

Town of Glenville

ADA Transition Plan



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I. Introduction

A. Overview

The purpose of this ADA Transition Plan is to ensure that the Town of Glenville pedestrian infrastructure in the public right-of-way is accessible for everyone, including people with disabilities. The Town has made a significant and long-term commitment to improving the accessibility of their pedestrian facilities.

The Town has identified and evaluated all pedestrian infrastructure in the public right-of-way including curb ramps, sidewalks, crosswalks, pedestrian signals, pedestrian accessible transit stops, and multi-use trails. The Town has not evaluated all parking lots and publicly accessible buildings. It is anticipated that the Town will evaluate such facilities after the adoption of this Transition Plan.

B. Mandate – Americans with Disabilities Act

The federal legislation, known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Transition Plan

Title II of the ADA specifically applies to “public entities” (state and local governments) and the programs, services, and activities they deliver. Title II, Article 8, requires that each public agency must develop a Transition Plan (also referred to as “Plan”) that ensures accessible facilities are provided in the public right of way.

The Plan shall, at a minimum, include:

- A list of the physical barriers and their locations in a public entity’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- A detailed outline of the methods to be utilized to remove these barriers and make facilities accessible;
- The schedule for taking the necessary steps to achieve compliance with Title II;
- Public complaint/grievance procedure; and
- The name/position of the ADA Coordinator and/or official responsible for the plan’s implementation.

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. Before a transition plan can be developed, an inventory of the current curb ramps and sidewalks must be developed.

Because ADA is a civil rights law, the federal enforcement entity for the ADA is the Civil Rights Division of the US Department of Justice (DOJ). The DOJ enforces ADA through various means: establishing standards for meeting the requirements of the ADA; coordinating enforcement activities of other federal agencies; and, as necessary, taking legal action to require compliance with ADA by state and local governments.

The Access Board is a federal agency that promotes equality for people with disabilities through leadership in accessible design and the development of accessibility guidelines and standards. As a coordinating body, the scope of their recommendations and guidance includes but is not limited to public rights of way, public buildings, and medical facilities.

C. PROWAG

The United State Access Board established proposed guidelines to assist in the evaluation of accessibility of public facilities *“Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way”*. Not yet formally adopted by the US Justice Department, the Public Rights of Way Accessibility Guidelines (PROWAG) are accepted as policy and were utilized in evaluating pedestrian facilities in the preparation of this plan.

PROWAG provide design guidance for a wide variety of facilities in the public right of way, including: curb ramps, sidewalks and pedestrian access routes, traffic signals, and signage. The majority of the guidelines are particularly sensitive to people who use a wheelchair or have low vision, though the guidance is intended to eliminate all access barriers.

D. Public ROW and Jurisdiction

Defining jurisdictional boundaries or ownership of facilities within the public ROW and identifying the responsible entity is central to the successful implementation of the ADA Transition Plan. Three jurisdictional entities have been identified in preparing this plan including the Town of Glenville, Schenectady County, and the State of New York.

Although three jurisdictional entities possess rights-of-way within the Town of Glenville, the legal responsibility of maintaining and improving non-conforming or deficient facilities does not necessarily fall to the owner of the right-of-way.

According to New York State Highway Law (TOWN§140(18)), sidewalks may be installed by a county or the State of New York, with the permission of the local municipality. However, notwithstanding an agreement to the contrary, once installed, the local municipality is obligated to maintain those sidewalks. The following table (Table 1) identifies the entity responsible for the maintenance and improvement of pedestrian facilities within the Town.

Table 1: Responsible Entity for Maintenance of Pedestrian Facilities

	Right of Way Ownership		
	Town of Glenville	Schenectady County	New York State
Facility Type	Responsible Entity		
Sidewalks	Glenville	Glenville	Glenville
Curb Ramps	Glenville	Glenville	Glenville
Crosswalks	Glenville	Schenectady County	New York State
Pedestrian Crossing Signals	Glenville	Schenectady County	New York State
Multi-Use Trails	Glenville	Schenectady County	New York State

E. Installation of Conforming Facilities during Roadway Alteration Projects

In accordance with the *Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing* (<https://www.ada.gov/doj-fhwa-ta.htm>) – when pedestrian walkways intersect a curb, but no curb ramp exists the entity facilitating the roadway alteration is responsible for the provision of a curb ramp. The same principle exists if an entity is undertaking a roadway alteration project that requires the removal of other pedestrian facilities, such as sidewalks. If the facility is removed it must be reinstalled and conform to the most current accessibility standards.

Identified Obstacles in the Public Right-of-Way

The Town of Glenville has conducted a self-evaluation of obstacles within the Town, County and State right-of-ways, based on criteria outlined in Appendix A.

II. Detailed Evaluation

A. Inventory

An inventory and assessment of all pedestrian facilities located in the Town on local, county, and state roads was completed by staff from the Town of Glenville and consultants provided by the Capital District Transportation Committee (CDTC).

Initially, a sidewalk inventory (including related pedestrian features and transit stops) was provided by CDTC and this information was updated based on a review of the most current aerial photography and *Google Street View*. This information was used as base map for additional data collection and condition assessment.

Field data collection was accomplished on a mobile device (a Tablet, iPad or mobile phone) and the ESRI applications *ArcGIS Collector and Survey 123*. Municipal staff were trained in the evaluation and scoring of pedestrian features for compliance and subsequently completed the inventory, collected photographs and other important site-specific information

Pedestrian features evaluated included sidewalks, multi-purpose paths, and key intersection features including curb ramps, pedestrian signals, and cross walks. Evaluation criteria focused on compliance with key elements adapted from the PROWAG. The evaluation methods are included in Appendix A.

To complete the detailed evaluation, an accessibility condition rating for each of the identified facilities was determined. The Town of Glenville used the following ratings and definitions to assess the condition of each sidewalk, curb ramp, crosswalk, transit stop (when connected to sidewalk network), and multi-use trail facility on local, county, and state right-of-ways.

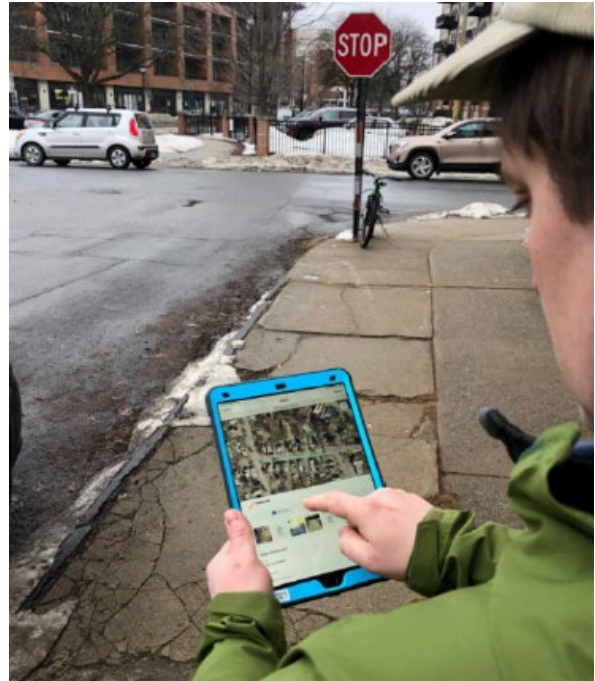


Table 2: Characteristics of Accessibility Condition for Sidewalks and Multi-Use Trails

	Characteristics	Example
Not Accessible	<ul style="list-style-type: none"> • Significant Discontinuity • Inaccessible 	<ul style="list-style-type: none"> • No Curb Ramps • Steps • Significant Heaving
Less Accessible	<ul style="list-style-type: none"> • Limited Accessibility 	<ul style="list-style-type: none"> • Several Minor Defects
More Accessible	<ul style="list-style-type: none"> • Provides Access • Not Fully Compliant 	<ul style="list-style-type: none"> • Curb Ramps <u>without</u> Detectable Warnings • Limited Minor Defects
Fully Accessible	<ul style="list-style-type: none"> • Designed to Meet Current Standards 	<ul style="list-style-type: none"> • Newly Installed Facility

Note: Additional information on evaluation criteria, including example imagery of sidewalk and trail conditions, can be found in Appendix A.

