



City of Chaska

CITY OF CHASKA ADA TRANSITION PLAN

PUBLIC RIGHT OF WAY



APRIL 20, 2020

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Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. 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 provider of public transportation services and programs, the City of Chaska 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 Chaska has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to City of Chaska’s existing Transition Plan covering buildings, services, programs and activities.

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 Chaska 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.

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

Self-Evaluation

Overview

The City of Chaska is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the city implements these policies. The goal of the self-evaluation is to verify that, in implementing the City of Chaska's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City of Chaska's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City of Chaska rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In the summer of 2018 and 2019 the City of Chaska conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 57.9 miles of sidewalks
- 1745 curb ramps
- 2 City owned traffic control signalized intersections

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

Policies and Practices

Previous Practices

Since the adoption of the ADA, the City of Chaska has striven to provide accessible pedestrian features as part of the city's capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the city updated their procedures to accommodate these methods. Previous ADA Improvements have been included in the following projects:

- West Chaska Interceptor
- 2006, 2008, 2010, 2013, 2015 ,2017, 2018, 2019 Street Improvements
- TH 41 & Second street Signal improvements
- First and Cedar Sidewalk Improvements
- County Road 61 Improvements

Policy

The City of Chaska’s goal is to continue to provide accessible pedestrian design features as part of the city’s capital improvement projects. The city has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

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

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies established by Title II of the ADA, and guidelines established by the Minnesota Department of Transportation in Appendix F.

Requests for accessibility improvements can be submitted to the ADA Coordinator. Contact information is located in Appendix E.

Improvement Schedule

Priority Areas

The City of Chaska has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas as identified in the 2019 self-evaluation are as follows:

- Areas within and adjacent to reconstruction projects.
- Areas near public buildings and senior centers
- Areas with high pedestrian ADT
- Areas with high ratings of pedestrian ramp and sidewalk deficiencies
- Areas of identified in public comments

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Chaska. The city will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

The improvement of pedestrian facilities will be completed in the following manner to make progress toward reaching ADA compliance. Scheduled street and utility projects will upgrade impacted pedestrian facilities to be compliant within the scope of the project, and as right of way and other site restrictions make improvement feasible.

ADA Coordinator

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

Implementation Schedule

Methodology

The City of Chaska will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects in coordination with State and County when appropriate. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand-alone sidewalk and ADA accessibility correction determined on a case by case basis by the ADA Coordinator and the City's grievance procedure.

Public Outreach

The City of Chaska 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 Chaska.

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 Chaska’s website and made available for public comment for approximately three weeks prior to its recommendation for adoption. The City will make a reasonable effort to incorporate public comments into the final version of the report. A final draft of the document will also be posted with the public comments incorporated for final public review. A printed hard copy of the draft document is also available for review at the City of Chaska City Hall, 1 City Hall Plaza, Chaska MN, 55318.

Further information of the Public Outreach initiatives and a summary of the comments received can be found in Appendix C.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of the City of Chaska 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 purpose of the prompt and equitable resolution of citizens’ complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document will continue to be updated as conditions within the city evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated as required by state and federal standards. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

- A. Self-Evaluation Results**
- B. Schedule / Budget Information**
- C. Public Outreach**
- D. Grievance Procedure**
- E. Contact Information**
- F. Agency ADA Design Standards and Procedures**
- G. Glossary of Terms**

Appendix A – Self-Evaluation Results

Data collection for the City of Chaska Self-Evaluation occurred in the Summers of 2018 and 2019 and was performed by an ADA consultant with a GPS data collector. This initial self-evaluation of pedestrian facilities yielded the following results:

- 100% of City owned traffic control signals had APS (Accessible Pedestrian Signal Pedestals)
- 77.2% of sidewalks met accessibility criteria
- 8.5% of curb ramps met accessibility criteria

Chaska currently has two City owned signals which are located at the Hundertmark Road/212 Medical Center and CSAH 61 (Chaska Blvd)/Pine Street intersections. At the two signalized intersections there are a combined total of 5 pedestrian crossing stations of which only 1 meets accessibility criteria. 4 of the 5 intersection crossing locations did not meet acceptable landing slope criteria.

