



The Most Livable  
City in America

City of Saint Paul  
Department of Public Works  
Americans with Disabilities Act  
Transition Plan  
Revised March 31, 2010



City of Saint Paul  
Department of Public Works  
American's with Disabilities Act (ADA) Transition Plan  
Revised March 31, 2010

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## **Introduction**

The American's with Disabilities Act (ADA) of 1990 was signed into law on July 26, 1990. The ADA elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, sex, religion and national origin provided through the Civil Rights Act of 1964.

The ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992. The Public Works Department did not meet this plan deadline, but is fulfilling this important obligation now. The Transition Plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities. This Transition Plan will identify the steps that we must take to complete the modifications and the estimated date the modifications will be complete.

Public Works has jurisdiction over streets and walkways in the City, and therefore must include in this Transition Plan our schedule for accessibility standards related to infrastructure. This plan addresses pedestrian curb ramps, appropriate access to right-of-way, accessible pedestrian traffic signals and vertical connections throughout the City.

## **Self Evaluation**

During the summer of 2009 all divisions of the Department of Public Works performed a self assessment of their facilities in accordance with most recent guidance on ADA compliance.

The Public Works Department used a workbook created by the Minnesota State Council on Disability. Copies of our self assessments are available upon written request.

## **Cost Information**

It is important to note that all costs listed in this document are in 2009 dollars. As revisions are made to this transition plan, every effort will be made to update cost information as well.

## Facilities

City Hall Annex  
25 West 4<sup>th</sup> Street  
Saint Paul, Minnesota 55102

The City Hall Annex provides downtown office space for several departments of City government. The Public Works Department has offices on the 7<sup>th</sup> through 10<sup>th</sup> and 15<sup>th</sup> floors of the building.

The City Hall Annex is technically owned by the Real Estate Group of the Office of Financial Services, but since we use five floors of this building for our administrative offices, we are including it in this transition plan.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Handrail Skyway Stairs to City Hall	4.8.5	Handrail changes	12/31/2010	\$500
Rooms 701 & 704 signs on hinge side	4.30.6	Move room signs	6/30/2010	\$50
7 <sup>th</sup> Floor Counter	7.2.2	No 36" section	12/31/2010	\$2,500
8 <sup>th</sup> Floor Office (Pagel's Office)	4.30.6	No room # or sign	6/30/2010	\$50
8 <sup>th</sup> Floor Counter	7.2.2	No 36" section	12/31/2010	\$2,500
9 <sup>th</sup> Floor Conference room	4.30.6	No room # or sign	6/30/2010	\$50
East Stairway	4.8.5	Handrail changes	12/31/2015	\$10,000
West Stairway	4.8.5	Handrail changes	12/31/2015	\$10,000
Renovate 9 <sup>th</sup> Floor Restrooms	4.13-4.19	Complete renovation	12/31/2015	\$100,000
10 <sup>th</sup> Floor Counter	7.2.2	No 36" section	12/31/2010	\$2,500

Street Maintenance Office Building and Shop  
873 North Dale Street  
Saint Paul, Minnesota 55103

The Street Maintenance building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot	4.6.3	Van Accessible Space Needed	5/31/2010	\$500
Parking Lot	4.6.6	Disability Transfer zone needed	5/31/2010	\$300
Front Counter	7.2.2	No 36" section	12/31/2010	\$2,500
Building Alarms	4.28.3	Visual lacking	12/31/2011	\$5,000
ADA compliant Renovation		Includes items below	12/31/2020	\$2,000,000
• Men's Room Stalls	4.22.1	Need 1-5'		
• Men's Room	4.22.3	Several clearance & misc issues		
• Shower Stalls	4.21.3	No seat		
• Shower Stalls	4.21.4	No grab bars		
• Break Room	4.2.4	Clearances		
Drinking Fountain	4.15.3-5	Clearances	12/31/2011	\$1,500