To evaluate the accessibility of more complex multi-part features like curb ramps, crosswalks, and transit stops the Town developed a rating matrix. Depending on the number of deficiencies at any one of these features, they were assigned a pass/fail rating.

The inventory of all pedestrian features is presented in Figure 1. The results of the evaluation are presented below and are also depicted in Figure 1.

B. Sidewalk Accessibility Condition

The Town of Glenville has a total of 17,893 lineal feet (3.38 miles) of sidewalk. Most of the sidewalks in the Town were constructed to modern standards and are fully accessible. Only 1.1% of the Town's sidewalks are classified as "Not Accessible" and they are generally located within the areas of the Town bordering the Village of Scotia. The lower accessibility ratings around the Village may be attributed to fact that most of the Village was developed before the adoption of increased accessibility standards in the 1990s.

Table 3: Sidewalk Score Results

Accessibility Rating	Percentage	Length
Fully Accessible	72.5%	12,980
Mostly Accessible	18.7%	3,341
Partially Accessible	7.7%	1,375
Not Accessible	1.1%	198
Grand Total	100.0%	17,893

A detailed table showing the Town's inventory of sidewalks is included in Appendix B.

C. Curb Ramp Accessibility and Condition

All intersections where sidewalks intersected roadways were observed for the presence of curb ramps and whether the curb ramp was flush with the roadway and whether a detectable warning strip (DWS) was present. 72 points were collected to evaluate the condition and accessibility of areas.

Table 4: Curb Ramp Deficiencies

Type of Deficiency	Count	Percentage
DWS Absent	17	23.6%
DWS Damaged	5	9% (of those with DWS)
Not Flush with Asphalt	3	4.4%
Inadequate Width	1	1.5%

Most curb ramps appear to be new, are fully accessible, and are located along State roads. The primary deficiency is the absence of detectable warning strips (DWS) which are used to indicate to the visually impaired that they have reached an intersection with a roadway.

Pedestrian signals let motorists know that pedestrians have the right of way, and let pedestrians know when it is their turn to cross a roadway. Approximately 80% of the locations did not have pedestrian signals.

Table 5: Pedestrian Signal Deficiencies

	Count	Percentage
Not Signalized	58	80.5
Audible Only	0	N/A
Not Compliant	0	N/A

D. Transit Stop Accessibility

The Town is served by Capital District Transportation Authority (CDTA). Most transit stops in the Town are not connected to a sidewalk network, only transit stops that are connected to a sidewalk network were evaluated as part of this project. The primary determinants of whether or not a transit stop is accessible is whether the width and depth of the landing area as large enough to accommodate a wheelchair. Of the eight (8) transit stops connected to the sidewalk network, only one (1) has the appropriate width and depth to accommodate a wheelchair, three (3) are neither wide or deep enough, and four (4) have a combination of one adequate measurement and one inadequate measurement.

Table 6: Transit Stop Accessibility

	Count	Percent
Not Accessible	3	38%
Fully Accessible	1	13%
Partially Accessible	4	50%
Grand Total	8	100%

III. Methods to Removing Barriers – Policies & Priorities

The Town of Glenville utilizes many different approaches to removing barriers in the public right-of-way, including proactively identifying and eliminating the barrier, responding to public complaints and ensuring the appropriate design and build-out of new construction following the most recent design guidelines.

The Town of Glenville bases barrier removal priorities on two factors: location and the accessibility condition of the facility.

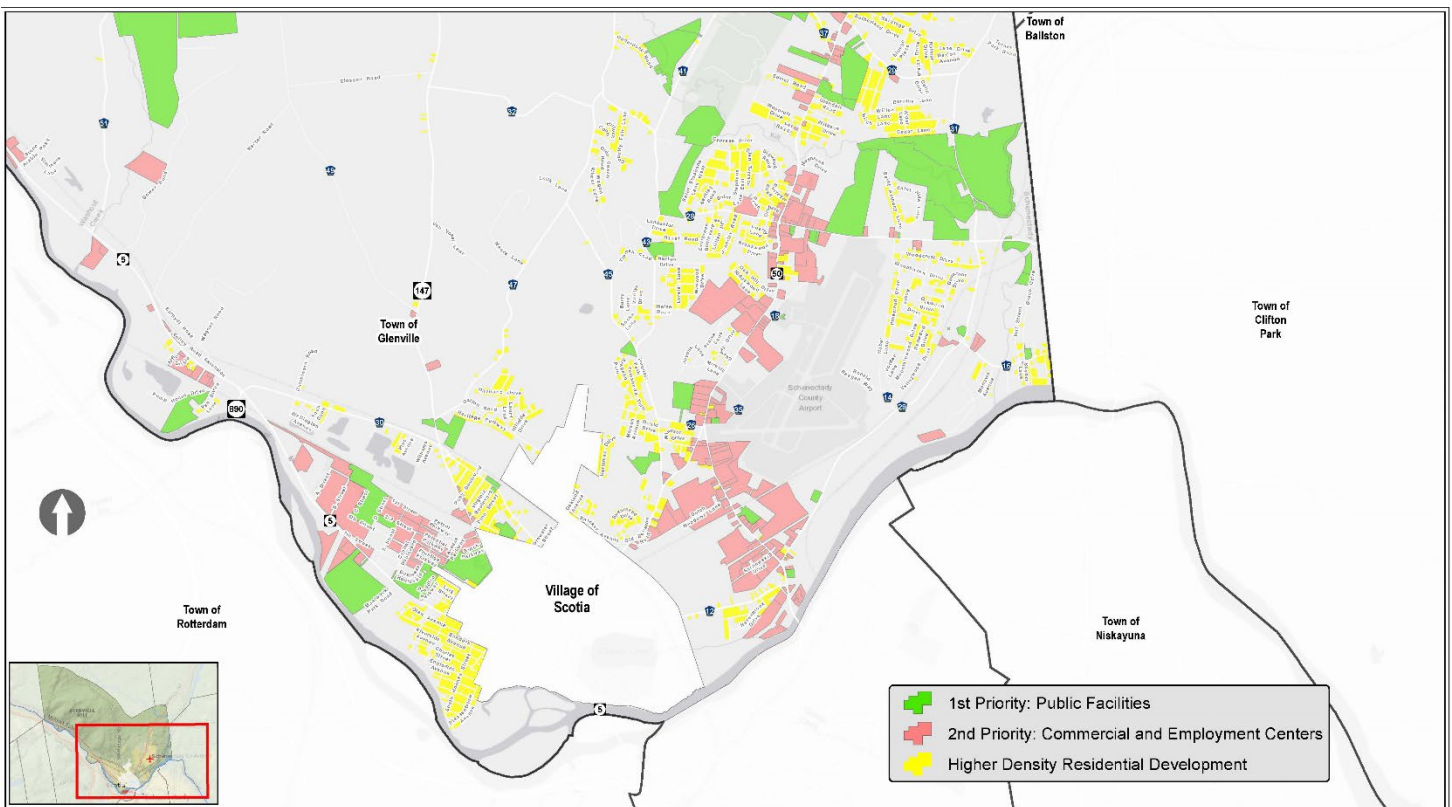
A. Location Priority

According to the proposed ADA design guidelines, “the U.S. Department of Justice (DOJ) regulation imposes a specific construction requirement...specifies a priority for locating (curb ramps) at State and local government offices and facilities; transportation; places of public accommodation; places of employment; and other locations.” Following this guidance, the Town of Glenville identified its location priority as follows, beginning with the highest location priority:

1. Facilities serving government facilities (including schools);
2. Facilities serving commercial and employment centers;
3. Facilities serving dense residential areas; and
4. Facilities serving other areas

As a growing Town, Glenville should reevaluate where the second and third priority areas are as new development occurs. New development may result in a concentration of activity centers and residential units and thereby make one area a higher priority for improvements.

