those agencies to track and assist in the facilitation of eliminating accessibility barriers along their routes. Additionally, this Transition

Plan supports the goals of other adopted planning documents that affect public rights-of-way within the City of West St. Paul planning area.

Other plans can be found at the following links:

***MnDOT ADA Transition Plan, 2010***

<http://www.dot.state.mn.us/ada/transitionplan.html>

***Dakota County ADA Transition Plan, (in development) 2017***

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/ada-transition-plan.aspx>

## **Implementation Schedule**

The City of West St. Paul has set the following schedule goals for the improvement of accessibility to public rights-of-way and pedestrian access routes:

- Existing conditions/current baseline: 13%
- 5 years: 25%
- 10 years: 50%
- 20 years: 90%

The 20-year time frame to achieve 90 percent accessibility and the required commitment of funding is framed as a policy goal. The availability of funding and future development trends in the City of West St. Paul may affect how these projects are prioritized, and the timing of public right-of-way improvements may affect progress toward the compliance goal. As stated earlier in this document, ADA compliance will be achieved in two manners: 1) through scheduled improvements to utilities and public rights-of-way, and 2) through specific ADA retrofit projects. These projects will be determined by the city CIP or on a case by case basis determined by the ADA Coordinator and the City's grievance procedure.

A detailed schedule and budget for the CIP and specific projects can be found online at:

<https://wspsmn.gov/DocumentCenter/View/2524>

## **ADA Coordinator**

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

## **Public Outreach**

The City of West St. Paul 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.

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

The ADA Transition Plan for Public Rights-of-Way was posted on the City of West St. Paul website and made available for public comment for approximately ten business days prior to its recommendation for adoption. A link to the Plan and a public notice was also distributed in the City Newsletter in December 2017. Additionally, the draft version of the Plan was distributed to key stakeholders including school administrators, local senior centers, and businesses and service centers that have been identified as high priority areas for right-of-way improvements. The City will make a reasonable effort to incorporate public comments into the final version of the report. A printed hard copy of the draft document is also available for review at City of West St. Paul Municipal Offices, 1616 Humboldt Ave., West St. Paul, MN, 55118. Further information on the Public Outreach initiatives can be found within Appendix C.

## **Grievance Procedure**

Under the ADA, each agency is required to publish its responsibilities in regard to the ADA. A draft of this public notice is provided in Appendix D. If users of City of West St. Paul 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 prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

## **Monitoring**

This document will continue to be updated as conditions within the City evolve. The appendices in this document will be updated periodically as projects are completed. With each main body update, a public comment period will be established to continue the public outreach.

## Appendix A: Self-Evaluation Results

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- Appendix A: Self Evaluation Results (attached)



699	44.91575	-93.1017	E Side of Smith in between Butler and Dodd-3	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
700	44.91638	-93.1017	E Side of Smith in between Dodd and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
701	44.91753	-93.1017	E Side of Smith in between Bernard and Dewerff	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
702	44.91892	-93.1017	E Side of Smith in between Dewerff and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
703	44.91898	-93.1019	W side of Smith in between Annapolis and Dewerff	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
704	44.91786	-93.1019	W Side of Smith in between Mina and Dodd	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
705	44.9153	-93.1019	W Side of Smith in between Dodd and Butler-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
706	44.91436	-93.1019	W side of Smith in between Butler and Dodd-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
707	44.91101	-93.1019	W side of Smith in between Butler and Orme	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
708	44.88608	-93.0993	W side of Charlton in between Marie and Mendota(under construction)	Sidewalk Survey	No	No	No	No	No	No	No	No	7
709	44.89076	-93.1036	S Side of Marie in between Delaware and Chardel	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
710	44.89091	-93.1031	N Side of Marie in between Delaware and Chardel	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
711	44.89096	-93.1024	N Side of Marie in between Chardel and Dodge Nature Center-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
712	44.89104	-93.1011	N Side of Marie in between Chardel and Dodge Nature Center	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
713	44.89077	-93.0985	S Side of Marie in between Charlton and Chardel-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
714	44.89077	-93.1001	S Side of Marie in between Charlton and Chardel-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
715	44.89078	-93.1026	S Side of Marie in between Chardel and Charlton-3	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
716	44.91962	-93.1055	S Side of Annapolis in between Delaware and Cherokee	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
717	44.9196	-93.1038	S Side of Annapolis in between Cherokee and Ottawa	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
718	44.91959	-93.1024	S Side of Annapolis in between Ottawa and Smith	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
719	44.91957	-93.1012	S Side of Annapolis in between Smith and Manomin	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
720	44.91963	-93.0985	S Side of Annapolis in between Manomin and Ohio	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
721	44.91961	-93.0969	S Side of Annapolis in between Ohio and Charlton	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
722	44.91955	-93.0957	S Side of Annapolis in between Charlton and Allen	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
723	44.91959	-93.0929	S Side of Annapolis in between Allen and Bellows	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
724	44.91959	-93.0921	S Side of Annapolis in between Bellows and Bidwell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
725	44.91961	-93.0904	S Side of Annapolis in between Bidwell and Winslow	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
726	44.91962	-93.0891	S Side of Annapolis in between Winslow and Stryker	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	Yes	No	2
727	44.91961	-93.0873	S Side of Annapolis in between Stryker and Hall	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	No	4
728	44.91959	-93.086	S Side of Annapolis in between Hall and Humboldt	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	No	3
729	44.91959	-93.0847	S Side of Annapolis in between Humboldt and Gorman	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	Yes	No	2
730	44.91958	-93.083	S Side of Annapolis in between Gorman and Livingston	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	Yes	Yes	2
731	44.91956	-93.0816	S Side of Annapolis in between Livingston and Robert	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	Yes	Yes	2

732	44.91953	-93.079	S Side of Annapolis in between Robert and Oakdale	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
733	44.91951	-93.0749	S Side of Annapolis in between Oakdale and Carrie-1	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	No	3
734	44.9195	-93.0743	S Side of Annapolis in between Oakdale and Carrie-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
735	44.91963	-93.0718	N Side of Annapolis in between Woodbury and Brown	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
736	44.91949	-93.072	S Side of Annapolis in between Carrie and Wallner	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
737	44.91965	-93.074	N Side of Annapolis in between Woodbury and Harvard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
738	44.91966	-93.0755	N Side of Annapolis in between Harvard and Oakdale	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
739	44.91968	-93.0781	N Side of Annapolis in between Oakdale and Robert-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
740	44.91969	-93.0791	N Side of Annapolis in between Oakdale and Robert-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
741	44.91972	-93.0819	N Side of Annapolis in between Robert and Livingston	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	Yes	No	2
742	44.91972	-93.0825	N Side of Annapolis in between Livingston and Gorman	Sidewalk Survey	Yes	Yes	No	Yes	No	No	No	No	4
743	44.91973	-93.0839	N Side of Annapolis in between Gorman and Hall	Sidewalk Survey	Yes	Yes	No	Yes	Yes	No	No	No	3
744	44.91974	-93.0854	N Side of Annapolis in between Humboldt and Hall	Sidewalk Survey	Yes	Yes	No	Yes	Yes	No	No	No	3
745	44.91977	-93.0874	N Side of Annapolis in between Hall and Stryker	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
746	44.91977	-93.0888	N Side of Annapolis in between Stryker and Winslow	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
747	44.91973	-93.0931	N Side of Annapolis in between Allen and Depp	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
748	44.9197	-93.095	N Side of Annapolis in between Allen and Dodd	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
749	44.91976	-93.099	N Side of Annapolis in between Ohio and Manomin	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
750	44.91972	-93.1008	N Side of Annapolis in between Manomin and Smith	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
751	44.91973	-93.1026	N Side of Annapolis in between Smith and Ottawa	Sidewalk Survey	Yes	Yes	Yes	No	No	No	No	No	4
752	44.91975	-93.1041	N Side of Annapolis in between Ottawa and Cherokee	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	Yes	2
753	44.91976	-93.105	N Side of Annapolis in between Cherokee and Delaware	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
754	44.92276	-93.0923	E Side of Dodd in between Belvidere and Sidney	Sidewalk Survey	Yes	Yes	No	Yes	No	No	Yes	Yes	3
755	44.9229	-93.0932	N Side of Curtis in between Dodd and Waseca	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
756	44.92292	-93.0949	N Side of Curtis in between Waseca and Charlton	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
757	44.92198	-93.0952	N Side of Winona in between Charlton and Waseca	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
758	44.92198	-93.0939	N side of Winona in between Waseca and Dodd	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
759	44.92184	-93.0944	S Side of Winona in between Charlton and Dodd	Sidewalk Survey	Yes	Yes	Yes	No	Yes	Yes	Yes	No	2
760	44.92277	-93.0958	S Side of Curtis in between Charlton and Waseca	Sidewalk Survey	Yes	Yes	Yes	Yes	No	No	No	No	3
761	44.92277	-93.0939	S Side of Curtis in between Waseca and Dodd	Sidewalk Survey	Yes	Yes	Yes	No	Yes	No	Yes	Yes	2



801	44.91237	-93.0949	S Side of Butler in between Allen and Charlton	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	3
802	44.91239	-93.0968	S Side of Butler in between Charlton and Ohio	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	No	2
803	44.91241	-93.0985	S Side of Butler in between Ohio and Seminole	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
804	44.91241	-93.1006	S Side of Butler in between Seminole and Manomin	Sidewalk Survey	Yes	Yes	No	Yes	Yes	No	No	3
805	44.91589	-93.0716	S Side of Bernard in between Sperl and Wallner	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
806	44.9159	-93.0725	S Side of Bernard in between Wallner and Carrie	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	Yes	1
807	44.91591	-93.0746	S Side of Bernard in between Carrie and Oakdale	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	No	2
808	44.91592	-93.0766	S Side of Bernard in between Oakdale and Mac-Arthur	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
809	44.91594	-93.0786	S Side of Bernard in between Mac-Arthur and Kruse	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
810	44.91594	-93.0797	S Side of Bernard in between Kruse and Robert	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
811	44.91603	-93.0815	S Side of Bernard in between Robert and Livingston	Sidewalk Survey	Yes	No	No	Yes	Yes	No	No	4
812	44.91604	-93.0829	S Side of Bernard in between Livingston and Gorman	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	2
813	44.91605	-93.0842	S Side of Bernard in between Gorman and Humboldt	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	No	2
814	44.91605	-93.086	S Side of Bernard in between Humboldt and Hall	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
815	44.91607	-93.0874	S Side of Bernard in between Hall and Stryker	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
816	44.91607	-93.0888	S Side of Bernard in between Stryker and Winslow	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
817	44.91607	-93.0902	S Side of Bernard in between Winslow and Bidwell	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	2
818	44.91606	-93.0923	S Side of Bernard in between Bidwell and Allen	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
819	44.91604	-93.095	S Side of Bernard in between Allen and Charlton	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
820	44.91602	-93.0967	S Side of Bernard in between Charlton and Ohio	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
821	44.91602	-93.0984	S Side of Bernard in between Ohio and Seminole	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	Yes	1
822	44.91618	-93.1004	S Side of Bernard in between Seminole and Dodd	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	No	2
823	44.91628	-93.1001	N Side of Bernard in between Dodd and Seminole	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	No	No	2
824	44.91621	-93.0906	N Bernard in between Bidwell and Winslow	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
825	44.91622	-93.0886	N Side of Bernard in between Winslow and Stryker	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	2
826	44.91622	-93.0874	N Side of Bernard in between Stryker and Winslow	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	2
827	44.91622	-93.0854	N Bernard in between Hall and Humboldt	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
828	44.9162	-93.0841	N Side of Bernard in between Humboldt and Gorman	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
829	44.91619	-93.083	N Side of Bernard in between Gorman and Livingston	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	3
830	44.91618	-93.0816	N Side of Bernard in between Livingston and Robert	Sidewalk Survey	Yes	Yes	No	Yes	Yes	No	Yes	2
831	44.9161	-93.0786	N Side of Bernard in between Robert and Oakdale	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
832	44.91604	-93.0741	N Side of Bernard in between Oakdale and Carrie	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
833	44.91604	-93.072	N Side of Bernard in between Carrie and Wallner	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
834	44.91604	-93.0712	N Side of Bernard in between Wallner and Sperl	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	1
835	44.91785	-93.0744	N Side of Haskell between Carrie and Oakdale	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	3
836	44.9179	-93.0789	N Side of Haskell between Oakdale and Robert	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	3
837	44.91805	-93.0817	N Side of Haskell between Robert and Livingston	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	3





908	44.90886	-93.0775	N Side of Moreland in between Mac-Arthur and Calumet	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
909	44.90872	-93.0785	S Side of Moreland in between Mac-Arthur and Kruse	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
910	44.90872	-93.0802	S Side of Moreland in between Kruse and Robert	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
911	44.91948	-93.082	E side of Livingston in between Annapolis and Haskell	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	Yes	2
912	44.91773	-93.082	E Side of Livingston in between Haskell and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
913	44.91467	-93.082	E Side of Livingston in between Bernard and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
914	44.91322	-93.082	E Side of Livingston in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
915	44.91384	-93.0822	W side of Livingston in between Butler and Arion	Sidewalk Survey	Yes	No	Yes	Yes	Yes	Yes	Yes	No	2
916	44.91522	-93.0823	W side of Livingston in between Arion and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
917	44.91655	-93.0823	W side of Livingston in between Bernard and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
918	44.91849	-93.0823	W side of Livingston in between Haskell and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
919	44.9195	-93.0864	E Side of Hall in between Annapolis and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
920	44.91647	-93.0864	E Side of Hall in between Haskell and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
921	44.91309	-93.0864	E Side of Hall in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
922	44.91535	-93.0864	E Side of Hall in between Bernard and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
923	44.91155	-93.0863	E Side of Hall in between Butler and Orme	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
924	44.91008	-93.0863	E Side of Hall in between Orme and Moreland	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
925	44.90837	-93.0863	E Side of Hall in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
926	44.90689	-93.0866	W side of Hall in between Logan and Moreland	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
927	44.91034	-93.0865	W side of Hall in between Moreland and Orme	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
928	44.91106	-93.0865	W side of Hall in between Orme and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
929	44.91299	-93.0866	W side of Hall in between Butler and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
930	44.91525	-93.0867	E Side of Hall in between Arion and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
931	44.91707	-93.0867	W side of Hall in between Bernard and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
932	44.91831	-93.0867	W side of Hall in between Haskell and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
933	44.91954	-93.0964	E Side of Dodd in between Charlton and Hurley	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	No	3
934	44.91855	-93.098	E Side of Dodd in between Ohio and Seminole	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
935	44.91707	-93.1003	E Side of Dodd in between Seminole and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
936	44.91564	-93.1022	E Side of Dodd in between Smith and Ottawa	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
937	44.9147	-93.1035	E Side of Dodd in between Ottawa and Cherokee	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
938	44.915	-93.1035	W side of Dodd in between Cherokee and Ottawa	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
939	44.91552	-93.1028	W side of Dodd in between Ottawa and Smith	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
940	44.91636	-93.1016	W side of Dodd in between Bernard and Smith	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	Yes	No	3
941	44.91674	-93.1011	W side of Dodd in between Bernard and Manomin	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
942	44.91768	-93.0998	W side of Dodd in between Manomin and Hurley	Sidewalk Survey	Yes	Yes	Yes	No	Yes	Yes	Yes	No	2
943	44.91929	-93.0971	W side of Dodd in between Ohio and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
944	44.8838	-93.069	WSP side of Mendota in between Christiansen and Oakdale	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
945	44.88363	-93.074	WSP side of Mendota in between Oakdale and Robert-1	Sidewalk Survey	Yes	No	No	No	Yes	Yes	No	No	5

946	44.88452	-93.067	WPT side of Mendota in between Christiansen and Lafayette	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
947	44.91942	-93.0879	E Side of Stryker in between Annapolis and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
948	44.91725	-93.0879	E side of Stryker in between Haskell and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
949	44.91488	-93.0878	E Side of Stryker in between Bernard and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
950	44.91287	-93.0878	E Side of Stryker in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
951	44.91224	-93.0878	E Side of Stryker in between Butler and Orme	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
952	44.90948	-93.0876	E Side of Stryker in between Orme and Moreland	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
953	44.90855	-93.0876	E Side of Stryker in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
954	44.90662	-93.0881	W side of Stryker in between Logan and Moreland	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
955	44.90915	-93.0878	W side of Stryker in between Moreland and Orme	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
956	44.91218	-93.088	W side of Stryker in between Orme and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
957	44.91269	-93.0881	W side of Stryker in between Butler and Arion	Sidewalk Survey	Yes	Yes	Yes	No	Yes	Yes	Yes	No	2
958	44.91533	-93.0881	W side of Stryker in between Arion and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
959	44.91655	-93.0881	W side of Stryker in between Bernard and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
960	44.91897	-93.0882	W side of Stryker in between Haskell and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
961	44.90833	-93.0767	E Side of Calumet in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
962	44.9075	-93.0769	W side of Calumet in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
963	44.90732	-93.078	E Side of MacArthur in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
964	44.9074	-93.0782	W side of Calumet in between Moreland and Logan	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
965	44.90684	-93.0794	Kruse in between Logan and Emerson	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	No	No	4
966	44.91869	-93.0838	W side of Gorman in between Annapolis and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
967	44.91779	-93.0838	W side of Gorman in between Haskell and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
968	44.91595	-93.0837	W side of Gorman in between Bernard and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
969	44.9129	-93.0837	W side of Gorman in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
970	44.9132	-93.0834	E Side of Gorman in between Butler and Arion	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
971	44.91566	-93.0835	E Side of Gorman in between Arion and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
972	44.91707	-93.0835	E Side of Gorman in between Bernard and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
973	44.91855	-93.0835	E Side of Gorman in between Haskell and Annapolis	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
974	44.91927	-93.085	E Side of Humboldt in between Annapolis and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
975	44.91737	-93.0849	E Side of Humboldt in between Haskell and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
976	44.91552	-93.0849	E Side of Humboldt in between Bernard and Arion	Sidewalk Survey	Yes	Yes	Yes	No	Yes	Yes	No	No	3
977	44.91289	-93.0849	E Side of Humboldt in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
978	44.91358	-93.0852	W side of Humboldt in between Arion and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
979	44.91539	-93.0852	W side of Humboldt in between Arion and Bernard	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
980	44.91646	-93.0852	W side of Humboldt in between Bernard and Haskell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2







1086	44.9144	-93.0874	S Side of Arion in between Hall and Stryker	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1087	44.90639	-93.0851	S Side of Logan in between Hall and Amelia	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1088	44.9069	-93.0832	S Side of Logan in between Amelia and Livingston	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1089	44.90705	-93.0835	N Side of Logan in between Gorman and Livingston	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1090	44.90749	-93.0839	E Side of Gorman in between Logan and Moreland	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	Yes	No	2
1091	44.90724	-93.084	W side of Gorman in between Logan and Moreland	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1092	44.90685	-93.0842	N Side of Logan in between Gorman and Amelia	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1093	44.90704	-93.0848	E Side of Amelia ct	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	No	3
1094	44.90689	-93.0849	W side of Amelia ct	Sidewalk Survey	Yes	No	No	Yes	Yes	Yes	Yes	No	3
1095	44.90646	-93.0854	N Side of Logan in between Hall and Amelia	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	Yes	2
1096	44.90629	-93.0869	S Side of Logan in between Hall and Stryker	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1097	44.89786	-93.0672	SW side of W Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1098	44.89782	-93.0665	SE side of W Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1099	44.8978	-93.0656	SW side of E Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1100	44.89784	-93.0651	SE side of E Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1101	44.89806	-93.065	NE side of E Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1102	44.89814	-93.0655	NW side of E Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1103	44.89816	-93.0665	NE side of W Wentworth round about	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1104	44.89818	-93.0669	NW side of W Wentworth round	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1105	44.90155	-93.0952	S Side of Thompson in between Charlton and Allen	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1106	44.8998	-93.0798	N Side of Crawford Dr in front of discount tire	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
1107	44.89952	-93.0786	W part of Crawford drive N of Wentworth-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1108	44.89925	-93.0787	W part of Crawford drive N of Wentworth-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1109	44.8988	-93.0784	E side of Crawford Dr N of Wentworth-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1110	44.89841	-93.0783	E Side of Crawford Dr N of Wentworth-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1111	44.89812	-93.0788	N Side of Wentworth in between Robert and Crawford	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1112	44.89812	-93.0777	N Side of Wentworth in between Crawford and Oakdale-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1113	44.89817	-93.0763	N Side of Wentworth in between Crawford and Oakdale-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1114	44.8981	-93.0727	N Side of Wentworth in between Crawford and Oakdale-3	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1115	44.89451	-93.0802	N Side of Lothenbach in between Robert and Marthaler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1116	44.91043	-93.0814	S Side of Orme in between Robert and Livingston	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1117	44.91066	-93.0814	N Side of Orme in between Robert and Livingston	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1118	44.91091	-93.0818	E Side of Livingston in between Orme and Butler	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1119	44.8998	-93.0882	S Side of Carmel in between Thompson and	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1120	44.89084	-93.0676	N Side of Marie in front of public works building-1	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1121	44.89085	-93.0681	N Side of Marie in front of the public works building-2	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1122	44.91682	-93.0676	sidewalk that connects Mainzer	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
1123	44.90169	-93.0929	N Side of Thompson in between Allen and Bellows	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	No	No	3

1124	44.9017	-93.0918	N Side of Thompson in between Bellows and Bidwell	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1125	44.90169	-93.0895	N Side of Thompson in between Bidwell and Valleyview	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1126	44.90071	-93.0881	N Side of Thompson in between Valleyview and Carmel	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1127	44.90008	-93.0865	N Side of Thompson in between Carmel and Humboldt	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1128	44.9006	-93.0846	N Side of Thompson in between Humboldt and Livingston	Sidewalk Survey	Yes	Yes	Yes	No	Yes	Yes	Yes	No	2
1129	44.90161	-93.081	N Side of Thompson in between Livingston and Robert	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1130	44.90163	-93.0796	N Side of Thompson in between Robert and Carrie	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1131	44.89997	-93.0872	S Side of Thompson in between Carmel and Humboldt	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
1132	44.90142	-93.0881	E Side of Valleyview	Sidewalk Survey	Yes	Yes	No	Yes	Yes	Yes	Yes	No	2
1133	44.8981	-93.0942	N Side of Wentworth in between Charlton and Bellows	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
1134	44.88466	-93.0843	E Side of Livingston in between crusader and Mendota	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
1135	44.8998	-93.0847	E Side of Humboldt in between Wentworth and Thompson	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1136	44.89816	-93.0838	N Side of Wentworth in between Humboldt and Livingston	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
1137	44.8981	-93.0811	N Side of Wentworth in between Livingston and Robert	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	No	No	2
1138	44.89756	-93.0854	W side of Humboldt in between Kraft and Wentworth	Sidewalk Survey	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1

**Total # Surveyed: 474**  
**Total # Compliant: 75**  
**% Compliant: 15.8%**

ObjectID	Lat	Lon	Name	Description	If the sidewalk/trail crosses a curb, is there a curb ramp?	Is the running slope of the curb ramp no steeper than 8.3%?	Is the cross slope of curb ramp, excluding flares, no steeper than 2%?	Is the curb ramp, excluding flares, at least 36 in. wide?	Is the landing at least 48 in. square with a cross slope less than 2% in any direction?	If curb ramp flares are present, are they no steeper than 10%?	Are there detectable warnings that extend the full width of the curb ramp?	Are approximately 75% of the truncated domes in good condition?	Do the truncated domes contrast visually with adjacent walking surfaces?	
1	44.91241	-93.0998	Butler/Seminole SW	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	7
2	44.91607	-93.1017	Dodd and Smith SE-2	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	7
4	44.91954	-93.0806	Annapolis and Robert SE 1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
6	44.91796	-93.0852	SW Haskell and Humboldt	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
7	44.89074	-93.1058	SE Marie and Delaware	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
8	44.91962	-93.1057	SE Annapolis and Delaware 6	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
9	44.91962	-93.1059	SW Annapolis and Delaware	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	No	5
10	44.91976	-93.1059	NW Annapolis and Delaware	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
11	44.91977	-93.1057	NE Annapolis and Delaware	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
12	44.91345	-93.1057	NE Delaware and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	Yes	No	Yes	5
13	44.91416	-93.1047	NW Cherokee and Dodd	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
14	44.91389	-93.1047	SW Cherokee and Dodd	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
15	44.91407	-93.1045	SE Cherokee and Dodd	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
16	44.91436	-93.1045	NE Cherokee and Dodd	Ped Ramp	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
17	44.91802	-93.1045	SE Cherokee and Mina	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
18	44.91811	-93.1045	NE Cherokee and Mina	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
19	44.9196	-93.1045	SE Cherokee and Annapolis	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
20	44.9196	-93.1047	SW Annapolis and Cherokee	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
21	44.91975	-93.1047	NW Annapolis and Cherokee	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
22	44.91976	-93.1045	NE Annapolis and Cherokee	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
23	44.91974	-93.1033	NW Annapolis and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
24	44.91974	-93.1031	NE Annapolis and Ottawa-1	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
25	44.91973	-93.1031	NE Annapolis and Ottawa-2	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
26	44.9196	-93.1031	SE Annapolis and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
27	44.9196	-93.1033	SW Annapolis and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
28	44.91811	-93.1033	NE Mina and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
29	44.9181	-93.1031	NW Mina and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
30	44.91799	-93.1031	SW Mina and Ottawa	Ped Ramp	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
31	44.91799	-93.1033	SE Mina and Ottawa	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
32	44.91521	-93.1032	NW Dodd and Ottawa-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
33	44.91512	-93.1033	NW Dodd and Ottawa-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
34	44.91492	-93.1033	SW Dodd and Ottawa	Ped Ramp	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	3
35	44.91502	-93.1031	SE Dodd and Ottawa	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
36	44.91532	-93.1031	NE Dodd and Ottawa I	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
37	44.91616	-93.1019	NW Dodd and Smith-1	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
38	44.91619	-93.1019	NW Dodd and Smith-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
39	44.91632	-93.1017	NE Dodd and Smith	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
40	44.91611	-93.1017	SE Dodd and Smith	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
41	44.91586	-93.1019	SW Dodd and Smith	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
42	44.91959	-93.1019	SW Annapolis and Smith	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7

43	44.91973	-93.1019	NW Annapolis and Smith	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	No	Yes	4
44	44.91972	-93.1017	NE Annapolis and Smith	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
45	44.91958	-93.1017	SE Annapolis and Smith	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	7
46	44.91855	-93.1017	NE Dewerff and Smith	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
47	44.91841	-93.1017	SE Dewerff and Smith	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
48	44.91809	-93.1019	NW Mina and Smith	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
49	44.91797	-93.1019	SW Mina and Smith	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
50	44.91661	-93.1017	NE Bernard and Smith	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	3
51	44.91647	-93.1017	SE Bernard and Smith	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	No	Yes	4
52	44.91646	-93.1015	SW Bernard and Dodd	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	No	Yes	4
53	44.91642	-93.1012	SE Bernard and Dodd-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
54	44.91644	-93.1012	SE Bernard and Dodd-2	Ped Ramp	Yes	No	No	Yes	No	No	Yes	No	Yes	5
55	44.91654	-93.101	NE Bernard and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
56	44.91704	-93.1007	SW Manomin and Dodd	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5
57	44.91717	-93.1005	NW Manomin and Dodd	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
58	44.91741	-93.0998	SE Seminole and Dodd	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
59	44.91761	-93.0995	NE Hedge and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
60	44.91873	-93.0977	SE Dodd and Ohio	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
61	44.91882	-93.0976	NE Dodd and Ohio	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
62	44.91878	-93.098	Hurley and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
63	44.9191	-93.0975	NW Ohio and Dodd	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
64	44.9196	-93.0967	SW Annapolis and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
65	44.91959	-93.0963	SE Annapolis and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
66	44.91959	-93.0962	SW Annapolis and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
67	44.91958	-93.096	SE Annapolis and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
68	44.91974	-93.096	NE Annapolis, Dodd, and Charlt	Ped Ramp	Yes	Yes	No	No	Yes	No	No	No	No	6
69	44.91962	-93.0975	SE Annapolis and Ohio	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
70	44.91963	-93.0978	SW Annapolis and Ohio	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
71	44.91978	-93.0977	NW Annapolis and Ohio	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
72	44.91978	-93.0975	NE Annapolis and Ohio	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
73	44.91971	-93.1005	NE Annapolis and Manomin	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
74	44.91972	-93.1007	NW Annapolis and Manomin	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
75	44.91957	-93.1007	SW Annapolis and Manomin	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
76	44.91956	-93.1005	SE Annapolis and Manomin	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
77	44.9184	-93.1007	Dewerff and Manomin	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
78	44.92224	-93.0926	SE Belvidere and Dodd	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
79	44.92237	-93.0925	NE Belvidere the and Dodd	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
80	44.92277	-93.0926	SW Curtis and Dodd	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
81	44.92288	-93.0925	NW Curtis and Dodd	Ped Ramp	Yes	Yes	No	No	Yes	Yes	No	No	No	5
82	44.92195	-93.0929	NW Winona and Dodd	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
83	44.92184	-93.093	SW Winona and Dodd	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
84	44.92155	-93.093	NW Winona and Allen	Ped Ramp	No	No	No	No	No	No	No	No	No	9
85	44.92145	-93.0931	SW Winona and Allen	Ped Ramp	Yes	No	No	No	Yes	No	No	No	No	7
86	44.92143	-93.0929	SE Winona and Allen	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
87	44.92154	-93.0929	NE Winona and Allen	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
88	44.92291	-93.0944	NW Curtis and Waseca	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
89	44.92291	-93.0942	NE Waseca and Curtis	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4

