

ATTACHMENT: ADA TRANSITION PLAN UPDATE FINDINGS

In 2016, Dakota County staff conducted an inventory of pedestrian facilities and traffic signals within its public right of way to develop an ADA Transition Plan. In 2024, staff updated this inventory to determine existing conditions and progress in compliance. The updated ADA Transition Plan and inventories are now available on the County's website,

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

The 2024 ADA Transition Plan inventory included the following findings:

INVENTORY

Center Line Miles

- In 2016, approximately **200 center line miles** of County highways that exist within County municipalities were surveyed. County highways located within rural townships were not surveyed because no pedestrian facilities exist on the County highways within the townships.
- In 2024, approximately **202 center line miles** were surveyed. These were limited to highways within the urban and suburban areas of the county.

Right of Way Miles

- Considering a pedestrian facility does or can exist on both sides of a highway, approximately **400 miles** of County highway right of way existed within the inventory area in 2016.
- In 2024, the inventory included **404 miles** of County highway right of way. Of these, **334 miles** of County highway right of way are within the Metropolitan Council's Metropolitan Urban Service Area (MUSA) with **70 miles** outside of the MUSA. These seventy miles were included in the 2016 inventory evaluation and excluded in the 2024 inventory evaluation.

Traffic Signals with Accessible Pedestrian Signals

- In 2016, the inventory included **146 total traffic signals** in the inventory area. Of these, **25 traffic signals**, or **17 percent**, were ADA compliant with Accessible Pedestrian Signals.
- In 2024, the inventory includes **142 traffic signals** in the inventory area which are under County jurisdiction or maintenance agreements. Of these, **83 traffic signals**, or **58 percent**, are ADA compliant with Accessible Pedestrian Signals.

Existing Sidewalks and Trails

- In 2016, approximately **191 miles**, or **48 percent** of County highway mileage within county municipalities, had **concrete sidewalks** or **bituminous trails**. This was comprised of:
 - Approximately **52 miles**, or **13 percent** with **concrete sidewalks**; and
 - Approximately **139 miles**, or **35 percent** with **bituminous trail**.
- In 2024, approximately **244 miles**, or **73 percent** of County highway mileage within urban or suburban areas of the county, have **concrete sidewalks** or **bituminous trails**. This is comprised of:

- Approximately **52 miles**, or **16 percent** with **concrete sidewalks**; and approximately **192 miles**, or **58 percent** with **bituminous trail**

Pedestrian Ramps

- In 2016, the inventory included **3,165 pedestrian ramp locations** within County highway right of way within municipalities.
- In 2024, the inventory included **3,701 pedestrian ramp locations** with County highway right of way within urban and suburban areas.

Pedestrian Ramp Compliance

ADA guidance for self-evaluation allows for ratings to include pedestrian ramps that visually appear substantially compliant without having to individually check every ramp for compliance.

- In 2016, **2,376 pedestrian ramps**, or **78 percent**, appeared substantially ADA compliant.
- In 2024, **3,572 pedestrian ramps**, or **97 percent**, appeared substantially ADA compliant.