

ADA Compliance Summary

Background:

- ADA legislation passed in 1990 (with implementation specified by 1992)
- MMUTCD updated to support ADA
- Currently (2007) a complaint has been filed against Mn/DOT, St. Paul, Minneapolis, Hennepin & Ramsey County for non-compliance
- As a result, Mn/DOT has formed a group to study compliance issues
- **Present Metro policy: New designs must be ADA compliant when signals are affected. This includes Accessible Pedestrian Signals (APS) which include audible push buttons, pedestrian curb ramps, etc.**

Main Design Standards:

- Push buttons (PB) must be placed within 5' of the outer edge of the x-walk extended
- PB must be located no more than 10' from the curb
- PB must be utilized for each crossing and must be at least 10' apart
- Curb ramps must be used as needed (std plate 7036) and must have a 4' by 4' landing
- Provide 2' clear zone for paths (bikeways, etc.)

Note: New specifications and a PB station detail have been added to the Mn/DOT Traffic website

Operation:

- Braille sign above PB with street name and arrow (specify name and LH, DH or RH arrow)
- Install PB at all crossings (no pedestrian recall)
- PB will have: locator tone, confirmation tone and audible voice (English) specifying walk/don't walk with street name. Noise levels can be set on the device.
- Street names and arrow designations must be specified on the plan and spec to ensure the proper operation.

Note: Visit current installation on TH 13 @ Cliff Road (Eagan) to view operation

A Metro Traffic Design Review Committee will be formed to:

- Recommend elimination of unnecessary crossings
- Review new and replacement signal designs and retro-fits (by maintenance or construction)