90	44.92277	-93.0943	SE Waseca and Curtis	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
91	44.92277	-93.0944	SW Waseca and Curtis	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
92	44.92198	-93.0943	NE Winona and Waseca	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
93	44.92198	-93.0944	NW Winona and Waseca	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
94	44.92198	-93.096	NE Winona and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
95	44.92184	-93.096	SE Winona and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
96	44.92178	-93.0962	NW Winona and Charlton	Ped Ramp	Yes	No	No	No	No	Yes	Yes	Yes	Yes	4
97	44.92164	-93.0962	SW Winona and Charlton	Ped Ramp	Yes	No	No	No	No	No	Yes	Yes	Yes	5
98	44.9208	-93.0961	NW Wyoming and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	2
99	44.92066	-93.0962	SW Wyoming and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
100	44.92264	-93.0962	SW Curtis and Charlton	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
101	44.92277	-93.0962	NW Curtis and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
102	44.92278	-93.096	SE Curtis and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
103	44.92291	-93.096	NE Curtis and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
104	44.92141	-93.0921	SE Winona and Deppe	Ped Ramp	Yes	Yes	Yes	No	No	Yes	No	No	No	5
105	44.92141	-93.0919	SE Winona and Deppe	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5
106	44.92141	-93.091	SW Winona and Bidwell	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
107	44.91976	-93.091	NW Annapolis and Bidwell	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
108	44.91961	-93.0911	SW Annapolis and Bidwell	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
109	44.91961	-93.0908	SE Annapolis and Bidwell	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
110	44.91959	-93.0923	SE Annapolis and Bellows-1	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
111	44.9196	-93.0923	SE Annapolis and Bellows-2	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
112	44.91959	-93.0926	SW Annapolis and Bellows	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
113	44.91975	-93.0921	NW Annapolis and Deppe	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
114	44.91974	-93.0919	NE Annapolis and Deppe	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
115	44.91974	-93.0935	NE Annapolis and Allen	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
116	44.91973	-93.0937	NW Annapolis and Allen-1	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
117	44.91972	-93.0937	NW Annapolis and Allen-2	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
118	44.91957	-93.0938	SW Annapolis and Allen	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
119	44.91957	-93.0936	SE Annapolis and Allen-1	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
120	44.91959	-93.0935	SE Annapolis and Allen-2	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
121	44.91962	-93.0896	W Annapolis and Winslow	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
122	44.91961	-93.0896	W Annapolis and Winslow-2	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
123	44.91962	-93.0894	E Annapolis and Winslow	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
124	44.91961	-93.0882	E Annapolis and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
125	44.91963	-93.0879	E , and Stryker	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
126	44.91962	-93.0867	W Annapolis and Hall-1	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
127	44.9196	-93.0867	W Annapolis and Hall-2	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
128	44.91961	-93.0864	E Annapolis and Hall-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
129	44.91961	-93.0864	E Annapolis and Hall-2	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
130	44.91959	-93.0852	W Annapolis and Humboldt	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
131	44.91959	-93.085	E Annapolis and Humboldt	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
132	44.91958	-93.0838	E Annapolis and Gorman	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
133	44.91959	-93.0835	E Annapolis and Humboldt	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
134	44.91957	-93.0823	W Annapolis and Livingston	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
135	44.91957	-93.082	E Annapolis and Livingston	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
136	44.91952	-93.0766	W Annapolis and Oakdale	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3

137	44.91952	-93.0764	E Annapolis and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
138	44.91949	-93.0717	W Annapolis and Wallner	Ped Ramp	Yes	No	Yes	Yes	Yes	No	No	No	No	5
139	44.91949	-93.0715	E Annapolis and Wallner	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
140	44.91768	-93.0731	SW Haskell and Carrie	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
141	44.91783	-93.073	NW Haskell and Carrie	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
142	44.91785	-93.0761	NW Haskell and Oakdale	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
143	44.91772	-93.0761	SE Haskell and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
144	44.91772	-93.0763	SW Haskell and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
145	44.91786	-93.0764	NW Haskell and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
146	44.91868	-93.0717	NW Hurley and Wallner	Ped Ramp	Yes	Yes	Yes	No	Yes	No	No	No	No	5
147	44.91858	-93.0717	SW Hurley and Wallner	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5
148	44.91869	-93.0715	NE Hurley and Wallner	Ped Ramp	No	No	No	No	No	No	No	No	No	9
149	44.91858	-93.0715	SE Hurley and Wallner	Ped Ramp	No	No	No	No	No	No	No	No	No	9
150	44.9187	-93.0729	NE Hurley and Carrie	Ped Ramp	Yes	No	No	Yes	Yes	No	No	No	No	6
151	44.9187	-93.073	NW Hurley and Carrie	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
152	44.91859	-93.073	SW Hurley and Carrie	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
153	44.9186	-93.0729	SE Hurley and Carrie	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
154	44.91876	-93.0765	NW Hurley and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
155	44.91872	-93.0763	NE Hurley and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
156	44.91863	-93.0765	SW Hurley and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
157	44.91862	-93.0762	SE Hurley and Oakdale	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
158	44.91681	-93.0731	SW Mainzer and Carrie	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
159	44.91693	-93.0731	NW Mainzer and Carrie	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	2
160	44.91687	-93.073	E Mainzer and Carrie	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
161	44.91682	-93.0761	SE Mainzer and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	2
162	44.91694	-93.0761	NE Mainzer and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
163	44.91695	-93.0763	NW Mainzer and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	2
164	44.91683	-93.0763	SW Mainzer and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
165	44.9159	-93.069	E Bernard and Felix	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
166	44.9159	-93.0693	W Bernard and Felix	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
167	44.91589	-93.0703	SE Bernard and Sperl	Ped Ramp	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	2
168	44.91588	-93.0705	SW Bernard and Sperl	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
169	44.91604	-93.0705	NW Bernard and Sperl	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
170	44.91589	-93.0729	SE Bernard and Carrie	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	7
171	44.91605	-93.073	NE Bernard and Carrie	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
172	44.91605	-93.0731	NW Bernard and Carrie	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
173	44.9159	-93.0731	SW Bernard and Carrie	Ped Ramp	Yes	No	No	Yes	Yes	No	No	No	No	6
174	44.91593	-93.076	SE Bernard and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
175	44.91604	-93.076	NE Bernard and Oakdale	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
176	44.91605	-93.0762	NW Bernard and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
177	44.91592	-93.0762	SW Bernard and Oakdale	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
178	44.91593	-93.0776	E Bernard and Mac-Arthur	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
179	44.91593	-93.0778	W Bernard and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
180	44.91594	-93.0791	E Bernard and Kruse	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
181	44.91594	-93.0793	W Bernard and Kruse	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
182	44.91589	-93.0716	E Bernard and Wallner	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
183	44.91588	-93.0718	W Bernard and Wallner	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6

184	44.91332	-93.0654	Stanley and Waterloo	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
185	44.91409	-93.0654	Arion and Waterloo	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
186	44.91424	-93.069	E Arion and Felix	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
187	44.91423	-93.0693	W Arion and Felix	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
188	44.91424	-93.0703	Arion and Sperl	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
189	44.91244	-93.0705	NW Butler and Sperl	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
190	44.91227	-93.0705	SW Butler and Sperl	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
191	44.91157	-93.0692	Thompson Park 1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
192	44.91084	-93.0686	Thompson Park 2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
193	44.90989	-93.068	Thompson Park 3	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
194	44.90979	-93.0679	Thompson Park 4	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
195	44.91245	-93.0729	NE Butler and Carrie	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
196	44.91245	-93.0731	NW Butler and Carrie	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
197	44.9123	-93.0731	SW Butler and Carrie	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
198	44.9123	-93.0729	SE Butler and Carrie	Ped Ramp	Yes	No	No	Yes	Yes	No	No	No	No	6
199	44.91245	-93.0756	NE Butler and Oakdale-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
200	44.91246	-93.0758	NW Butler and Oakdale-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
201	44.91245	-93.0758	NW Butler and Oakdale-2	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
202	44.91232	-93.0758	SW Butler and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
203	44.9123	-93.0756	SE Butler and Oakdale-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
204	44.91232	-93.0786	E Butler and Kruse	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
205	44.9123	-93.0788	W Butler and Kruse	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
206	44.91232	-93.0795	E Butler and Westchester	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
207	44.91232	-93.0796	W Butler and Westchester	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
208	44.91232	-93.0756	SE Butler and Oakdale-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
209	44.91244	-93.0756	NE Butler and Oakdale-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
210	44.91323	-93.0757	SE Stanley and Oakdale	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
211	44.91334	-93.0757	NE Stanley and Oakdale	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	2
212	44.91335	-93.0759	NW Stanley and Oakdale	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
213	44.91322	-93.0759	SW Stanley and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
214	44.91411	-93.0758	SE Arion and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
215	44.91425	-93.0758	NE Arion and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
216	44.91426	-93.076	NW Arion and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
217	44.91413	-93.076	SW Arion and Oakdale	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
218	44.91427	-93.0776	E Arion and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
219	44.91427	-93.0778	W Arion and Mac-Arthur	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
220	44.91428	-93.0791	E Arion and Kruse	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
221	44.91428	-93.0793	W Arion and Kruse	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
222	44.91515	-93.0759	NE Roeller and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
223	44.91503	-93.0759	SE Roeller and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
224	44.91501	-93.0761	SW Roeller and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
225	44.91516	-93.0761	NW Roeller and Oakdale	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
226	44.91158	-93.0757	N Conver and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
227	44.91146	-93.0757	S Conver and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
228	44.90978	-93.0756	N Westchester and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
229	44.90965	-93.0756	S Westchester and Oakdale	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
230	44.90886	-93.0756	NW Moreland and Oakdale	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4

231	44.90891	-93.0755	NE Moreland and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
234	44.91058	-93.0796	NW Orme and Westchester	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
235	44.91058	-93.0794	NE Orme and Westchester	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
236	44.91044	-93.0793	SW Orme and Westchester	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
237	44.91048	-93.0791	SE Orme and Westchester	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
238	44.90979	-93.078	W Westchester and Mac-Arthur	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
239	44.90978	-93.0778	E Westchester and Mac-Arthur	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
240	44.91063	-93.0775	S Altman and Mac-Arthur	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
241	44.91076	-93.0775	N Altman and Mac-Arthur	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
242	44.91145	-93.0786	S Conver and Kruse	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
243	44.91161	-93.0786	N Conver and Kruse	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
244	44.91144	-93.0777	W Conver and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
245	44.91145	-93.0775	E Conver and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
246	44.90525	-93.0795	NW Emerson and Kruse	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	1
247	44.90692	-93.0795	Logan and Kruse	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
248	44.90704	-93.0782	W Logan and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
249	44.90704	-93.078	E Logan and Mac-Arthur	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
250	44.90704	-93.0769	W Logan and Calumet	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
251	44.90704	-93.0767	E Logan and Calumet	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
252	44.90872	-93.0782	W Moreland and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
253	44.90871	-93.078	E Moreland and Mac-Arthur	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
254	44.90872	-93.0769	W Moreland and Calumet	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
255	44.90873	-93.0767	E Moreland and Calumet	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
256	44.90522	-93.0703	N Emerson and Sperl	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
257	44.9051	-93.0703	S Emerson and Sperl	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
258	44.89787	-93.0695	SE Wentworth and meadow	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
259	44.89787	-93.0696	SW Wentworth and Meadow	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
260	44.8979	-93.0714	SW Wentworth and Oakdale	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	2
261	44.89808	-93.0717	NW Wentworth and Oakdale	Ped Ramp	Yes	No	Yes	No	No	Yes	Yes	No	Yes	4
262	44.8979	-93.0674	SW Wentworth-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
263	44.89789	-93.0671	SW Wentworth-2	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
264	44.89796	-93.0671	W median Wentworth-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
265	44.89798	-93.0671	W median Wentworth-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
266	44.89806	-93.0671	NW Wentworth-1	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
267	44.89823	-93.0668	NW Waterloo	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
268	44.89819	-93.0667	NE Waterloo	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
269	44.89772	-93.0668	SW Waterloo	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
270	44.89774	-93.0667	SE Waterloo	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
271	44.89819	-93.0654	NW E Wentworth round about	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
272	44.89821	-93.0652	NE E Wentworth round about-1	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
273	44.89803	-93.065	NE E Wentworth round about-2	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
274	44.89796	-93.065	E Wentworth round about med	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
275	44.89795	-93.065	E Wentworth round about-2	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
276	44.89788	-93.065	SE E Wentworth round about-1	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
277	44.8977	-93.0653	SE E Wentworth round about-2	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
278	44.89773	-93.0654	SW E Wentworth round about	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
279	44.89804	-93.0675	NW Wentworth-2	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1



328	44.91437	-93.0997	N Arion and Seminole	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
329	44.89972	-93.1007	Runge Lane Trail curb	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
330	44.89979	-93.0985	Runge and Galvin trail curb	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
331	44.89976	-93.0922	S Bellows and Carmel	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
332	44.89991	-93.0922	N Bellows and Carmel	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
333	44.89958	-93.0921	Mt Carmel Manner Bellow st sic	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
334	44.89812	-93.0926	Wentworth and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
335	44.89978	-93.0917	Mt Carmel Manner Carmel st si	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
336	44.89989	-93.0915	Carmel N apartment sidewalk	Ped Ramp	No	No	No	No	No	No	No	No	No	9
337	44.89989	-93.0896	NE Carmel st apartment sidewa	Ped Ramp	No	No	No	No	No	No	No	No	No	9
338	44.8999	-93.0889	NE Carmel st apartment sidewa	Ped Ramp	No	No	No	No	No	No	No	No	No	9
339	44.90012	-93.0876	S Thompson and Carmel	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
340	44.90023	-93.0875	N Thompson and Carmel	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
341	44.91747	-93.0962	S Hedge and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
342	44.91759	-93.0962	N Hedge and Charlton	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
343	44.91618	-93.0962	NW Bernard and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
344	44.91617	-93.096	NE Bernard and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
345	44.91603	-93.096	SE Bernard and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
346	44.91602	-93.0962	SW Bernard and Charlton	Ped Ramp	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
347	44.91427	-93.0959	Arion and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
348	44.91254	-93.0961	NW Butler and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
349	44.91253	-93.0959	NE Butler and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
350	44.91239	-93.0961	SW Butler and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
351	44.91238	-93.0959	SE Butler and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
352	44.91071	-93.0961	N Orme and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
353	44.91059	-93.0961	S Orme and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
354	44.9089	-93.0961	NW Moreland and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
355	44.9089	-93.0959	NE Moreland and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
356	44.90876	-93.0959	SE Moreland and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
357	44.90876	-93.0961	SW Moreland and Charlton	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	7
358	44.90701	-93.0959	N Logan and Charlton	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
359	44.90689	-93.0959	S Logan and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
360	44.90528	-93.0961	NW Emerson and Charlton	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
361	44.90528	-93.0959	NE Emerson and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
362	44.90514	-93.0959	SE Emerson and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
363	44.90392	-93.0959	N Langer and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
364	44.9038	-93.0959	S Langer and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
365	44.90313	-93.0959	N Edith and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
366	44.90299	-93.0959	S Edith and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
367	44.90169	-93.0959	N Thompson and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
368	44.90156	-93.0959	S Thompson and Charlton	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
369	44.89811	-93.0959	N Wentworth and Charlton-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
370	44.8981	-93.0959	N Wentworth and Charlton-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
371	44.89797	-93.0959	S Wentworth and Charlton	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
372	44.89586	-93.0958	N Minea and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
373	44.89573	-93.0958	S Minea and Charlton	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
374	44.89444	-93.0959	N Kraft and Charlton	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1

375	44.89441	-93.0959	S Kraft and Charlton	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
376	44.89091	-93.0966	NE Marie and Charlton-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
377	44.89094	-93.0968	NW Marie and Charlton-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
378	44.89091	-93.097	NW Marie and Charlton-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
379	44.89079	-93.0972	SW Marie and Charlton-1	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
380	44.89076	-93.0971	SW Marie and Charlton-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
381	44.88408	-93.0998	N Charlton and West Mendota	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
382	44.88392	-93.0998	S Charlton and West Mendota	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
383	44.89076	-93.0968	SE Marie and Charlton-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
384	44.89077	-93.0968	SE Marie and Charlton-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
385	44.89088	-93.0966	NE Marie and Charlton-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
386	44.91617	-93.0986	E Galvin and Bernard	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
387	44.91617	-93.0984	E Galvin and Bernard	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
388	44.91603	-93.0973	W Bernard and Ohio	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	3
389	44.91602	-93.0971	E Bernard and Ohio	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
390	44.91435	-93.0973	N Arion and Ohio	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
391	44.91425	-93.0973	S Arion and Ohio	Ped Ramp	Yes	No	Yes	No	No	Yes	No	No	No	6
392	44.91254	-93.0973	NW Ohio and Butler	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
393	44.91239	-93.0973	SE Ohio and Butler	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
394	44.91255	-93.0971	NE Ohio and Butler	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	2
395	44.9124	-93.0971	SE Ohio and Butler	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
396	44.89078	-93.0909	W Marie and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
397	44.89078	-93.0907	E Marie and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
398	44.89077	-93.0899	W Marie and Duck Pond	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
399	44.89077	-93.0897	E Marie and Duck Pond	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
400	44.89078	-93.0875	W Marie and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
401	44.89078	-93.0873	E Marie and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
402	44.89078	-93.0832	SW Marie and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
403	44.89093	-93.0831	NE Marie and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
404	44.8908	-93.083	SE Marie and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
405	44.88519	-93.0871	Stryker Dakota County Northern	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
406	44.88844	-93.0761	Carol Southview Park trail entrance	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
407	44.88876	-93.0746	Westview Southview Park trail entrance	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
408	44.88372	-93.0845	W Mendota and Livingston	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
409	44.88373	-93.0842	E Mendota and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
410	44.88402	-93.0842	S South Sidewalk off Livingston	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
411	44.88415	-93.0842	N South Sidewalk off Livingston	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	2
412	44.88631	-93.0836	S North Sidewalk off Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
413	44.8864	-93.0835	N North Sidewalk off Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
414	44.89007	-93.0973	N Oakview trail entrance	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
415	44.89438	-93.0917	Kraft and Bellows Trail entrance	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
416	44.89438	-93.0908	S Kraft Trail entrance	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
417	44.89451	-93.0908	N Kraft Trail entrance	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
418	44.90892	-93.0973	W Moreland and Ohio	Ped Ramp	Yes	No	Yes	Yes	Yes	No	No	No	No	5
419	44.90892	-93.0971	E Moreland and Ohio	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
420	44.90893	-93.0984	E Moreland and Galvin	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
421	44.90893	-93.0986	W Moreland and Galvin	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5

422	44.91494	-93.0985	NW Haskell and Allen	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
423	44.91801	-93.094	NW Haskell and Allen	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	No	5
424	44.91801	-93.0938	NE Haskell and Allen	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	3
425	44.91789	-93.094	SW Haskell and Allen	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	No	5
426	44.9179	-93.0938	SE Haskell and Allen	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	No	5
427	44.91802	-93.0925	NW Haskell and Bellows	Ped Ramp	Yes	No	Yes	Yes	Yes	No	No	No	No	No	5
428	44.91802	-93.0923	NE Haskell and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	No	5
429	44.91791	-93.0926	SW Haskell and Bellows	Ped Ramp	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	4
430	44.91791	-93.0923	SE Haskell and Bellows	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	No	7
431	44.91803	-93.0911	NW Haskell and Bidwell	Ped Ramp	Yes	Yes	Yes	No	No	Yes	No	No	No	No	5
432	44.91803	-93.0908	NE Haskell and Bidwell	Ped Ramp	Yes	Yes	No	No	No	Yes	No	No	No	No	6
433	44.91793	-93.0908	SE Haskell and Bidwell	Ped Ramp	Yes	No	No	No	No	No	No	No	No	No	8
434	44.91792	-93.0911	SW Haskell and Bidwell	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
435	44.91803	-93.0896	NW Haskell and Winslow	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	No	7
436	44.91803	-93.0893	NE Haskell and Bidwell	Ped Ramp	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	4
437	44.91794	-93.0893	SE Haskell and Winslow	Ped Ramp	Yes	Yes	Yes	No	No	No	No	No	No	No	6
438	44.91793	-93.0896	SW Haskell and Winslow	Ped Ramp	Yes	Yes	Yes	No	No	No	No	No	No	No	6
439	44.91806	-93.0882	NW Haskell and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2
440	44.91806	-93.0879	NE Haskell and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2
441	44.91794	-93.0879	SE Haskell and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2
442	44.91794	-93.0882	SW Haskell and Stryker	Ped Ramp	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	3
443	44.91806	-93.0867	NW Haskell and Hall	Ped Ramp	Yes	No	Yes	No	Yes	No	No	No	No	No	6
444	44.91805	-93.0864	NE Haskell and hall	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	No	7
445	44.91797	-93.0864	SE Haskell and Hall	Ped Ramp	Yes	No	Yes	No	No	Yes	No	No	No	No	6
446	44.91796	-93.0867	SW Haskell and Hall	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	No	7
447	44.91804	-93.0852	NW Haskell and Humboldt	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	4
448	44.91806	-93.085	NE Haskell and Humboldt	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	No	7
449	44.91796	-93.0849	SE Haskell and Humboldt-1	Ped Ramp	Yes	No	No	No	No	No	No	No	No	No	8
450	44.91794	-93.085	SE Haskell and Humboldt-2	Ped Ramp	Yes	No	Yes	No	Yes	No	No	No	No	No	6
451	44.91806	-93.0837	NW Haskell and Gorman	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
452	44.91793	-93.0838	SW Haskell and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
453	44.91805	-93.0835	NE Haskell and Gorman	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	No	6
454	44.91795	-93.0835	SE Haskell and Gorman	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	No	7
455	44.91805	-93.0823	NW Haskell and Livingston	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	No	5
456	44.91805	-93.082	NE Haskell and Livingston	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	No	5
457	44.91793	-93.0823	SW Haskell and Livingston	Ped Ramp	Yes	No	No	No	No	No	No	No	No	No	8
458	44.91791	-93.082	SE Haskell and Livingston-1	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	No	6
459	44.91619	-93.094	NW Bernard and Allen	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	1
460	44.91619	-93.0938	NE Bernard and Allen	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	3
461	44.91604	-93.0939	SE Bernard and Allen	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2
462	44.91604	-93.0938	SW Bernard and Allen-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
463	44.91619	-93.0925	NW Bernard and Bellows	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2
464	44.91619	-93.0923	NE Bernard and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	1
465	44.91607	-93.0923	SE Bernard and Bellows	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2
466	44.91619	-93.0911	NW Bernard and Bidwell	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	2
467	44.9162	-93.0908	NE Bernard and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	1
468	44.91607	-93.0908	SE Bernard and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	1

469	44.91607	-93.0911	SW Bernard and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	2
470	44.91621	-93.0896	NW Bernard and Winslow	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
471	44.91621	-93.0894	NE Bernard and Winslow	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
472	44.91607	-93.0894	SE Bernard and Winslow	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
473	44.91608	-93.0896	SW Bernard and Winslow	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
474	44.91621	-93.0881	NW Bernard and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	2
475	44.9162	-93.0879	NE Bernard and Stryker	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
476	44.91607	-93.0879	SE Bernard and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
477	44.91607	-93.0881	SW Bernard and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
478	44.9162	-93.0867	NW Bernard and Hall	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
479	44.9162	-93.0864	NE Bernard and Hall	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
480	44.91607	-93.0864	SE Bernard and Hall	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	4
481	44.91607	-93.0867	SW Bernard and Hall	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
482	44.9162	-93.0852	NW Bernard and Humboldt	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
483	44.9162	-93.0849	NE Bernard and Humboldt-1	Ped Ramp	Yes	Yes	Yes	No	Yes	No	No	No	No	5
484	44.91606	-93.0849	SE Bernard and Humboldt-1	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
485	44.91607	-93.0852	SW Bernard and Humboldt-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
486	44.91618	-93.0837	NW Bernard and Gorman	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
487	44.91619	-93.0835	NE Bernard and Gorman-1	Ped Ramp	Yes	Yes	No	No	Yes	No	No	No	No	6
488	44.91605	-93.0835	SE Bernard and Gorman-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
489	44.91605	-93.0837	SW Bernard and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
490	44.91618	-93.0823	NW Bernard and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
491	44.91618	-93.082	NE Bernard and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
492	44.91604	-93.082	SE Bernard and Livingston	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
493	44.91604	-93.0823	SW Bernard and Livingston-2	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
494	44.91792	-93.082	SE Haskell and Livingston-2	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
495	44.91604	-93.082	SE Bernard and Livingston-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
496	44.91604	-93.0822	SW Bernard and Livingston-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
497	44.91605	-93.0835	SE Bernard and Gorman-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
498	44.91619	-93.0835	NE Bernard and Gorman-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
499	44.91619	-93.0837	NW Bernard and Gorman-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
500	44.91605	-93.0837	SW Bernard and Gorman-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
501	44.91608	-93.0849	SE Bernard and Humboldt-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
502	44.91621	-93.085	NE Bernard and Humboldt-2	Ped Ramp	No	No	No	No	No	No	No	No	No	9
503	44.91621	-93.0852	NW Bernard and Humboldt-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
504	44.91606	-93.0852	SW Bernard and Humboldt-2	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
505	44.91603	-93.0938	SW Bernard and Allen-2	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
506	44.91706	-93.094	S Dakota and Allen	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
507	44.91715	-93.094	N Dakota and Allen	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
508	44.90025	-93.085	NE Thompson and Humboldt	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
509	44.90014	-93.0849	SE Thompson and Humboldt	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	3
510	44.90162	-93.0818	W Livingston and Thompson	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
511	44.90162	-93.0816	E Livingston and Thompson	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
512	44.91453	-93.082	NE Arion and Livingston-1	Ped Ramp	No	No	No	No	No	No	No	No	No	9
513	44.91451	-93.082	NE Arion and Livingston-2	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
514	44.9144	-93.082	SE Arion and Livingston	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	7
515	44.9144	-93.0823	SW Arion and Livingston	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6

516	44.91451	-93.0823	NW Arion and Livingston-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
517	44.91453	-93.0822	NW Arion and Livingston-2	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
518	44.91451	-93.0834	NE Arion and Gorman-2	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
519	44.91453	-93.0835	NW Arion and Gorman-1	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
520	44.91454	-93.0837	NW Arion and Gorman-1	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
521	44.91452	-93.0837	NW Arion and Gorman-2	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	No	5
522	44.91441	-93.0834	SE Arion and Gorman	Ped Ramp	Yes	No	No	No	No	No	No	No	No	No	8
523	44.91442	-93.0837	SW Arion and Gorman-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	4
524	44.9144	-93.0837	SW Arion and Gorman-2	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
525	44.91455	-93.0851	NW Arion and Humboldt-1	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	3
526	44.91453	-93.0852	NW Arion and Humboldt-2	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	4
527	44.91455	-93.0849	NE Arion and Humboldt	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	4
528	44.91441	-93.0849	SE Arion and Humboldt	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	No	6
529	44.91441	-93.0852	SW Arion and Humboldt	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
530	44.91441	-93.0864	SE Arion and Hall-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
531	44.91442	-93.0864	SE Arion and Hall-2	Ped Ramp	No	No	No	No	No	No	No	No	No	No	9
532	44.91454	-93.0864	NE Arion and Hall	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	No	5
533	44.91454	-93.0867	NW Arion and Hall	Ped Ramp	Yes	No	No	Yes	Yes	No	No	No	No	No	6
534	44.91442	-93.0867	SW Arion and Hall-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
535	44.9144	-93.0866	SW Arion and Hall-2	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	No	6
536	44.91453	-93.0878	NE Arion and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	4
537	44.91442	-93.0878	SE Arion and Stryker-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	No	6
538	44.91454	-93.0881	NW Arion and Stryker	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	No	7
539	44.91443	-93.0881	SW Arion and Stryker	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	No	7
540	44.91454	-93.0893	NE Arion and Willow	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	4
541	44.91457	-93.0896	NW Arion and Willow	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	4
542	44.91458	-93.0908	Arion and Bidwell	Ped Ramp	Yes	Yes	Yes	No	Yes	No	No	No	No	No	5
543	44.91253	-93.0937	NW Butler and Allen	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2
544	44.91253	-93.0935	NE Butler and Allen	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
545	44.91239	-93.0936	SW Butler and Allen	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
546	44.91238	-93.0933	SE Butler and Allen	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
547	44.91238	-93.0923	SW Butler and Bellow	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2
548	44.91238	-93.0921	SE Butler and Allen	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	3
549	44.91237	-93.091	SW Butler and Bidwell	Ped Ramp	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	3
550	44.91237	-93.0908	SE Butler and Bidwell	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	3
551	44.91252	-93.0908	NE Butler and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
552	44.9125	-93.0881	NW Butler and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2
553	44.9125	-93.0878	NE Butler and Stryker	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
554	44.91236	-93.0878	SE Butler and Stryker	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	3
555	44.91235	-93.088	SW Butler and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2
556	44.91249	-93.0866	NW Butler and Hall	Ped Ramp	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	2
557	44.91235	-93.0866	SW Butler and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	3
558	44.91235	-93.0864	SE Butler and Hall	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
559	44.91248	-93.0864	NE Butler and Hall-1	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2
560	44.9125	-93.0864	NE Butler and Hall-2	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	2
561	44.91249	-93.0851	W Butler and Hall	Ped Ramp	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
562	44.91248	-93.0849	E Butler and Hall	Ped Ramp	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	2