The table below shows a summary for the degree of compliance given the current ADA standards of the city’s pedestrian ramp and concrete sidewalks inventory

Item	Rating	Rating Description	Number	Percentage
Pedestrian Ramps	0	Excellent condition. Fully compliant	148	8.5%
	1	Excellent condition. Minor compliance criteria not met	337	19.3%
	2	Functional. Minor compliance criteria not met	442	25.3%
	3	Functional but missing vital compliance criteria.	414	23.7%
	4	Mostly non-compliant. Moderate compliance criteria not met.	252	14.4%
	5	Fully non-compliant. Major compliance criteria not met.	151	8.7%
		Total:	1744	
Item	Rating	Rating Description	Length [mile]	Percentage
Sidewalks (58 miles)	1	Minimal non-compliance	10.27	17.7%
	2	Moderate non-compliance	2.69	4.6%
	3	Severe non-compliance	0.67	1.2%
		Total:	13.63	

Rating Criteria

Pedestrian Ramps

Pedestrian Ramps were evaluated at all concrete sidewalk and bituminous trail street crossings and rated on the existence of the following deficiencies based on current ADA standards:

1. The existence of Truncated Domes
2. Pedestrian ramp cross slope greater than 2%
3. Pedestrian ramp running slope greater than 8.3%
4. Pedestrian landing area is less than 4'x4', or is not present
5. Pedestrian landing area slope is greater than 2% in any direction
6. Gutter cross slope at the pedestrian ramp is greater than 2%
7. Gutter running slope at the pedestrian ramp is greater than 5%

Each Pedestrian Ramp overall rating relates to the total number of deficiencies observed at the location with the exception of "5-Fully non-compliant", of which has between 5 and 6 observed deficiencies.

Sidewalks

Sidewalks were rated on the existence of the following deficiencies:

1. Vertical Displacement (discontinuity at sidewalk panel joint)
 - a. Minimal = 0.5" to 1"
 - b. Moderate = 1" to 3"
 - c. Severe = 3" or more
2. Horizontal Displacement (gap between sidewalk panels)
 - a. Minimal = 0.5" to 1"
 - b. Moderate = 1" to 3"
 - c. Severe = 3" or more
3. Spalling size
 - a. Minimal = 0.5" to 1"
 - b. Moderate = 1" to 3"
 - c. Severe = 3" or more
4. Cracking
 - a. Minimal = 4 to 6 visible cracks per panel
 - b. Moderate = 6 to 10 visible cracks per panel
 - c. Severe = 10 or more visible cracks per panel
5. Cross Slope
 - a. Minimal = 2% < cross slope < 4%
 - b. Moderate = 4% < cross slope < 6%
 - c. Severe = 6% < cross slope
6. Running Slope
 - a. Minimal = 5% < running slope < 7%
 - b. Moderate = 7% < running slope < 10%
 - c. Severe = 10% < running slope

Each Sidewalk section with an observed deficiency was given a rating per the above criteria. Sections of sidewalk with multiple types of defects were given an overall rating correlating to the highest deficiency observed. Trail corridors were not evaluated.

Appendix B – Schedule / Budget Information

Cost Information

Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2019 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project.

Intersection corner ADA improvement retrofit: +/- \$4,000 per curb ramp

Traffic control signal corner ADA improvement retrofit: +/- \$ 10,000

Sidewalk / Trail ADA improvement retrofit: +/- \$10.00 per SF

Entire Jurisdiction

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction by completely retrofitting the existing non-compliant areas is \$11,921,450.00. This amount signifies a significant investment to the City of Chaska. A systematic approach to providing accessibility will be taken in order to absorb the cost into the city's budget for improvements to the public right of way.

The *City of Chaska 2030 Comprehensive Plan*, which includes a detailed schedule and budget for specific improvements, is accessible online at <https://www.chaskamn.com/166/2030-Comprehensive-Plan>

Appendix C – Public Outreach

As part of the ADA Transition Plan's development process, the City of Chaska posted a printed copy of the draft plan at the City of Chaska City Hall Building.

Information about the plan was also posted to the City's website and official social media accounts on December 9, 2019.

Record of Public Outreach Summary

A draft dated December 9, 2019 of the ADA Transition Plan was available for public comments from December 9, 2019 to January 9, 2020. No comments were received during that time.

The ADA Transition Plan remained open for public comment until it was formally adopted by Chaska City Council on April 20, 2020.

Outreach Materials

1. Letter – December 9, 2019



Chaska

December 9, 2019

To Whom it May Concern:

The city of Chaska is seeking input from the public on its draft plan to support accessibility for people using its facilities in the public right-of-way. We invite you to review the draft version of the plan, posted on the city Engineering section of <http://www.chaskamn.com> as it is being finalized. Feel free to distribute this letter 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 Chaska to identify key areas for improvement, including curb ramps, sidewalks, and traffic signals. We ask that all comments on the draft plan be provided by 4:30pm by January 3, 2020.

