

**TOWN OF GUILDERLAND**  
**ADA PUBLIC STREETS**  
**AND SIDEWALKS PLAN**

LAST Revised November 4<sup>th</sup> 2024

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# 1.0 INTRODUCTION

## 1.1 OVERVIEW

The purpose of this ADA Self-Analysis and Transition Plan is to ensure that the Town of Guilderland pedestrian infrastructure in the public right-of-way is accessible for everyone, including people with disabilities. Federal standards for pedestrian facilities in the public right of way were proposed in 2011 and were finalized and made effective in September of 2023. These standards will be enforceable once adopted by the US Departments of Justice and Transportation. The Town has made a commitment to improving the accessibility of pedestrian facilities in the public-right-of-way.

The Town has identified and evaluated all pedestrian infrastructure (pedestrian facilities) in the public right-of-way including curb ramps, sidewalks, crosswalks, pedestrian signals, and pedestrian accessible transit stops that are paved or concrete. This plan does not include unimproved paths, trails, or other unintended pedestrian uses of the public right-of-way.

This document was funded by the Capital Region Transportation Council, (Transportation Council) in part through a grant from the Federal Highway Administration, U.S. Department of Transportation. It is limited to pedestrian transportation facilities in the public right of way as well as shared use paths with a transportation function, and does not include any other programs, services, or activities such as buildings, parks, playgrounds, recreational trails, websites, or meeting locations. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

## 1.2 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.

## 1.3 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 regulations require that each public agency develop a Transition Plan (also referred to as “Plan”) to bring any non-compliant programs, services, and activities into compliance.

The Plan shall, at a minimum:

- Identify physical obstacles in the public entity's facilities that limit the accessibility of

its programs or activities to individuals with disabilities;

- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with Title II and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period;
- Indicate the official responsible for implementation of the plan.

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

Because the 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 the 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 the 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.

## 1.4 PROWAG

The United State Access Board established guidelines to assist in the evaluation of accessibility of public pedestrian facilities, the “*Public Right-of-Way Accessibility Guidelines*” (PROWAG), which became effective in September 2023. The guidelines will become enforceable once formally adopted by the US Departments of Justice and Transportation. They were utilized in evaluating pedestrian facilities in the preparation of this plan.

The PROWAG provide design guidance for a wide variety of facilities in the public right of way, including curb ramps, sidewalks, street crossings, transit stops, and signage. Many 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 for people who have a disability.

## 1.5 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 Guilderland, Albany County, and the State of New York.

Although three jurisdictional entities possess rights-of-way within the municipality, 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 (Chapter 25, Article 3, §46), sidewalks may be installed by the State of New York. However, notwithstanding an agreement to the contrary, once installed, the local municipality is obligated to maintain those sidewalks. Similarly, the Town must maintain sidewalks along County roadways (Chapter 25, Article 7 § 140). 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**

<b>FACILITY TYPE</b>	<b>Town of Guilderland Right of Way</b>	<b>Albany County Right of Way</b>	<b>New York State Right of Way</b>
<b>SIDEWALKS</b>	Town of Guilderland	Town of Guilderland	Town of Guilderland
<b>CURB RAMPS</b>	Town of Guilderland	Albany County*	New York State*
<b>CROSSWALKS</b>	Town of Guilderland	Albany County	New York State
<b>PEDESTRIAN CROSSING SIGNALS</b>	Town of Guilderland	Albany County	New York State

\*Due to the Joint Technical Assistance described below, the Town anticipates Albany County and New York State will ensure curb ramps remain accessible upon repaving their respective roadways.

## **1.6 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://archive.ada.gov/doj-fhwa-ta.htm>) when pedestrian walkways intersect a curb, and the adjacent roadway is being altered including by resurfacing, the entity facilitating the roadway alteration is also responsible for the provision of an accessible 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.