Location Priority Map:



B. Public Complaint Process

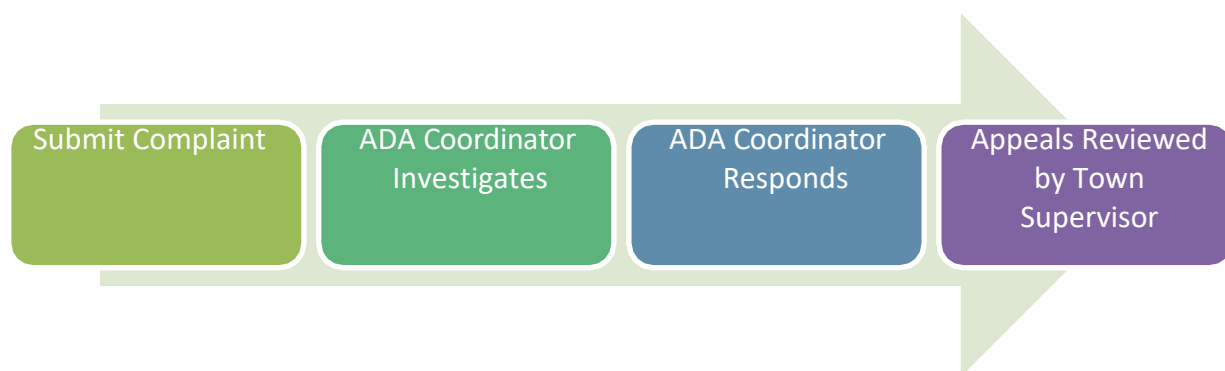
The public complaint process is an integral part of this Transition Plan. Public complaints or requests may often drive the prioritization of improvements. Complaints could cause a re-evaluation of the prioritization to consider changes over time. Those wishing to file a complaint or a request regarding accessibility of a sidewalk or curb ramp should contact the ADA Coordinator, in writing, electronically or by another alternative means to accommodate those persons with disabilities.

The complaint should be submitted no later than 60 calendar days from date of the alleged violation. Within 15 calendar days the ADA Coordinator will meet or contact the complainant to discuss possible resolutions. Following this meeting or contact with the ADA Coordinator, the ADA Coordinator will respond, within 15 calendar days, in writing and/or by an alternative means to accommodate the complainant. This response will explain the position of the Town of Glenville and offer substantive resolutions to the complaint.

If within 15 calendar days, the complainant is not satisfied with the determination and resolution by the Town, the complainant may file an appeal with the Town Supervisor or their designee. Within 15 calendar days from the receipt of the appeal, the Town Supervisor will meet or contact the complainant to discuss the complaint and possible resolutions. Within 15 calendar days from the meeting or contact the Supervisor will respond in writing to the complainant with a final resolution on the complaint.

All documents related to the complaints must be retained by the Town for a period of at least three years.

For more information on the Town of Glenville's adopted *Grievance Procedure under the Americans with Disabilities Act* and the name and contact information for the Town of Glenville ADA Coordinator, visit the Town website at www.townofglenville.org. This information can also be found in Appendix E and Appendix F, respectively.



New Construction & Alterations

In order to ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alteration, the Town, through the adoption of this Transition Plan, has adopted the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities* (ADAAG) (www.access-board.gov) as supplemented by the 2011 *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (PROWAG). These are the primary regulatory standards that govern the design and construction of all pedestrian facilities in all Town projects. It is important to note that in alteration projects, whenever pedestrian facilities cannot fully meet the standards outlined in the ADA Guidelines, a determination of each structural implacability or technical infeasibility must be thoroughly documented in the permanent project record.

The Town of Glenville's commitment to improving the accessibility of public facilities is clearly demonstrated by the Work Plan (Appendix C).

The Town of Glenville is responsible for the improvement of the facilities identified in the work plan found in Appendix C of this plan. However, as previously discussed under the *Jurisdiction* section of this report, if another jurisdiction is undertaking alterations of a roadway, that agency is responsible for the replacement of removed pedestrian facilities or for the construction of a curb ramp to the adjacent sidewalk if one does not exist.

NYSDOT undertakes on-going road maintenance and alterations. For the purposes of this Transition Plan, areas lacking the provision of curb ramps in state rights-of-way will be identified in this plan as being undertaken by NYSDOT. The improvement of these facilities will correspond to the approved NYSDOT capital improvement program.

Nothing contained in this work plan would in any way prevent the Town of Glenville from modifying the implementation schedule.

IV. Monitoring & Updates

A. Transition Plan Management

As with any effective planning document, the Town of Glenville's Transition Plan will require continued review and updating. It is recommended that the review and update occur on a five (5) year cycle. However, this does not preclude the Town from altering that five-year cycle. If new regulations are adopted or new information is available that does not alter the intent of the transition plan, the Town intends to add appendices to the document reflecting those changes.

Members of the public that wish to see changes made to the plan are encouraged to submit their comments and concerns, in writing, to the ADA Coordinator to consider including during the next update.

B. Coordination with Public Improvements and Capital Expansion

The Town has identified a schedule for improvement to non-compliant facilities (Appendix C). However, the Town should take advantage of regular capital improvement projects or private development to upgrade deficient facilities, if occurring adjacent to those facilities.

The Town will coordinate with New York State Department of Transportation (NYSDOT) capital improvement schedule to replace or upgrade non-compliant curb ramps along State highways.

Public Input

The Town of Glenville provided opportunities for individuals to comment on this Transition Plan, which includes:

- Copies of the ADA Transition Plan have been made available at the Glenville Municipal Center, 18 Glenridge Road, Glenville, NY 12302
- The ADA Transition Plan has also been made available on the Town's website at www.townofglenville.org; and
- The Town Board discussed and opened 30-day review periods, on January 20, 2021 and on June 16, 2021, before the adoption of the ADA Transition Plan.

Comments during this period included the following:

- In addition to the criteria noted in the draft plan it was suggested that traffic volume, proximity to senior services/center, and census block groups with limited vehicle access or high transit use be included in the prioritization matrix.

Appendix A:

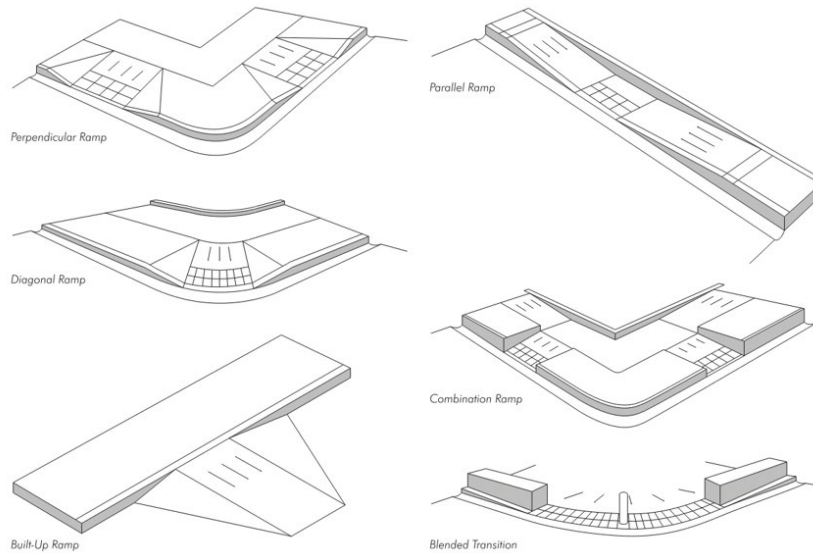
ADA Evaluation

Criteria



CURB RAMP PRESENT

There are many different types of curb ramps that can be used for different intersection types



DETECTABLE WARNING SURFACE (DWS) TYPE



Truncated domes



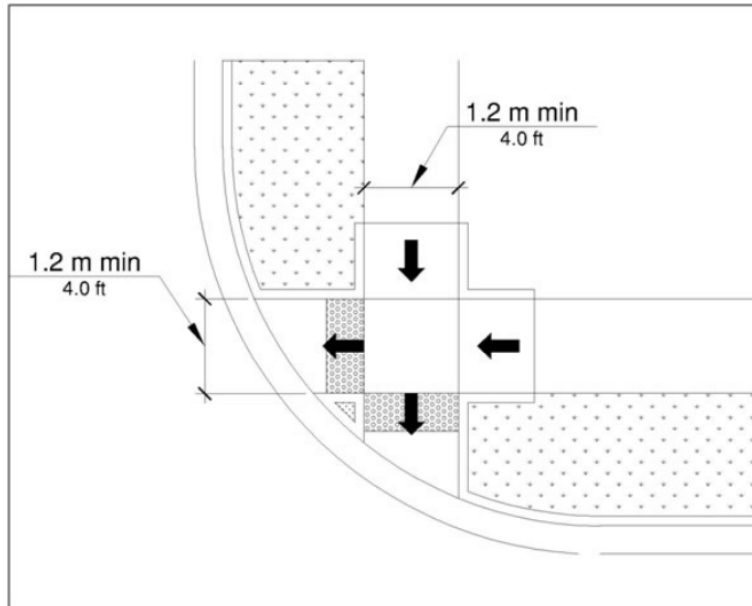
Pavement grooves

Truncated Domes: Bubble like domes appear popped out of the DWS. They should have a height of around 0.2 inches. The domes should be aligned in the direction of pedestrian travel.