563	44.91249	-93.0837	W Butler and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
564	44.91248	-93.0834	E Butler and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
565	44.91247	-93.0822	NW Butler and Livingston	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
566	44.91247	-93.082	NE Butler and Livingston	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
567	44.91233	-93.082	SW Butler and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
568	44.91234	-93.0818	SE Butler and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
569	44.91441	-93.0879	SE Arion and Stryker-2	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
571	44.91387	-93.0904	E Bidwell	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
572	44.91385	-93.0908	W Bidwell	Ped Ramp	No	No	No	No	No	No	No	No	No	9
573	44.91373	-93.0907	School Loading dock	Ped Ramp	No	No	No	No	No	No	No	No	No	9
574	44.91251	-93.0891	E Butler School bus entrance	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5
575	44.91252	-93.0893	W Butler School bus entrance	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
576	44.91252	-93.0903	N BUTLER School sidewalk	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
577	44.91237	-93.0903	S Butler School sidewalk	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
578	44.91251	-93.091	NW Butler and Bidwell	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	1
579	44.91253	-93.0921	NE Butler and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
580	44.91253	-93.0923	NW Butler and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
581	44.91235	-93.0857	W Signal Hills Center Entrance	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
582	44.91234	-93.0855	E Signal Hills Center Entrance	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
583	44.91423	-93.093	N Arion	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
584	44.91413	-93.093	S Arion	Ped Ramp	No	No	No	No	No	No	No	No	No	9
585	44.9012	-93.0885	S Valley view and Thompson	Ped Ramp	Yes	No	No	Yes	No	Yes	No	No	No	6
586	44.90128	-93.0885	N Thompson and Valleyview	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
587	44.9017	-93.0908	E Thompson and Bidwell	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
588	44.9017	-93.091	W Thompson and Bidwell	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
589	44.90169	-93.0921	NE Thompson and Bellows	Ped Ramp	Yes	No	No	No	No	Yes	No	No	No	7
590	44.9017	-93.0923	NW Thompson and Bellows	Ped Ramp	Yes	No	Yes	No	No	Yes	No	No	No	6
591	44.90157	-93.0923	SW Thompson and Bellows	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
592	44.90169	-93.0934	NE Thompson and Allen	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	7
593	44.90155	-93.0934	SE Thompson and Allen	Ped Ramp	No	No	Yes	No	No	No	No	No	No	8
594	44.90155	-93.0936	SW Thompson and Allen	Ped Ramp	Yes	No	Yes	No	No	Yes	No	No	No	6
595	44.90891	-93.0935	W Moreland and Allen	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
596	44.90892	-93.0934	E Moreland and Allen	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	7
597	44.90891	-93.0923	W Moreland and Bellow	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
598	44.90891	-93.0921	E Moreland and Bellow	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
599	44.90891	-93.091	W Moreland and Bidwell	Ped Ramp	Yes	No	Yes	Yes	Yes	No	No	No	No	5
600	44.90891	-93.0908	E Moreland and Bidwell	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
601	44.9089	-93.0878	NW Moreland and Stryker-1	Ped Ramp	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	2
602	44.90888	-93.0878	NW Moreland and Stryker-2	Ped Ramp	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	2
603	44.90875	-93.0878	SW Moreland and Stryker	Ped Ramp	Yes	No	Yes	No	No	No	No	No	No	7
604	44.9089	-93.0876	NE Moreland and Stryker-1	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
605	44.90888	-93.0876	NW Moreland and Stryker-2	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
606	44.90875	-93.0876	SE Moreland and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
607	44.90889	-93.0865	NW Moreland and Hall-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
608	44.90887	-93.0865	NW Moreland and Hall-2	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
609	44.90875	-93.0865	SW Moreland and Hall	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
610	44.9089	-93.0863	NE Moreland and Hall-1	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6

611	44.90887	-93.0863	NE Moreland and Hall-2	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
612	44.90875	-93.0863	SE Moreland and Hall	Ped Ramp	Yes	No	No	No	No	No	No	No	No	8
613	44.90913	-93.0935	S Moreland Elementary Bus Exi	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	0
614	44.90926	-93.0936	N Moreland Elementary Bus Exi	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	2
615	44.91006	-93.0936	S Moreland Elementary Bus Ent	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
616	44.91024	-93.0936	N Moreland Elementary Bus En	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	1
617	44.91056	-93.0878	SW Orme and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
618	44.91069	-93.0878	NW Orme and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
619	44.91068	-93.0876	NE Orme and Stryker	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
620	44.91057	-93.0876	SE Orme and Stryker-1	Ped Ramp	Yes	Yes	No	Yes	No	No	No	No	No	6
621	44.91056	-93.0876	SE Orme and Stryker-2	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
622	44.91057	-93.0865	SE Orme and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
623	44.91068	-93.0865	NW Orme and Hall	Ped Ramp	Yes	Yes	No	Yes	Yes	No	No	No	No	5
624	44.91068	-93.0863	NE Orme and Hall	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4
625	44.91057	-93.0863	SE Orme and Hall	Ped Ramp	Yes	Yes	Yes	Yes	No	No	No	No	No	5
626	44.89812	-93.0785	W Wentworth and Crawford	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
627	44.89812	-93.0783	E Wentworth and Crawford	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
628	44.90701	-93.0837	E Logan and Gorman	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
629	44.90697	-93.0839	W Logan and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	Yes	No	No	No	5
630	44.90671	-93.0845	NE Logan and Amelia	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
631	44.90665	-93.0847	NW Logan and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	3
632	44.90652	-93.0846	SW Logan and Gorman	Ped Ramp	Yes	Yes	No	Yes	No	Yes	No	No	No	5
633	44.9066	-93.0844	SE Logan and Gorman	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
634	44.90644	-93.0864	NE Logan and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
635	44.90643	-93.0866	NW Logan and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
636	44.90631	-93.0866	SW Logan and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
637	44.90629	-93.0864	SE Logan and Hall	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
638	44.90643	-93.0879	NE Logan and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
639	44.90643	-93.0881	NW Logan and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
640	44.90631	-93.0879	SE Logan and Stryker	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
641	44.90555	-93.0895	W Imperial Heights Apartments	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
642	44.90555	-93.089	E Imperial Heights Apartments	Ped Ramp	Yes	No	Yes	Yes	No	No	No	No	No	6
643	44.89789	-93.0853	SW Wentworth and Humboldt	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
644	44.89789	-93.0852	SE Wentworth and Humboldt-1	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
645	44.89796	-93.0852	SE Wentworth and Humboldt-2	Ped Ramp	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	2
646	44.89815	-93.0852	NE Wentworth and Humboldt	Ped Ramp	Yes	No	Yes	Yes	No	No	Yes	No	Yes	4
647	44.89624	-93.0854	Park W of City Hall Sidewalk eni	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
648	44.89793	-93.0826	SW Wentworth and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
649	44.89793	-93.0824	SE Wentworth and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
650	44.89811	-93.0824	NE Wentworth and Livingston	Ped Ramp	Yes	Yes	No	No	No	No	No	No	No	7
651	44.89812	-93.0826	NW Wentworth and Livingston	Ped Ramp	Yes	No	No	Yes	No	No	No	No	No	7
652	44.89792	-93.0819	W Wentworth LA fitness parkin	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
653	44.89792	-93.0817	E Wentworth LA Fitness parking	Ped Ramp	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	3
654	44.89722	-93.0824	N Livingston LA Fitness parking	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
655	44.89711	-93.0824	S Livingston LA Fitness parking l	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
656	44.89648	-93.0827	NW Livingston	Ped Ramp	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	1
657	44.89639	-93.0827	SW Livingston-1	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2

658	44.89634	-93.0826	SW Livingston-2	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
659	44.89634	-93.0825	SE Livingston-2	Ped Ramp	Yes	No	No	Yes	No	No	Yes	Yes	Yes	4
660	44.89639	-93.0824	SE Livingston-1	Ped Ramp	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	2
661	44.8965	-93.0824	NE Livingston	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	1
662	44.89563	-93.0826	W Livingston Bus Stop	Ped Ramp	No	No	No	No	No	No	No	No	No	9
663	44.89562	-93.0825	E Livingston Bus Stop	Ped Ramp	Yes	No	No	No	No	Yes	Yes	Yes	Yes	4
664	44.9106	-93.0818	NW Orme and Livingston-1	Ped Ramp	Yes	Yes	No	Yes	Yes	Yes	No	No	No	4
665	44.91046	-93.0818	SW Orme and Livingston	Ped Ramp	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	3
666	44.91065	-93.0819	NE Orme and Livingston-2	Ped Ramp	Yes	Yes	Yes	Yes	Yes	No	No	No	No	4

**Total # Surveyed:** 660  
**Total # Compliant:** 69  
**% Compliant:** 10.5%

## Appendix B: ADA Improvement Schedule

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### Geographic Prioritization

The following criteria have been used to establish the priority levels:

#### Highest priority -- Category 1A:

- No curb ramp where sidewalk or pedestrian path exists and location near a medical center, school, transit facility, government building, or similar facility.

#### Category 1B:

- Existing curb ramp with non-compliant running slope and location near a medical center, school, transit facility, government building, or similar facility.

#### Category 2A:

- No curb ramp where a sidewalk or pedestrian path exists (not located near a medical center or similar facility).

#### Category 2B

- An existing curb ramp with a non-compliant running slope (not located near a medical center or similar facility).

#### Category 3:

- No curb ramp where a striped crosswalk exists.

#### Category 4:

- One curb ramp per corner and another is needed to serve the other crossing direction.

#### Category 5A:

- An existing curb ramp with either a running slope greater than 1 to 12 (8.3%) or an insufficient landing.

#### Category 5B:

- An existing curb ramp with obstructions in the ramp or the landing.

#### Category 5C:

- An existing curb ramp with any of the following conditions:
  - A cross slope greater than 2%
  - A width less than 48inches

- No flush transition or median, or island crossings that are inaccessible.

**Category 5D:**

- An existing curb ramp with returned curbs where pedestrian travel across the curb is not permitted.

**Category 5E:**

- An existing diagonal curb ramp without the 48-inch extension in the crosswalk.

**Category 5F:**

- An existing curb ramp without truncated dome texture contrast or without color contrast.

**Lowest Priority – Category 6:**

- The pedestrian push button is not accessible from the sidewalk or from the ramp.

The City of West St. Paul has established the following areas as high priority for accessibility improvement projects due to the surrounding services, including government buildings, schools, and urgent care facilities:

**Schools**

Academic Arts High School  
60 Marie Ave East  
West St. Paul, MN 55118

Branch Out Transitional Services  
150 Marie Ave East  
West St. Paul, MN 55118

Community of St. Regional Catholic School  
335 Hurley Street East  
West St. Paul, MN 55118

Garlough Environmental Magnet Elementary School  
1740 Charlton St.  
West St. Paul, MN 55118

Heritage E-STEM Magnet School  
121 Butler Ave West  
West St. Paul, MN 55118

Moreland Arts and Health Sciences Magnet School  
217 Moreland Ave West  
West St. Paul, MN 55118

St. Croix Lutheran Academy  
1200 Oakdale Ave  
West St. Paul, MN 55118

St. Joseph's School  
1138 Seminole Ave  
West St. Paul, MN 55118

### **Government Buildings**

Dakota County CDA – The Dakota  
900 S. Robert Street  
West St. Paul, MN 55118

Dakota County CDA – Haskell Court  
140 E. Haskell Street  
West St. Paul, MN 55118

Wentworth Library  
199 Wentworth Ave East  
West St. Paul, MN 55118

West St. Paul Municipal Center  
1616 Humboldt Ave  
West St. Paul, MN 55118

West St. Paul Pool  
92 W. Orme Street  
West St. Paul, MN 55118

West St. Paul Public Works  
403 Marie Ave. East  
West St. Paul, MN 55118

West St. Paul Sports Complex  
1650 Oakdale Ave  
West St. Paul, MN 55118

West St. Paul Ice Arena  
60 Emerson Ave West  
West St. Paul, MN 55118

## Care Facilities/Specialized Service Centers

Brookdale West St. Paul  
305 Thompson Ave East  
West St. Paul, MN 55118

DARTS  
1645 Marthaler Lane  
West St. Paul, MN 55118

The Phoenix Residence  
330 Marie Ave East  
West St. Paul, MN 55118

Southview Senior Living  
1746 Oakdale Ave  
West St. Paul, MN 55118

Thomas Allen Inc.  
1550 Humboldt Ave  
West St. Paul, MN 55118

Walker Methodist Westwood Ridge  
1061 Thompson Ave West  
West St. Paul, MN 55118

West St. Paul Service Center  
1869 S. Robert Street  
West St. Paul, MN 55118

## Clinics

Allina Health West St. Paul Clinic  
150 Emerson Ave East  
West St. Paul, MN 55118

AccessPoint Dental  
1590 S. Robert Street  
West St. Paul, MN 55118

Associated Clinic of Psychology  
149 Thompson Ave, Suite 150  
West St. Paul, MN 55118

Associated Clinic of Psychology  
1633 S Robert Street  
West St. Paul, MN 55118

Back in Balance Chiropractic  
1525 Livingston Ave  
West St. Paul, MN 55118

Center for Diagnostic Imaging  
232 Wentworth Ave East  
West St. Paul, MN 55118

Children’s West St. Paul Clinic  
1547 Livingston Ave  
West St. Paul, MN 55118

CVS Minute Clinic  
1471 S. Robert Street  
West St. Paul, MN 55118

Entira Family Clinic  
234 Wentworth Ave East  
West St. Paul, MN 55118

Hadden Eye Care Associates  
1644 Robert Street South  
West St. Paul, MN 55118

Pain Relief Center West St. Paul  
1099 S. Robert Street  
West St. Paul, MN 55118

Signal Hills Dental  
1200 S. Robert Street  
West St. Paul, MN 55118

St. Paul Eye Clinic  
200 Thompson Ave East  
West St. Paul, MN 55118

Target Clinic/Optical  
1750 S Robert Street  
West St. Paul, MN 55118

Twin City Chemical Health Services  
1700 Livingston Ave #102  
West St. Paul, MN 55118

Wakota Life Care Center  
1140 S. Robert Street  
West St. Paul, MN 55118

West St. Paul Chiropractic  
1089 S. Robert Street  
West St. Paul, MN 55118

West St. Paul Family Dentistry  
250 Wentworth Ave East  
West St. Paul, MN 55118

## Appendix C: Public Outreach

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### Public Notification

The City of West St. Paul 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 West St. Paul.

As part of the ADA Transition Plan’s development process, the City of West St. Paul posted the draft plan document on the Engineering section of its website, <https://wspmn.gov/837/ADA-Transition-Plan> and made it available for public comment for a period of ten business days in November 2017. Additionally, a printed copy of the draft plan was made available at the City of West St. Paul Municipal Building, and a notice was published in the West St. Paul Newsletter mailed to all community members.

A link to the plan was also distributed via email to school districts, medical facilities, and other public agencies with facilities in West St. Paul. A list of stakeholder contacts is presented in the next section.

The following letter was sent to the stakeholders:

**To whom it may concern:**

**The City of West St. Paul is seeking input from the public on its draft plan to support accessibility for people using its facilities. We invite you to review the draft version of the plan, posted on the Engineering section of <http://wspmn.gov/>, as it is being finalized. Feel free to distribute this email to your colleagues, or others that may find this plan to be of interest. The purpose of this notice is to introduce the ADA Transition Plan to the public and inform those that work in “priority areas” related to accessibility about the City’s work thus far. Any comments that you provide may be incorporated into the final version of the plan, and help the City of West St. Paul to identify key areas for improvement, including curb ramps, sidewalks, and traffic signals.**

**If you need a reasonable accommodation, assistance, or require more information please contact the City of West St. Paul ADA Coordinator, Sherri Le, at 651-552-4108 or [sle@wspmn.gov](mailto:sle@wspmn.gov).**

**Thank you for your input,**

**City of West St. Paul**

Comments received during this period will be located in the following pages of this Appendix in the final draft.

## List of stakeholder contacts

City of West St. Paul Administration	<a href="mailto:sbuecksler@wspmn.gov">sbuecksler@wspmn.gov</a>
City of West St. Paul Public Works	<a href="mailto:dschneider@wspmn.gov">dschneider@wspmn.gov</a>
City of West St. Paul Parks and Recreation	<a href="mailto:dschletty@wspmn.gov">dschletty@wspmn.gov</a>
City of West St. Paul Community Development	<a href="mailto:jhartshorn@wspmn.gov">jhartshorn@wspmn.gov</a>
Academic Arts High School	monica.garrido@academicarts.org
Branch Out Transitional Services	<a href="mailto:susan.mcintosh@isd197.org">susan.mcintosh@isd197.org</a>
Community of St. Regional Catholic High School	<a href="mailto:bkramer@communityofSt.s.org">bkramer@communityofSt.s.org</a>
Garlough Environmental Magnet Elementary School	<a href="mailto:susan.powell@isd197.org">susan.powell@isd197.org</a>
Heritage E-STEM Magnet School	<a href="mailto:karen.allen@isd197.org">karen.allen@isd197.org</a>
Moreland Arts and Health Sciences	<a href="mailto:mark.quinn@isd197.org">mark.quinn@isd197.org</a>
St. Croix Lutheran School	<a href="mailto:TRuss@StCroixLutheran.org">TRuss@StCroixLutheran.org</a>
St. Joseph School	grwesely@stjosephwsp.org
Dakota County CDA	kbraa@dakotacda.state.mn.us
Wentworth Library	<a href="mailto:askalibrarian@co.dakota.mn.us">askalibrarian@co.dakota.mn.us</a>
Brookdale Senior Living & Memory Care	844-348-8383
DARTS	ann.bailey@darts1.org
Phoenix Residence	<a href="mailto:info@phoenixresidence.org">info@phoenixresidence.org</a>
Southview Senior Living	tiffanyw@southviewseniorliving.com
Thomas Allen Inc.	SandyQ@thomasalleninc.com
Walker Methodist Westwood Ridge	(651) 259-2701
Metro Transit Customer Advocate	douglas.cook@metrotransit.org
Dakota County Public Health Services	<a href="mailto:public.health@co.dakota.mn.us">public.health@co.dakota.mn.us</a>

## Record of advertisement



Figure 1: A screenshot of text that was included on the West St. Paul website and in the Winter 2017 Community Newsletter.:

The text of the screenshot is below:

### Improving Accessibility in West St. Paul: ADA Transition Plan:

*This year the City of West St. Paul completed a project in accordance with the Americans with Disabilities Act (ADA) to identify accessibility needs on sidewalks and other pedestrian facilities. This past summer we conducted an overall review of City procedures and policies, and took a field inventory of each segment of sidewalk within the community. The resulting data enabled us to draft an “ADA Transition Plan” which documents these policies and procedures, and sets goals and priorities for improving accessibility. The City of West Saint Paul is seeking input from the public on its draft plan to support accessibility for people using its facilities. While it is in a draft format, this is an opportunity for community members to provide feedback on the technical report and connect with city staff on various future improvements. We invite you to review the draft version of the plan, posted below, as it is being finalized. Community members can also help City staff identify key areas for improvement, including curb ramps, sidewalks, and traffic signals, and understand the City’s role in coordinating these improvements. Any comments that*

*you provide may be incorporated into the final version of the plan, and help set goals and priorities. In addition to the web version below, a copy of the plan is available for review at the West St. Paul Municipal Center. If you need a reasonable accommodation, assistance, or require more information please contact the City of West Saint Paul Public Works Director/City Engineer, Ross Beckwith, at 651-552-4130 or [rbeckwith@wspmn.gov](mailto:rbeckwith@wspmn.gov)*

## **Record of public comments**

No comments received.

## Appendix D: Grievance Procedure

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### Grievance Procedure

Under the ADA, each agency is required to publish its responsibilities in regard to the ADA. A draft of this public notice is provided in Appendix D. If users of public rights-of-way believe the City of West St. Paul 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 the following grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances.

The City understands that members of the public may desire to contact staff and discuss ADA issues without filing a formal grievance. Members of the public wishing to contact the ADA Coordinator, listed in Appendix E, are encouraged to do so. Contacting staff to informally discuss ADA issues is welcome and does not limit a person's ability or right to file a formal grievance later.

As per ADA requirements, the City has posted a notice outlining its responsibilities. This notice is located in this Appendix.

The City appreciates and welcomes your comments. To provide feedback, please complete a comment form located in the following pages (p.22) or contact the ADA Coordinator listed in Appendix E.

To file an ADA complaint or concern, please use one of the following methods:

#### Internet

Please visit the Public Works section of <http://wspmn.gov> to file a grievance online. A copy of the City Grievance Form is included in this appendix.

#### Telephone

Contact the ADA Coordinator listed in Appendix E to submit a verbal grievance. The staff person will use the internet form to electronically submit the grievance on behalf of the person filing it.

#### Paper Submission

Contact the ADA Coordinator listed in Appendix E to request a paper copy of the City's Grievance Form, complete the form, and submit it to the ADA Coordinator at the address listed in Appendix E.

## Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act (ADA) of 1990, the City of West St. Paul will not discriminate against qualified individuals with disabilities on the basis of disability in 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 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 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 welcomed 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 City's ADA Coordinator, 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.

The following form is to be used with the Grievance Procedure to accommodate and resolve comments, concerns or questions. Once the form is completed, it should be emailed or mailed to the ADA Coordinator. The complaint will then be reviewed in a timely manner and a response given in regard to the steps being taken to correct the grievance.

### City of West St. Paul ADA Grievance Form

Complainant

Name:

\_\_\_\_\_

Address:

\_\_\_\_\_

Telephone: Home: \_\_\_\_\_ Cell: \_\_\_\_\_

Person discriminated against (if other than the complainant):

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: Home: \_\_\_\_\_ Cell: \_\_\_\_\_

\_\_\_\_\_

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

When did the discrimination occur? Date: \_\_\_\_\_

Please note or describe the location of the sidewalk, curb ramp, or other public right-of-way that is an issue \_\_\_\_\_

Have efforts been made to resolve this complaint? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes: what is the status of the grievance?

Has the complaint been filed with 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: \_\_\_\_\_

Telephone: \_\_\_\_\_

Date Filed: \_\_\_\_\_

Do you intend to file with another agency or court? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes:

Agency or Court: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Additional space for answers/comments:

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Return to:

ADA Coordinator  
Sherrie Le  
Assistant City Manager/HR Director  
sle@wspmn.gov  
(651)552-4108

## Appendix E: Contact Information

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### **City of West St. Paul ADA Coordinator**

Sherrie Le

Assistant City Manager, Human Resources Director

1616 Humboldt Ave

West St. Paul, MN 55118

[sle@wspmn.gov](mailto:sle@wspmn.gov)

651-552-4108

### **Dakota County – ADA Contact**

Scott Peters

Senior Planner

[scott.peters@co.dakota.mn.us](mailto:scott.peters@co.dakota.mn.us)

952-891-7027

### **Minnesota Department of Transportation ADA Contact**

Kristie Billiar

[kristie.billiar@state.mn.us](mailto:kristie.billiar@state.mn.us)

651-366-3174

## Appendix F: City of West St. Paul ADA Design Standards and Procedures

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### Design and Maintenance Procedures

The City of West St. Paul follows the guidance provided by the United States Department of Transportation (USDOT) and United States Department of Justice (US DOJ) on what constitutes a maintenance project and what constitutes an alteration project.

Maintenance projects include the following work types:

- Crack Filling and Sealing
- Surface Sealing
- Slurry Seals
- Fog Seals
- Scrub Sealing
- Joint Crack Seals
- Joint repairs
- Pavement Patching

Alteration Projects include the following work types:

- Open-graded Surface Course
- Cape Seals
- Mill & Fill / Mill & Overlay
- Hot In-Place Recycling
- Microsurfacing / Thin Lift Overlay
- Addition of New Layer of Asphalt
- Asphalt and Concrete Rehabilitation and
- Reconstruction
- New Construction

## **Intersection Corners**

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full ADA compliance 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. If full compliance cannot be achieved, 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. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full ADA compliance 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. If full compliance cannot be achieved, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

## **Bus Stops**

Bus stops will be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full ADA compliance 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. If full compliance cannot be achieved, each bus stop location shall be made as compliant as possible in accordance with the judgment of City staff.

Additional transit facilities are present within the limits of the City of West St. Paul and additional facilities may be constructed in the future. Those facilities fall under the jurisdiction of Metro Transit. The City of West St. Paul will work with Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

## **Winter Maintenance**

A copy of the City of West St. Paul's Snow and Ice Removal Policy and Public Nuisance Ordinance is located in Attachment F-1.

## **Other Policies, Practices and Programs**

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

## **Design Standards**

The City of West St. Paul has Public Rights of Way Accessibility Guidelines, (PROWAG), as adopted by MnDOT, as its design standard. A copy of this document is included in Attachment F-1.

## **Capital Construction**

A map of City capital improvements is included in Attachment B-1

## Appendix G: Glossary of Terms

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**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.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** A transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**Administrative Authority:** A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

**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.

**Capital Improvement Program (CIP):** The CIP for the Public Works/Engineering Departments include an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the City's transportation system

**Cross Slope:** The slope that is perpendicular to the direction of travel (see running slope).

**Curb Ramp:** A short ramp cutting through a curb or built up to it.

**Detectable Warning:** A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path.

**Element:** An architectural or mechanical component of a building, facility, space, or site.

**Entrance:** Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibule if provided, the entry door or gate, and the hardware of the entry door or gate.

**Facility:** All or any portion of buildings, structures, site improvements, elements, and pedestrian routes or vehicular ways located on a site.

**Marked Crossing:** A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

**Public Building or Facility:** A building or facility or portion of a building or facility designed, constructed, or altered by, on behalf of, or for the use of a public entity subject to Title II of the ADA and 28 CFR part 35 or to Title II of the ADA and 49 CFR 37.41 or 37.43.

**Public Entrance:** An entrance that is not a service entrance or a restricted entrance.

**Public Use:** Interior or exterior rooms, spaces, or elements that are made available to the public. Public use may be provided at a building or facility that is privately or publicly owned.

**Ramp:** A walking surface that has a running slope steeper than 1:20.

**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.

**Running Slope:** The slope that is parallel to the direction of travel (see cross slope).

**Site:** A parcel of land bounded by a property line or a designated portion of a public right-of-way.

**Technically Infeasible:** With respect to an alteration of a building or a facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements.

**Transition Plate:** A sloping pedestrian walking surface located at the end(s) of a gangway.

**TTY:** An abbreviation for teletypewriter. Machinery that employs interactive text-based communication through the transmission of coded signals across the telephone network. TTYS may include, for example, devices known as TDDs (telecommunication display devices or telecommunication devices for deaf persons) or computers with special modems. TTYS are also called text telephones.