# 1.7 IDENTIFIED OBSTACLES TO THE USE OF PEDESTRIAN INFRASTRUCTURE IN THE PUBLIC RIGHT-OF-WAY

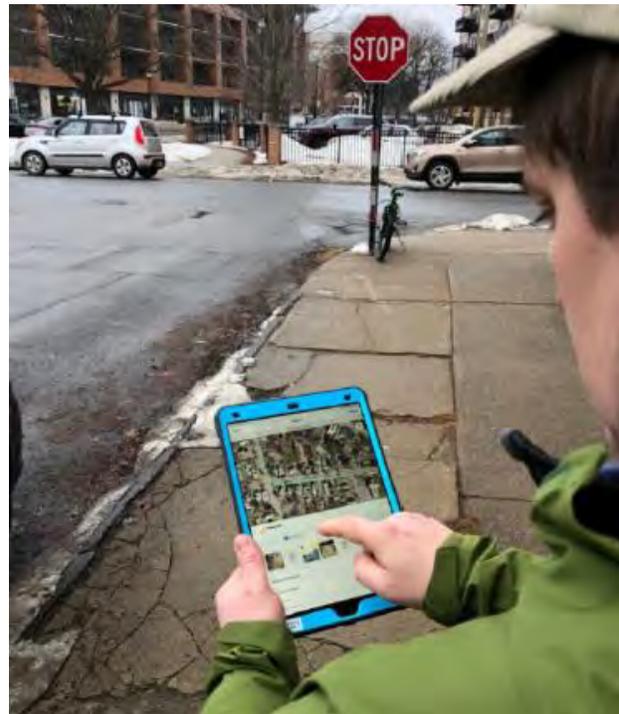
The Town of Guilderland has conducted a detailed evaluation of obstacles within the Town, County and State rights-of-way, based on criteria outlined in Appendix A. Sidewalks were evaluated for continuity, missing panels, heaving panels, physical obstructions, and minimum width. Curb ramps, crosswalks, and pedestrian signals were evaluated against key PROWAG criteria. The results of the evaluation are presented in the following section(s).

# 2.0 DETAILED EVALUATION

## 2.1 INVENTORY

An inventory and assessment of all pedestrian facilities located in the Town on local, county, and state roads was completed by consultants provided by the Capital Region Transportation Council.

Initially, a sidewalk inventory (including related pedestrian features and transit stops) was provided by the Transportation Council and this information was updated based on a review of the most current aerial photography and Google Street View. This information was used as a base map for additional data collection and condition assessment. New sidewalks may have been constructed during or shortly before the completion of this document. Over time, changes to the pedestrian infrastructure will be incorporated into the inventory and monitored for continued compliance.



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

Pedestrian facilities evaluated included sidewalks, transit stops, and key intersection features including curb ramps, pedestrian signals, and crosswalks. 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 Guilderland used the following ratings and definitions to assess the condition of each sidewalk on local, county, and state rights-of-way.

**TABLE 2 CHARACTERISTICS OF ACCESSIBILITY  
CONDITION FOR SIDEWALKS**

	<b>CHARACTERISTICS</b>	<b>EXAMPLE</b>
<b>1. FULLY ACCESSIBLE</b>	Designed to Meet Current Standards	Newly Installed Facility
<b>2. MOSTLY ACCESSIBLE</b>	Provides Access Not Fully Compliant	Curb Ramps <i>Without</i> Detectable Warnings Limited Minor Defects
<b>3. PARTIALLY ACCESSIBLE</b>	Limited Accessibility	Several Minor Defects
<b>4. NOT ACCESSIBLE</b>	Significant Discontinuity Inaccessible	No Curb Ramps Steps Significant Heaving

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

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

## 2.2 SIDEWALK ACCESSIBILITY CONDITION

The Town of Guilderland has a total of 29.6 miles of sidewalks that have been assessed for compliance with PROWAG. Sidewalks are assessed for missing panels, heaving panels, obstructions, and sidewalk width. Sidewalks are rated at the segment level. Typically, one sidewalk segment equates to one block unless external circumstances – such as a driveway for a significant commercial activity like a grocery store – causes a significant break in the sidewalk on that block. Approximately 65 percent of segments in the Town are rated Fully Accessible, the most common rating. Approximately three percent of segments in the Town are rated Not Accessible, and approximately five percent of all segments have a rating that requires repair or improvement (Partially Accessible or Not Accessible).

It should be noted that because field evaluation ratings are conducted at the segment level, short segments are less likely to have conditions that would impact their rating while the opposite is true for long blocks. Knowing this, the Town should use this evaluation as a tool to identify segments that have barriers that must be remedied and focus remediation efforts on specific barriers rather than entire block segments.