If you need a reasonable accommodation, assistance, or require more information please contact the city of Chaska ADA Coordinator-Public Right-of-Way, Aaron Kuznia, at 952.227-7727 or akuznia@chaskamn.com

Thank you for your input.

Aaron Kuznia
Sr. Engineering Tech
952-227-7727

Appendix D – Grievance Procedure

In accordance with 28 CFR 35.107(b), the City of Chaska has developed the following grievance procedure to facilitate prompt and equitable resolution of citizens' complaints concerns, comments and other grievances.

The City understands that citizens may desire to contact staff and discuss ADA issues without filing a formal grievance. Contacting staff to informally discuss ADA issues is welcomed and does not limit a person's ability or right to file a formal grievance later. Citizens wishing to do this may contact staff using the contact information in Appendix E: ADA Transition Plan Contact Information.

Those wishing to file a formal written grievance with the City of Chaska may do so by one of the following methods:

Telephone

Contact the City staff person listed in the Contact Information section of Appendix E to submit an oral grievance. The staff person will complete the ADA Grievance Form on behalf of the person filing the grievance.

Paper Submittal

Contact the City staff person listed in the Contact Information section of Appendix E to request a paper copy of the city's grievance form, complete the form, and submit it to the ADA Coordinator.

The ADA Grievance Form will ask for the following information:

The name, address, telephone number, and email address for the person filing the grievance

The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)

A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant has filed and the filing date.

The City will acknowledge receipt of the grievance to the complainant within 10 working days of submittal. The City will also provide to the complainant within 10 working days of its submittal

a response or resolution to the grievance, or information about when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern a City of Chaska facility, the City will work with the complainant to contact the agency that has jurisdiction.

Within 60 calendar days of receipt, a City of Chaska staff person will conduct an investigation necessary to determine the validity of the alleged violation. An investigation will consider data collected and any information submitted by the complainant and use department resources including engineering policies and guidelines to determine the City's response. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including:

1. the nature of the access to services, programs, or facilities at issue
2. the specific nature of the disability
3. the essential eligibility requirements for participation
4. the health and safety of others
5. the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of Chaska

Accordingly, the resolution by the City Chaska of any one grievance does not constitute a precedent upon which state or county agencies are bound or upon to which complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the Department of Justice (DOJ) within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the DOJ. The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice

Civil Rights Division

950 Pennsylvania Avenue, N.W.

Disability Rights Section - NYAV

Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

City of Chaska ADA Grievance Form

City of Chaska Discrimination Grievance Form

Title II of the Americans with Disabilities Act Section 504 of the Rehabilitation Act of 1973

Instructions: Please fill out this form completely and return to the address on this page.

Complainant – person filing grievance:

Name: _____ Date _____

Address: _____ City, State, Zip Code: _____

Phone number: _____ Email: _____

Representing – person claiming an accessibility issue or alleging an ADA violation (if not the grievant):

Name: _____

Phone number: _____ Email: _____

Complaint

Where is the location of the problem? Please include city, roadway name, intersection (if applicable), facility name, and/or location if other than a roadway (i.e., rest area, pedestrian bridge, etc.):

Please provide a detailed description of the problem:

Has the complaint been filed with any federal or state agency? Yes No

If yes:

Name of agency: _____

Contact name: _____ Date filed: _____

Please attach additional pages if necessary.

Return to:

Chaska Municipal Services
Attention: Aaron Kuznia
660 Victoria Drive
Chaska, MN 55318

Appendix E – Contact Information

City of Chaska ADA Coordinator

Name: Aaron Kuznia

Address: 660 Victoria Drive

Chaska, MN 55318

Phone: 952-227-7727

E-mail: akuznia@chaskamn.com

Appendix F – Agency ADA Design Standards and Procedures

Design Procedures

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 accessibility 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. Regardless on if full compliance can be achieved or not, 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 accessibility 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. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of city staff.

Traffic Control Signals

Traffic control signals 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 individual traffic control signal locations to achieve full accessibility 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. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of city staff.

Bus Stops

Bus stops 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 individual bus stop locations to achieve full accessibility 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. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of city staff.

Other Transit Facilities

Additional transit facilities are present within the limits of the City of Chaska. Those facilities fall under the jurisdiction of MnDOT, Carver County, and SouthWest Transit. The City of Chaska will work with MnDOT, Carver County, and SouthWest Transit to ensure that those facilities meet all appropriate accessibility standards.

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 Chaska has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in the following pages of this appendix.

Appendix G – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

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.

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.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): 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.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

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.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

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.