**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.

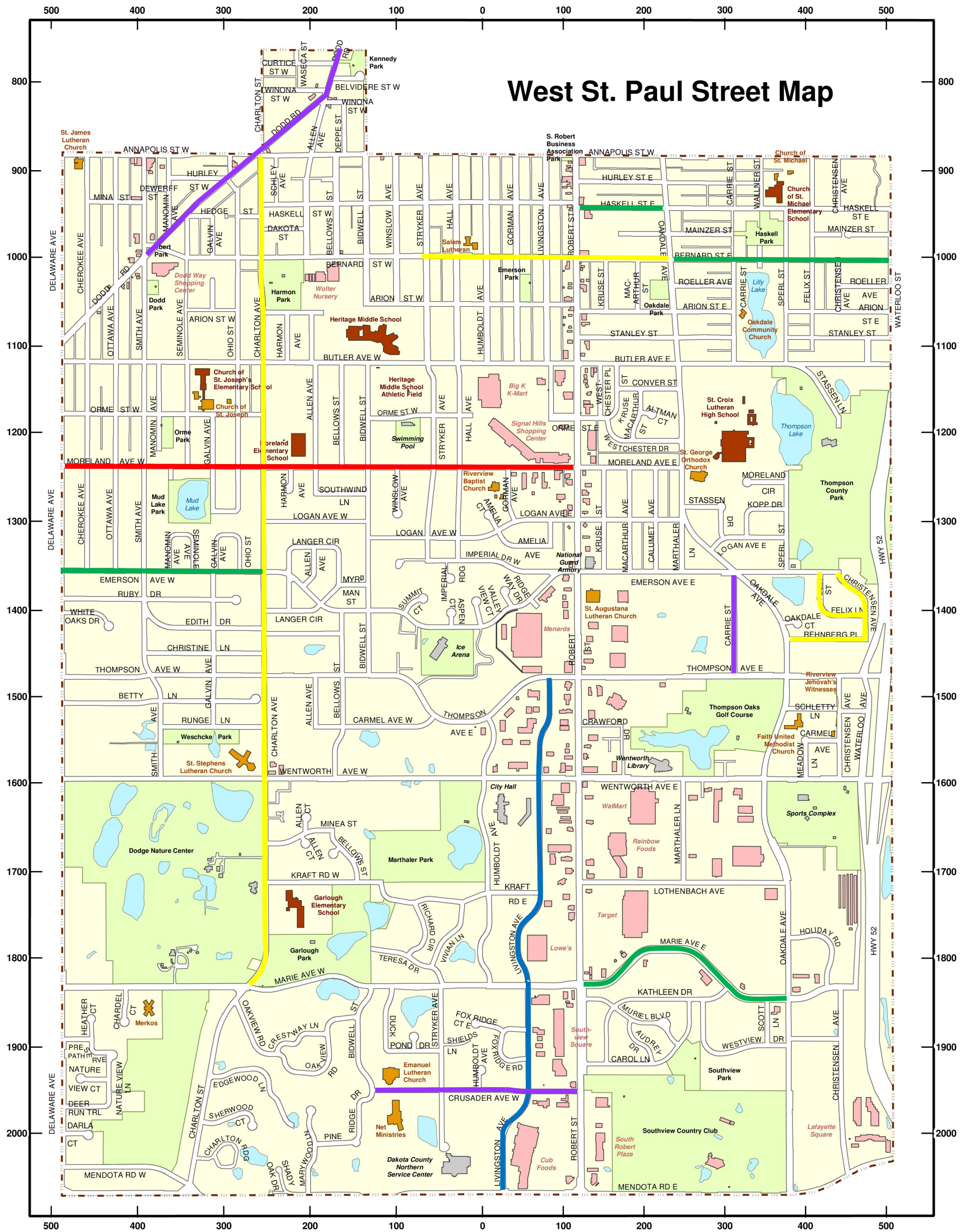
**United States Department of Justice (DOJ):** The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

**28 CFR 35:** 28 CFR Part 35, the “Nondiscrimination on the Basis of Disability” is a section of the federal regulations applying to the Department of Justice used to enforce Subtitle A of Title II of the Americans with Disabilities Act. In state and local government services, it also provides guidance to local agencies on complying with the ADA.

## **Attachment B-1: Capital Construction Project Map**

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# 2018 to 2022 CAPITAL IMPROVEMENT PLAN



0 0.125 0.25 0.5 Miles

Map Dated August 19, 2008



- 2018
- 2019
- 2020
- 2021
- 2022

## Attachment F-1: Policies

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Attached:

- PROWAG
- City of West St. Paul Winter Maintenance Policies

# Public Rights-of-way Accessibility Guidelines (PROWAG)

Mn/DOT has adopted PROWAG with the following modifications:

R301.7.3 Flangeway Gaps at Non-Freight Rail Crossings – deleted.

R301.7.4 Flangeway Gaps at Freight Rail Crossings – deleted.

R305.2.2.1 Crossings with Stop Control – modified to desirable not maximum.

R305.2.2.2 Crossings without Stop Control – modified to desirable not maximum.

R305.6.2 Signals – deleted.

R305.7 Channelized Turn Lanes at Intersections – deleted.

The following version of PROWAG has been revised from its original state to reflect these modifications.

## **NOTICE OF AVAILABILITY OF DRAFT PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES**

The Americans with Disabilities Act (ADA) recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. To ensure that buildings and facilities are accessible to and usable by people with disabilities, the ADA establishes accessibility requirements for State and local government facilities, places of public accommodation, and commercial facilities. Under the ADA, the Access Board has developed and continues to maintain design guidelines for accessible buildings and facilities known as the ADA Accessibility Guidelines (ADAAG). ADAAG covers a wide variety of facilities and establishes minimum requirements for new construction and alterations.

The Board maintains a similar responsibility for accessibility guidelines under the Architectural Barriers Act (ABA). The ABA requires access to certain facilities designed, built, altered, or leased with Federal funds. Like ADAAG, the Board's ABA accessibility guidelines apply to new construction and alterations.

The Board's guidelines become enforceable when they are adopted by the standard setting agency for the ADA and the ABA. The agencies responsible for standards under the ADA are the Department of Justice (DOJ) and the Department of Transportation (DOT). The agencies responsible for standards under the ABA are the General Services Administration (GSA), the Department of Defense (DOD), the Department of Housing and Urban Development (HUD), and the United States Postal Service (USPS).

The Board plans to undertake rulemaking to supplement its ADA and ABA accessibility guidelines, which primarily cover facilities on sites, by adding new provisions specific to public rights-of-way. The Board's aim is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. The guidelines would not require alterations to existing public rights-of-way, but would apply where a pedestrian route or facility is altered as part of a planned project to improve existing public rights-of-way.

### **BACKGROUND**

#### **The Need for Guidelines on Public Rights-of-Way**

Local jurisdictions, and other entities covered by the ADA or ABA, must ensure that the facilities they build or alter are accessible to people with disabilities. The Board's ADA and ABA accessibility guidelines specify the minimum level of accessibility in new construction and alteration projects and serve as the basis for enforceable standards maintained by other agencies. Currently, the Board's guidelines, like the industry standards from which they derive, focus mainly on facilities on sites. While they address certain features common to public sidewalks, such as curb ramps, accessible routes, ground and floor surfaces, and bus stops and shelters, further guidance is necessary to address conditions unique to public rights-of-way. Various

constraints posed by space limitations at sidewalks, roadway design practices, slope, and terrain raise valid questions on how and to what extent access can be achieved. Access for blind pedestrians at street crossings and wheelchair access to on-street parking are typical of the issues for which additional guidance is needed. In addition, new trends in roadway design, such as the growing use of traffic roundabouts, pose additional challenges to access, while various technological innovations, particularly those pertaining to pedestrian signaling devices, offer new solutions.

The Board previously proposed guidelines for public rights-of-way under the ADA which were published for public comment in 1992 and 1994. Based on the comments received, the Board determined that it should further coordinate with the transportation industry and State and local governments before continuing its rulemaking. Consequently, the Board undertook an outreach and training program on accessible public rights-of-way. Under this program, the Board developed a series of videos, an accessibility checklist, and a design guide on accessible public rights-of-way. In addition, the Board sponsored research on tactile warnings at street crossings, accessible pedestrian signals, and traffic roundabouts. The Board has made this information widely available to the public. The interest in these materials has underscored the need for criteria for public rights-of-way that are definitive and enforceable so that local jurisdictions and others are clear on their obligations when constructing or altering streets and sidewalks.

### **Public Rights-of-Way Access Advisory Committee**

In resuming its rulemaking effort, the Board chartered an advisory committee in 1999 to develop recommendations on guidelines for accessible public rights-of-way. Use of advisory committees has become a standard practice in the Board's process for developing and updating design requirements. Through such committees, interested groups, including those representing designers, industry, and people with disabilities, play a substantive role in recommending to the Board the content of the guidelines to be developed. These committees provide significant sources of expertise while enhancing the level of consensus among stakeholders in advance of proposing a rule for public comment.

The Public Rights-of-Way Access Advisory Committee was composed of 33 members representing disability organizations, public works departments, transportation and traffic engineering groups, design professionals and civil engineers, government agencies, and standards-setting bodies. The committee coordinated its efforts with leading trade organizations represented on the committee, such as the American Association of State Highway and Transportation Officials, and federal agencies, such as the Federal Highway Administration, to ensure that its recommendations were consistent with generally accepted practice among design professionals. The committee organized several subcommittees focused on key issue areas. The subcommittee structure enabled members to continue work on a tight time schedule between meetings of the full committee and allowed for greater public participation in the process.

The advisory committee met regularly over a year's time, usually in Washington, D.C. but also in Austin and San Francisco. Its work culminated in the issuance of a report, "Building a True Community," which was submitted to the Board in January 2001 (<http://www.access-board.gov/prowac/commrept/index.htm>). The committee's report provides criteria for the construction or alteration of public rights-of-way that reflects the broad spectrum of expertise

represented by committee members. The report follows a "toolbox" approach to the establishment of guidelines designed to facilitate implementation and to promote an understanding of the needs of all users of public rights-of-ways. The report comprehensively covers the various components of public streets and sidewalks and provides criteria for sidewalks, street fixtures and furnishings, street crossings, vehicular ways, parking, and other components of public rights-of-way. In addition, the report includes advisory notes, figures, and discussion of issues that merit further study or special attention in the Board's rulemaking.

### **June 17, 2002 Release of Draft Guidelines**

An ad hoc group of Board members reviewed the committee's report in depth and crafted a set of draft guidelines based on the committee's recommendations. Because the draft guidelines departed from the advisory committee's report in several areas, the Board made an advance draft of the guidelines available for comment by the public. The notice of availability of the draft guidelines was published in the Federal Register on June 17, 2002. The Board requested information and feedback on the draft guidelines, including usability and cost data. In addition to seeking written comment, the Board held a public hearing in Portland, Oregon.

Over 1,400 comments were received from the public in response to the publication of the draft. Of this total, almost 900 comments were tabulated from persons with disabilities and groups representing them; the great preponderance of comments in this category came from people who indicated that they were blind or had low vision. Slightly over 200 comments were submitted by respondents from the transportation industry: design engineers and consultants, State and local government departments of transportation, and the organizations and groups that represent them. Another 100 were received from State and local government administrative agencies. Comments are posted on the Board's website at <http://www.access-board.gov/prowac/comments/index.htm>.

Almost all of the commenters from the two major blindness organizations, the American Council of the Blind (ACB) and the National Federation of the Blind (NFB), and persons who were not affiliated with either organization addressed only the use of detectable warnings and/or accessible pedestrian signals (APS) and virtually all of them supported the requirement for these features in at least some locations (detectable warnings at islands and medians and at all low-slope sidewalk connections to the street; APS at complex intersections, irregular intersections, intersections with compound turning movements, and intersections with leading pedestrian intervals). Some commenters misunderstood the effect of the scoping provisions for these features, believing that all intersections would have to be retrofitted at tremendous cost. In fact, only future new projects would be subject to these guidelines. With respect to APS in particular, only pedestrian crossings that provide pedestrian signals would be required to include APS. Some commenters, expressing concerns about the noise output of APS, were apparently unfamiliar with the quiet, pedbutton-integrated devices now available in the United States (these devices are installed at the departure curb, near the listening user, rather than overhead).

Ten key issues from comment were identified for detailed analysis: crosswalk width; on-street parking; walking speed and pedestrian signal phase timing; elevators at pedestrian overpasses and underpasses; same-side alternate circulation routes; cross slope in crosswalks; detectable warnings; accessible pedestrian signals; roundabouts and roundabout signalization; and

alterations. These issues have been addressed in this second draft. Changes include the following:

- referenced Manual on Uniform Traffic Control Devices (MUTCD) for crosswalk width;
- reduced scoping in on-street parking to be consistent with parking lots;
- set walking speed at 3.5 fps (consistent with new recommendations currently under consideration by the National Committee on Uniform Traffic Control Devices);
- eliminated the provision requiring elevators to provide pedestrian access at overpasses and underpasses (either ramps, lifts, or elevators may be used);
- modified scoping and technical provisions for alternate circulation routes to be consistent with current MUTCD requirements and alterations requirements, which would permit opposite side routes if same-side routes are not feasible;
- provided relief (up to 5%) for maximum cross slope limits in pedestrian crosswalks at midblock and through-street locations where the roadway slope will necessarily exceed 2%;
- clarified the placement of detectable warnings on curb ramps, landings, and blended transitions;
- clarified the scoping in new construction and alterations of accessible pedestrian signals (APS);
- limited pedestrian signalization at roundabouts and channelized turn lanes to pedestrian crossings (to the splitter) of two lanes of traffic or more; and
- clarified the scope of alterations to include only that work included in the limits, boundaries, or scope of a planned project; clarified that there is no obligation in the guidelines to expand the scope or limits of a project to include other or adjacent work.

Other changes included the addition of significant advisory material throughout the document. Advisory notes are for informational purposes only.

The Board also considered industry recommendations that the guidelines be re-formatted to use transportation metrics and language and to be better coordinated with industry standards and documents, particularly the Manual on Uniform Traffic Control Devices (MUTCD).

This draft is now formatted as a stand-alone document that expresses its dimensioning requirements first in international units, as is done in other industry documents. Its provisions have been harmonized with current MUTCD standards, support, options, and guidance. Industry terms and phrases have been adopted, and industry practices recognized where feasible.

The Board is placing the revised draft in the docket to facilitate the gathering of cost data necessary for the next step in this rulemaking which is the preparation of a regulatory assessment for government review and approval prior to issuing a Notice of Proposed Rulemaking (NPRM). In order to develop an accurate picture of the potential costs and benefits of this rulemaking, the Board must work closely with the transportation industry representatives who have data on both current cost and industry practices and the knowledge and skills to assess potential effects.

The Board is not seeking comments on this draft. Readers will have an opportunity to provide input when the NPRM is published. Additional figures will be included in the NPRM.

## **Rulemaking Process**

The Board reviewed the comments received to the draft guidelines and revised the guidelines in accordance with the comments received. The revisions are briefly discussed below in the section-by-section analysis.

The proposed rule will provide another opportunity for public comment on the guidelines. The Board will then proceed to finalize the guidelines based on public comments received in response to the proposed rule. The Board's guidelines serve as the basis for enforceable standards maintained by other agencies under the ADA and the ABA. The Department of Justice and the Department of Transportation maintain standards based on the Board's guidelines that apply to facilities covered by the ADA. Design standards for federally funded facilities covered by the ABA are maintained by the Department of Defense, the Department of Housing and Urban Development, the General Services Administration, and the U.S. Postal Service. These enforceable standards must be consistent with the Board's guidelines.

## **Relationship to ADA and ABA Accessibility Guidelines/Format**

On July 23, 2004, the Board completed an update of ADAAG, the first comprehensive revision of the document since its publication in 1991. The revised ADAAG features a new format and numbering system and a host of updated scoping and technical provisions. On the same date, the Board updated its ABA Accessibility Guidelines along similar lines so that both of the documents are more consistent. The revised ADA and ABA Accessibility Guidelines may be found on the Board's website at <http://www.access-board.gov/news/ada-aba.htm>.

The draft guidelines for public rights-of-way published on June 17, 2002 were formatted to supplement the ADA and ABA guidelines and not as a stand-alone document. The guidelines were intended to ultimately comprise a new chapter on public rights-of-way. The current draft guidelines made available in this document are now formatted as a stand-alone document using transportation industry standards, terms, and measures in response to recommendations in industry comments. The document is identified by the prefix R in its provisions and has four chapters:

Chapter R1: Application and Administration covers purpose, effect on existing facilities, equivalent facilitation, conventions, figures, units of measurement, referenced documents, and definitions, harmonized with transportation industry usage.

Chapter R2: Scoping Requirements address what items of new construction and alteration are covered by this document and references technical sections that follow in Chapters R3 and R4. Key scoping provisions in R2 include: R204 Pedestrian Access Route; R205 Alternate Pedestrian Access Route; R206 Pedestrian Crossings; R207 Curb Ramps and Blended Transitions; R208 Accessible Pedestrian Signals; R209 Protruding Objects; R210 Pedestrian Signs; R211 Street Furniture; R212 Bus Stops; R213 Stairways; R214 Handrails; R215 Vertical Access; R216 On-street Parking; R217 Passenger Loading Zones; R218 Call Boxes; R219 Transit Platforms; R220 Escalators; R221 Detectable Warning Surfaces; and R222 Doors, Doorways, and Gates.

Coverage extends to temporary as well as permanent facilities. Chapter R2 also includes special provisions for historic facilities and contains a limited series of general exemptions from accessibility.

Chapter R3: Technical Provisions contains detailed specifications for new construction and alterations scoping in Chapter R2. Construction detailed in Chapter R3 is specific to public sidewalk, street crossing, and roadway projects, and covers the building blocks of pedestrian accessibility: the pedestrian access route (analogous to the accessible route on a site), curb ramps and blended transitions, pedestrian crossings (including those at roundabouts and channelized turn lanes), pedestrian signals, street furniture, and parking.

Chapter R4: Supplementary Technical Provisions include specifications adapted from the ADA and ABA Accessibility Guidelines (2004) for rights-of-way application, including such features as maneuvering clearances at doorways; drinking fountain, and telephone provisions; reach ranges; operable parts; handrails; and other items of broader application.

## **DISCUSSION OF PROVISIONS**

### **DRAFT GUIDELINES FOR PUBLIC RIGHTS-OF-WAY**

Clarifications, modifications, and changes that have been incorporated in this draft in response to public comment from industry, consumers, and State and local government agencies are briefly discussed below.

#### **R1: APPLICATION AND ADMINISTRATION**

R104.2.1 MUTCD. This draft references the 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Access Board works closely with the MUTCD team at the Federal Highway Administration (FHWA) to harmonize standards and advisory material and to sponsor needed research. Changes in future MUTCD provisions for accessible pedestrian signals, markings (including detectable warnings), and temporary traffic zones are in process. A joint FHWA/ American Traffic Safety Services Association (ATSSA)/Access Board demonstration project identified desirable characteristics for pedestrian channelizing devices. FHWA research projects on pedestrian usability at roundabouts and contrast in detectable warnings are underway, and the Board has proposed a FY 2006 project on pedestrian demand signals for use at multi-lane roundabout crossings.

R105 Definitions. This draft uses definitions drawn from key industry references where they exist.

#### **R2: SCOPING REQUIREMENTS**

R201 Application. Text and advisory material has been added to clarify the application of these guidelines to new or altered work (permanent or temporary) put in place within the scope or limits of a planned project in the public right-of-way.

Other requirements, including those for existing facilities, maintenance of accessible features, and effective communication that derive from the ADA title II implementing regulations (28 CFR part 35) or Federal highway-aid funding (49 CFR part 27), are not addressed in these guidelines for new construction and alteration. Advisory notes have been added to clarify this difference.

This draft now includes a reference to the revised ADA and ABA Accessibility Guidelines (36 CFR part 1191) to cover buildings and facilities newly constructed or altered within the public right-of-way.

R202 Alterations and Additions to Existing Facilities. Text and advisory notes have been added to this draft to clarify the application of new construction guidelines to an alteration project. New work put in place within an existing developed right-of-way must comply with these guidelines to the maximum extent feasible; see Advisory R202.3. Transitional segments that connect undisturbed improvements with new work can facilitate compliance (R202.1.1). Where items are placed within an existing developed streetscape and the circulation route is not altered, items required to be accessible shall be located for optimal usability and access (R202.1.2).

An alteration is a change in a space or element that affects, or could affect, the accessibility or usability of that space or element. In general, when a feature in the public right-of-way is altered, the requirements for new construction in this document must be applied to the maximum extent feasible within the scope or boundary of the project that has been planned. This document does not contain a ‘path of travel’ obligation to expand a given scope of work to include other items or elements that are adjacent to the alteration project nor does it cover an agency’s obligations to achieve program access in its existing facilities that are not being altered.

In response to the comments received, the Board has developed answers to frequently asked questions regarding the application of the alterations requirements. Those questions and the Board’s responses have been included at the end of this discussion.

R204 Pedestrian Access Route (technical provisions at R301). This draft clarifies the requirement for a 1.2-meter-wide (4 ft) accessible route of travel within a pedestrian circulation path, which may be a wider sidewalk, shoulder (if pedestrian use is not prohibited), shared street, or street crossing. A provision requiring periodic passing spaces 1.5 m (5 ft) in width, omitted in the first draft, has been re-instituted. Because of the constraints imposed by right-of-way width, the pedestrian access route (PAR) is relieved of the slope limits that would apply to an accessible route on a site provided it matches the general grade of the adjacent roadway (R301.4). Where the PAR is supported by structure, as in an underpass, overpass, or bridge, this draft requires compliance with ADAAG requirements for ramps.

Technical provisions in the June 2002 draft that would have required a 30-inch separation between changes in level in the PAR have been replaced in this draft with provisions requiring a planar surface (R305.1) and limiting surface discontinuities (R301.5.2). An advisory note discourages the use of heavily textured, rough, or excessively chamfered unit pavings. Research undertaken by the Research and Rehabilitation Training Center (RRTC) at the University of Pittsburgh, under contract to a group of unit masonry associations, measured the vibration effects of various chamfer spacings on wheeled mobility devices and found that chamfers of less than 1.25 mm (.5 in), if flush, were not distinguishable from cast-in-place concrete sidewalks with a broom finish.

A series of related provisions in the June 2002 draft has been reorganized into R301.7 Horizontal Openings, which now includes walkway joints, gratings, flangeway gaps at rail crossings, and sill gaps at elevators and lifts. (Platform and car gaps at transit facilities are addressed at 36 CFR part 1191).

R205 Alternate Pedestrian Access Route. This draft clarifies that the establishment of an alternate pedestrian route is an alteration that must comply to the maximum extent feasible with technical provisions for the pedestrian access route, including curb ramps or blended transitions. MUTCD requirements and advisory material at Part 6D.01 and 6D.02 are referenced and an advisory note added to highlight the safety benefits of same-side alternate routes. Specifications for pedestrian channelizing devices and barricades at 302.4 include a reference to the MUTCD.

R206 Pedestrian Crossings (technical provisions at R305). This draft omits a provision in the June 2002 draft that would have required 2.4 m-wide (8 ft) markings at crosswalks. The MUTCD minimum of 1.8 m (6 ft) has been proposed at 305.2.1 of this draft.

Measurements on which pedestrian signal phase timing are based have been modified in response to industry comment. Calculations now proposed in R305.3 in the current draft would require the distance to be the full street width and the pedestrian walking speed to be 1.1 m/s (3.5 fps).

The June 2002 draft also proposed that the approaches to overpasses and underpasses be provided with elevators where the grade change was 1.5 m (5 ft) or greater. Both industry and persons with disabilities opposed this requirement with persons with disabilities expressing a preference for ramps, even if lengthy, to ensure the availability of a crossing. Elevators in single installations provide no access at all when out of service. Industry expressed concerns about cost and maintenance requirements. The current draft applies ramp provisions at R305.5 (but permits elevators, LULAs, and lifts).

Newly available research and the comments of both industry and consumer representatives confirm the Access Board's concerns about the usability of pedestrian crossings at roundabouts and channelized turn lanes. However, access to additional data has indicated that well-designed roundabouts and channelized turn lanes with single-lane crossings can provide cues that make non-visual use possible. Accordingly, this draft (R305.6.2) provides that signals (including accessible pedestrian signal features) be required only at multi-lane pedestrian crossings of roundabouts. The Board does not prescribe the signal operation here and has proposed that FHWA conduct research to identify appropriate technologies. Two-head signals that flash amber, then flash red and go to steady red, are in use in Australia and the United Kingdom. US motorists are familiar with pre-emptive signals installed for emergency vehicles. Utah has at least one roundabout that uses standard railway gates across the roadway when light rail cars pass through the roundabout. The Board believes that the occasional use of a properly-designed pedestrian demand signal may actually reduce delay at pedestrian crossings.

R207 Curb Ramps and Blended Transitions (technical provisions at R303). Additional text, advisory, and illustrations have been added to this draft to describe curb ramp types (perpendicular, parallel, and their combination) and to distinguish them from blended transitions, for which a definition has now been provided at R105. Blended transitions are connections between the PAR and the street that have a running slope of 1:20 or less. Level landings, gently sloped transitions, and raised crosswalks fall into this category. Parallel and perpendicular curb ramps have a running slope between 1:20 and 1:12 (steeper slopes are not permitted in new construction).

Non-visual wayfinding cues can be provided by the orientation of curb ramps, particularly if they are in-line with the path of pedestrian travel along a sidewalk. Curb ramps installed at tangent points rather than on the corner radius provide more usable cues and locate the shortest crossing point. The Access Board is collaborating with the Institute of Transportation Engineers (ITE) on a project to standardize sidewalk/ramp/crossing schemes for optimal non-visual cuing based

upon a range of corner radii and attached/separated sidewalk configurations. An advisory note (R303.1) in this draft notes the benefits for pedestrians.

Cross slope provisions at midblock curb ramps (R303) have been revised in response to industry comment to permit warping to meet roadway grade. Similar changes have been made to technical provisions at pedestrian crossings (R305.2.2). Crossings of streets without stop control would be permitted a 1:20 maximum cross slope.

Running slope limits at crosswalks (R305.2.3) are maintained at 1:20 maximum in this draft. Many commenters noted that design practices that approach this limit in new construction may have to mill the roadway crown before resurfacing in order to retain usable crossings.

R208 Accessible Pedestrian Signals (technical provisions at R306). APS provisions in this draft differ only slightly from those of the June 2002 draft. Many commenters to the June 2002 draft expressed concerns about the costs of retrofitting intersections with APS, which is not required by these or prior proposals, which guide only new construction and alterations. Where new pedestrian signals are being installed or added, scoping in this document would require that they incorporate audible and vibrotactile features.

Comments from disability organizations and individuals to the June 2002 draft were diverse. Many who believed that retrofitting was required objected to what they understood to be excessive cost. And even those who did not support a general requirement that all future pedestrian signals incorporate audible and vibrotactile formats nevertheless saw the need for them at certain types of intersections including irregular crossings, lengthy crossings, and at complex intersections with multiple vehicle turning phases or leading pedestrian interval phasing. Although many responders noted the utility of non-visual cues, a clear majority of commenters who identified themselves as blind supported universal pedestrian signals.

R209 Protruding Objects (technical provisions at R401). Advisory notes have been added at several places in this document to remind users of the need to consider projections into the pedestrian circulation route when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel. Protruding objects provisions in this draft have been revised only to accommodate the new format and add advisory information.

R210 Pedestrian Signs (technical provisions at R409). An advisory note has been added to clarify requirements for visual legibility in signs that indicate sidewalk closure, pedestrian detour, and tourist route signage covered in MUTCD. Braille street name signage is required only on APS pedbuttons (R306.4.2).

Signage provisions in this draft have been revised only to accommodate the new format and add advisory information.

R211 Street Furniture (technical provisions at R307). Advisory notes have been added at several places in this document to remind users of the need to consider the dimensions and use of

pedestrian circulation routes when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel.

Street furniture provisions in this draft have been revised only to accommodate the new format and add advisory information.

R212 Bus Stops (technical provisions at R410.2). An advisory note has been added to clarify the difference between establishing a bus stop by installing signage (signage must comply with R210.2) and constructing a bus stop (boarding/alighting areas, if provided, must comply with R410, bus shelters with R410.2).

Bus stop provisions in this draft have been revised only to accommodate the new format and add advisory information.

R213 Stairways (technical provisions at R407). Stairway provisions in this draft have been revised only to accommodate the new format.

R214 Handrails (technical provisions at R408). Handrail provisions in this draft have been revised only to accommodate the new format and add an advisory note on alterations and protruding objects.

R215 Vertical Access (technical provisions in ADAAG). Vertical access provisions in this draft have been revised only to accommodate the new format and add an advisory note on elevator use in extremes of terrain.

R216 On-Street Parking (scoping at Table R216; technical provisions at R308). Table R216 in this draft has been adapted from the table in ADAAG based upon the overall number of spaces provided within a block (or analog). Commenters strongly objected to scoping based upon the numbers of parking spaces on a block face, which could, in many places, require very high numbers of spaces disproportionate to those required in lots.

Additionally, this draft clarifies when, in new construction or alterations, the presence of a sidewalk or border wider than 4.3 m (14 ft) can accommodate an access aisle that is indented into the curb for protected transfer space, a construction that is similar to that of an on-street loading zone provided at an office, hotel, convention center, arena, or airport (R308.2.1).

Advisory notes have been added at several places in this section to convey additional information about indented, end-of-block, perpendicular or angled spaces, and signage.

R218 Call Boxes (technical provisions at R309). Call box provisions in this draft have been revised only to accommodate the new format and add an advisory note at R309.1 about the applicability of accessible call box technology to other types of communications systems, such as on-street security systems.

R219 Transit Platforms (technical provisions at R414). Transit provisions from the ADA and ABA Accessibility Guidelines (204) have been newly incorporated in this draft.

R220 Escalators. Escalator provisions in this draft have been revised only to accommodate the new format.

R221 Detectable Warning Surfaces (technical provisions at R304). Transportation industry and State and local government agency commenters expressed concern about the durability, maintainability, and contrast of detectable warning materials required at curb ramps and blended transitions in the June 2002 draft. Recent research by several State departments of transportation and by the Transportation Research Board identified several high-performing products suitable for both new construction and alterations. Approximately 20 manufacturers now produce detectable warning products in metal, concrete, tile, pavers, resilient sheets, and membrane types. The FHWA is currently overseeing human factors research intended to test the contrast effectiveness of 13 different detectable warning colors when viewed by people who have low vision.

Comments from disability organizations and individuals were divided in much the same way as consumer comments on accessible pedestrian signals. Many expressed concern about cost but, valued detectable warnings as a way to provide a cue at certain locations such as pedestrian waiting areas at roadway medians, islands, and roundabout splitter islands and at low-slope blended transitions to street crossings. A majority of these commenters favored the June 2002 draft provision requiring detectable warnings at flush transitions between sidewalks and street crossings.

The rows of domes in the detectable warning material (technical provisions at R304.2.2) must be aligned with the path of wheelchair travel, which is required to be perpendicular to the grade break at the toe of the ramp to permit tracking between dome rows. On blended transitions, dome orientation is not significant.

A new advisory note (R304.1.1) covers the use of radial dome patterns.