Public Works Equipment  
891 North Dale Street  
Saint Paul, Minnesota 55103

Public Works Equipment operates a main maintenance building and a service station/car wash building. The main maintenance building provides office space for the division as well as a maintenance bays for heavy equipment maintenance and welding.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot	4.6.3	Van Accessible Space Needed	5/31/2010	\$500
Parking Lot	4.6.6	Disability Transfer zone needed	5/31/2010	\$300
Room signs	4.30.6	Not 60" latch side	6/30/2010	\$50
Door hardware	4.13.9	Lever door handles +/- 50	12/31/2011	\$10,000
Stairways	4.8.5	Handrail Changes	12/31/2014	\$15,000
2 <sup>nd</sup> floor toilet stalls	4.22.1	Unisex accessible	12/31/2014	\$10,000

Traffic Operations Office Building and Shop  
899 North Dale Street  
Saint Paul, Minnesota 55103

The Traffic Operations building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot	4.6.3	Van Accessible Space Needed	05/31/2010	\$500
Drinking Fountain	4.15.2	Spout not 36"	12/31/2010	\$1,500
Drinking Fountain	4.15.3	Water Flow	see above	see above
Drinking Fountain	4.15.5	Knee space	see above	see above

Sewer Utility Maintenance Office Building and Shop  
 419 Burgess Street  
 Saint Paul, Minnesota 55103

The Sewer Utility Maintenance building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot	4.6.3	One Add'l Handi-capped space needed	5/31/2010	\$500
Parking Lot	4.6.6	Disability Transfer Zone Needed	5/31/2010	\$300
Room signs	4.30.6	Not at 60"	5/31/2010	\$100
Front Counter	7.2.2	No 36" section	12/31/2010	\$2,500

## Public Infrastructure

### Pedestrian Curb Ramps

Saint Paul Public Works sees equal access for all very seriously, regardless of the physical abilities of the person visiting our facilities or traveling within or through the City by way of our transportation systems.

Saint Paul Public Works has been very proactive implementing accessibility features. We began installing corner quadrant pedestrian ramps in the early 1970s, and are continuing that spirit today by updating our pedestrian infrastructure as we reconstruct our streets and sidewalks or perform major maintenance through mill and overlay projects.

At this time we have five known corner quadrants out of approximately 30,000 that do not have pedestrian ramps. Most of our ramps are exposed aggregate ramps lacking the current recommended (but not adopted as standard) truncated dome technology.

It will be our practice and policy to inspect the pedestrian ramps involved in each mill and overlay project. If the curb ramp is not damaged and meets the specifications in place at the time of original construction, the ramp will remain. Curb ramps that are in poor condition or non-compliant with specifications at the time of installation will be replaced.

Some of our pedestrian ramps are on Minnesota Department of Transportation State Aid routes or Trunk Highways. Other ramps are found on Ramsey County roadways. Saint Paul Public Works will coordinate with those agencies as appropriate as part of their reconstruction and transition plans.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
One arterial Pedestrian Ramp	3.4	Ramp and Truncated Dome	12/31/2013	\$1,000
Four residential Pedestrian Ramps	3.4	Ramps and Truncated Domes	12/31/2011	\$4,000
Arterial Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2020	\$7,500,000
Residential Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2050	\$22,500,000

## Equal Access to Public Rights-of-Way

Saint Paul Public Works is tasked with ensuring safe and accessible travel for all citizens and visitors, regardless of differences in mode, method or ability. As such it is particularly important that we adequately review, advise and permit uses that may partially obstruct the public way. Sidewalk cafes, advertising and other obstructions must be placed and managed in a way that enable all system users free access to the right-of-way.

Property owners or right-of-way users are required to maintain an accessible pedestrian path past their property of four (4) feet (48 inches). Property owners or right-of-way users that do not provide this minimum path are inappropriately restricting accessible routes and therefore will risk revocation of City approval for their specific use of the public right-of-way.

After snow events, it is the responsibility of property owners that have adjoining sidewalk right-of-way to clear those sidewalks within 24 hours and to provide a four (4) foot (48 inch) minimum accessible path throughout and at corner quadrants. It is also important for safe public transportation use that the Metropolitan Council and bus stop/bus shelter franchisees clear snow from bus stops and shelters.