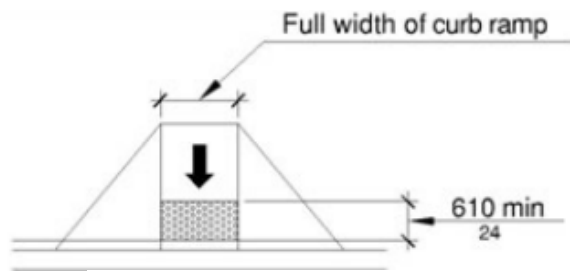
Pavement Grooves: Grooves cut into the existing concrete, not an ideal DWS. The grooves should be aligned in the direction of travel.

DETECTABLE WARNING SURFACE (DWS) PLACEMENT, WIDTH, AND DEPTH

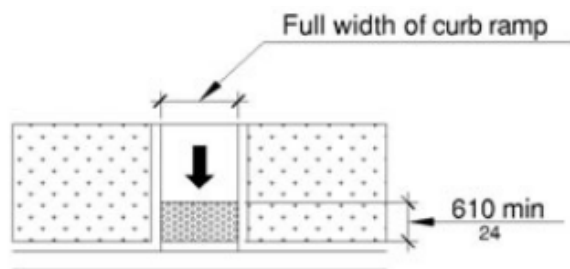
Width: The DWS should extend the full width of the curb ramp or landing space. The minimum width is 4 feet (48 inches).



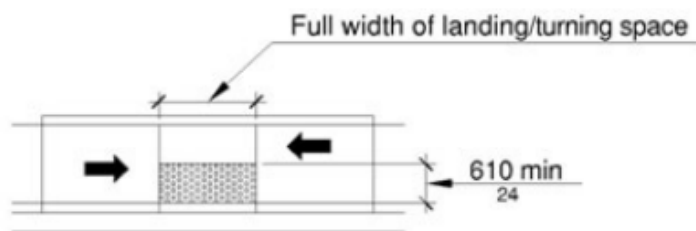
Depth: The DWS should be a minimum of 2 feet (24 inches) in depth in the direction of travel.



(a) perpendicular curb ramp with flared edges



(b) perpendicular curb ramp with returned edges

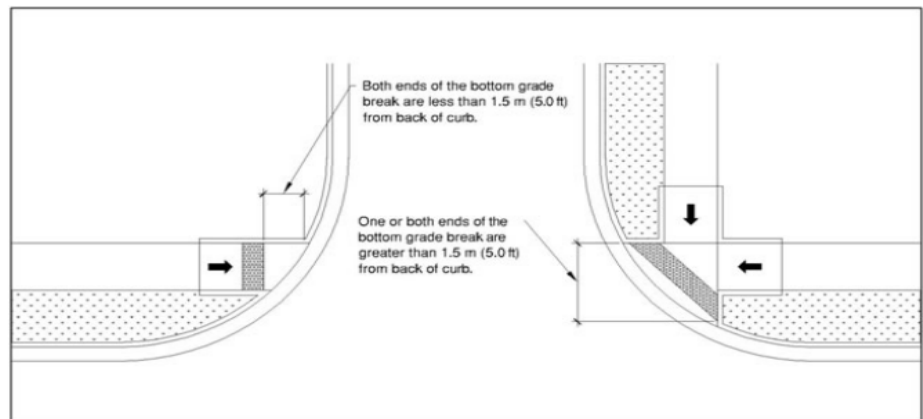


(c) parallel curb ramp

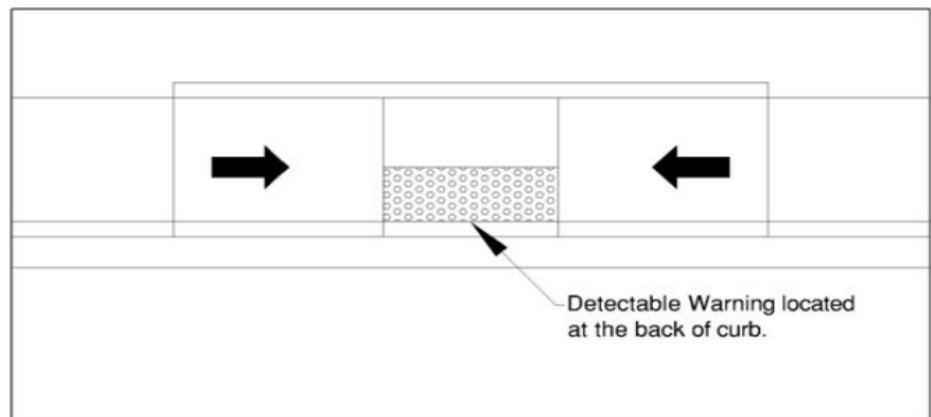
Detectable Warning Surface (DWS) Placement, Width, and Depth (cont'd)

Placement: The DWS should be aligned perpendicular to the pedestrian direction of travel. This depends on the type of curb ramp. Follow the figures below for the appropriate curb ramp.

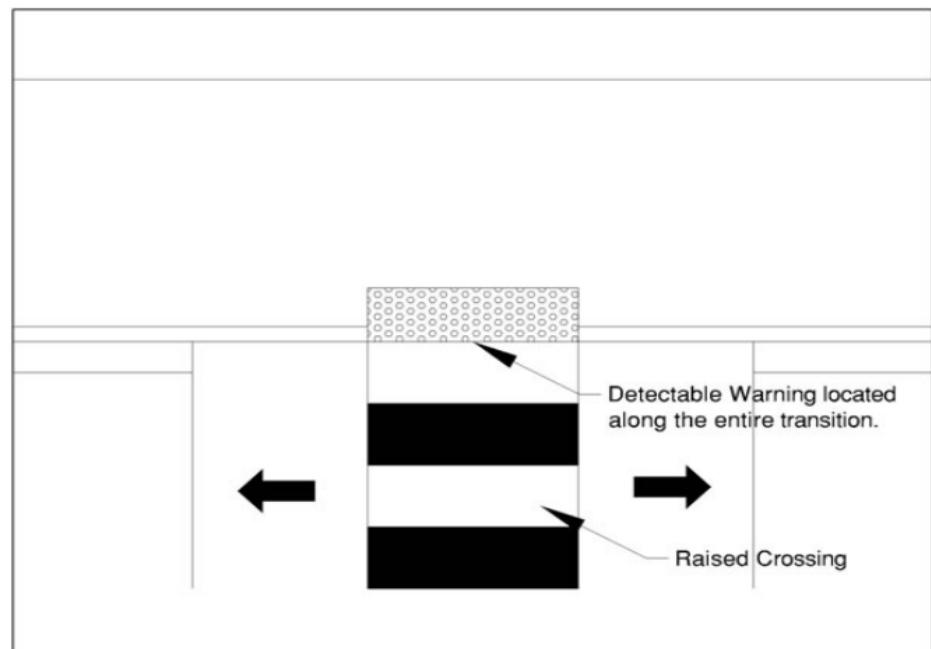
Perpendicular curb ramp



Parallel curb ramp



Blended transition



CONTRASTING DWS COLOR

DWS Color Contrasts from Curb Ramp



DWS Color Does NOT Contrast from Curb Ramp



TYPE OF PEDESTRIAN SIGNAL

Pedestrian Sign – Not pedestrian activated: A sign marked for pedestrian crossing is used. No button mechanism is used. It may or may not have a flashing feature on it.