Detectable warnings provisions in this draft have also been clarified with respect to their permitted setback from the grade break marking the face of a curb. One corner of the detectable warning must be within 205 mm (8 in) of the grade break; no other point on the leading edge of the detectable warning may be more than 1.5 m (5 ft) from the grade break (R304.2.1).

R222 Doors, Doorways, and Gates (technical provisions at R411). These provisions have been added to this draft from the ADA and ABA Accessibility Guidelines (2004). Because public sidewalks serve the entrances and other facilities of abutters covered by title III of the ADA, coordination of slope, cross slope, and maneuvering space requirements is typically required. In many places, developers provide sidewalk improvements as part of a project. State and local governments must include accessibility compliance in such work.

## **TECHNICAL ASSISTANCE Q&A FOR ALTERATIONS PROJECTS**

Alterations are projects planned for implementation by a jurisdiction. Program access obligations for existing facilities are not a part of the Board's accessibility guidelines, and the Board's responses to the following questions do not address program access issues (see title II of the ADA at 28 CFR 35.149 and 35.151).

## **CURB RAMPS**

**Question:** A multi-block length of roadway is being resurfaced. The corners have curb ramps that meet some but not all of the current specifications; for example the cross slope may be too steep or the curb ramps do not have detectable warnings. Must the curb ramps be reconstructed as part of the resurfacing project?

**Answer:** Yes, if it is technically feasible to provide complying features. The work should be done at the same time the resurfacing is being done.

**Question:** New curb ramps are being installed at an existing developed corner. New construction standards require the curb ramp to be within the crosswalk, but an existing underground utility vault is located where the ramp should be. Must the utility vault be moved?

**Answer:** The scope of this project will determine the answer. If utilities are being moved for other reasons within the project limits, it may be possible to alter or relocate the vault. If project construction will not involve the vault, it may be technically infeasible to locate the curb ramp optimally. It may be possible to widen the crosswalk markings to include the curb ramp.

**Question:** What if the curb ramp can be placed over the vault, but the access cover would be located on the curb ramp?

**Answer:** If the access cover must be located on the curb ramp, it should meet the surface requirements of the pedestrian access route.

**Question:** One corner of an intersection is being altered by curb and gutter reconstruction and paired curb ramps are being installed as part of this project. The other three corners of the intersection are not being altered. Must curb ramps be provided at the unaltered corners as part of this work?

**Answer:** No. The scope of the project requires curb ramps only at the altered corner.

## **SIDEWALKS**

**Question:** A project will be undertaken to connect a series of sidewalk segments near a school. Must the existing segments of sidewalk be modified if they do not meet width or cross slope provisions?

**Answer:** Yes, to the maximum extent feasible within the scope of the project. Agencies are not required to expand a planned scope of work to include other items of accessibility.

**Question:** A new sidewalk is being built along an existing road that contains driveway access points. Must those driveways be modified if their cross slope exceeds 2%?

**Answer:** Yes, to the maximum extent feasible within the scope of the project.

**Question:** A city is rebuilding a sidewalk along Main Street. The distance between the edge of the right-of-way and the existing road does not provide sufficient room for a 4-foot-wide pedestrian access route. Does the municipality have to acquire more right-of-way on private property or narrow the roadway to provide the necessary space?

**Answer:** No, these guidelines do not require the municipality to obtain right-of-way or to narrow roadways. A municipality may decide to do either for other reasons (for instance, the roadway may be narrowed as a larger traffic calming effort or as part of a larger project in the roadway).

## **SIGNALS**

**Question:** Curb ramps are being installed at a signalized intersection as part of a roadway improvement project. Existing pedestrian signals are pedestrian actuated but the pushbuttons are not accessible or placed in accessible locations. Must accessible pedestrian signals be installed at the existing pedestrian signals?

**Answer:** If work on pedestrian pushbuttons is not planned as part of this project, there is no need to expand its scope to include APS.

**Question:** The pedestrian signals in a corridor are being replaced with new combined count-down signals. Must APS be included in the new system?

**Answer:** Yes. The installation of a new system is an alteration that requires compliance with the new construction guidelines to the maximum extent feasible. However, the addition of a new feature, such as a countdown face or larger display, to an existing installed system does not require that the scope of work be expanded to include other features.

**Question:** Count-down signal displays are being added to the existing pedestrian signal heads at an intersection, but the software and signal controller are not being altered. Must APS be installed?

**Answer:** No, simply adding a display to the existing WALK/DON'T WALK signal would not involve the system changes needed to implement APS.

**Question:** An intersection is being signalized and will include APS. The installation of stub poles on the existing sidewalks to mount the new pedbuttons will not involve disturbing the roadway or sidewalk. Must curb ramps be installed if none existed?

**Answer:** No. This is a project to install pedbuttons; it is not an alteration to the sidewalk or street that would require the installation of curb ramps, as required by 28 CFR 35.151(e).

**Question:** The pushbutton on an existing pedestrian signal is being replaced with a sturdier model. Must APS be installed?

**Answer:** No, but the new pushbutton must meet applicable requirements (i.e., location, height, operable parts).

**Question:** An intersection with sidewalks and pedestrian signals is being widened to include a right turn lane. Must APS be installed as a consequence of the widening project?

**Answer:** No, installing APS is not within scope of the project. Any new pedestrian pushbuttons installed in the course of the work must meet applicable requirements. Note that this project is an alteration to the street and sidewalk and thus must provide compliant curb ramps.

#### **GENERAL**

**Question:** The local public transit agency has designated a bus stop by placing a sign in the ground along a roadway with no sidewalk. Must a concrete or other improved surface be installed?

**Answer:** No, the placement of a bus stop sign alone does not require other site improvements. When other site improvements are provided they should meet the applicable access requirements.

## CHAPTER R1: APPLICATION AND ADMINISTRATION

### R101 Purpose

**R101.1 General.** This document contains scoping and technical requirements for accessibility to facilities for pedestrian circulation and use located in the public right-of-way. Advisory notes are for informational purposes only. These requirements are to be applied during the design, construction, additions to, and alterations of facilities in the public right-of-way to the extent required by regulations issued by Federal agencies.

*Advisory R101.1 General. Access requirements are also addressed in the Manual on Uniform Traffic Control Devices (MUTCD), FHWA/US DOT, 2003 (<http://mutcd.fhwa.dot.gov>). MUTCD is a reference standard in this guideline.*

*Key transportation industry guidance documents also address accessibility in the public right-of-way and can provide useful information on design and construction. They include 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 ([www.aashto.org](http://www.aashto.org)) and 'Designing Sidewalks and Trails for Access', FHWA/US DOT September 2001 (<http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>).*

**R101.2 Effect on Existing Facilities.** This document does not address existing facilities unless they are included in the scope of an alteration undertaken at the discretion of a covered entity. The U.S. Department of Justice and U.S. Department of Transportation have issued and enforce separate regulations for existing facilities subject to their requirements for program accessibility under the Americans with Disabilities Act.

*Advisory R101.2 Effect on Existing Facilities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).*

*Federal agencies and entities receiving federal funds may also have an obligation for program accessibility under section 504 of the Rehabilitation Act of 1973 as amended. For example, state departments of transportation that receive Federal-aid Highway funds must comply with program accessibility requirements issued by the U.S. Department of Transportation at 49 CFR part 27.*

### R102 Equivalent Facilitation

Nothing in these requirements prevents the use of designs, products, or technologies as alternatives to those prescribed, provided they result in substantially equivalent or greater accessibility and usability.

## **R103 Conventions**

**R103.1 Dimensions.** Dimensions that are not stated as "maximum" or "minimum" are absolute.

**R103.1.1 Construction and Manufacturing Tolerances.** All dimensions are subject to conventional industry tolerances except where the requirement is stated as a range with specific minimum and maximum end points.

*Advisory R103.1.1 Construction and Manufacturing Tolerances. Conventional industry tolerances recognized by this provision include those for field conditions and those that may be a necessary consequence of a particular manufacturing process. Recognized tolerances are not intended to apply to design work.*

*Information on specific tolerances may be available from industry or trade organizations, code groups and building officials, and published references.*

**R103.2 Calculation of Percentages.** Where the required number of elements or facilities to be provided is determined by calculations of ratios or percentages and remainders or fractions result, the next greater whole number of such elements or facilities shall be provided. Where the determination of the required size or dimension of an element or facility involves ratios or percentages, rounding down for values less than one half shall be permitted.

**R103.3 Figures.** Unless specifically stated otherwise, figures are provided for informational purposes only.

**R103.4 Units of Measurement.** Measurements are presented in this document in both metric and U.S. customary units and were developed independently within each system. The relationship between the metric and U.S. customary values is neither an exact (soft) conversion nor a completely rationalized (hard) conversion. The metric values are those that would have been used had the requirements been presented exclusively in metric units; the U.S. customary values are those that would have been used had the requirements been presented exclusively in U.S. customary units. Therefore, the user is advised to work entirely in one system and not attempt to convert directly between the two.

## **R104 Referenced Guidelines and Standards**

**R104.1 General.** The guidelines and standards listed in R104.2 are incorporated by reference in this document and are part of the requirements to the prescribed extent of each such reference. The Director of the Federal Register has approved these guidelines and standards for incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of the referenced guidelines and standards may be inspected at the Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004; at the Department of Justice, Civil Rights Division,

Disability Rights Section, 1425 New York Avenue, NW, Washington, DC; at the Department of Transportation, 400 Seventh Street, SW, Room 10424, Washington DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**R104.2 Referenced Guidelines and Standards.** The specific edition of the guidelines and standards listed below are referenced in this document. Where differences occur between this document and the reference, this document applies.

**R104.2.1 MUTCD.** Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2003 edition. Copies of the referenced standard may be obtained on-line from the Federal Highway Administration at <http://mutcd.fhwa.dot.gov>. (see R205 and R302.4).

**R104.2.2 ANSI/BHMA.** Copies of the referenced standards may be obtained from the Builders Hardware Manufacturers Association, 355 Lexington Avenue, 17<sup>th</sup> floor, New York, NY 10017 (<http://www.buildershardware.com>).

ANSI/BHMA A156.10-1999 American National Standard for Power Operated Pedestrian Doors (see R411.3).

ANSI/BHMA A156.19-1997 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

ANSI/BHMA A156.19-2002 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

**R104.2.3 ASME.** Copies of the referenced standard may be obtained from the American Society of Mechanical Engineers, Three Park Avenue, New York, NY 10016 (<http://www.asme.org>).

ASME A17.1-2000 Safety Code for Elevators and Escalators, including ASME A17.1a-2002 Addenda and ASME A17.1b-2003 Addenda (see R220; R305.5.5).

## **R105 Definitions**

**R105.1 General.** For the purpose of this document, the terms defined in R105.5 have the indicated meaning.

**R105.2 Terms Defined in Referenced Guidelines and Standards.** Terms not defined in R105.5 or in regulations issued by Federal agencies, but specifically defined in a referenced guideline or standard, shall have the specified meaning from the referenced guideline or standard unless otherwise stated.

**R105.3 Undefined Terms.** The meaning of terms not specifically defined in R105.5 or in regulations issued by Federal agencies or in referenced guidelines and standards shall be as defined by collegiate dictionaries in the sense that the context implies.

**R105.4 Interchangeability.** Words, terms and phrases used in the singular include the plural and those used in the plural include the singular.

**R105.5 Defined Terms.**

**Accessible.** Describes a facility in the public right-of-way that complies with this part.

**Accessible Pedestrian Signal.** 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.

**Blended Transition.** A connection with a grade of 5 percent or less between the level of the pedestrian walkway and the level of the crosswalk.

**Channelization.** The separation or regulation of conflicting traffic movements into definite paths of travel by devices such as cones, tubular markers, vertical panels, drums, barricades, temporary raised islands and barriers, to facilitate the orderly movements of traffic, to separate vehicles and pedestrians, and to protect them from construction or hazardous areas.

**Channelized Intersection.** An at-grade intersection in which traffic is directed into definite paths by islands.

**Crosswalk.** (Shall have the meaning in MUTCD Section 1A13.18).

**Cross Slope.** The grade that is perpendicular to the direction of accessible pedestrian travel. On a sidewalk, shoulder, or blended transition, it is measured perpendicular to the curb line or edge of the street or highway; on a curb ramp, it is measured perpendicular to the running grade.

**Curb Line.** A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

**Curb Ramp.** A perpendicular or parallel ramp and its landing that cuts through or is built up to the curb.

**Detectable Warning.** A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to vehicular way.

**Element.** An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

**Facility.** All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in a public right-of-way.

**Grade Break.** The meeting line of two adjacent surface planes of different grade.

**Highway.** (Shall have the meaning in MUTCD Section 1A13.32).

**Intersection.** (Shall have the meaning in MUTCD Section 1A13.39).

**Island.** (Shall have the meaning in MUTCD Section 1A13.40).

**Median.** (Shall have the meaning in MUTCD Section 1A13.48).

**Operable Part.** A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

**Pedestrian.** (Shall have the meaning in MUTCD Section 1A13.55).

**Pedestrian Access Route.** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Path.** A prepared exterior or interior way of passage provided for pedestrian travel.

**Pushbutton Locator Tone.** A repeating sound that identifies the pushbutton location and indicates the need to actuate pedestrian timing.

**Public Right-of-Way.** Public land or property, usually in interconnected corridors, that is acquired for or devoted to transportation purposes.

**Roundabout Intersection.** (Shall have the meaning in MUTCD Section 1A13.68).

**Running Slope.** The grade that is parallel to the direction of travel, expressed as a ratio of rise to run or as a percent.

**Sidewalk.** (Shall have the meaning in MUTCD Section 1A13.73).

**Splitter Island.** A flush or raised island that separates entering and exiting traffic in a roundabout intersection.

**Street.** (Shall have the meaning in MUTCD Section 1A13.84).

**Street Furniture.** Sidewalk equipment or furnishings.

**Vibrotactile.** A vibrating surface, located on the accessible pedestrian signal button, that communicates information through touch.

**Walk Interval.** That phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a WALK message or the walking person symbol and its audible equivalent.

**Walkway.** The continuous portion of the pedestrian access route that is connected to street crossings by curb ramps or blended transitions.

## **CHAPTER R2: SCOPING REQUIREMENTS**

### **R201 Application**

**R201.1 Scope.** All newly designed and newly constructed facilities located in the public right-of-way shall comply with these requirements. All altered portions of existing facilities located in the public right-of-way shall comply with these requirements to the maximum extent feasible.

*Advisory R201.1 Scope. This document (see R101.1 General) covers facilities for pedestrian circulation and use in the right-of-way. Examples of facilities include, but are not limited to, walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. Examples of facilities not included are manholes and utility vaults.*

*These requirements are to be applied to all areas of a facility within the scope or limits of the planned project unless expressly exempted or limited with respect to the number of multiple elements required to be accessible. For example, not all benches are required to be accessible; those that are not required to be accessible are not required to comply with these requirements or to be served by a pedestrian access route.*

**R201.2 Temporary and Permanent Facilities.** These requirements shall apply to temporary and permanent facilities.

*Advisory R201.2 Temporary and Permanent Facilities. Temporary facilities covered by these requirements include, but are not limited to, temporary routes around work zones, portable toilets in the public right-of-way, sidewalk vending facilities, street fair booths, performance stages and reviewing stands, and the pedestrian access routes that serve them. As permitted in R203.1.1, structures and equipment directly associated with the actual processes of construction are not required to be accessible.*

*Elements are often placed on a sidewalk without coordination by different agencies or entities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).*

**R201.3 Requirements for Buildings and Structures.** Buildings, structures, and similar facilities constructed in the public right-of-way but not specified in this document shall comply with the applicable requirements in 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R201.3.1 Buildings and Structures Covered by the Americans with Disabilities Act.** Buildings, structures, and similar facilities covered by the Americans with Disabilities Act (ADA) shall comply with Appendices B and D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R201.3.2 Buildings and Structures Covered by the Architectural Barriers Act.** Buildings, structures, and similar facilities covered by the Architectural Barriers Act (ABA) shall comply with Appendices C and D to 36 CFR part 1191.

## **R202 Alterations and Additions to Existing Facilities**

**R202.1 General.** Additions and alterations to existing facilities shall comply with R202.

*Advisory R202.1 General. Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility.*

*The U.S. Department of Justice Title II regulation at 28 CFR 35.151(e) requires that curb ramps be installed whenever pedestrian walkways on sidewalks and across streets are newly constructed or altered. A 1993 case, Kinney v. Yerusalim, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994), held that resurfacing of a street constitutes an alteration that requires the installation of curb ramps (for text see <http://www.ada.gov/deldot.htm>).*

*Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.*

**R202.1.1 Transitional Segments.** Transitional segments connecting to existing unaltered segments shall comply with R301 to the maximum extent feasible.

*Advisory R202.1.1 Transitional Segments. It is often possible to construct transitional segments that blend between existing undisturbed facilities and newly-altered elements. This may permit the work of the alteration to more nearly meet the new construction standards. At a later time, when other walkway segments are altered, the non-complying transitional segments can be removed and replaced with complying work.*

**R202.1.2 Added Elements.** Where elements are added and the circulation path is not altered, a pedestrian access route is not required.

*Advisory R202.1.2 Added Elements. This provision does not eliminate the requirements specified for a particular element. For example, a bench that is installed on an existing sidewalk must have the necessary clearances and clear floor space specified in section 307. Where possible added elements should connect to an existing pedestrian access route.*

**R202.2 Additions.** Each addition to an existing facility shall comply with the requirements for new construction. Where an existing pedestrian circulation path is extended, the extension shall contain a pedestrian access route complying with R301.

**R202.3 Alterations.** Where existing elements or spaces are altered, each altered element or space within the limits or scope of the project shall comply with the applicable requirements for new construction to the maximum extent feasible.

*Advisory R202.3 Alterations. From the U.S. Department of Justice title III regulation at 28 CFR 36.402 Alterations: "The phrase 'to the maximum extent feasible,' ... applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. Any altered features of the facility that can be made accessible shall be made accessible. If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would not be feasible, the facility shall be made accessible to persons with other types of disabilities (e.g., those who use crutches, those who have impaired vision or hearing, or those who have other impairments)."*

*Existing conditions (e.g., underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, the presence of a notable natural or historic feature) may limit choices in an alterations project. In determining the maximum feasible accessibility that can be achieved for pedestrians with disabilities within a given alterations project, covered entities may consider constructability limits commensurate with those of the project as a whole.*

*There is no 'path-of-travel' obligation in these guidelines; covered entities shall apply the guidelines to achieve the maximum feasible accessibility within the limits of the planned project boundary or scope. However, the alteration of multiple elements or spaces within a facility may provide a cost-effective opportunity to make the entire facility, or a significant portion of it, accessible. When undertaking right-of-way alterations, jurisdictions should consult their transition plans to determine if related work has been identified as needed to achieve program accessibility in existing facilities at the same location.*

*Most rights-of-way work occurs as an alteration in a complex environment also regulated for vehicle operation and safety and subject to the well-established industry practice of applying 'engineering judgment'. These techniques can also be used to evaluate the feasibility of accessibility solutions.*

**R202.3.1 Prohibited Reduction in Required Access.** An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

*Advisory R202.3.1 Prohibited Reduction in Access. Sidewalk improvements that correct existing excessive cross slope should be carefully planned to avoid the imposition of barriers elsewhere, as, for example, creating excessive slope in a curb ramp or adding a step at an existing building entrance. Solutions that have been successfully implemented include:*

- 1) split sidewalks that serve entrances and roadway at separate levels;*
- 2) sidewalk widths of greater cross slope at street edge, with a pedestrian access route at lesser cross slope along building entrances;*
- 3) a pedestrian access route along the curb, with ramped entrances along the shop fronts.*

*Where facilities are newly-constructed or altered along an existing sidewalk, it may not always be possible to provide the required level landing at an entrance or other feature required to be accessible without altering the sidewalk. Often, the jurisdiction will require the developer of a new or altered facility on a site served by the sidewalk to redesign and replace the public sidewalk as a part of the permit for construction. Careful coordination between public and private planning is the usual practice.*

**R202.3.2 Extent of Application.** An alteration of an existing element, space, or area of a facility shall not impose a requirement for accessibility greater than required for new construction.

**R202.3.3 Alterations to Qualified Historic Facilities.** Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with these requirements would threaten or destroy the historic significance of a qualified facility or element, compliance shall be required to the maximum extent that does not threaten or destroy the historic significance.

*Advisory R202.3.3 Alterations to Qualified Historic Facilities. It is the element or facility subject to the alteration which must have historic significance. Furthermore, it must be determined that compliance with these requirements would threaten or destroy the historic significance, not merely alter the appearance.*

**R202.3.3.1 Historic District.** Location of the facility or element within an historic district is not a sufficient condition for qualification as an historic facility.

*Advisory R202.3.3.1 Historic District. Altered street crossings, sidewalks, and pedestrian facilities that are not historic but are merely located in historic areas must meet new construction requirements to the maximum extent feasible.*

**R202.3.3.2 Reproductions or Replications.** Reproductions or replications of historic facilities shall not qualify as historic facilities.

### **R203 General Exceptions**

**R203.1 General.** Facilities, sites, spaces, and elements are exempt from these requirements to the extent specified by R203.

**R203.1.1 Construction Sites.** Structures and sites directly associated with the actual processes of construction, including but not limited to, scaffolding, bridging, materials hoists, materials storage, portable toilet units provided for use exclusively by construction personnel, and construction trailers, shall not be required to comply with this part.

**R203.1.2 Limited Access Spaces.** Spaces accessed only by ladders, catwalks, crawl spaces, or very narrow passageways shall not be required to comply with this part.

**R203.1.3 Machinery Spaces.** Spaces or elements frequented only by service personnel for maintenance, repair, or occasional monitoring of equipment shall not be required to comply with this part. Machinery spaces include, but are not limited to, elevator pits or elevator penthouses; mechanical, electrical or communications equipment cabinets and vaults; electric substations and transformer vaults; and highway and tunnel utility facilities.

**R203.1.4 Single Occupant Structures.** Single occupant structures accessed only by passageways below grade or elevated above standard curb height, including but not limited to toll booths that are accessed only by underground tunnels, shall not be required to comply with this part.

### **R204 Pedestrian Access Route**

Pedestrian circulation paths shall contain a pedestrian access route complying with R301 which connects to facilities, elements, and spaces required to be accessible by Chapter R2 and to accessible routes required to connect to public streets and sidewalks by section 206.2.1 of appendix B to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) or section F206.2.1 of appendix C of 36 CFR 1191 (the ADA and ABA Accessibility Guidelines). Where a pedestrian circulation path is provided in the street, along a highway, or within a shoulder, it shall contain a pedestrian access route.

*Advisory R204 Pedestrian Access Route. The pedestrian access route is a portion of the general pedestrian circulation path, which may include walkways, sidewalks, street crossings and crosswalks, and overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps and landings. Where sidewalks are not provided, pedestrian circulation paths maybe provided in the street, highway, or shoulder unless pedestrian use is prohibited. This provision does not require a pedestrian access route if a pedestrian circulation path is not provided. -*

### **R205 Alternate Pedestrian Access Route**

When an existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary conditions, an alternate pedestrian access route complying to the maximum extent feasible with R301, R302, and Section 6D.01 and 6D.02 of the MUTCD (incorporated by reference; see R104.2.1) shall be provided.

*Advisory R205 Alternate Pedestrian Access Route. Same-side travel is preferred because it does not increase pedestrian exposure and risk of accident consequent upon added street crossings. A route that uses vehicle lane width may be shorter, safer, and more usable than one that requires two street crossings, even if the roadway surface is imperfect. Part 6D.01 of the MUTCD requires alternate routes to provide the best elements of accessibility provided in the pedestrian circulation route before its disruption.*

### **R206 Pedestrian Crossings**

Where a pedestrian street or rail track crossing is provided, it shall contain a pedestrian access route complying with R301 and the applicable provisions of R305. Where a pedestrian rail crossing is not contained within a street or highway, a detectable warning shall be provided in compliance with R304.

*Advisory R206 Pedestrian Crossings. When tracks are located in a street or highway that has a pedestrian route, the detectable warnings at the curb ramps make a second set of detectable warnings at the rail unnecessary in most applications. When rail tracks are not associated with a street or highway, they must have detectable warnings across the pedestrian access route on either side.*

### **R207 Curb Ramps and Blended Transitions**

A curb ramp or blended transition complying with R303, or a combination of curb ramps and blended transitions, shall connect the pedestrian access route to each pedestrian street crossing within the width of each crosswalk.

### **R208 Accessible Pedestrian Signals (APS)**

Where pedestrian signals are provided at pedestrian street crossings, they shall comply with R306.

### **R209 Protruding Objects**

Protruding objects along or overhanging any portion of a pedestrian circulation path shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

*Advisory R209 Protruding Objects. Banners, awnings, tree branches, and temporary street or highway signs may also be hazards if not placed or maintained properly.*

## **R210 Pedestrian Signs**

**R210.1 General.** Signs designed primarily for pedestrian use shall comply with R210.

**R210.2 Bus Route Identification.** Bus route identification signs shall comply with R409.5.1 through R409.5.4, and R409.5.7 and R409.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with R409.5.5. Bus route identification signs located at bus shelters shall provide raised and braille characters complying with R409.2, and shall have rounded corners. Signs shall not be required to comply with R409.2 where audible signs are user- or proximity-actuated or are remotely transmitted to a portable receiver carried by an individual. Bus schedules, timetables and maps that are posted at the bus stop or bus shelter are not required to comply.

**R210.3 Directional, Informational, and Warning Signs.** Directional, informational, and warning signs shall comply with R409.5.

*Advisory R210.3 Directional, Informational, and Warning Signs. This provision applies legibility criteria to text signs. Examples of covered signs include, but are not limited to, sidewalk closure and pedestrian detour signing required by MUTCD, tourist information signing, and pedestrian route signing along an historic trail. Standard highway street-name signage is not covered by this part.*

*Braille identification of street names is a required feature where APS are provided (see R306).*

*A proximity-, -user-, or button-activated audible sign can provide this information in audible formats for pedestrians who don't read print. Such devices are now being manufactured for rights-of-way applications.*

## **R211 Street Furniture**

Street furniture intended for use by pedestrians and installed on or adjacent to a pedestrian circulation path shall comply with R307.

*Advisory R211 Street Furniture. This scoping applies usability and operability criteria to certain items intended for pedestrian use in the public right-of-way. Where multiple items of a single type are provided at a single location, only a proportion may be required to be accessible and to be located on a pedestrian access route. Types of street furniture for which usability and operational criteria are provided include elements such as drinking fountains; public telephones; public toilet facilities; and tables, counters, and benches in R211; parking meters in R308.6; bus stops and shelters in R212; and signage, including bus stop signage, in R210. Where applicable, usability and operability provisions shall be satisfied in the design and construction of other items installed on or along a public right-of-way for pedestrian use (see sections R307, R401, and R405).*

*Some items intended for pedestrian use are installed on private property bounded by a public right-of-way and are intended for use from the right-of-way. Such items include wall-mounted ATMs, overnight mail kiosks, and walk-up service windows. Other items may be placed within a public sidewalk under the terms of a public space permit, such as the tables, chairs, and enclosures used by sidewalk cafes and restaurants or sidewalk vending carts and machines. The ADA and ABA Accessibility Guidelines cover these street furniture items, which should not be permitted to intrude on the required pedestrian access route or to violate protruding objects provisions.*

*Some street furniture, such as fire hydrants, signal control boxes, signal and sign poles, and overhead awnings and signs, is not intended for pedestrian operation. These and similar items shall not intrude on the required pedestrian access route or violate protruding objects provisions (see sections R301 and R401).*

*The location of bicycle racks on a public sidewalk should consider their footprint in use, since a bicycle carelessly fixed to a rack can become a barrier to accessible travel along a pedestrian access route or a protruding object along it.*

*Careful coordination is required between agencies and divisions authorized to install items on and along sidewalks in order to avoid inadvertent conditions that may constitute barriers. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).*

## **R212 Bus Stops**

Where provided, bus boarding and alighting areas shall comply with R410. Where provided, bus shelters shall comply with R410.2.

*Advisory R212 Bus Stops. Where bus stops are marked along existing streets by the placement of signage, benches, or shelters, other features necessary to accessibility, such as surface improvements and curb ramps, will be subject to the program access requirements of the U.S. Department of Justice title II regulation at 28 CFR 35.151 or the U.S. Department of Transportation 504 regulation at 49 CFR Part 27. Transportation, public works, and transit agencies should consider including needed improvements in their transition plans and other program accessibility planning.*

*Furthermore, the placement of such items is subject to usability and protruding objects provisions that apply to street furniture. Bus stop benches and shelters shall not intrude into an existing pedestrian access route.*

*Signage required at bus stops is scoped at R210.2 Bus Route Identification.*

**R213 Stairways**

Where provided on a pedestrian circulation path, stairways shall comply with R407. Stairways shall not be part of a pedestrian access route.

**R214 Handrails**

Where provided, handrails shall comply with R408.

*Advisory R214 Handrails. It may not be feasible to install handrails with fully complying features on existing developed rights-of-way if the full horizontal handrail extension would narrow a required pedestrian access route or be a hazard to cross traffic. Handrail design should not constitute a protruding object (see R401).*

**R215 Vertical Access**

Where provided, elevators, limited-use/limited-application elevators, and platform lifts shall comply with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and shall provide for independent operation. Vertical access shall remain unlocked during the operating hours of the facility served.