It is the responsibility of contractors and utilities working in the public right-of-way to maintain accessible pathways in construction projects and permitted projects. See section 6D of [http://www.dot.state.mn.us/trafficeng/otepubl/mutcd/mnmutcd2009/mn%20mutcd-6%20\(a-e\)%202009.pdf](http://www.dot.state.mn.us/trafficeng/otepubl/mutcd/mnmutcd2009/mn%20mutcd-6%20(a-e)%202009.pdf) and <http://www.workzonesafety.org/training/record/9856>

## Accessible Pedestrian Traffic Signals

The City of St. Paul Public Works Traffic and Lighting Division operates and maintains 385 Traffic Signals within City of St. Paul. Each signalized intersection typically has 4 pedestrian crossings. These signals are located on roadways under jurisdiction of Minnesota Department of Transportation (MnDOT), Ramsey County and the City of St. Paul. Of all the approach legs at the signals, approximately 12% are MnDOT Trunk Highways, 28% are Ramsey County State Aid Highways (CSAH), 44% are City of St. Paul Municipal State Aid (MSA) Routes and the remaining 16% are City of St. Paul local streets. The Trunk Highways and County State Aid Streets are typically higher volume arterial streets and the St. Paul MSA and local streets are lower volume collector type streets. Under maintenance agreements with MnDOT and Ramsey County, the City of St. Paul operates and maintains the traffic signals for the governmental unit which has jurisdiction of the roadway.

Accessible Pedestrian Signals (APS) are intended to assist blind, visually impaired, and other disabled persons of all ages to cross at designated streets and intersections.

The Traffic and Lighting Division is in the process of evaluating the pedestrian crossings at the 385 signalized intersections for APS using the NCHRP 3-62 Guidelines for Accessible Pedestrian Signals "APS Prioritization Tool". Once the citywide self evaluation is completed, the Division will complete a detailed transition plan for implementation of APS, pedestrian countdown timers, corrections to accessibility barriers at signal push buttons, and corrections to accessibility barriers at pedestrian ramps. The plan will include a priority plan and proposed financing. The plan will also account for the MnDOT and Ramsey County ADA transition plans and planned traffic signal construction/reconstruction projects. The detailed City APS Transition Plan is expected to be completed by 7/1/2010. We currently have 16 signalized intersections where all or some of the pedestrian crossings include APS. We also evaluate and include APS where warranted as part of a Traffic Signal installation or reconstruction project.

Until detailed transition plan is completed, if a request for APS is received, City Staff will investigate each request for the installation of an Accessible Pedestrian Signals (APS) based on evaluating the intersection using the NCHRP 3-62 Guidelines for Accessible Pedestrian Signals "APS Prioritization Tool", and shall also have the intersection reviewed by an Orientation and Mobility (O&M) Professional to make a determination regarding the installation. A summary of the evaluation criteria is listed below:

Critical Intersection and Traffic Conditions include such factors as:

- Intersection Configuration: Pedestrians who are blind or visually impaired use the sound of traffic moving beside them as an alignment cue and as a cue for determining when the traffic signal changes.
- Signalization: The sequence of phases at a signalized intersection and other features of the signal operation, such as interval lengths and actuation-only phases, affects the ability of a blind pedestrian to determine when it is appropriate to cross.
- Transit Facilities: The availability of transit facilities within close proximity to an intersection will increase the likelihood of blind pedestrians, as well as sighted pedestrians, crossing at that intersection.
- Distance to Facility Providing Services to Persons who are Blind or Visually Impaired: The closer a facility for persons who are visually impaired is to an intersection, the more likely it is that pedestrians who are blind or visually will need to cross at that intersection.

- Distance to Major Pedestrian Attractions: Major pedestrian attractions include, but are not limited to major shopping areas, major cultural venues, educational campuses, recreational areas and medical facilities. The closer proximity to a “major attraction”, the more likely it is that pedestrians who are blind or visually will need to cross at that intersection.