Pedestrian Signal – Pedestrian activated: A button can be pushed by the pedestrian, it then activates a crossing. It may or may not have a flashing feature on it.



Features of the pedestrian crossing buttons:

Visual: High contrast colors are used on the sign and/or button to aid the visually impaired. Flashing lights, large/bold fonts and arrows may also be included.

Audible: Locating tones would be emitted from the signal post to guide someone to the pedestrian crossing button. Or when pressed the signal will speak, communicating to the pedestrian when it is safe to cross.

Both: When a button uses both auditory signals as well as visual cues to aid a pedestrian in crossing the street. This includes any combination of visually high contrast signage, flashing lights/signals, or audible tones/speech.

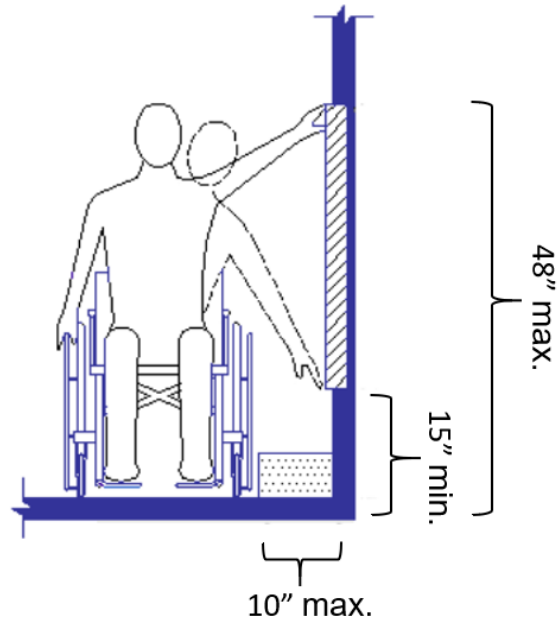
PEDESTRIAN SIGNAL COMPLIANCE

If the pedestrian signal has a button, the button should be mounted within 15 inches to 48 inches above the ground. The button should be accessible with a maximum of a 10 inches side reach.



Accessible Pedestrian Pushbuttons

Reach Ranges

- ☐ 48" max. above the ground
- ☐ 15" min. above the ground
- ☐ Side reach within 10"



SIDEWALK SEGMENT RATING

Rating	Condition	Reference Images
Fully Accessible	Sidewalk is new or in like-new condition. Sidewalk is level, no cracks, no faults, no obstructions, and adequate width. Sidewalk is at least 4 feet (48") wide.	
Mostly Accessible	Sidewalk is almost in a new condition. Sidewalk should be level, and width adequate width. Sidewalk may have minor cracks.	

<p>Partially Accessible</p>	<p>Sidewalk may have small vertical faults larger than ½" but could potentially be beveled/repared, large cracks, an inadequate width, small patches of spalling or another type of rough surface deterioration, and a small buildup of dirt/debris, creeping of vegetation between panels or cracks.</p>	
<p>Not Accessible</p>	<p>Sidewalk may be seriously uneven from faulting (greater than 1/2 inch) that cannot be beveled/repared and will require replacement, and inadequate width. Sidewalk may have serious accumulation of dirt/debris, establishment of vegetation or other obstructions.</p>	