*Advisory R215 Vertical Access. Elevators in public and private buildings accessible from the public right-of-way have been successfully used to provide low-effort routes between sidewalk levels in hilly terrain.*

**R216 On-Street Parking**

Where on-street parking is marked or metered, accessible parking spaces complying with R308 shall be provided on the block perimeter in accordance with Table R216.

*Advisory R216 On-Street Parking. Accessible on-street parking spaces are best located where the street has the least crown and grade and close to key destinations. Adjacent sidewalk space should be free of obstructions (including curb ramps) to permit deployment of a van side-lift.-*

<b>Table R216 Accessible Parking Spaces</b>	
<b>Total Number of Marked or Metered Parking Spaces on the Block Perimeter</b>	<b>Minimum Required Number of Accessible Parking Spaces</b>
1 to 25	1
26 to 50	2

51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

**R217 Passenger Loading Zones**

Where passenger loading zones are provided, a minimum of one passenger loading zone complying with R412 shall be provided in every continuous 30 m (100 ft) of loading zone space or fraction thereof.

**R218 Call Boxes**

Where provided, roadside call boxes shall comply with R309.

**R219 Transit Platforms**

Where provided, transit platforms shall comply with R414.

**R220 Escalators**

Where provided, escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see 104.2.2).

**R221 Detectable Warning Surfaces**

Detectable warning surfaces shall comply with R304.

*Advisory R221 Detectable Warning Surfaces. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.*

**R222 Doors, Doorways, and Gates**

Where provided, doors, doorways, and gates shall comply with R411.

**CHAPTER R3: TECHNICAL PROVISIONS**

**R301 Pedestrian Access Route**

**R301.1 General.** Pedestrian access routes shall comply with R301 and shall connect pedestrian elements and facilities required to be accessible.

**R301.2 Components.** Pedestrian access routes shall consist of one or more of the following components: walkways, ramps, curb ramps (excluding flared sides) and landings, blended transitions, crosswalks, and pedestrian overpasses and underpasses, elevators, and platform lifts. Stairways and escalators shall not be part of a pedestrian access route. All components of a pedestrian access route shall comply with the applicable portions of this document.

### **R301.3 Width.**

**R301.3.1 Continuous Width.** The minimum continuous and unobstructed clear width of a pedestrian access route shall be 1.2 m (4.0 ft), exclusive of the width of the curb.

*Advisory R301.3.1 Continuous Width. The pedestrian access route provides a minimum accessible route of passage within a sidewalk or other walkway that may not comprise the full width of the pedestrian circulation route, particularly in urban areas. Industry-recommended sidewalk widths can be found in 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 ([www.aashto.org](http://www.aashto.org)). The minimum width must be maintained without obstruction.*

*Where a pedestrian access route turns or changes direction, it should accommodate the continuous passage of a wheelchair or scooter. As with street or highway design for vehicles, additional maneuvering width or length may be needed at recesses and alcoves, doorways and entrances, and along curved or angled routings, particularly where the grade exceeds 5%. Individual segments of pedestrian access routes should have a minimum straight length of 1.2 m (4.0 ft).*

*Street furniture, including fixed or movable elements such as newspaper and sales racks, cafe seating and tables, bus shelters, vender carts, sidewalk sculptures, and bicycle racks, shall not reduce the required width of the pedestrian access route.*

*Provisions for protruding objects apply across the entire width of the pedestrian circulation path, not just the pedestrian access route.*

**R301.3.2 Width at Passing Spaces.** Walkways in pedestrian access routes that are less than 1.5 m (5.0 ft) in clear width shall provide passing spaces at intervals of 61 m (200 ft) maximum. Pedestrian access routes at passing spaces shall be 1.5 m (5.0 ft) wide for a distance of 1.5m (5.0 ft).

**R301.3.3 Width at Elevators and Lifts.** The pedestrian access route at elevators and platform lifts shall be permitted to comply with the applicable requirements of section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R301.3.4 Width at Doors, Doorways, and Gates.** The pedestrian access route through doors, doorways, and gates shall be permitted to comply with R411.2.3.

#### **R301.4 Walkway Grade and Cross Slope.**

**R301.4.1 Cross Slope.** The cross slope of the walkway of a pedestrian access route shall be 2 percent maximum.

**R301.4.2 Street or Highway Grade.** Where the walkway of a pedestrian access route is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.

**R301.4.3 Supported Slope.** Where the walkway of a pedestrian access route is supported by a structure, it shall comply with R305.5.

*Advisory R301.4.3 Supported Slope. This provision covers pedestrian access routes on bridges, overpasses, underpasses and similar facilities.*

**R301.5 Surface.** The surface of the pedestrian access route shall be firm, stable and slip resistant.

*Advisory R301.5 Surface. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).-*

**R301.5.1 Vertical Alignment.** Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the pedestrian access route, and within clear spaces required for accessible pedestrian signals, street furniture, and operable parts. Grade breaks shall be flush. Where the pedestrian access route crosses rail tracks at grade, the surface of the pedestrian access route shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail.

**R301.5.2 Surface Discontinuities.** Surface discontinuities shall not exceed 13 mm (0.50 in) maximum. Vertical discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) maximum shall be beveled at 1:2 minimum. The bevel shall be applied across the entire level change.

*Advisory R301.5.2 Surface Discontinuities. Surfaces with individual units laid out of plane and those that are heavily textured, rough, or chamfered, will greatly increase rolling resistance and will subject pedestrians who use wheelchairs, scooters, and rolling walkers to the stressful (and often painful) effects of vibration. It is highly desirable to minimize surface discontinuities; when discontinuities on the pedestrian access route are unavoidable, they should be widely separated.*

#### **R301.7 Horizontal Openings.**

**R301.7.1 Walkway Joints and Gratings.** Openings shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

**R301.7.2 Clearances at Elevator and Platform Lift Sills.** Clearances between elevator car platform sills and associated hoistways and between a platform lift sill and any landing shall comply with the applicable requirements in sections 407.4.3, 408.4.3, and 410.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

~~**R301.7.3 Flangeway Caps at Non-Freight Rail Crossings.** Openings for wheel flanges at pedestrian crossings of non-freight rail track shall be 64 mm (2.5 in) maximum.~~

~~**R301.7.4 Flangeway Gaps at Freight Rail Crossings.** Openings for wheel flanges at pedestrian crossings of freight rail track shall be 75 mm (3 in) maximum.~~

## **R302 Alternate Circulation Path**

**R302.1 General.** Alternate circulation paths shall comply with R302 and shall contain a pedestrian access route complying with R301.

*Advisory R302.1 General. Temporary routes are alterations to an existing developed pedestrian environment and are required to achieve the maximum accessibility feasible under existing conditions.*

**R302.2 Location.** To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route.

*Advisory R302.2 Location. Where it is not feasible to provide a same-side alternate circulation path and pedestrians will be detoured, section 6D.02 of the MUTCD specifies that the alternate path provide a similar level of accessibility to that of the existing disrupted route. This may include the incorporation of accessible pedestrian signals (APS), curb ramps, or other accessibility features.*

**R302.3 Protection.** Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with R302.4.

*Advisory R302.3 Protection. When it is necessary to block travel at the departure curb to close a crosswalk that is disrupted by excavation, construction, or construction activity, care must be taken to preserve curb ramp access to the perpendicular crosswalk. This may require additional pedestrian channelization if only a single diagonal curb ramp*

*serves the corner.*

*Figures 6H-28 and 6H-29 of the MUTCD specify notification signage for pedestrian closings and detours. Audible signage triggered by proximity switches can provide information to pedestrians who do not use print signs.*

**R302.4 Pedestrian Barricades and Channelizing Devices.** Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see R104.2.4).

**R302.4.1 Detectable Base.** A continuous bottom edge shall be provided 150 mm (6 in) maximum above the ground or walkway surface.

**R302.4.2 Height.** Devices shall provide a continuous surface or upper rail at 0.9 m (3.0 ft) minimum above the ground or walkway surface. Support members shall not protrude into the alternate circulation path.

### **R303 Curb Ramps and Blended Transitions**

**R303.1 General.** Curb ramps and blended transitions shall comply with R303.

*Advisory R303.1 General. Curb ramps can be a key source of wayfinding information for pedestrians who travel without vision cues if they are installed in-line with the direction of pedestrian travel at crossings. This is most easily accomplished by locating the ramp at the tangent point of the curb return, using either a small curb radius in an attached sidewalk or, in larger radii, a border or setback from the street edge. The Institute of Transportation Engineers ([www.ite.org](http://www.ite.org)) has undertaken an industry-wide effort to develop and standardize intersection plans that optimize wayfinding. The challenge for practitioners is to provide usability for pedestrians in wheelchairs and scooters with a rectangular ramp plan that can also be directional.*

**R303.2 Types.** Perpendicular curb ramps shall comply with R303.2.1 and R303.3; parallel curb ramps shall comply with R303.2.2 and R303.3; blended transitions shall comply with R303.2.3 and R303.3.

*Advisory R303.2 Types. This provision permits a combination of ramps and blended transitions.*

*It will sometimes be necessary to limit the run of a parallel or perpendicular ramp in order to avoid 'chasing grade' indefinitely. In new construction at standard curb heights, required level landings can provide a datum for measuring most curb ramp slopes.*

*Limiting new ramps to an 8.3% slope on steep routes will result in a slight increase in grade on the balance of the route, but will facilitate street crossing and a timely and manageable ascent to the sidewalk, particularly important when crossing in traffic. =*

**R303.2.1 Perpendicular Curb Ramps.** Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.

**R303.2.1.1 Running Slope.** The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

**R303.2.1.2 Cross Slope.** The cross slope at intersections shall be 2 percent maximum. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

**R303.2.1.3 Landing.** A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. Running and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

**R303.2.1.4 Flares.** Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp.

*Advisory R303.2.1.4 Flares. Sides of ramps may be returned, providing useful directional cues, if protected from cross travel by landscaping, street furniture, poles, or equipment.*

**R303.2.2 Parallel Curb Ramps.** Parallel curb ramps shall comply with R303.2.2, and shall have a running slope that is in-line with the direction of sidewalk travel.

**R303.2.2.1 Running Slope.** The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

**R303.2.2.2 Cross Slope.** The cross slope shall be 2 percent maximum.

**R303.2.2.3 Landing.** A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear floor or ground space. Running slope and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

**R303.2.2.4 Diverging Sidewalks.** Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected.

**R303.2.3 Blended Transitions.** Blended transitions shall comply with R303.3. Running slope shall be 5 percent maximum and cross slope shall be 2 percent maximum.

**R303.3 Common Elements.** Curb ramps and blended transitions shall comply with R303.3.

**R303.3.1 Width.** The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 1.2 m (4.0 ft) minimum.

**R303.3.2 Detectable Warnings.** Detectable warning surfaces complying with R304 shall be provided, where a curb ramp, landing, or blended transition connects to a street.

**R303.3.3 Surfaces.** Surfaces of curb ramps, blended transitions, and landings shall comply with R301. Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.

**R303.3.4 Grade Breaks.** Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.

**R303.3.5 Counter Slopes.** The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum.

**R303.3.6 Clear Space.** Beyond the curb face, a clear space of 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided within the width of the crosswalk and wholly outside the parallel vehicle travel lane.

## **R304 Detectable Warning Surfaces**

**R304.1 General.** Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern and shall comply with R304.

**R304.1.1 Dome Size.** Truncated domes in a detectable warning surface shall have a base diameter of 23 mm (0.9 in) minimum to 36 mm (1.4 in) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 5 mm (0.2 in).

*Advisory R304.1.1 Dome Size. Where domes are arrayed radially, they may differ in diameter within the ranges specified.*

**R304.1.2 Dome Spacing.** Truncated domes in a detectable warning surface shall have a center-to-center spacing of 41 mm (1.6 in) minimum and 61 mm (2.4 in) maximum, and a base-to-base spacing of 17 mm (0.65 in) minimum, measured between the most adjacent domes.

*Advisory R304.1.2 Dome Spacing. Where domes are arrayed radially, they may differ in center-to-center spacing within the range specified.*

**R304.1.3 Contrast.** Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surface, either light-on-dark or dark-on-light.

*Advisory R304.1.3 Contrast. Contrast may be provided on the full ramp surface but should not extend to the flared sides. Many pedestrians use the visual contrast at the toe of the ramp to locate the curb ramp opening from the other side of the street.*

**R304.1.4 Size.** Detectable warning surfaces shall extend 610 mm (24 in) minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

## **R304.2 Location and Alignment.**

**R304.2.1 Perpendicular Curb Ramps.** Where both ends of the bottom grade break complying with R303.3.4 are 1.5 m (5.0 ft) or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 1.5 m (5.0 ft) from the back of curb, the detectable warning shall be located on the lower landing.

*Advisory R304.2.1 Perpendicular Curb Ramps. Detectable warnings are intended to provide a tactile equivalent underfoot of the visible curblines; those placed too far from the street edge because of a large curb radius may compromise effective crossing analysis.*

**R304.2.2 Landings and Blended Transitions.** The detectable warning shall be located on the landing or blended transition at the back of curb.

**R304.2.3 Alignment.** The rows of truncated domes in a detectable warning surface shall be aligned to be perpendicular or radial to the grade break between the ramp, landing, or blended transition and the street.

*Advisory R304.2.3 Alignment. Where a ramp, landing, or blended transition provides access to the street continuously around a corner, the vertical rows of truncated domes in a detectable warning surface should be aligned to be perpendicular or radial to the grade break between the ramp and the street for a 1.2 meter-wide (4.0 ft) width for each crosswalk served.*

**R304.2.3 Rail Crossings.** The detectable warning surface shall be located so that the edge nearest the rail crossing is 1.8 m (6 ft) minimum and 4.6 m (15 ft) maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel.

## **R305 Pedestrian Crossings**

**R305.1 General.** Pedestrian crossings shall comply with R305.

**R305.2 Crosswalks.** Crosswalks shall comply with R305.2 and shall contain a pedestrian access route that connects to departure and arrival walkways through any median or pedestrian refuge island.

**R305.2.1 Width.** Marked crosswalks shall be 1.8 m (6 ft) wide minimum.

**R305.2.2 Cross Slope.**

**R305.2.2.1 Crossings with Stop Control.** The cross slope shall be 2 percent ~~maximum~~ desirable.

**R305.2.2.2 Crossings without Stop Control.** The cross slope shall be 5 percent ~~maximum~~ desirable.

**R305.2.2.3 Midblock Crossings.** The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

**R305.2.3 Running Slope.** The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crosswalk.

**R305.3 Pedestrian Signal Phase Timing.** All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 1.1 m/s (3.5 ft/s) maximum. The crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk.

**R305.4 Medians and Pedestrian Refuge Islands.** Medians and pedestrian refuge islands in crosswalks shall comply with R305.4 and shall contain a pedestrian access route, including passing space, complying with R301 and connecting to each crosswalk.

**R305.4.1 Length.** Medians and pedestrian refuge islands shall be 1.8 m (6.0 ft) minimum in length in the direction of pedestrian travel.

*Advisory R305.4.1 Length. The edges of cut-throughs and curb ramps are useful as cues to the direction of a crossing. This should be considered when planning an angled route through a median or island. Curb ramps in medians and islands can add difficulty to the crossing for some users. There are many factors to consider when deciding whether to ramp or cut-through a median or island. Those factors may include slope and cross slope of road, drainage, and width of median or island.*

**R305.4.2 Detectable Warnings.** Medians and pedestrian refuge islands shall have detectable warnings complying with R304 at curb ramps and blended transitions. Detectable warnings at cut-through islands shall be located at the curblines in-line with the face of curb and shall be separated by a 61 cm (2.0 ft) minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.

**R305.5 Pedestrian Overpasses and Underpasses.** Pedestrian overpasses and underpasses shall comply with R305.5.

**R305.5.1 Pedestrian Access Route.** Pedestrian overpasses and underpasses shall contain a pedestrian access route complying with R301.

**R305.5.2 Approach.** Where the approach slope exceeds 5 percent, the approach shall be a ramp 1.2 m (4.0 ft) minimum in width complying with R406 or an elevator, a limited use/limited application elevator, or platform lift complying with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and providing for independent operation.

*Advisory R305.5.2 Approach. This provision leaves the decision of type of accessible vertical access up to the jurisdiction. Long ramps can present difficulties for some persons with disabilities and may require snow clearance. Elevators or lifts entail a maintenance obligation.*

**R305.5.3 Stairs.** Stairs shall comply with R407.

**R305.5.4 Escalators.** Escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see R104.2.3) and shall have a clear width of 82 cm (32 in) minimum.

**R305.6 Roundabout Intersections.** Where pedestrian facilities are provided at roundabout intersections, they shall comply with R305.6 and shall contain a pedestrian access route complying with R301.

**R305.6.1 Separation.** If walkways are curb-attached, there shall be a continuous and detectable edge treatment along the street side of the walkway wherever pedestrian crossing is not intended. Where chains, fencing, or railings are used, they shall have a bottom element 38 cm (15 in) maximum above the pedestrian access route.

*Advisory R305.6.1 Separation. Because the pedestrian crossings are located off to the side of the pedestrian route around the street or highway and noise from continuously circulating traffic may mask useful audible cues. Carefully delineated crosswalk approaches with plantings, low enclosures, curbs, or other defined edges can be effective in identifying the crossing location(s). European and Australian roundabout intersections extend a 6- cm (24-inch) width of tactile surface treatment from the centerline of the ramp or blended transition across the full width of the sidewalk to provide an underfoot cue. Several manufacturers make a surface of raised bars for this use. The detectable warning surface should not be used, since it indicates the edge of a street or highway.*

*Schemes that remove cyclists from the circulating street or highway by means of a ramp that angles from the curb lane to the sidewalk and then provide re-entry by means of a similar ramp beyond the pedestrian crossing may provide false cues about the location of a crossing to pedestrians who are using the edge of the sidewalk for wayfinding. Designers should consider ways to mitigate this hazard.*

~~**R305.6.2 Signals.** At roundabouts with multi-lane crossings, a pedestrian activated signal complying with R306 shall be provided for each segment of each crosswalk, including the splitter island. Signals shall clearly identify which crosswalk segment the signal serves.~~

*Advisory R305.6.2 Signals. There are many suitable demand signals for this application. Crossings at some roundabout intersections in Australia and the United Kingdom*

*incorporate such systems, in which the driver first sees a flashing amber signal upon pedestrian activation and then a solid red while the pedestrian crosses to the splitter island (there is no green). These types of signals are also used in some U.S. cities at pedestrian crossings of arterial street or highways. The pedestrian pushbutton should be identifiable by a locator tone, and an accessible pedestrian signal incorporated to provide audible and vibrotactile notice of the gap created by the red signal. If properly signed, it need only be used occasionally by those who do not wish to rely solely on visual gap selection.*

*Roundabout intersections with single-lane approach and exit legs are not required to provide signals.*

~~**R305.7 Channelized Turn Lanes at Intersections.** Where pedestrian crosswalks are provided at multi-lane right or left channelized turn lanes at intersections with pedestrian signal indications, a pedestrian activated signal complying with R306 shall be provided.~~

*Advisory R305.7 Channelized Turn Lanes at Intersections. Accessible pedestrian signal devices installed at splitter and ‘pork chop’ islands must be carefully located and separated so that signal spillover does not give conflicting information about which crossing has the WALK indication displayed.*

*Additional guidance on signal types is provided in Advisory R305.6.2.*

## **R306 Accessible Pedestrian Signals (APS)**

**R306.1 General.** Pedestrian signals shall comply with R306.

**R306.2 Pedestrian Signals.** Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal which includes audible and vibrotactile indications of the WALK interval. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal and shall comply with R306.2.

*Advisory R306.2 Pedestrian Signals. Signals should generally sound and vibrate throughout the WALK interval. Where signals rest in WALK, audible operation may be limited to a repetition at short intervals rather than continuous sounding for several minutes.*

**R306.2.1 Location.** Accessible pedestrian signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear floor or ground space that is in line with the crosswalk line adjacent to the vehicle stop line.

**R306.2.1.1 Crossings.** Accessible pedestrian signal devices shall be 3.0 m (10.0 ft) minimum from other accessible pedestrian signals at a crossing. The control face of the accessible pedestrian signal shall be

installed to face the intersection and be parallel to the direction of the crosswalk it serves.

**R306.2.1.2 Medians and Islands.** Accessible pedestrian signals located in medians and islands shall be 1.5 m (5.0 ft) minimum from other accessible pedestrian signals.

**R306.2.2 Reach and Clear Floor or Ground Space.** Accessible pedestrian pushbuttons shall be located within a reach range complying with R404. A clear floor or ground space complying with R402 shall be provided at the pushbutton and shall connect to or overlap the pedestrian access route.

**R306.2.3 Audible Walk Indication.** The audible indication of the WALK interval shall be by tone or speech message.

**R306.2.3.1 Tones.** Tones shall consist of multiple frequencies with a dominant component at 880 Hz. The duration of the tone shall be 0.15 s and shall repeat at intervals of 0.15 s.

*Advisory R306.2.3.1 Tones. Many new accessible pedestrian signal installations in the US use speech messages, which are perceived as being more user-friendly than tones. However, such messages may not be intelligible under high-ambient-noise conditions or to non-English speakers. Electronic tones are more universal and unambiguous. Section 4E.06 of the MUTCD specifies content of speech messages.*

**R306.2.3.2 Volume.** Tone or voice volume measured at 92 cm (3.0 ft) from the pedestrian signal device shall be 2 dB minimum and 5 dB maximum above ambient noise level in standard operation and shall be responsive to ambient noise level changes.

*Advisory R306.2.3.2 Volume. Where additional volume or beaconing features are available on pedestrian activation, they will momentarily exceed volume limits.*

**R306.3 Pedestrian Pushbuttons.** Pedestrian pushbuttons shall comply with R306.3.

**R306.3.1 Operation.** Pedestrian pushbuttons shall comply with R405.4.

**R306.3.2 Pushbutton Locator Tone.** Pedestrian pushbuttons shall incorporate a locator tone at the pushbutton. Pushbutton locator tone volume measured at 92 cm (3.0 ft) from the pushbutton shall be 2 dB minimum and 5 dB maximum above ambient noise level and shall be responsive to ambient noise level changes. The duration of the locator tone shall be 0.15 s maximum and shall repeat at intervals of one second. The locator tone shall operate during the DON'T WALK and flashing DON'T WALK intervals only and shall be deactivated when the pedestrian signal is not operative.

**R306.3.3 Size and Contrast.** Pedestrian pushbuttons shall be a minimum of 0.5 cm (2 in) across in one dimension and shall contrast visually with their housing or mounting.

**R306.3.4 Optional Features.** An extended button press shall be permitted to activate additional features. Buttons that provide additional features shall be marked with three braille dots forming an equilateral triangle in the center of the pushbutton.

**R306.4 Directional Information and Signs.** Pedestrian signal devices shall provide tactile and visual signs complying with 306.4 on the face of the device or its housing or mounting to indicate crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

**R306.4.1 Arrow.** Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 0.8 mm (.03 inch) minimum and shall be 4 mm (1.5 in) minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background.

**R306.4.2 Street Name.** Accessible pedestrian signals (APS) shall include street name information aligned parallel to the crosswalk direction and shall comply with R409.3 or shall provide street name information in audible format.

**R306.4.3 Crosswalk Configuration.** Where provided, graphic indication of crosswalk configuration shall be tactile.

## **R307 Street Furniture**

**R307.1 General.** Street furniture shall comply with R307.

*Advisory R307.1 General. Elements are often placed on a sidewalk without coordination by different agencies or entities. Covered entities must ensure that the usability of the pedestrian access route is maintained.*

*Where items are added to an existing developed streetscape and the pedestrian walkway is not being replaced or altered within the scope of the project, locations should be carefully selected for minimum slope and cross slope and adequate width and maneuvering space to optimize usability.*

**R307.2 Clear Floor or Ground Space.** Street furniture shall have clear space complying with R402 and shall be connected to the pedestrian access route.

**R307.3 Drinking Fountains.** Where drinking fountains are provided, they shall comply with R413.

**R307.4 Public Telephones.** Where public telephones are provided, they shall comply with R307.4.

**R307.4.1 Single Telephone.** Where a single public telephone is provided, it shall comply with sections 704.2 and 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R307.4.2 Multiple Telephones.** Where a bank of public telephones is provided, at least one telephone shall comply with section 704.2 of Appendix D to 36 CFR part 1191, and at least one additional telephone shall comply with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R307.4.3 Volume Controls.** All public telephones shall provide volume controls complying with section 704.3 of Appendix D to 36 CFR 1191.

**R307.5 Public Toilet Facilities.** Permanent or portable public toilet facilities shall comply with section 603 of Appendix D to 36 CFR part 1191. At least one fixture of each type provided shall comply with sections 604 through 610 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines). Operable parts, dispensers, receptacles, or other equipment shall comply with R405. Where multiple single-user toilet facilities are clustered at a single location, at least 5 percent, but no fewer than one single-user toilet at each cluster shall comply with section 603 of Appendix D to 36 CFR part 1191 and shall be identified by the International Symbol of Accessibility complying with R409.7.2.1.

**R307.6 Tables, Counters, and Benches.** Tables, counters, and benches shall comply with R307.6.

**R307.6.1 Tables.** Where tables are provided in a single location, at least 5 percent but no fewer than one, shall comply with section 902 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R307.6.2 Counters.** Where provided, counters shall comply with section 904 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R307.6.3 Benches.**

**R307.6.3.1 Clear Space for Wheelchairs at Benches.** Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall provide clear space complying with R402 positioned at the end of the bench seat and located for shoulder-to-shoulder seating.

**R307.6.3.2 Benches.** Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall have a seat

height at the front edge of 43 cm (17 in) minimum and 49 cm (19 in) maximum above the ground or floor space.

*Advisory R307.6.3.2 Benches. Benches will be most useful if they have full back support and armrests to assist in sitting and standing.*

## **R308 On-Street Parking**

**R308.1 General.** On-street parking spaces shall comply with R308.

### **R308.2 Parallel Parking Spaces.**

**R308.2.1 Wide Walkways.** Where the width of the adjacent walkway exceeds 4.3 m (14 ft), an access aisle at least 1.5 m (5.0 ft) wide shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. The access aisle shall not encroach on the vehicular travel lane.

*Advisory R308.2.1 Wide Walkways. The walkway adjacent to an accessible parallel parking space should be free of obstructions such as signage, plantings, or equipment that would preclude deployment of a vehicle side-lift onto the access aisle or walkway.*

*A vehicle may park at the curb or at the parking lane boundary in order to locate the access aisle for individual use.*

**R308.2.2 Narrow Walkways.** An access aisle is not required where the width of the adjacent walkway is less than or equal to 4.3 m (14 ft). When an access aisle is not provided, the parking space shall be located at either end of the block face.

*Advisory R308.2.2 Narrow Walkways. An end-of-block space can be served by the curb ramps at the street crossing.*

**R308.3 Perpendicular or Angled Parking Spaces.** Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. Access aisles shall be marked so as to discourage parking in them.

*Advisory R308.3 Perpendicular or Angled Parking Spaces. All accessible angled and perpendicular on-street parking is treated as van parking with wide access aisles. In many cases, two spaces on either side of a single access aisle will satisfy scoping requirements. Where backing into the space (to locate the access aisle on the side needed) is not permitted, an access aisle for each accessible space should be provided.*

**R308.4 Curb Ramps or Blended Transitions.** A curb ramp or blended transition complying with R303 shall connect the access aisle to the pedestrian access route.

**R308.5 Signs.** Parking space identification signs shall include the International Symbol of Accessibility complying with R409.5.10. Signs shall be located at the head or foot of the parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

*Advisory R308.5 Signs. Accessible parallel parking spaces located at the foot of a block can serve vans that have rear lifts or cars with scooter platforms.*

**R308.6 Parking Meters.** Where parking meters are provided, they shall comply with R308.6. Operable parts shall comply with R405.

**R308.6.1 Meters at Parking Spaces.** A parking meter shall be located at the head or foot of a parallel parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

**R308.6.2 Remote Meters.** Where payment for parking in a space is included in a centralized collection box or paying station, the space shall be connected to the centralized collection point with a pedestrian access route.

**R308.6.3 Displays and Information.** Displays and information shall be visible from a point located 1.0 m (3.3 ft) maximum above the center of the clear floor space in front of the meter.

## **R309 Call Boxes**

**R309.1 General.** Call boxes shall comply with R309. Where provided, labeling shall comply with R409.2 and R409.3.

*Advisory R309.1 General. These provisions may be helpful in making other types of emergency communication devices accessible such as on street security phone systems.*

## **R309.2 Operable Parts.**

**R309.2.1 Electronic Operation.** Operable parts shall comply with R405.

**R309.2.2 Mechanical Operation.** Operable parts shall comply with R404 and R405.2. Mechanically operated systems in which the signal is initiated by a lever pull shall be permitted to have an activating force of 53.4 N (12 lbs) maximum.

**R309.3 Edge Protection.** Edge protection complying with R406.8 shall be provided where the use area at the call box is adjacent to an abrupt level change.