Other Critical Factors include:

- Crosswalk Width: Crosswalk width is defined as the curb-to-curb measurement taken at the midpoint of the crosswalk.
- Speed Limit: The higher the speed limit of the street being crossed, the lower the probability of avoiding an incident should a visually impaired pedestrian mistakenly step into the street.
- Approach/Crosswalk Geometrics: Factors such as the curb radii; the skew of a crosswalk in relation to the street being crossed; apex (diagonal) curb ramps; channelized (pork chop) right-turn lane islands, islands, or medians are a few factors that can negatively effect the ability of a blind person to safely cross a street.
- Pedestrian Signal Control: The ability of a pedestrian who is visually impaired to safely cross at a crosswalk can be impacted by the WALK interval timing and other pedestrian signal control features.
- Vehicle Signal Control: The types of signal phases available to vehicle traffic can greatly impact upon the ability of the pedestrian who is visually impaired to understand the audible cues from the traffic surges of various movements and make correct decisions about when it is appropriate to cross the street.
- Off-Peak Traffic Presence: Traffic volume may impede or assist visually impaired pedestrians. Traffic flow that is very light or erratic (which most often occurs in off-peak periods) makes it difficult to use traffic sound to recognize signal changes.
- Distance to Alternative Accessible Crossing (with APS): If there is another signalized crosswalk with APS in close proximity to the intersection being rated, the intersection should receive a lower score than a similar intersection where there is no nearby crossing alternative.
- Pedestrian Pushbutton Location (either corner).
- Requests for Accessible Pedestrian Signals: Requests for an APS may come from a pedestrian who is visually impaired or from an Orientation and Mobility professional. These requests are usually very specific – the individual needs to travel from their home to their workplace and needs to cross this street using this crosswalk. Such requests should increase the priority for APS.

Process:

Requests for installation will be evaluated using the NCHRP 3-62 Guidelines for Accessible Pedestrian Signals “APS Prioritization Tool”.

The intersection will be evaluated by an O&M Professional.

An APS will be installed if the ranking of the requested locations meets or exceeds the average rankings of the existing, in-place, Accessible Pedestrian Signals; and with the recommendation of the O&M Professional; and if City, Ramsey County, and Minnesota Department of Transportations resources are available.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Signalized Intersections	3.5	Review Applicability	5/31/2010	\$25,000
Signalized Intersections	3.5	Install as Appropriate	TBD	\$50,000 Per intersection

City of Saint Paul  
 Department of Public Works  
 Vertical Connections (Stairways)

Stairways in Saint Paul provide valuable connections between assets at differing heights. Whether they are placed on bluffs, between bridges or in parks, they are an important connection to our geography and our history.

Our intention is to maintain the integrity of historic structures whenever possible, opting to rehabilitate stairway structures if at all possible. If the existing asset in place has deteriorated to such a degree that rehabilitation is not a possibility, then the ADA becomes applicable during reconstruction planning.

For those stairway structures that are not replaced but rehabilitated, Saint Paul Public Works will do a thorough investigation of the alternate accessible route, ensure the route's reasonableness and review all related ADA appropriate measures.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Pedestrian Stairway		If rehabbing review & ensure reasonable alt route	As needed	\$1,000 Per location
Pedestrian Stairway		If reconstructing engage Mayor's Comm to create process	As needed	Unknown



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# CITY OF SAINT PAUL

## GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

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This Grievance Procedure is established to meet the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or activities by the City of Saint Paul (“The City”). The City’s Personnel Policy governs employment-related complaints of disability discrimination. A grievant also has the option to file directly with the Department of Justice or other appropriate federal agency within 180 days from the date of the incident.

An individual in need of access to services, programs, or activities should complete and submit a “Request for Access” form to:

Alyssa Wetzel-Moore, ADA Coordinator  
Fax: (651) 266-8962  
Mail: 240 City Hall  
15 West Kellogg Blvd.  
Saint Paul, MN 55102

Alternatively, an individual may make an oral request by contacting the ADA Coordinator at (651) 266-8965. The Coordinator will put this request in writing to be signed by the requestor.

In the event that this request for access to services, programs, or activities cannot be resolved, an individual may file a grievance orally or in writing. A written grievance should be filed on the ADA Grievance Form. If it is not filed on the Grievance Form, it should be in writing and contain all of the following information:

- The name, address, and telephone number of the person filing the grievance.
- The name, address, and telephone number of the person alleging the ADA violation, if other than the person filing the grievance.
- A description of the alleged violation and the remedy sought.
- Information on whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
- If a complaint has been filed, the name of the agency or court where the complaint was filed, the date the complaint was filed, and the name, address and telephone number of a contact person with the agency with which the complaint was filed.