SIDEWALK DEFECTS

Missing Panels



Heaving Panels



Obstructions

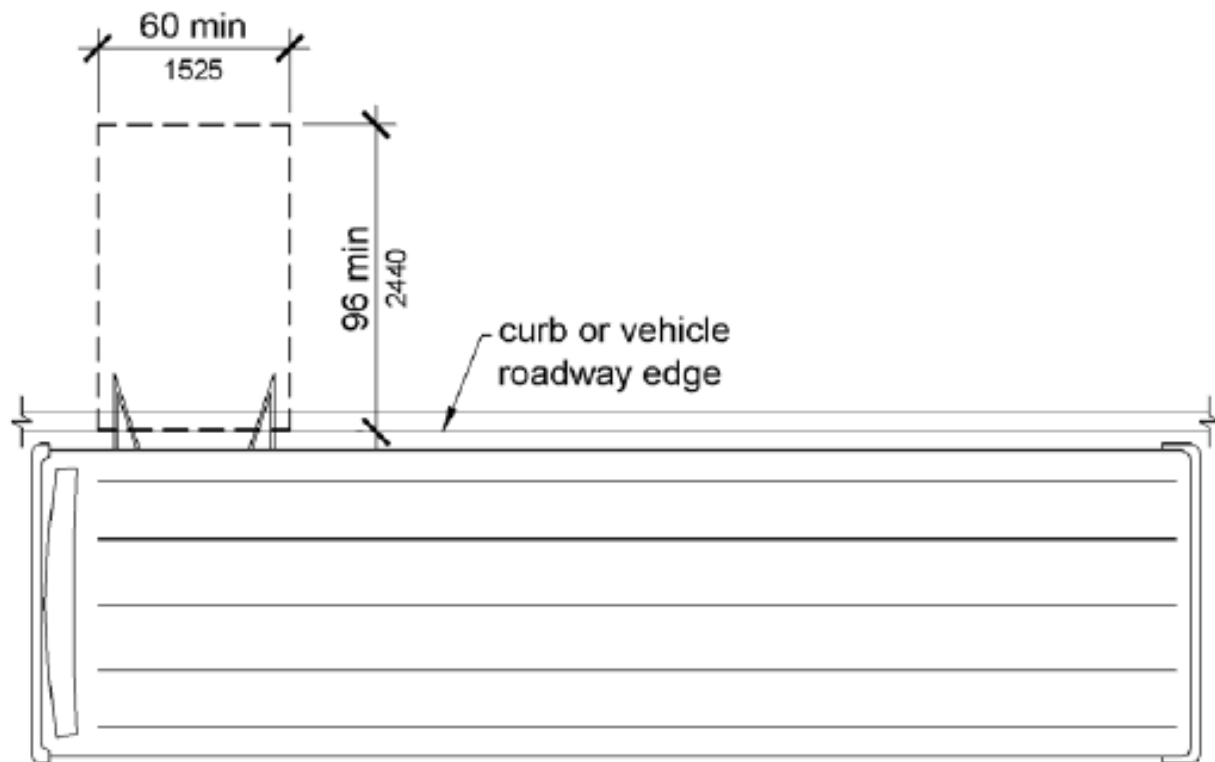


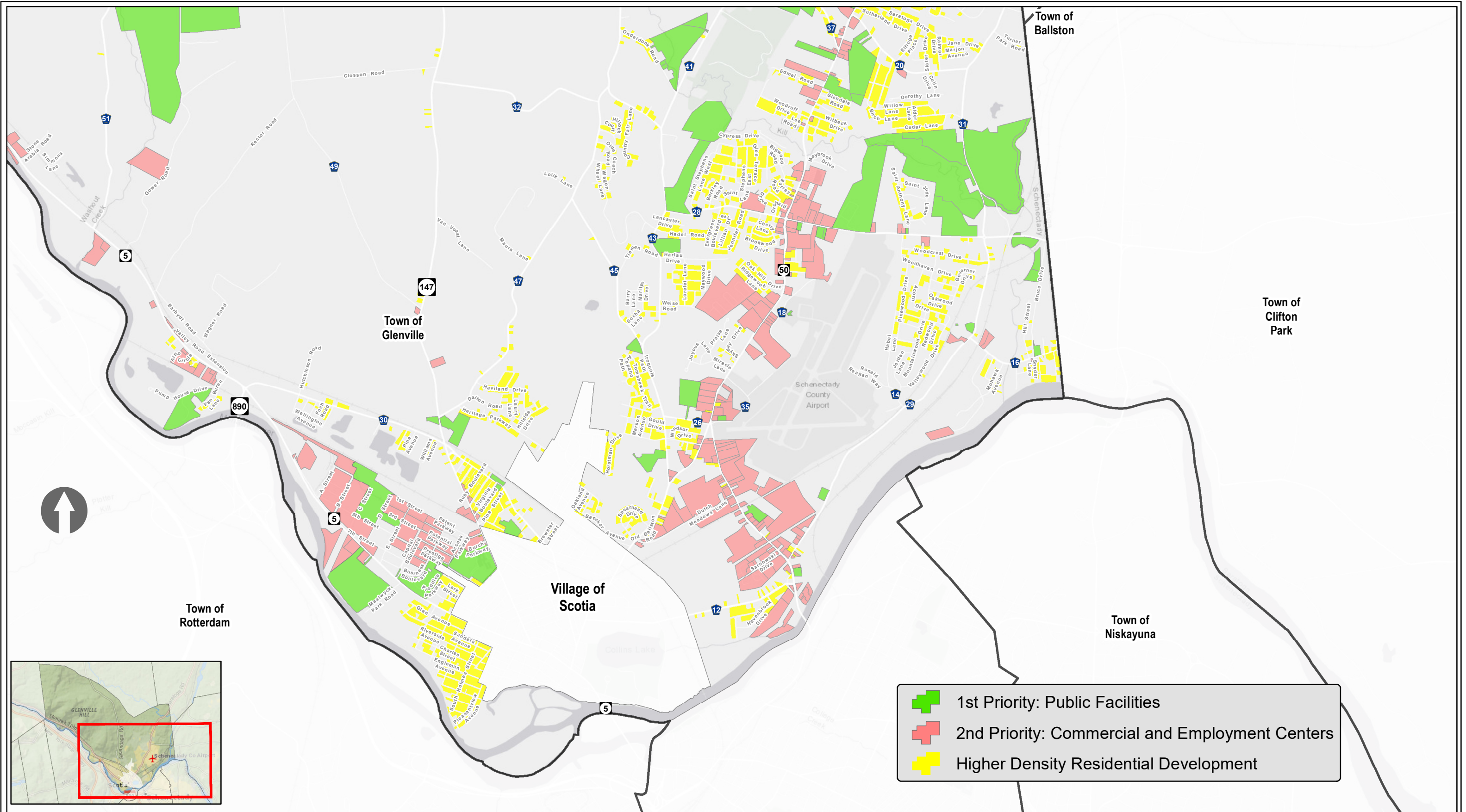
Too Narrow



TRANSIT STOPS

Accessible transit stops require a 60" (5') wide landing area and a 96" (8') deep landing zone.

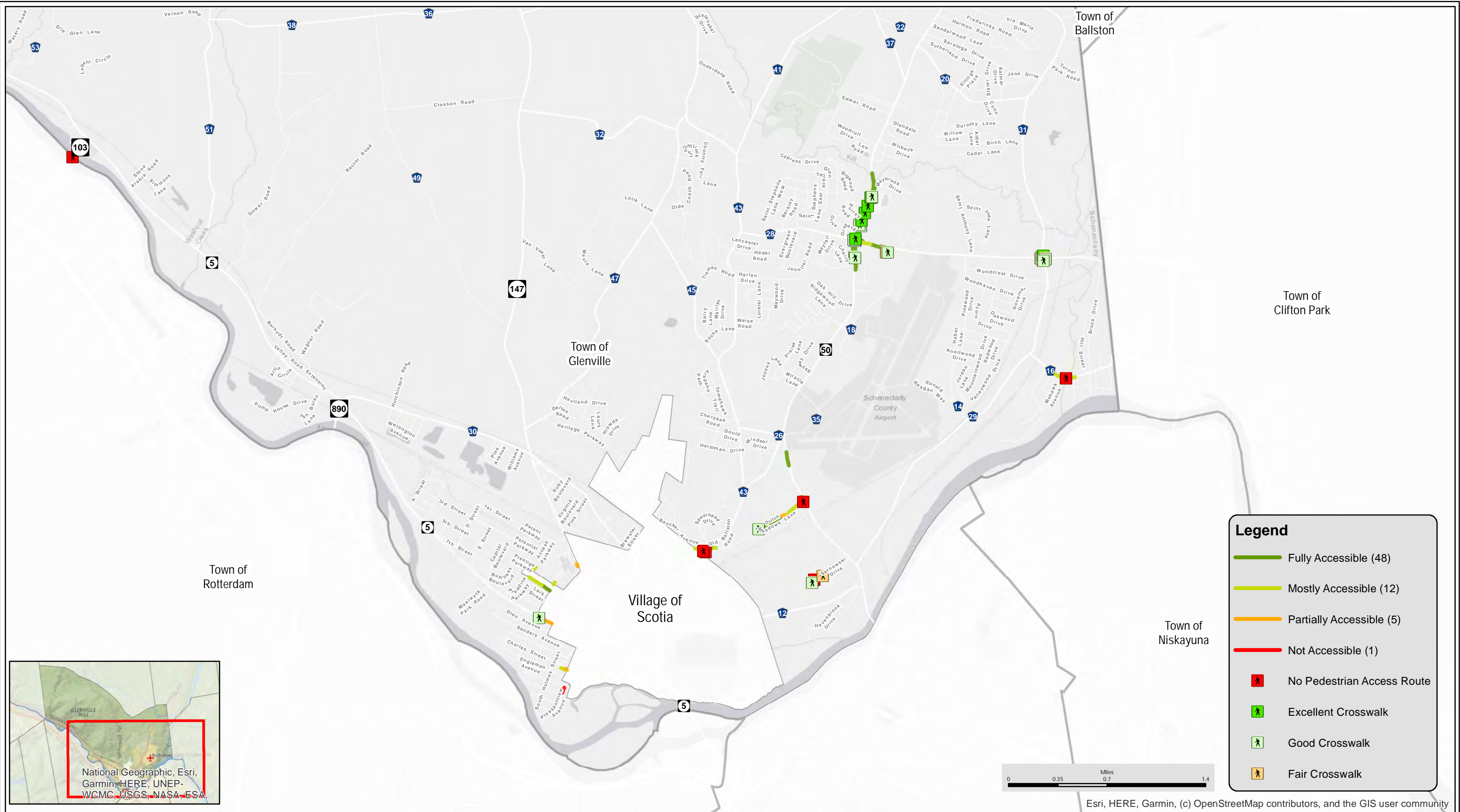




Appendix B: ADA Priorities Location Map

Town of Glenville
ADA Transition Plan





Appendix B: ADA Priority Locations Map

Town of Glenville

ADA Transition Plan



APPENDIX C: ADA Evaluation Results, Priorities, Schedule and Costs

The following table summarizes the evaluation results, identifies priority project improvements to be made over the next one to five years. Cost estimates are provided following the priority projects list.

Sidewalk Results & Priorities

Road Segment	Side of Road	ADA Accessibility Rating	Missing Panels	Heaving Panels	Obstructions?	To Narrow	Length (Feet)
Bridge St	W	Fully Accessible	No	No	No	No	569
Vley Rd	S	Fully Accessible	No	No	No	No	178
Saratoga Rd	W	Fully Accessible	No	No	No	No	559
Saratoga Rd	W	Fully Accessible	No	No	No	No	632
Saratoga Rd	E	Fully Accessible	No	No	No	No	515
Saratoga Rd	E	Fully Accessible	No	No	No	No	586
Saratoga Rd	E	Fully Accessible	No	No	No	No	250
Glenridge Rd	N	Fully Accessible	No	No	No	No	262
Glenridge Rd	S	Fully Accessible	No	No	No	No	308
Van Buren Rd	S	Fully Accessible	No	No	No	No	105
Dutch Meadows La	N	Fully Accessible	No	No	No	No	137
Dutch Meadows La	N	Fully Accessible	No	No	No	No	51
Saratoga Rd	W	Fully Accessible	No	No	No	No	130
Saratoga Rd	W	Fully Accessible	No	No	No	No	260
Saratoga Rd	W	Fully Accessible	No	No	No	No	243
Saratoga Rd	W	Fully Accessible	No	No	No	No	270
Saratoga Rd	W	Fully Accessible	No	No	No	No	917
Glenridge Rd	N	Fully Accessible	No	No	No	No	89
Maple Ave Ext	W	Fully Accessible	No	No	No	No	88
Maple Ave Ext	E	Fully Accessible	No	No	No	No	134
Glenridge Rd	N	Fully Accessible	No	No	No	No	96
Glenridge Rd	S	Fully Accessible	No	No	No	No	114
Maple Ave	E	Fully Accessible	No	No	No	No	100