**R309.4 Motor Vehicle Turnouts.** Where provided, a motor vehicle turnout shall have a minimum paved area of 4.9 m (16 ft) wide minimum and 7.0 m (23 ft) long minimum and shall connect to the clear space at the call box with a pedestrian access route complying with R301. Where shoulder texturing is used, it shall be discontinued at the turnout.

**R309.5 Two-Way Communication.** Where provided, two-way voice communication shall comply with R309.5, and with sections 708.2 and 708.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

**R309.5.1 Volume Controls.** Volume controls complying with section 704.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.

**R309.5.2 TTY.** A TTY complying with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.

## **CHAPTER R4: SUPPLEMENTARY TECHNICAL PROVISIONS**

### **R401 Protruding Objects**

**R401.1 General.** Protruding objects on sidewalks and other pedestrian circulation paths shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

*Advisory R401.1 General. Banners, awnings, tree branches, sidewalk sculpture, and temporary street or highway signs can become protruding objects if not placed or maintained properly.*

**R401.2 Protrusion Limits.** Objects with leading edges more than 685 mm (27 in) and not more than 2 m (80 in) above the finish surface or ground shall protrude 100 mm (4 in) maximum horizontally into the pedestrian circulation path.

**R401.3 Post-Mounted Objects.** Objects mounted on free-standing posts or pylons, 685 mm (27 inches) minimum and 2030 mm (80 inches) maximum above the finish surface or ground, shall overhang circulation paths 100 mm (4 inches) maximum beyond the post or pylon base measured 150 mm (6 inches) minimum above the finish surface or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 305 mm (12 in), the lowest edge of such sign or obstruction shall be 685 mm (27 in) maximum or 2 m (80 in) minimum above the finish surface.

**R401.4 Reduced Vertical Clearance.** Guardrails or other barriers shall be provided where the vertical clearance is less than 2 m (80 in) high. The leading edge of such

guardrail or barrier shall be located 685 mm (27 in) maximum above the finish surface or ground.

## **R402 Clear Space**

**R402.1 General.** Clear space at accessible pedestrian signals (APS), street furniture, and operable parts shall comply with R402.

**R402.2 Surface Characteristics.** Surfaces of clear spaces shall comply with R301.5 and shall have a slope and cross slope of 2 percent maximum.

**R402.3 Size.** The clear space shall be 760 mm (30 in) minimum by 1220 mm (48 in) minimum.

**R402.4 Knee and Toe Clearance.** Unless otherwise specified, clear space shall be permitted to include knee and toe clearance complying with R403.

**R402.5 Position.** Unless otherwise specified, clear space shall be positioned for either forward or parallel approach to an element.

**R402.6 Approach.** One full unobstructed side of the clear space shall adjoin a pedestrian access route or adjoin another clear space.

**R402.7 Maneuvering Space.** Where a clear space is located in an alcove or otherwise confined on all or part of three sides, additional maneuvering space shall be provided in accordance with R402.7.1 and R402.7.2.

**R402.7.1 Forward Approach.** Alcoves shall be 915 mm (36 in) wide minimum where the depth exceeds 610 mm (24 in).

**R402.7.2 Parallel Approach.** Alcoves shall be 1525 mm (60 in) wide minimum where the depth exceeds 380 mm (15 in).

## **R403 Knee and Toe Clearance**

**R403.1 General.** Where space beneath an element is included as part of clear space, the space shall comply with R403. Additional space shall not be prohibited beneath an element but shall not be considered as part of the clear space.

*Advisory R403.1 General. Clearances are measured in relation to the usable clear space, not necessarily to the vertical support for an element. When determining clearance under an object for required maneuvering space, care should be taken to ensure the space is clear of any obstructions.*

## **R403.2 Toe Clearance.**

**R403.2.1 General.** Space under an element between the finish surface and 230 mm (9 in) above the finish surface shall be considered toe clearance and shall comply with R403.2.

**R403.2.2 Maximum Depth.** Toe clearance shall extend 635 mm (25 in) maximum under an element.

**R403.2.3 Minimum Required Depth.** Where toe clearance is required at an element as part of a clear space, the toe clearance shall extend 430 mm (17 in) minimum under the element.

**R403.2.4 Additional Clearance.** Space extending more than 150 mm (6 in) beyond the available knee clearance at 230 mm (9 in) above the finish surface shall not be considered toe clearance.

**R403.2.5 Width.** Toe clearance shall be 760 mm (30 in) wide minimum.

### **R403.3 Knee Clearance.**

**R403.3.1 General.** Space under an element between 230 mm (9 in) and 685 mm (27 in) above the finish surface shall be considered knee clearance and shall comply with R403.3.

**R403.3.2 Maximum Depth.** Knee clearance shall extend 635 mm (25 in) maximum under an element at 230 mm (9 in) above the finish surface.

**R403.3.3 Minimum Required Depth.** Where knee clearance is required under an element as part of a clear space, the knee clearance shall be 280 mm (11 in) deep minimum at 230 mm (9 in) above the finish surface, and 205 mm (8 in) deep minimum at 685 mm (27 in) above the finish surface.

**R403.3.4 Clearance Reduction.** Between 230 mm (9 in) and 685 mm (27 in) above the finish surface, the knee clearance shall be permitted to reduce at a rate of 25 mm (one inch) in depth for each 150 mm (6 in) in height.

**R403.3.5 Width.** Knee clearance shall be 760 mm (30 in) wide minimum.

### **R404 Reach Ranges**

**R404.1 General.** Reach ranges shall comply with R404.

#### **R404.2 Forward Reach.**

**R404.2.1 Unobstructed.** Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (48 in) maximum and the low forward reach shall be 380 mm (15 in) minimum above the finish surface.

**R404.2.2 Obstructed High Reach.** Where a high forward reach is over an obstruction, the clear space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 1220 mm (48 in) maximum where the reach depth is 510 mm (20 in) maximum. Where the reach depth exceeds 510 mm (20 in), the high forward reach shall be 1120 mm (44 in) maximum and the reach depth shall be 635 mm (25 in) maximum.

### **R404.3 Side Reach.**

**R404.3.1 Unobstructed.** Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 1220 mm (48 in) maximum and the low side reach shall be 380 mm (15 in) minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 255 mm (10 in) maximum.

**R404.3.2 Obstructed High Reach.** Where a clear space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 865 mm (34 in) maximum and the depth of the obstruction shall be 610 mm (24 in) maximum. The high side reach shall be 1220 mm (48 in) maximum for a reach depth of 255 mm (10 in) maximum. Where the reach depth exceeds 266 mm (10 in), the high side reach shall be 1170 mm (46 in) maximum for a reach depth of 610 mm (24 in) maximum.

### **R405 Operable Parts**

**R405.1 General.** Operable parts shall comply with R405.

**R405.2 Clear Space.** A clear space complying with R402 shall be provided.

**R405.3 Height.** Operable parts shall be placed within one or more of the reach ranges specified in R404.

**R405.4 Operation.** Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 22 N (5 lbs) maximum.

### **R406 Ramps**

**R406.1 General.** Ramps shall comply with R406.

**R406.2 Slope.** Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum.

*Advisory R406.2 Slope. To accommodate the widest range of users, provide ramps with*

*the least possible running slope and, wherever possible, accompany ramps with stairs for use by those individuals for whom distance presents a greater barrier than steps, for example, people with heart disease or limited stamina.*

**R406.3 Cross Slope.** Cross slope of ramp runs shall be 2 percent maximum.

**R406.4 Surfaces.** Ramp run surfaces shall comply with R301.5.

**R406.5 Rise.** The rise for any ramp run shall be 76 cm (30 in) maximum.

**R406.6 Landings.** Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with R406.6.

**R406.6.1 Slope.** Perpendicular and parallel ramp landing slopes shall be 2 percent maximum.

**R406.6.2 Width.** The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

**R406.6.3 Length.** The landing clear length shall be 1.5 m (5.0 ft) long minimum.

**R406.6.4 Change in Direction.** Ramps that change direction between runs at landings shall have a clear landing 1.5 m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum.

**R406.7 Handrails.** Ramp runs with a rise greater than 15 cm (6 in) shall have handrails complying with R408.

**R406.8 Edge Protection.** Edge protection complying with R406.8.1 or R406.8.2 shall be provided on each side of ramp runs. Edge protection shall not be required on curb ramps and their landings.

**R406.8.1 Extended Ramp Surface.** The surface of the ramp run or landing shall extend 31 cm (12 in) minimum beyond the inside face of a handrail complying with R408.

*Advisory R406.8.1 Extended Ramp Surface. The extended surface prevents wheelchair casters and crutch tips from slipping off the ramp surface.*

**R406.8.2 Curb or Barrier.** A curb or barrier shall be provided that prevents the passage of a 100 mm (4 in) diameter sphere, where any portion of the sphere is within 100 mm (4 in) of the ramp surface.

## **R407 Stairways**

**R407.1 General.** Stairways shall comply with R407.

**R407.2 Treads and Risers.** All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 100 mm (4 in) high minimum and 180 mm (7 in) high maximum. Treads shall be 28 cm (11 in) deep minimum.

**R407.3 Open Risers.** Open risers are not permitted.

**R407.4 Tread Surface.** Stairway treads shall comply with R301.5. Stairway treads shall have a 51 mm (2 in) minimum wide strip that contrasts visually with the tread and riser. The strip shall be located at the front of each tread and run the full width of the tread.

**R407.5 Nosings.** The radius of curvature at the leading edge of the tread shall be 13 mm (0.5 inch) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 38 mm (1.5 in) maximum over the tread below.

**R407.6 Handrails.** Stairs shall have handrails complying with R408.

#### **R408 Handrails**

**R408.1 General.** Handrails provided along walking surfaces complying with R301, required at ramps complying with R406, and required at stairs complying with R407 shall comply with R408.

*Advisory R408.1 General. Handrails are required on ramp runs with a rise greater than 150 mm (6 in) and on certain stairways. Handrails are not required on walking surfaces with running slopes less than 5 percent. However, if handrails are provided on walking surfaces with running slopes less than 5 percent, they must comply with R408. Sections R408.2, R408.3, and R408.10 do not apply to handrails provided on walking surfaces with running slopes less than 5 percent as those sections only reference requirements for ramps and stairs.*

**R408.2 Where Required.** Handrails shall be provided on both sides of stairs and ramps.

**R408.3 Continuity.** Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs.

**R408.4 Height.** Top of gripping surfaces of handrails shall be 87 cm mm (34 in) minimum and 97 cm (38 in) maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces.

**R408.5 Clearance.** Clearance between handrail gripping surfaces and adjacent surfaces shall be 38 mm (1.5 in) minimum.

**R408.6 Gripping Surface.** Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 38 mm (1.5 in) minimum below the bottom of the handrail gripping surface.

*Advisory R408.6 Gripping Surface. People with disabilities, older people, and others benefit from continuous gripping surfaces that permit users to reach the fingers outward or downward to grasp the handrail.*

**R408.7 Cross Section.** Handrail gripping surfaces shall have a cross section complying with R408.7.1 or R408.7.2.

**R408.7.1 Circular Cross Section.** Handrail gripping surfaces with a circular cross section shall have an outside diameter of 32 mm (1.25 in) minimum and 51 mm (2 in) maximum.

**R408.7.2 Non-Circular Cross Sections.** Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 100 mm (4 in) minimum and 160 mm (6.25 in) maximum, and a cross-section dimension of 57 mm (2.25 in) maximum.

**R408.8 Surfaces.** Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.

**R408.9 Fittings.** Handrails shall not rotate within their fittings.

**R408.10 Handrail Extensions.** Handrail gripping surfaces shall extend beyond and in the same direction of stair flights and ramp runs in accordance with R408.10. Extensions shall not be required for continuous handrails at the inside turn of switchback or dogleg stairs and ramps.

**R408.10.1 Top and Bottom Extension at Ramps.** Ramp handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

**R408.10.2 Top Extension at Stairways.** At the top of a stair flight, handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

**R408.10.3 Bottom Extension at Stairways.** At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

## **R409 Signs**

**R409.1 General.** Signs shall comply with R409. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

**R409.2 Raised Characters.** Raised characters shall comply with R409.2 and shall be duplicated in braille complying with R409.3. Raised characters shall be installed in accordance with R409.4.

*Advisory R409.2 Raised Characters. Signs that are designed to be read by touch should not have sharp or abrasive edges.*

**R409.2.1 Depth.** Raised characters shall be 0.8 mm (.03 in) minimum above their background.

**R409.2.2 Case.** Characters shall be uppercase.

**R409.2.3 Style.** Characters shall be sans serif. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

**R409.2.4 Character Proportions.** Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

**R409.2.5 Character Height.** Character height measured vertically from the baseline of the character shall be 16 mm (0.625 in) minimum and 51 mm (2 in) maximum based on the height of the uppercase letter "I". Where separate raised and visual characters with the same information are provided, raised character height shall be permitted to be 13 mm (0.5 in) minimum.

**R409.2.6 Stroke Thickness.** Stroke thickness of the uppercase letter "I" shall be 15 percent maximum of the height of the character.

**R409.2.7 Character Spacing.** Character spacing shall be measured between the two closest points of adjacent raised characters within a message, excluding word spaces. Where characters have rectangular cross sections, spacing between individual raised characters shall be 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum. Where characters have other cross sections, spacing between individual raised characters shall be 1.6 mm (.625 in)

minimum and 4 times the raised character stroke width maximum at the base of the cross sections, and 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum at the top of the cross sections. Characters shall be separated from raised borders and decorative elements 9.5 mm (.375 in) minimum.

**R409.2.8 Line Spacing.** Spacing between the baselines of separate lines of raised characters within a message shall be 135 percent minimum and 170 percent maximum of the raised character height.

**R409.3 Braille.** Braille shall be contracted (Grade 2) and shall comply with R409.3 and R409.4.

**R409.3.1 Dimensions and Capitalization.** Braille dots shall have a domed or rounded shape and shall comply with Table R409.3.1. The indication of an uppercase letter or letters shall only be used before the first word of sentences, proper nouns and names, individual letters of the alphabet, initials, and acronyms.

**R409.3.1 Braille Dimensions**

<b>Measurement Range</b>	<b>Minimum in Millimeters Maximum in Millimeters</b>
Dot base diameter	1.5 mm (0.059 in) to 1.6 mm (0.063 in)
Distance between two dots in the same cell <sup>1</sup>	2.3 mm (0.090 in) to 2.5 mm (0.100 in)
Distance between corresponding dots in adjacent cells <sup>1</sup>	6.1 mm (0.241 in) to 7.6 mm (0.300 in)
Dot height	0.6 mm (0.025 in) to 0.9 mm (0.037 in)
Distance between corresponding dots from one cell directly below <sup>1</sup>	10 mm (0.395 in) 10.2 mm to (0.400 in)

1. Measured center to center.

**R409.3.2 Position.** Braille shall be positioned below the corresponding text. If text is multi-lined, braille shall be placed below the entire text. Braille shall be separated 9.5 mm (.375 in) minimum from any other tactile characters and 9.5 mm (.375 in) minimum from raised borders and decorative elements. Braille provided on elevator car controls shall be separated 4.8 mm (.1875 in) minimum and shall be located either directly below or adjacent to the corresponding raised characters or symbols.

**R409.4 Installation Height and Location.** Signs with tactile characters shall comply with R409.4.

**R409.4.1 Height Above Finish Floor or Ground.** Tactile characters on signs shall be located 1.2 m (4.0 ft) minimum above the finish floor or ground surface, measured from the baseline of the lowest tactile character and 1.5 m (5.0 ft) maximum above the finish floor or ground surface, measured from the baseline of the highest tactile character. Tactile characters for elevator car controls shall not be required to comply with R409.4.1.

**R409.5 Visual Characters.** Visual characters shall comply with R409.5. Where visual characters comply with R409.2 and are accompanied by braille complying with R409.3, they shall not be required to comply with R409.5.2 through R409.5.9.

**R409.5.1 Finish and Contrast.** Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

*Advisory R409.5.1 Finish and Contrast. Signs are more legible for persons with low vision when characters contrast as much as possible with their background. Additional factors affecting the ease with which the text can be distinguished from its background include shadows cast by lighting sources, surface glare, and the uniformity of the text and its background colors and textures.*

**R409.5.2 Case.** Characters shall be uppercase or lowercase or a combination of both.

**R409.5.3 Style.** Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

**R409.5.4 Character Proportions.** Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

**R409.5.5 Character Height.** Minimum character height shall comply with Table R409.5.5. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".

**R409.5.5 Visual Character Height**

Height to Finish Floor or Ground From Baseline of Character	Horizontal Viewing Distance	Minimum Character Height
1.0 m (3.3 ft) to less than or equal to 1.8 m	less than 1.8 m (6 ft)	16 mm (0.625 in)
	1.8 m (6 ft) and	16 mm (0.625 in), plus 3.2 mm (0.125

(5.8 ft)	greater	in) per 0.3 m (one ft) of viewing distance above 1.8 m (6 ft)
Greater than 1.8 m (5.8 ft) to less than or equal to 3.0 m (10 ft)	less than 4.6 m (15 ft)	51 mm (2 in)
	4.6 m (15 ft) and greater	51 mm (2 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 4.6 m (15 ft)
greater than 3.0 m (10 ft)	less than 6.4 m (21 ft)	75 mm (3 in)
	6.4 m (21 ft) and greater	75 mm (3 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 6.4 m (21 ft)

**R409.5.6 Height from Finish Floor or Ground.** Visual characters shall be 1.0 m (3.25 ft) minimum above the finish floor or ground. Visual characters indicating elevator car controls shall not be required to comply with R409.5.6.

**R409.5.7 Stroke Thickness.** Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 30 percent maximum of the height of the character.

**R409.5.8 Character Spacing.** Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

**R409.5.9 Line Spacing.** Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

**R409.5.10 The International Symbol of Accessibility.** The International Symbols of Accessibility shall comply with Figure 409.5.10.



**Figure R409.5.10**  
**International Symbol of Accessibility**

## **R410 Bus Stops**

**R410.1 Bus Boarding and Alighting Areas.** Bus boarding and alighting areas shall comply with R410.

*Advisory R410.1 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.*

**R410.1.1 Surface.** Bus stop boarding and alighting areas shall have a firm, stable, and slip resistant surface.

**R410.1.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 2.4 m (8.0 ft) minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 1.5 m (5.0 ft) minimum, measured parallel to the vehicle street or highway.

**R410.1.3 Connection.** Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by a pedestrian access route complying with R301.

**R410.1.4 Grade.** Parallel to the street or highway, the grade of the bus stop boarding and alighting area shall be the same as the street or highway, to the maximum extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting area shall not be steeper than 2 percent.

**R410.2 Bus Shelters.** Bus shelters shall provide a minimum clear space complying with R402 entirely within the shelter. Bus shelters shall be connected by pedestrian access route complying with R301 to a boarding and alighting area complying with R410.1.

## **R411 Doors, Doorways, and Gates**

**R411.1 General.** Doors, doorways, and gates that are part of a pedestrian access route shall comply with R411.

*Advisory R411.1 General. This section provides information on minimum width and maneuvering space requirements for doors, doorways, and gates. For additional requirements for accessible doors, doorways, and gates, see 36 CFR part 1191 Appendix D Section 404 (the ADA and ABA Accessibility Guidelines).*

**R411.2 Manual Doors, Doorways, and Manual Gates.** Manual doors and doorways and manual gates intended for user passage shall comply with R411.2.

**R411.2.1 Revolving Doors, Gates, and Turnstiles.** Revolving doors, revolving gates, and turnstiles shall not be part of a pedestrian access route.

**R411.2.2 Double-Leaf Doors and Gates.** At least one of the active leaves of doorways with two leaves shall comply with R411.2.3 and R411.2.4.

**R411.2.3 Clear Width.** Door openings shall provide a clear width of 82 cm (32 in) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 61 cm (24 in) deep shall provide a clear opening of 92 cm (36 in) minimum. There shall be no projections into the required clear opening width lower than 87 cm (34 in) above the finish floor or ground. Projections into the clear opening width between 87 cm (34 in) and 2 m (6.7 ft) above the finish floor or ground shall not exceed 100 mm (4 in).

**R411.2.4 Maneuvering Clearances.** Minimum maneuvering clearances at doors and gates shall comply with R411.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

**R411.2.4.1 Swinging Doors and Gates.** Swinging doors and gates shall have maneuvering clearances complying with Table R411.2.4.1.

**R411.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates**

Type of Use		Minimum Maneuvering Clearance	
Approach Direction	Door or Gate Side	Perpendicular to Doorway	Parallel to Doorway (beyond latch side unless noted)
From front	Pull	153 cm (60 in)	46 cm (18 in)
From front	Push	122 cm (48 in)	0 mm (0 in) <sup>1</sup>
From hinge side	Pull	153 cm (60 in)	92 cm (36 in)
From hinge side	Pull	137 cm (54 in)	107 cm (42 in)
From hinge side	Push	107 cm (42 in) <sup>2</sup>	56 cm (22 in) <sup>3</sup>
From latch side	Pull	122 cm (48 in) <sup>4</sup>	61 cm (24 in)
From latch side	Push	107 cm (42 in) <sup>4</sup>	61 cm (24 in)

1. Add 305 cm (12 in) if closer and latch are provided.
2. Add 150 mm (6 in) if closer and latch are provided.
3. Beyond hinge side.
4. Add 150 mm (6 in) if closer is provided.

**R411.2.4.2 Doorways without Doors or Gates, Sliding Doors, and Folding Doors.** Doorways less than 92 cm (36 in) wide without doors or gates, sliding doors, or folding doors shall have maneuvering clearances complying with Table R411.2.4.2.

**R411.2.4.2 Maneuvering Clearances at Doorways without Doors or Gates, Manual Sliding Doors, and Manual Folding Doors**

Approach Direction	Minimum Maneuvering Clearance	
	Perpendicular to Doorway	Parallel to Doorway (beyond stop/latch side unless noted)
From Front	122 cm (48 in)	0 mm (0 in)

From side <sup>1</sup>	107 cm (42 in)	0 mm (0 in)
From pocket/hinge side	107 cm (42 in)	56 cm (22 in) <sup>2</sup>
From stop/latch side	107 cm (42 in)	61 cm (24 in)

1. Doorway with no door only.
2. Beyond pocket/hinge side.

**R411.2.4.3 Recessed Doors and Gates.** Maneuvering clearances for forward approach shall be provided when any obstruction within 46 cm (18 in) of the latch side of a doorway projects more than 205 mm (8 in) beyond the face of the door, measured perpendicular to the face of the door or gate.

*Advisory R411.2.4.3 Recessed Doors and Gates. A door can be recessed due to wall thickness or because of the placement of casework and other fixed elements adjacent to the doorway. This provision must be applied wherever doors are recessed.*

**R411.2.4.4 Floor or Ground Surface.** Floor or ground surface within required maneuvering clearances shall comply with R301.5.

**R411.2.5 Doors in Series and Gates in Series.** The distance between two hinged or pivoted doors in series and gates in series shall be 1.2 m (48 in) minimum plus the width of doors or gates swinging into the space.

**R411.2.6 Door and Gate Hardware.** Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with R405. Operable parts of such hardware shall be 87 cm (34 in) minimum and 122 cm (48 in) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

## **R412 Passenger Loading Zones**

**R412.1 General.** Passenger loading zones shall comply with R412.

**R412.2 Vehicle Pull-Up Space.** Passenger loading zones shall provide a vehicular pull-up space 2.4 m (8 ft) wide minimum and 6.1 m (20 ft) long minimum.

**R412.3 Access Aisle.** Passenger loading zones shall provide access aisles complying with R412 adjacent to the vehicle pull-up space. Access aisles shall adjoin a pedestrian access route and shall not overlap the vehicular way.

**R412.3.1 Width.** Access aisles serving vehicle pull-up spaces shall be 1.5 m (5.0 ft) wide minimum.

**R412.3.2 Length.** Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

**R412.3.3 Marking.** Access aisles shall be marked so as to discourage parking in them.

**R412.4 Floor and Ground Surfaces.** Access aisles serving vehicle pull-up spaces shall comply with R301.5. Access aisles shall be at the same level as the vehicle pull-up space they serve.

**R412.5 Vertical Clearance.** Vehicle pull-up spaces, access aisles serving them, and a vehicular route to and from the passenger loading zone shall provide a vertical clearance of 3 m (9.5 ft) minimum.

### **R413 Drinking Fountains**

**R413.1 General.** Drinking fountains shall comply with R401 and R413.

**R413.2 Clear Floor Space.** Units shall have a clear space complying with R402 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with R403 shall be provided.

**R413.3 Operable Parts.** Operable parts shall comply with R405.

**R413.4 Spout Height.** Spout outlets shall be 92 cm (36 in) maximum above the finish floor or ground.

**R413.5 Spout Location.** The spout shall be located 38 cm (15 in) minimum from the vertical support and 125 mm (5 in) maximum from the front edge of the unit, including bumpers.

**R413.6 Water Flow.** The spout shall provide a flow of water 100 mm (4 in) high minimum and shall be located 125 mm (5 in) maximum from the front of the unit. The angle of the water stream shall be measured horizontally relative to the front face of the unit. Where spouts are located less than 75 mm (3 in) of the front of the unit, the angle of the water stream shall be 30 degrees maximum. Where spouts are located between 75 mm (3 in) and 125 mm (5 in) maximum from the front of the unit, the angle of the water stream shall be 15 degrees maximum.

*Advisory R413.6 Water Flow. The purpose of requiring the drinking fountain spout to produce a flow of water 4 inches (100 mm) high minimum is so that a cup can be inserted under the flow of water to provide a drink of water for an individual who, because of a disability, would otherwise be incapable of using the drinking fountain.*

**R413.7 Drinking Fountains for Standing Persons.** Spout outlets of drinking fountains for standing persons shall be 97 cm (38 in) minimum and 109 cm (43 in) maximum above the finish floor or ground.

## **R414 Rail Platforms**

**R414.1 General.** Rail platforms shall comply with R414. In light rail, commuter rail, and intercity rail systems, platforms shall provide level-entry boarding where structurally and operationally practicable.

**R414.2 Slope.** Rail platforms shall not exceed a slope of 2 percent in all directions. Where platforms serve vehicles operating on existing track or track laid in existing street or highway, the slope of the platform parallel to the track shall be permitted to be equal to the slope (grade) of the street or highway or existing track.

**R414.3 Detectable Warnings.** Platform boarding edges not protected by platform screens or guards shall have detectable warnings complying with R304 along the full length of the public use area of the platform.

**R414.4 Platform and Vehicle Floor Coordination.** Station platforms shall be positioned to coordinate with vehicles in accordance with the applicable requirements of 36 CFR part 1192 (ADA Accessibility Guidelines for Transportation Vehicles). Low-level platforms shall be 205 mm (8 in) minimum above top of rail. Where vehicles are boarded from sidewalks or street-level, low-level platforms shall be permitted to be less than 205 mm (8 in).

*Advisory R414.4 Platform and Vehicle Floor Coordination. The height and position of a platform must be coordinated with the floor of the vehicles it serves to minimize the vertical and horizontal gaps, in accordance with the ADA Accessibility Guidelines for Transportation Vehicles (36 CFR part 1192). The vehicle guidelines, divided by bus, van, light rail, rapid rail, commuter rail, intercity rail, are available at [www.access-board.gov](http://www.access-board.gov). The preferred alignment is a high platform, level with the vehicle floor. In some cases, the vehicle guidelines permit use of a low platform in conjunction with a lift or ramp. Most such low platforms must have a minimum height of eight inches above the top of the rail. Some vehicles are designed to be boarded from a street or the sidewalk along the street. The exception permits those boarding areas to be less than eight inches high.*

## **R415 Rail Station Signs**

**R415.1 General.** Rail station signs shall comply with R415.

*Advisory R415.1 General. Emerging technologies such as audible sign systems using infrared transmitters and receivers may provide greater accessibility in the transit environment than traditional braille and raised letter signs. The transmitters are placed*

*on or next to print signs and transmit their information to an infrared receiver that is held by a person. By scanning an area, the person will hear the sign. This means that signs can be placed well out of reach of pedestrians, even on parapet walls and on walls beyond barriers. Additionally, such signs can be used to provide wayfinding information that cannot be efficiently conveyed on braille signs.*

**R415.2 Entrances.** Where signs identify a station or its entrance, at least one sign at each entrance shall comply with R409.2 and shall be placed in uniform locations to the maximum extent practicable. Where signs identify a station that has no defined entrance, at least one sign shall comply with R409.2 and shall be placed in a central location. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated.

**R415.3 Routes and Destinations.** Lists of stations, routes and destinations served by the station which are located on boarding areas, platforms, or mezzanines shall comply with R409.5. Signs covered by this requirement shall, to the maximum extent practicable, be placed in uniform locations within the system. Where sign space is limited, characters shall not be required to exceed 75 mm (3 in). At least one tactile sign identifying the specific station and complying with R409.2 shall be provided on each platform or boarding area. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated. Route maps are not required to comply.

**R415.4 Station Names.** Stations covered by this section shall have identification signs complying with R409.5. Signs shall be clearly visible and within the sight lines of standing and sitting passengers from within the vehicle on both sides when not obstructed by another vehicle.

Print

West Saint Paul, MN Code of Ordinances

## CHAPTER 94: PUBLIC NUISANCES

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Section

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## GENERAL PROVISIONS

### § 94.01 ASSESSABLE CURRENT SERVICES.

(A) *Definition.* For the purpose of this section, the following definition shall apply unless the context clearly indicates or requires a different meaning.