An oral grievance can be filed by contacting the Coordinator at the address listed above or at (651) 266-8965. The ADA Coordinator, using the ADA Grievance Form, will put the oral grievance in writing to be signed by grievant. Alternative means of filing complaints will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or her/his designee as soon as possible but no later than 60 calendar days after the alleged violation to the address listed above. The grievance will be either responded to or acknowledged within 20 working days of receipt.

Within 60 calendar days of the receipt, the Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, the Coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach an informal resolution to the grievance. Any informal resolution of the grievance will be documented in the City's ADA Grievance File.

If an informal resolution of the grievance is not reached, the Coordinator shall issue a written determination of the validity of the complaint and a description of the resolution no later than 90 days from the date of the City's receipt of the grievance. A copy will be forwarded to the grievant.

The grievant may request reconsideration if he/she is dissatisfied with the written determinations. The request for reconsideration shall be in writing and filed with the City Legislative Hearing Office, 15 West Kellogg Blvd., Room 310, Saint Paul, MN 55102 within 30 days after the Coordinator's determination has been mailed to the grievant. The Legislative Hearing Officer shall review the request for reconsideration and make a final determination within 90 days from the filing of the request. If the grievant is dissatisfied with City's handling of the grievance at any point, the grievant may file a complaint directly with the U.S. Department of Justice or other appropriate state or federal agency. Use of the City's grievance procedure is not a prerequisite to the pursuit of other remedies.

Because of the varying circumstances in any specific grievance, the City's resolution of a grievance does not create precedent that binds the City or upon which other complaining parties may rely.

Any written complaints received by Coordinator or her designee, appeals to the Legislative Hearing Officer, and responses from these two offices will be retained by Saint Paul for at least three years.

Please note: The City of Saint Paul employment policy and accommodation form is available at <http://www.stpaul.gov/index.aspx?NID=3007>



# City of Saint Paul

## Americans with Disabilities Act Grievance Form

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### Complainant:

Name \_\_\_\_\_

Address \_\_\_\_\_ Apt. No. \_\_\_\_\_

City \_\_\_\_\_, State \_\_\_\_\_ ZIP Code \_\_\_\_\_

Telephone No. \_\_\_\_\_ Other Phone \_\_\_\_\_

E-mail \_\_\_\_\_

### Aggrieved Individual (if other than Complainant):

Name \_\_\_\_\_

Address \_\_\_\_\_ Apt. No. \_\_\_\_\_

City \_\_\_\_\_, State \_\_\_\_\_ ZIP Code \_\_\_\_\_

Telephone No. \_\_\_\_\_ Other Phone \_\_\_\_\_

E-mail \_\_\_\_\_

### Nature of the Complaint:

City Department Involved: \_\_\_\_\_ Date(s) of Occurrence: \_\_\_\_\_

Description of Violation: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Requested Action of City to Correct Alleged Violation: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

*~ Please see next page for additional questions ~*

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes \_\_\_\_\_ No \_\_\_\_\_ If yes: Date Filed: \_\_\_\_\_ Agency or Court: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Phone No. \_\_\_\_\_

Address: \_\_\_\_\_ Apt. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Do you intend to file with another agency or court?

Yes \_\_\_\_\_ No \_\_\_\_\_ If yes: Agency or Court: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Phone No. \_\_\_\_\_

Address: \_\_\_\_\_ Apt. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Additional Comments:

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

**Return to: Alyssa Wetzel-Moore, ADA Coordinator  
Department of Human Rights and Equal Economic Opportunity (HREEO)  
240 City Hall  
15 West Kellogg Blvd.  
St. Paul, MN 55102  
Telephone: (651) 266-8965 Fax: (651) 266-8962  
E-mail: ADACoordinator@ci.stpaul.mn.us**



CITY OF SAINT PAUL

*Christopher B. Coleman, Mayor*

240 City Hall  
15 West Kellogg Boulevard  
Saint Paul, MN 55102-1681

Telephone: (651) 266-8966  
Facsimile: (651) 266-8962  
TDD: (651) 266-8977

February 24, 2010

Bruce Beese, Director of Public Works  
1500 City Hall Annex  
25 West Fourth Street  
Saint Paul, MN 55102

Re: MACPD Feedback to Public Works' Transition Plan

Dear Mr. Beese,

The Mayor's Advisory Committee for People with Disabilities (MACPD) would like to thank you for sharing your transition plan with us. We appreciate the hard work and thoroughness invested by the Department of Public Works to develop it. Over the past month, the MACPD has reviewed and discussed the Transition Plan. Based on what we have read, we have no revisions to suggest at this time.