APPENDIX C: ADA Evaluation Results, Priorities, Schedule and Costs

Maple Ave	W	Fully Accessible	No	No	No	No	153
Glenridge Rd	S	Fully Accessible	No	No	No	No	61
Ballston Rd	W	Fully Accessible	No	No	No	No	142
Dutch Meadows La	S	Fully Accessible	No	No	No	No	30
Western Gateway Bridge	S	Fully Accessible	No	No	No	No	394
Western Gateway Bridge	N	Fully Accessible	No	No	No	No	411
Saratoga Rd	E	Fully Accessible	No	No	No	No	21
Maybrook Dr	S	Fully Accessible	No	No	No	No	50
Saratoga Rd	E	Fully Accessible	No	No	No	No	522
Saratoga Rd	E	Fully Accessible	No	No	No	No	1001
Van Buren Rd	S	Fully Accessible	No	No	No	No	16
Wren St	N	Fully Accessible	No	No	No	No	306
Sarnowski Dr	S	Fully Accessible	No	No	No	No	212
Sarnowski Dr	S	Fully Accessible	No	No	No	No	461
Sarnowski Dr	S	Fully Accessible	No	No	No	No	55
Arrowhead Dr N	W	Fully Accessible	No	No	No	No	70
Culligan Dr	S	Fully Accessible	No	No	No	No	80
Culligan Dr	S	Fully Accessible	No	No	No	No	98
Van Buren Rd	N	Fully Accessible	No	No	No	No	94
Alplaus Ave	N	Fully Accessible	No	No	No	No	171
Glenridge Rd	S	Fully Accessible	No	No	No	No	83
Glenridge Rd	S	Fully Accessible	<Null>	No	No	No	84
<Null>	<Null>	Fully Accessible	<Null>	<Null>	<Null>	<Null>	1007
<Null>	<Null>	Fully Accessible	No	No	No	No	876
<Null>	<Null>	Fully Accessible	No	No	No	No	164
<Null>	<Null>	Fully Accessible	No	No	No	No	283
<Null>	<Null>	Fully Accessible	No	No	No	No	98
Dutch Meadows La	N	Mostly Accessible	No	No	No	Yes	455
Alplaus Ave	N	Mostly Accessible	No	No	No	No	480
Glenridge Rd	S	Mostly Accessible	No	No	Yes	No	538

APPENDIX C: ADA Evaluation Results, Priorities, Schedule and Costs

Charles St	S	Mostly Accessible	No	Yes	No	No	240
Wren St	N	Mostly Accessible	No	No	No	No	587
Access Pkwy	E	Mostly Accessible	No	No	No	No	199
Schermerhorn St	W	Mostly Accessible	No	Yes	No	No	82
Culligan Dr	S	Mostly Accessible	No	No	No	No	120
Alplaus Ave	N	Mostly Accessible	No	No	No	No	222
Alplaus Ave	S	Mostly Accessible	No	No	No	No	174
Glenridge Rd	S	Mostly Accessible	No	No	Yes	No	166
<Null>	<Null>	Mostly Accessible	No	No	Yes	No	77
Pleasantview Ave	W	Not Accessible	Yes	Yes	No	Yes	198
Dutch Meadows La	N	Partially Accessible	No	No	No	Yes	214
Ballston Rd	E	Partially Accessible	No	No	Yes	Yes	437
Mohawk Ave	S	Partially Accessible	No	Yes	No	No	607
Charles St	N	Partially Accessible	No	Yes	No	No	27
<Null>	<Null>	Partially Accessible	Yes	Yes	No	No	89

Mostly Accessible	3340
Not Accessible	198
Partially Accessible	1374

Priorities

Based on the field data collections and prioritization process, the Town will replace the sidewalk segments on Pleasantview Avenue in year 1.

Partially accessible locations, as well as pedestrian crossing will be addressed as maintenance activities during years 1- 3.

Extension and expansion of pedestrian facilities will occur as budgets allow.

APPENDIX C: ADA Evaluation Results, Priorities, Schedule and Costs

Replacement Costs

NYSDOT Quick Estimator Reference – Upstate (see attachment)

Local costs will vary

- Concrete Sidewalk (4" thick, 5' wide) \$145/ linear foot 198 feet*\$145 = \$28,710
- ADA Curb Ramp \$3,650
- LS Type Ladder crosswalk \$1,200 (700 ft typical)
- Pedestrian Signal \$7,000 each