**CURRENT SERVICE.** One or more of the following: snow, ice or rubbish removal from sidewalks; weed elimination from street grass plots adjacent to sidewalks or from private property; removal or elimination of public health or safety hazards from private property, excluding any hazardous building included in Minn. Stat. §§ 463.15 through 463.26, as they may amended from time to time; installation or repair of water service lines; street sprinkling, street flushing, light street oiling or other dust treatment of streets; repair of sidewalks and alleys; trimming and care of trees and removal of unsound and insect-infected trees from the public streets or private property; and the operation of a street lighting system.

(B) *Snow, ice, dirt and rubbish.*

(1) *Duty of owners and occupants.* The owner and the occupant of any property adjacent to a public sidewalk shall use diligence to keep the walk safe for pedestrians. No owner or occupant shall allow snow, ice, dirt or rubbish to remain on the walk longer than 24 hours after its deposit thereon. Failure to comply with this section shall constitute a violation.

(2) *Removal by city.* The City Clerk or other person designated by the City Council may cause removal from all public sidewalks all snow, ice, dirt and rubbish as soon as possible beginning 24 hours after any matter has been deposited thereon or after the snow has ceased to fall. The City Clerk or other designated person shall keep a record showing the cost of removal adjacent to each separate lot and parcel.

(C) *Public health and safety hazards.* When the city removes or eliminates public health or safety hazards from private property under the following provisions of this chapter, the administrative officer responsible for doing the work shall keep a record of the cost of the removal or elimination against each parcel of property affected and annually deliver that information to the City Clerk.

(D) *Installation and repair of water service lines.* Whenever the city installs or repairs water service lines serving private property under Chapter 52 of this code, the City Clerk shall keep a record of the total cost of the installation or repair against the property.

(E) *Repair of sidewalks and alleys.*

(1) *Duty of owner.* The owner of any property within the city abutting a public sidewalk or alley shall keep the sidewalk or alley in repair and safe for pedestrians. Repairs shall be made in accordance with the standard specifications approved by the City Council and on file in the office of the City Clerk.

(2) *Inspections; notice.* The City Council or its designee may make inspections as are necessary to determine that public sidewalks and alleys within the city are kept in repair and safe for pedestrians or vehicles. If it is found that any sidewalk or alley abutting on private property is unsafe and in need of repairs, the City Council may cause a notice to be served, by registered or certified mail or by personal service, upon the record owner of the property, ordering the owner to have the sidewalk or alley repaired and made safe within 30 days and stating that if the owner fails to do so, the city will do so and that the expense thereof must be paid by the owner, and if unpaid it will be made a special assessment against the property concerned.

(3) *Repair by city.* If the sidewalk or alley is not repaired within 30 days after receipt of the notice, the City Clerk may report the facts to the City Council, and the City Council may by resolution order the work done by contract in accordance with law. No person shall enter private property to repair a sidewalk, except with the permission of the owner or after obtaining an administrative warrant. The City Clerk shall keep a record of the total cost of the repair attributable to each lot or parcel of property.

(F) *Personal liability.* The owner of property on which or adjacent to which a current service has been performed shall be personally liable for the cost of the service. As soon as the service has been completed and the cost determined, the City Clerk, or other designated official, shall prepare a bill and mail it to the owner and thereupon the amount shall be immediately due and payable at the office of the City Clerk. If the bill remains unpaid, after notice and hearing as provided in Minn. Stat. § 429.061, as it may be amended from time to time, the City Clerk may list the total unpaid charges along with all other charges as well as other charges for current services to be assessed under Minn. Stat. § 429.101, as it may be amended from time to time, against each separate lot or parcel to which the charges are attributable. The City Council may then certify the charges against the property under that statute and other pertinent statutes to the County Auditor for collection along with current taxes the following year or in annual installments as the City Council may determine in each case.

(G) *Damage to public property.* Any person driving any vehicle, equipment, object or contrivance upon any street, road, highway or structure shall be liable for all damages which the surface or structure thereof may sustain as a result of any illegal operation, or driving or moving of the vehicle, equipment or object or contrivance; or as a result of operating, driving or moving any vehicle, equipment, object or contrivance weighing in excess of the maximum weight permitted by statute or this code. When the driver is not the

owner of the vehicle, equipment, object or contrivance, but is operating, driving or moving it with the express or implied permission of the owner, then the owner and the driver shall be jointly and severally liable for any such damage. Any person who willfully acts or fails to exercise due care and by that act damages any public property shall be liable for the amount thereof, which amount shall be collectable by action or as a lien under Minn. Stat. § 514.67, as it may be amended from time to time.

(H) *Assessment.* On or before October 31 of each year, the City Clerk shall list the total unpaid charges for each type of current service and charges under this section against each separate lot or parcel to which they are attributable under this section. The City Council may then spread the charges against property benefitted as a special assessment under the authority of Minn. Stat. § 429.101, as it may be amended from time to time, and other pertinent statutes for certification to the County Auditor and collection along with current taxes the following year or in annual installments, not exceeding ten, as the City Council may determine in each case.

## NUISANCES

### § 94.15 PUBLIC NUISANCE.

(A) *Definitions.* For purposes of this section, the terms defined have the following meanings.

**ABATEMENT.** Includes, but is not limited to the removal, stoppage, extermination, eradication, cleaning, cutting, mowing, grading, repairing, draining, securing, barricading, fencing, demolishing or destroying that which causes or constitutes a nuisance.

**ANNOYANCES.** Any condition that unreasonably annoys, injures or endangers the safety, health, morals, comfort or repose of any considerable number of members of the public.

**COMPLIANCE DEADLINE.** Either 48 hours after the notice is received or posted or such other date by which the nuisance must be removed, as specified in the notice.

**EMERGENCY ABATEMENT.** The abatement of the nuisance by the city, or a contractor employed by the city, by removal, repair or other acts without notice to the owner, agent or occupant of the property except for the notice required by this code.

**ENFORCEMENT OFFICER.** Any employee or agent enumerated in City Code § 10.17 or any duly authorized representative thereof.

**JUNK.** That which is defined in § 94.18.

**OBSTRUCTIONS.** Objects or conditions that interfere with, endanger or prevent the ordinary or safe use of any property.

**OWNER.** Any person shown to be the property owner of record.

**PROPERTY.** Any real property, premises, structure or location on which a public nuisance is alleged to exist.

**PUBLIC NUISANCE or NUISANCE.** Any substance, matter, emission or thing that creates a dangerous or unhealthy condition or that threatens the public peace, health, safety or sanitary condition of the city or that is offensive or has a blighting influence on the community and is found upon, in, being discharged or flowing from or onto any street, alley, highway, vehicle, water, excavation, building, erection, lot, grounds or other property located within the city.

**RESPONSIBLE PARTY.** Any one or more of the following:

(a) Agent;

- (b) Contract for deed holder;
- (c) Mortgagee or vendee in possession;
- (d) Lessee; or
- (e) Other person, firm or corporation exercising apparent control over a property.

(B) *Public nuisance.* Public nuisance includes, but not limited to, the following:

- (1) Violation of City Code §§ 150.020 through 150.023 (International Property Maintenance Code);
- (2) Violations of City Code §§ 150.105 through 150.110 (signs);
- (3) Violations of City Code Chapter 92 (general health provisions);
- (4) Violations of City Code §§ 150.060 through 150.073 (vacant and hazardous building or property), except any structural violations under Minn. Stat. §§ 463.15 and 463.26, as they may be amended from time to time;
- (5) Violations of City Code § 94.18 (Unsheltered Storage of Junk and Inoperable or Abandoned Motor Vehicles);
- (6) Violations of City Code Chapter 94;
- (7) Violations of City Code Chapter 132 (Graffiti);
- (8) Firewood stored either in excess of 200 cubic feet or firewood stored in excess of six feet in height;
- (9) Grass or weeds that have grown to a height of eight or more inches or that have, or are about to go to seed;
- (10) Obstructions, which include, but are not limited to:
  - (a) Snow and ice not removed from public sidewalks within 24 hours after its accumulation.
  - (b) Rain, ice or snow or wastewater falling or flowing from private property or buildings onto public property, except gutters, drainage ways and storm sewers.
  - (c) Use of public street or sidewalk or use of property abutting a public street or sidewalk that causes large crowds of people to gather, obstructing traffic, streets or sidewalks, except in accordance with the regulations of the city.
  - (d) Signs, awnings, vegetation or other objects located on private property that are not constructed and maintained as required by law that prevent persons from having a clear view of all traffic approaching an intersection, or that overhang and obstruct public property.
  - (e) Digging, excavating or doing any act that alters or effects the drainage of property or alters or effects flows of the public storm sewer and drainage ditch system, except in accordance with the regulations of the city.
  - (f) Depositing snow onto a neighbor's property or into the right-of-way.
- (11) Annoyances, which include, but are not limited to noises, odors, vibrations or emissions of smoke, fumes, gas, soot, cinders or ash;
- (12) Engaging in any business, activity or conduct that is dangerous, hurtful, unwholesome, offensive or unhealthy to the neighborhood, or which constitutes an annoyance to the persons in the neighborhood, or is detrimental to the property in the neighborhood or to the general public;
- (13) Permitting, suffering, maintaining or failing to remove any offensive, nauseous, hurtful, dangerous or unhealthy condition resulting from a failure to properly dispose of garbage, sewage, waste,

debris or any other unwholesome or offensive substance, liquid, or thing upon one's premises, or dropping, discharging, passing, depositing or otherwise delivering the same upon the premises of another or public property;

(14) Constructing, maintaining, permitting or suffering upon one's property any billboard, sign, poster or advertisement, or to post, publish, promulgate, broadcast, display, issue or circulate any insulting, profane or abusive emblem, sign or device, or blasphemous written or printed statement, calculated or such as is likely to cause a breach of the peace;

(15) Displaying, circulating, issuing, posting or publishing any slanderous or obscene, immoral or lewd pictures, posters, literature, writings, drawings or oral statements;

(16) Any fence, wall, shed, deck, house, garage, building, structure, tree, pole, smokestack, excavation, hole, pit, basement, cellar, sidewalk, dock, lot, land, yard, premises or location which by reason of the condition in which it is found or permitted to be or remain, does or may endanger the health, safety, life, limb or property, or cause any hurt, harm, inconvenience, discomfort, damage or injury to any one or more individuals in the city

(17) Any other activity, place or thing that is defined in this code as a nuisance or public nuisance or any other violations of the city code or zoning ordinance that are a danger to the health, safety and general welfare of the citizens of the city.

(C) *Exceptions.* Activities undertaken by the Economic Development Authority or the City Council under the Quality Housing Program or any other bona-fide redevelopment initiative are not subject to the requirements of this section.

(D) *Violations.*

(1) No person shall, directly or indirectly or by omission, create a nuisance.

(2) No responsible party shall allow a nuisance to remain upon or in any property, structure or vehicle under that person's control.

(E) *Emergency abatement.* Whenever the city is made aware of the existence of a public nuisance, the city will cause to be inspected the property on which it is alleged that such a public nuisance exists. Should the Enforcement Officer determine that a public nuisance exists and that the public health, safety or welfare may be in immediate danger, then emergency abatement procedures will be implemented and the city may cause the nuisance to be removed or abated. When emergency abatement is authorized, notice to the owner, agent or occupant of the property is not required. Following emergency abatement, the city will post a notice on the property describing the action taken to abate the nuisance.

(F) *Abatement; notice.*

(1) *General rule.* If, after inspecting the property, the Enforcement Officer declares the existence of a public nuisance but the nature of the nuisance is not such as to require emergency abatement of the nuisance, then regular abatement procedures will be followed.

(2) *Notice.*

(a) In cases where emergency abatement of a public nuisance is not required, the Enforcement Officer will serve a notice on the owner or responsible party, by regular mail, or by personal service, ordering the owner or responsible party to remove the public nuisance. The notice will contain the following information:

1. Description of the property upon which the nuisance is situated;
2. The nature of the nuisance to be abated;

3. State that in the event the owner or responsible party does not comply with the notice, the necessary work may be performed by the city;

4. State that if the owner or responsible party does not pay for the expense, the cost of the work will be assessed against the property; and

5. A compliance deadline. The notice will require that the public nuisance must be removed within 48 hours after the date of receipt of the notice unless another compliance deadline is stated.

(b) If the owner of the property or responsible party cannot be found, the notice will be posted on the property for a period of 48 hours, after which period the city may perform any necessary work. Notice by regular mail and notice by posting may be done simultaneously.

(G) *Disclosure of responsible party.*

(1) Upon the request of the Enforcement Officer, an owner or responsible party shall disclose the name of any other owner or responsible party known. This shall include the person for whom he or she is acting, from whom he or she is leasing the property, to whom he or she is leasing the property, or with whom he or she has any conveyancing contract.

(2) An owner or responsible party shall, upon the request of the Enforcement Officer, provide the Officer with access to all interior portions of any occupied or unoccupied building in order to permit the Officer to make a complete inspection.

(H) *Authority to abate.*

(1) The Enforcement Officer is authorized to enter in or upon any property or structure for the purpose of enforcing and assuring compliance with the provisions of this section.

(2) If the public nuisance has not been removed by the compliance deadline, the city has the authority to enter upon the property and abate the public nuisance. In abating the nuisance, the city may go to whatever extent necessary to complete the abatement of the public nuisance. The city may call upon any of the city departments or divisions for whatever assistance is deemed necessary or may by private contract cause the abatement of the public nuisance. If any material derived from the abatement is salvageable, and no notice of appeal is received by the city pursuant to division (J) below, the city may sell the salvaged material at private or public sale with the proceeds from the sale going to the city's community development.

(I) *Invoice.* If the city performs the work pursuant to division (H) above, the city will maintain a record showing the cost of the work attributable to each separate lot and parcel, including administrative costs. Abatement costs shall include, but are not limited to, the cost of the abatement, the cost of investigation, such as title searches, inspection and testing, the cost of notification, filing costs and administrative costs, including an overhead charge of up to 25% for administrative costs.

(J) *Appeals.* An owner or responsible party may appeal by following the procedures set forth in City Code § 10.98. Any personal property of value or salvageable property coming into possession of the city during the course of the abatement pursuant to division (H)(2) above will be stored by the city pending the outcome of the appeal.

## **§ 94.16 PUBLIC NUISANCES AFFECTING HEALTH.**

The following are hereby declared to be nuisances affecting health:

(A) Exposed accumulation of decayed or unwholesome food or vegetable matter;

(B) All diseased animals running at large;

- (C) All ponds or pools of stagnant water;
- (D) Carcasses of animals not buried or destroyed within 24 hours after death;
- (E) Accumulations of manure, refuse or other debris;
- (F) Privy vaults and garbage cans which are not rodent-free or fly-tight or which are so maintained as to constitute a health hazard or to emit foul and disagreeable odors;
- (G) The pollution of any public well or cistern, stream or lake, canal or body of water by sewage, industrial waste or other substances;
- (H) All noxious weeds and other rank growths of vegetation upon public or private property;
- (I) Dense smoke, noxious fumes, gas and soot, or cinders, in unreasonable quantities;
- (J) All public exposure of people having a contagious disease;
- (K) Any offensive trade or business as defined by statute not operating under local license; and
- (L) All unnecessary and annoying vibrations.

#### **§ 94.17 PUBLIC NUISANCES AFFECTING MORALS AND DECENCY.**

The following are hereby declared to be nuisances affecting public morals and decency:

- (A) All gambling devices, slot machines and punch boards, except as otherwise authorized by federal, state or local law;
- (B) Betting, bookmaking and all apparatus used in those occupations;
- (C) All houses kept for the purpose of prostitution or promiscuous sexual intercourse, gambling houses, houses of ill fame and bawdy houses;
- (D) All places where intoxicating liquor is manufactured or disposed of in violation of law or where, in violation of law, people are permitted to resort for the purpose of drinking intoxicating liquor, or where intoxicating liquor is kept for sale or other disposition in violation of law, and all liquor and other property used for maintaining that place. For the purposes of this section, **INTOXICATING LIQUOR** shall mean any ethyl alcohol, distilled, fermented, spirituous, vinous or malt beverage containing more than 0.5% alcohol by volume; and
- (E) Any vehicle used for the unlawful transportation of intoxicating liquor, or for promiscuous sexual intercourse, or any other immoral or illegal purpose.

#### **§ 94.18 UNSHELTERED STORAGE OF JUNK AND INOPERABLE OR ABANDONED MOTOR VEHICLES.**

(A) *General.*

(1) *Purpose.* The purpose of this section is to declare the unsheltered storage of inoperable, abandoned or junked automobiles and any other vehicles, machinery, implements, equipment, junk or personal property of any kind which is no longer used for the purposes for which it was manufactured or made to be a danger to the public health and safety. The use of tarps shall not be considered an acceptable form of shelter.

(2) *Declaration.* The unsheltered storage of these property items throughout the city tend to impede traffic in the streets, interfere with the enjoyment of and reduce the value of public and private property,

invite plundering, create fire hazards and other safety and health hazards to children as well as adults, interfere with the comfort and well-being of the public, and create, extend and aggravate urban blight. The Council declares that, in order to protect the public health, safety and welfare from such conditions, these conditions must be regulated, abated and prohibited.

(B) *Prohibition of unsheltered storage.*

(1) *General rule.* No person may place, permit, store, allow, maintain or leave machinery, implements, equipment, junk or personal property of any kind, which is no longer used for purposes for which it was manufactured or made, upon an open space area of any premises located anywhere in the city.

(2) *Definition.* For purposes of this section, **JUNK** means worn out or discarded material that is no longer used for the purposes for which it was manufactured or made, including but not limited to, household appliances or parts, tools, building materials, tin cans, glass, furniture, mattresses, box springs, crates, cardboard, tires or any other unsightly debris, brush or materials, the accumulation of which may have an adverse effect upon the neighborhood or property values, health, safety or general welfare of the public.

(3) *Public nuisance.* A person who creates, maintains, permits or allows a condition on property in violation of this section will be deemed to have created a public nuisance subject to abatement as provided in City Code § 94.15 and other penalties described in this code.

(C) *Prohibition of inoperable or abandoned vehicle.*

(1) No person may place, park, permit to remain, store or leave upon an open space area of any premises located anywhere in the city any inoperable or abandoned vehicle for more than seven days.

(2) *Exceptions.*

(a) In a residential zoned district, inoperable or abandoned vehicles may not be placed, parked, permitted to remain, stored or left for more than seven days unless the vehicle is kept entirely within an enclosed building.

(b) In a business or industrial zoned district, inoperable or abandoned vehicles may not be placed, parked, permitted to remain, stored or left for more than seven days unless adequately screened, or three days on a business or industrial property that is not an auto repair establishment. Adequate screening will require the keeping of the vehicles within a building, tight fence at least five feet in height, or within an earth-toned or neutral colored opaque cover that was specifically designed and manufactured for that purpose and which completely encloses such vehicle. Any inoperable or abandoned vehicle legally kept in a business or industrial zoning district for more than seven days must be at least 100 feet from a public highway or residential building.

(3) *Definition.* For purpose of this section, an **INOPERABLE OR ABANDONED VEHICLE** has the following meaning:

(a) A vehicle that does not have valid current vehicle license and registration;

(b) A vehicle that lacks essential parts that would render it operable; or

(c) A vehicle that is in a rusted, wrecked, extensively damaged, partially dismantled or junked condition.

(4) *Notice.* If a vehicle fails to meet any of the above requirements, the owner or possessor of the vehicle will be responsible to remove the vehicle to a duly licensed junkyard or other authorized place of deposit or storage within ten business days of receipt of a written demand by the city. In the event the owner or possessor of the vehicle cannot be located, then it will be the responsibility of the owner of the premises to remove the vehicle to a duly licensed junkyard or other authorized place of deposit or storage within ten working days of receipt of the written demand by the city.

(5) *Impoundment of vehicles.* The city may take into custody and impound any vehicle or vehicles in violation of this section, following the expiration of the notice.

(6) *Disposition of impounded vehicles.* In all cases of impoundment described above, the city will serve a notice on the owner of the property, by registered or certified mail or by personal service, informing the owner of the right to reclaim the vehicles within 15 days of the date of the notice, and stating that in the event the owner does not reclaim the vehicle, the city may dispose or sell the vehicle. The owner or lienholder may reclaim the vehicle upon payment of all towing, storage and administrative costs by the city. If the vehicle is not reclaimed, it may be disposed of at auction or sale. The city will be reimbursed for towing, storing and administrative costs from the proceeds of the sale. Any remainder must be held for 90 days and then will be deposited in the city's General Fund.

## **§ 94.19 BUILDING MAINTENANCE AND APPEARANCE.**

(A) *Declaration of nuisance.* Buildings, fences and other structures that have been so poorly maintained that their physical condition and appearance detract from the surrounding neighborhood are declared to be public nuisances because they: are unsightly; decrease adjoining landowners and occupants' enjoyment of their property and neighborhood; and adversely affect property values and neighborhood patterns.

(B) *Standards.* A building, fence or other structure is a public nuisance if it does not comply with the following requirements:

(1) No part of any exterior surface may have deterioration, holes, breaks, gaps, loose or rotting boards or timbers.

(2) Every exterior surface that has had a surface finish such as paint applied must be maintained to avoid noticeable deterioration of the finish. No wall or other exterior surface may have peeling, cracked, chipped or otherwise deteriorated surface finish on more than 20% of:

(a) Any one wall or other flat surface; or

(b) All door and window moldings, eaves, gutters and similar projections on any one side or surface.

(3) No glass, including windows and exterior light fixtures, may be broken or cracked, and no screens may be torn or separated from moldings.

(4) Exterior doors and shutters must be hung properly and have an operable mechanism to keep them securely shut or in place.

(5) Cornices, moldings, lintels, sills, bay or dormer windows and similar projections must be kept in good repair and free from cracks and defects that make them hazardous or unsightly.

(6) Roof surfaces must be tight and have no defects that admit water. All roof drainage systems must be secured and hung properly.

(7) Chimneys, antennae, air vents and other similar projections must be structurally sound and in good repair. These projections must be secured properly, where applicable, to an exterior wall or exterior roof.

(8) Foundations must be structurally sound and in good repair.

## **§ 94.20 RECOVERY OF COST.**

(A) *Personal liability.* The owner of premises on which a nuisance has been abated by the city or a person who has caused a public nuisance on a property not owned by that person shall be personally liable for the cost to the city of the abatement, including administrative costs. As soon as the work has been

completed and the cost determined, the City Clerk or other official shall prepare a bill for the cost and mail it to the owner. Thereupon the amount shall be immediately due and payable at the office of the City Clerk.

(B) *Assessment.* After notice and hearing as provided in Minn. Stat. § 429.061, as it may be amended from time to time, if the nuisance is a public health or safety hazard on private property, the City Clerk shall list the total unpaid charges along with all other charges as well as other charges for current services to be assessed under Minn. Stat. § 429.101, as it may be amended from time to time, against each separate lot or parcel to which the charges are attributable.

(C) *Overhead charge; civil penalties.* When the city has abated a public nuisance maintained by any owner of real property, an additional civil penalty of up to 50% of the cost of abatement will be added to the amount of expenses and charged to the owner for each subsequent nuisance that is abated by the city within two consecutive calendar years concerning real property owned by the same person. The civil penalty will be imposed without regard to whether the nuisances abated by the city involved the same real property or are of the same character.

## WEEDS

### § 94.35 SHORT TITLE.

This subchapter shall be cited as the “Weed Ordinance.”

### § 94.36 JURISDICTION.

This subchapter shall be in addition to any state statute or regulation or county ordinance presently in effect, subsequently added, amended or repealed.

### § 94.37 DEFINITIONS; EXCLUSIONS.

(A) For the purpose of this subchapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

***DESTRUCTION ORDER.*** The notice served by the City Council or designated city official, in cases of appeal, on the property owner of the ordinance violation that shall conform to Minn. Stat. § 18.83, Subd. 2, as it may be amended from time to time.

***MEADOW VEGETATION.*** Grasses and flowering broad-leaf plants that are native to, or adapted to, the state, and that are commonly found in meadow and prairie plant communities, except weeds as defined herein.

***PROPERTY OWNER.*** The person occupying the property, the holder of legal title or a person having control over the property of another, such as a right-of-way, easement, license or lease.

***WEEDS, GRASSES and RANK VEGETATION.*** Includes, but is not limited to, the following:

(a) Noxious weeds and rank vegetation shall include, but not be limited to: alum (allium), Buckthorn, Bur Cucumber, Canada Thistle, Corncockle, Cressleaf Groundsel, Curly Dock, Dodder, Field Bindweed, French Weed, Hairy Whitetop, Hedge Bindweed, Hoary Cress, Horsenettle, Johnsongrass, Leafy Spurge, Mile-A-Minute Weed, Musk Thistle, Oxeye Daisy, Perennial Sowthistle, Poison Hemlock, Purple Loosestrife, Quackgrass, Russian Knapweed, Russian Thistle, Serrated Tussock, Shatter Cane, Sorghum, Wild Carrot, Wild Garlic, Wild Mustard, Wild Onion, Wild Parsnip;

(b) Grapevines when growing in groups of 100 or more and not pruned, sprayed, cultivated or otherwise maintained for two consecutive years;

(c) Bushes of the species of tall, common or European barberry, further known as *berberis vulgaris* or its horticultural varieties;

(d) Any weeds, grass or plants, other than trees, bushes, flowers or other ornamental plants, growing to a height exceeding 12 inches;

(e) Rank vegetation includes the uncontrolled, uncultivated growth of annuals and perennial plants;

(f) The term **WEEDS** does not include shrubs, trees, cultivated plants or crops.

(g) Any other weed designated by Minn. Stat. § 18.77(8), as it may be amended from time to time, as noxious.

(B) In no event shall cultivated plants or crops include plants which have been defined by state statute or administrative rule as being noxious or detrimental plants.

### **§ 94.38 OWNERS RESPONSIBLE FOR TRIMMING, REMOVAL AND THE LIKE.**

(A) All property owners shall be responsible for the removal, cutting or disposal and elimination of weeds, grasses and rank vegetation or other uncontrolled plant growth on their property, which at the time of notice, is in excess of 12 inches in height.

(B) These provisions shall not apply to an area established with meadow vegetation if:

(1) The prior vegetation is eliminated and the meadow vegetation is planted through transplanting or seed by human or mechanical means; and

(2) A sign is posted on the property in a location likely to be seen by the public, advising that a meadow or prairie is being established. This sign must be no smaller than ten inches square, no larger than one square foot, and no higher than three feet tall.

(C) *Violations.* A person who creates, maintains, permits or allows a condition on property in violation of this section will be deemed to have created a public nuisance subject to abatement as provided in City Code Chapter 94.

**ORDINANCE NO. \_\_\_\_\_**  
**CITY OF WEST ST. PAUL**  
**DAKOTA COUNTY, MINNESOTA**

**AN ORDINANCE AMENDING SECTION 95.04 OF THE WEST ST. PAUL CITY CODE  
REGARDING ICE AND SNOW REMOVAL**

The City Council of West St. Paul does ordain:

**SECTION 1.** West St. Paul City Code Section 95.04 relating to ice and snow removal is hereby amended as follows:

§ 95.04 ICE AND SNOW REMOVAL.

*(A) General rule.*

(1) ~~Residential Sidewalks.~~ The owner ~~and-or~~ occupant of any ~~residential~~ property adjacent to a public sidewalk must use due diligence to keep the entire sidewalk free from environmental hazards and safe for pedestrians. No owner or occupant may allow ice or snow to remain on the sidewalk longer than 12 hours after its deposit. Ice and snow remaining on a public sidewalk longer than 12 hours is a public nuisance.

(2) ~~Commercial Trails.~~ ~~The owner and occupant of any business or light industrial property adjacent to a public trail must use due diligence to keep the trail safe for pedestrians. No owner or occupant may allow ice or snow to remain on the trail longer than 12 hours after its deposit. Ice and snow remaining on a public trail longer than 12 hours is a public nuisance.~~ The City or County will clear ice and snow from all trails.

(B) *Notice.* The city will serve notice upon the owner and occupant ordering that the ice and snow be removed within 24 hours. Notice must be served pursuant to Chapter 94.

(C) *Removal and assessment.* Following service of the notice, if the owner or occupant fails to comply, the city may remove the nuisance and assess the costs pursuant to Chapter 94.

(D) *Deposit on public street.* It is unlawful for any person to deposit or cause to be deposited snow from private property or right-of-way onto a public street.

**SECTION 2. SUMMARY PUBLICATION.** Pursuant to Minnesota Statutes Section 412.191, in the case of a lengthy ordinance, a summary may be published. While a copy of the entire ordinance is available without cost at the office of the City Clerk, the following summary is approved by the City Council and shall be published in lieu of publishing the entire ordinance:

The ordinance clarifies the responsibility for ice and snow removal on sidewalks and trails. The owner or occupant of any residential or commercial property are responsible

for clearing ice and snow from adjacent sidewalks. The City is responsible for clearing ice and snow from all trails.

**SECTION 3. EFFECTIVE DATE.** This Ordinance shall be in full force and effect from and after its passage and publication according to law.

Passed this \_\_\_\_ day of \_\_\_\_\_, 2017.

Ayes:

Nays:

Attest:

\_\_\_\_\_  
Jenny Halverson, Mayor

\_\_\_\_\_  
Chantal Doriott, City Clerk