Again, the MACPD appreciates you and department staff taking the time to meet with us and seeking our input. Please contact us through Alyssa Wetzel-Moore at 651-266-8965 or [Alyssa.Wetzel-Moore@ci.stpaul.mn.us](mailto:Alyssa.Wetzel-Moore@ci.stpaul.mn.us) if you have questions or would like to discuss this further.

Sincerely,

*Scott Coleman*  
AWM

Scott Coleman, Chair

*James Thayer*  
AWM

James Thayer, Vice Chair



CITY OF SAINT PAUL  
INTERDEPARTMENTAL MEMORANDUM

DATE: April 7, 2010

TO: Whom it May Concern

FROM: Robert L. Humphrey, Business Review Council Staff

RE: Saint Paul Business Review Council support for City of Saint Paul, Department of Public Works Americans with Disabilities Act Transition Plan as amended.

Please note that at this morning's Full Business Review Council there was a unanimously passed motion approving the Department of Public Works' Americans with Disabilities Act Transition plan dated January 6, 2010, with the amendment titled "Equal Access to the Public Right of Way, Page 10 of 18" striking the original page 10 of 18 language.

On behalf of Chair Mike Skillrud, and the entire Business Review Council, we thank Bruce Beese and Paul St. Martin for their patience and willingness to cover this matter in detail before our Council.

Feel free to contact me if you have any questions.

**RESOLUTION  
 CITY OF SAINT PAUL, MINNESOTA**

8

Presented by \_\_\_\_\_

*Kath, Hart*

1 Whereas, the American's with Disabilities Act (ADA) of 1990 elevated the civil rights protection of  
 2 people with disabilities to the same level as those protections in place based on race, color,  
 3 religion and national origin provided through the Civil Rights Act of 1964; and  
 4  
 5 Whereas, the ADA was signed into law on July 26, 1990 [28 CFR 35.150]; and  
 6  
 7 Whereas, the ADA required public entities with more than 50 employees to develop a transition  
 8 plan by July 26, 1992; and  
 9  
 10 Whereas, this transition plan must identify all structural modifications that are necessary for  
 11 buildings and facilities to ensure that programs, services and activities are accessible to people  
 12 with different abilities; and  
 13  
 14 Whereas, this transition plan must identify the steps to complete the modifications, the estimated  
 15 date of completion and the cost associated with each modification; and  
 16  
 17 Whereas, the Saint Paul Public Works Department did not meet the July, 1992 deadline, but has  
 18 prepared the attached transition plan for review and implementation; and  
 19  
 20 Whereas, the Mayor's Advisory Committee for People with Disabilities has reviewed the  
 21 transition plan and has accepted it in its entirety; and  
 22  
 23 Whereas, the Business Review Council has reviewed the transition plan and will be making their  
 24 comments by April, 21, 2010; and  
 25  
 26 Therefore, be it resolved, that the City Council of Saint Paul adopts the Public Works ADA  
 27 Transition Plan and directs Public Works to follow the steps elaborated toward the goal of making  
 28 Public Works' buildings and infrastructure accessible to all people.

	Yeas	Nays	Absent
Bostrom	✓		
Carter	✓		
Harris	✓		
Helgen	✓		
Lantry	✓		
Stark	✓		
Thune	✓		
	7	0	0

Adopted by Council: Date 4/21/2010

Adoption Certified by Council Secretary

By: Mary Erickson

Approved by Mayor Date 4/27/2010

By: Or Mulholland

Requested by Department of Public Works:

By: [Signature]

Public Works Director

Approved by the Office of Financial Services:

By: [Signature]

Approved by City Attorney:

By: Lisa D. Keith

Approved by Mayor for Submission to Council:

By: Or Mulholland