NYS DOT Quick Estimator Reference - Upstate							
Item No.	Item	Unit	Unit Price	Quantity	Subtotal	NYS DOT Item Numbers for Bid History	Note
608.01100409	Concrete sidewalk (4" thick)	SF	\$29.00		\$0.00	608.0101 - CONCRETE SIDEWALKS AND DRIVEWAYS 627.50140008 - CUTTING PAVEMENT 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL 304.12 - SUBBASE COURSE, TYPE 2 613.14 - REMOVAL AND REPAIR OF HMA PAVEMENT 610.1403 - TOPSOIL - LAWNS 610.1602 - TURF ESTABLISHMENT - LAWNS 609.0401 - CAST-IN-PLACE CONCRETE CURB	Includes removal of the existing sidewalk, saw cutting, excavation, disposal, fill, subbase material, compaction, and the construction of the new sidewalk with associated curbing, patching and repairs to affected asphalt and concrete, topsoil, establishing turf and finish work. All material and labor required to perform these tasks is included. DOES NOT include required adjustments to utilities.
608.01100015	Concrete sidewalk (4" thick, 5' wide)	LF	\$145.00		\$0.00	608.0101 - CONCRETE SIDEWALKS AND DRIVEWAYS 627.50140008 - CUTTING PAVEMENT 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL 304.12 - SUBBASE COURSE, TYPE 2 613.14 - REMOVAL AND REPAIR OF HMA PAVEMENT 610.1403 - TOPSOIL - LAWNS 610.1602 - TURF ESTABLISHMENT - LAWNS 609.0401 - CAST-IN-PLACE CONCRETE CURB	Includes removal of the existing sidewalk, saw cutting, excavation, disposal, fill, subbase material, compaction, and the construction of the new sidewalk with associated curbing, patching and repairs to affected asphalt and concrete, topsoil, establishing turf on disturbed areas, and finish work. All material and labor required to perform these tasks is included. DOES NOT include required adjustments to utilities.
608.0111002	Multiuse asphalt path (10' wide)	LF	\$63.00		\$0.00	608.020102 - HMA SIDEWALKS DRIVEWAYS AND BICYCLE PATHS	Includes all prep of subgrade, sawcutting and tack coat, truing and leveling courses. DOES NOT include curbing, grading or turf establishment. NOTE: Prices have been volatile in recent years.
608.0105-09 608.0105NN15	ADA curb ramp	EA	\$3,650.00		\$0.00	608.0101 - CONCRETE SIDEWALKS AND DRIVEWAYS 627.50140008 - CUTTING PAVEMENT 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL 304.12 - SUBBASE COURSE, TYPE 2 613.14 - REMOVAL AND REPAIR OF HMA PAVEMENT 610.1403 - TOPSOIL - LAWNS 610.1602 - TURF ESTABLISHMENT - LAWNS 609.04 - CAST-IN-PLACE CONCRETE CURB (AS DETAILED) 608.2 - DETECTABLE WARNING UNIT	Includes demolition, saw cutting, excavation, disposal, fill, subbase material, compaction, construction of the new curb ramps, landings and associated curbing, detectable warning units, repairs to affected asphalt and concrete, topsoil, establishing turf on disturbed areas, and finish work. N OTE: There are significant variations in the complexity and price of curb ramps. This figure represents an average.
685.20000015 (Pavement Markings)	LS Type (ladder) crosswalk	EA	\$1,200.00		\$0.00	685.01 - WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 15 MILS 635.0103-CLEANING AND PREPARATION OF PAVEMENT SURFACES	Assume 700 LF of 4" striping per crosswalk. Includes application, removal and covering of pavement lines, letters, symbols, stop bars, crosswalks and any other markings, and any required cleaning and preparation of the surface to receive the markings
609.10010209 609.10010015	Concrete curbing	LF	\$82.00		\$0.00	609.04 - CAST-IN-PLACE CONCRETE CURB (AS DETAILED) 627.50140008 - CUTTING PAVEMENT 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL 304.12 - SUBBASE TYPE II 610.1403 - TOPSOIL - LAWNS 610.1602 - TURF ESTABLISHMENT - LAWNS 613.14 - REMOVAL AND REPAIR OF HMA PAVEMENT	Includes demolition, saw cutting, excavation, disposal, fill, subbase material, landscaping (adjustments and grading of existing ground), compaction, and the construction of new curb, repairs to affected asphalt and concrete as necessary, topsoil, establishing turf (to disturbed areas), finish work. Item 609.10010015 includes required adjustment to utilities. Item 609.10010209 DOES NOT include required adjustment of utilities
N/A	Asphalt paved snowstorage area	SF	\$8.00		\$0.00	608.020102 - HMA SIDEWALKS DRIVEWAYS AND VEGETATION CONTROL STRIPS 304.12 - SUBBASE TYPE II	Price for textured or colored asphalt will be higher.
N/A	Raised crosswalk	EA	\$15,000.00		\$0.00		
N/A	Mini roundabout	EA	\$175,000.00		\$0.00		
645.86000015	Small single post-mounted signs	EA	\$825.00		\$0.00	645.5101 - GROUND MOUNTED SIGN PANELS 645.8 - SIGN POST	Includes sign supports, sign foundations, necessary hardware, demolition, excavation, removal of sign panels, posts, supports, foundations, and the relocation of existing signs (to include new sign post or relocated sign post), disposal of any material removed, patching and repairs to affected asphalt and concrete as necessary, topsoil, establishing turf, Landscaping (adjustments and grading of existing ground), finish work, and any required adjustments to utilities.
645.8000XX15	Solar powered radar speed sign	EA	\$7,000.00		\$0.00		Limited price data. Includes demolition, saw cutting, excavation, disposal, fill, subbase material, compaction, adjustments and grading of existing ground), patching, repairs to affected asphalt and concrete as necessary, topsoil, establishing turf on disturbed areas, finish work, and any required adjustments to utilities, breakaway transformer base, furnishing electrical service, controls and control cabinet, and concrete foundation for pole.
N/A	Wooden bollard	EA	\$250.00		\$0.00	Based on old price data for 615.75 - TIMBER BOLLARDS FIXED (Disapproved)	Includes the cost of excavation and backfill and furnishing all labor, materials, and equipment necessary to complete the work
680.8225	Pedestrian push button on existing signal	EA	\$250.00		\$0.00	680.8225 - PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	
680.01030015	New pedestrian signal with push buttons	EA	\$7,000.00		\$0.00	680.530503 - PULLBOX, RECTANGULAR 680.520108 - CONDUIT, METAL STEEL, ZINC COATED, 3" 680.8142 - PEDESTRIAN SIGNAL POST TOP MOUNTED ASSEMBLY 680.730514 - SIGNAL CABLE, 5 CONDUCTOR, 14 AWG 206.03 - CONDUIT EXCAVATION AND BACKFILL, INCLUDING SURFACE RESTORATION 680.6708 - TRAFFIC SIGNAL POLE - TOP MOUNT, 8 FT MOUNT HEIGHT 680.8131010 - AUDIBLE PEDESTRIAN SIGNAL (includes button and sign) 680.813103 - PEDESTRIAN SIGNAL SECTION, TYPE 1, 12 INCH 680.813104 - INSTALL LED PEDESTRIAN SIGNAL MODULE	Includes demolition, saw cutting, excavation, disposal, fill, topsoil, establishing turf on disturbed areas, repairs to affected asphalt and/or concrete as necessary, traffic signal system, and components (removed and or supplied / installed), traffic signal systems wiring, including vehicle detection (removed and or supplied / installed), furnishing electrical service, finish work, and any required adjustments to utilities.
554.50000009 554.50000015	Low height retaining wall	SF	\$75.00		\$0.00	554.40 - FILL TYPE RETAINING WALL (0 - 6 FT.)	Includes demolition, saw cutting, excavation, disposal, fill, adjustments and grading of existing ground, sub-base material, compaction, drainage material, drain pipe, geotextile material and all labor and material necessary, including backfill, leveling pads, joint fillers, geotextiles, face units and coping units, subsurface drainage system; necessary patching and repairs to affected asphalt or concrete, topsoil, establishing turf on disturbed areas, finish work. 554.50000009 does NOT include adjustments to utilities. 554.50000015 includes adjustment to utilities.
610.10000015	Landscape development (establishing turf)	SY	\$13.00		\$0.00	610.1602 - TURF ESTABLISHMENT - LAWNS 610.1403 - TOPSOIL - LAWNS	Price is for the establishment of turf, but spec includes: pruning of trees and/or shrubs, removal of trees and/or stumps, erosion control measures (including check dams, silt fence and mulch), and the establishment of any plants; finish work, and required adjustments to utilities.
685.11	White line to delineate bicycle lane	Mile	\$3,538.00		\$0.00		Price is for one 4 in. wide line to delineate bike lane. Any widening or pavement reconstruction must be estimated separately.
685.11	Hatched buffer zone to delineate bicycle lane	Mile	\$16,236.00		\$0.00		2 ft wide hatched buffer with 6 in wide stripe on the bicycle lane side of the buffer and 4 in wide stripe on the opposite side.
685.14	Bicycle symbol pavement marking	Mile	\$1,575.00		\$0.00		Bicycle symbols (and, if used, associated markings) are placed at intersections and at 250 ft. intervals.
N/A	Shared lane pavement marking (i.e., "sharrow")	Mile	\$3,675.00		\$0.00	685.11 - WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS 685.14 - WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS 685.20000015 - Pavement Markings (PIN Approved)	Price includes the bicycle symbol with a double strip "chevron" above. Refer to NYS DOT "SM 13-07" Shared Lane Marking Policy for guidance on use and placement of this pavement marking.
685.14	Arrow pavement marking	Mile	\$1,575.00		\$0.00		Placed at 250 ft. intervals along bicycle lane
	% WZTC based on project complexity	10%	Percentage	1	\$0.00		
	% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$0.00		
	Total Construction Cost =				\$0.00		
	% for Survey	10%	Percentage	1	\$0.00		
	\$10,000 + 10% for Design (adjust for project complexity)	10%	Percentage	1	\$10,000.00		
	% for Construction Inspection (adjust for project complexity)	15%	Percentage	1	\$0.00		
	Total Project Cost =				\$10,000.00		

Additional cost information for design features can be found in "Costs for Pedestrian and Bicyclist Infrastructure Improvements," UNC Highway Safety Research Center, October 2013

http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

APPENDIX D: ADA Policy Statement



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Glenville will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Town of Glenville 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 Town of Glenville will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Town 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 Town of Glenville will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in Town 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 program, service, or activity of the Town of Glenville, should contact the office of Melissa Cherubino as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Town of Glenville to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Town of Glenville is not accessible to persons with disabilities should be directed to *Melissa Cherubino*, mcherubino@townofglenville.org.

The Town of Glenville 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.

APPENDIX E: ADA Grievance Procedures

Town of Glenville Grievance Procedure under the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements 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 benefits by the Town of Glenville. The Town's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**Melissa Cherubino
ADA Coordinator & Director of Community Development
Town of Glenville
18 Glenridge Rd
Glenville NY**

Within 15 calendar days after receipt of the complaint, Melissa Cherubino or her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Melissa Cherubino or her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Town of Glenville and offer options for substantive resolution of the complaint.

If the response by Melissa Cherubino or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Town Supervisor or his designee.

Within 15 calendar days after receipt of the appeal, the Town Supervisor or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Town Supervisor or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Melissa Cherubino or her designee, appeals to the Town Supervisor or his designee, and responses from these two offices will be retained by the Town for at least three years.

APPENDIX F: ADA Coordinator

Town of Glenville ADA Coordinator

All complaints and/or questions regarding accessibility of any public buildings or pedestrian facilities within the right-of-way of the Town of Glenville should be directed to designated official below.

Name: Melissa Cherubino

Title: Director of Community Development

Telephone: (518)-668-1200

Fax Number: (518)-384-0140

Email: mcherubino@townofglenville.org

Mailing Address: 18 Glenridge Road Glenville, NY 12302