**TABLE 3 BLOCK LEVEL SIDEWALK SCORE RESULTS**

<b>ACCESSIBILITY RATING</b>	<b>PERCENT OF TOTAL MILES</b>	<b>LENGTH (MILES)</b>	<b>NUMBER OF SEGMENTS</b>	<b>PERCENT OF SEGMENTS</b>
<b>FULLY ACCESSIBLE</b>	55%	16.3	390	64.8%
<b>MOSTLY ACCESSIBLE</b>	42%	12.6	182	30.2%
<b>PARTIALLY ACCESSIBLE</b>	2%	0.49	18	3.0%
<b>NOT ACCESSIBLE</b>	1%	0.26	12	2.0%
<b>GRAND TOTAL</b>	100%	29.6	602	100%

The most common condition that creates barriers to accessibility are heaving panels, meaning a vertical fault in the sidewalk panel greater than ½ inch, which were present on approximately 20 percent of all block segments assessed. The presence of heaving panels may not result in a Not Accessible or Partially Accessible rating depending on the severity and frequency of heaving. Sidewalk segments rated Mostly Accessible should be monitored alongside the three-year repair timeline outlined later in this document to ensure these segments remain accessible and conditions do not worsen over time.

A detailed table depicting the Town’s inventory of sidewalks is included in Appendix D.

**TABLE 4 BLOCK LEVEL SIDEWALK BARRIER CHARACTERISTICS**

<b>BARRIER CHARACTERISTIC</b>	<b>NUMBER OF BLOCKS WITH BARRIER</b>	<b>PERCENT OF ALL BLOCKS</b>
<b>MISSING PANEL</b>	15	2.49%
<b>HEAVING PANEL</b>	118	19.60%
<b>OBSTRUCTION</b>	43	7.14%
<b>TOO NARROW</b>	12	1.99%

## **2.3 CURB RAMP ACCESSIBILITY AND CONDITION**

All intersections where sidewalks intersect roadways were observed for the presence of curb ramps, whether the curb ramp was flush with the roadway and whether a detectable warning strip (DWS) was present. 677 intersection access points were evaluated to assess their condition and accessibility. All curb ramps were evaluated regardless of whether the State, County or Town had jurisdiction over the ramp.

Forty-two point four (42.4) percent of the observed curb ramps have a condition that may impact their accessibility, the most frequent of which are related to detectable warning surfaces. Detectable warning surfaces (DWS) are used to indicate to the visually impaired that they have reached an intersection with a roadway. The absence or inadequate condition of DWS was a contributing factor to accessibility barriers in approximately 40.0 percent of all curb ramps. The most common conditions identified with DWS that may impact accessibility

are deterioration or damage of the DWS followed by insufficient contrast of the DWS with the sidewalk. Finally, two percent of curb ramps are not flush with the asphalt where they meet the road, which can create problems for people with mobility issues.

The PROWAG Guidelines determine a minimum contrast of a light-on-dark or a dark-on-light to be considered accessible. While a DWS that is similar in color but contrasts in shade is compliant, it should be taken into consideration the color surfaces that are easiest for the vision impaired to use when crossing the street.

**TABLE 5 CURB RAMP CONDITIONS**

<b>TYPE OF BARRIER</b>	<b>COUNT</b>	<b>PERCENTAGE</b>
No Curb Ramp Present	0	0%
Curb Ramp with No Barriers	390	57.6% (of those with curb ramps)
Curb Ramps with Barriers*	287	42.4%(of those with curb ramps)
Not Flush with Asphalt	13	1.9%(of those with curb ramps)
Inadequate Width	7	1.0%(of those with curb ramps)
DWS Absent	284	41.9%(of those with curb ramps)
DWS without barriers	211	53.7%(of those with DWS)
DWS with Barriers*	182	46.3%(of those with DWS)
Insufficient Width	16	4.1%(of those with DWS)
Insufficient Depth	34	8.7%(of those with DWS)
Insufficient Contrast	119	30.3%(of those with DWS)
Deterioration/Damage	153	38.9% (of those with DWS)

\*Curb ramps and DWS strips may have multiple barriers

In addition to conditions that may create barriers to accessibility, curb ramps and DWS were inventoried for characteristics that may assist the Town in determining repair costs, replacement methods, and standard practices. Most of the Town’s curb ramps serve one direction of travel. Nearly all the Town’s DWS are truncated domes.

**TABLE 6 CURB RAMP INVENTORY CHARACTERISTICS**

<b>CURB RAMP CHARACTERISTIC</b>	<b>COUNT</b>	<b>PERCENTAGE OF CURB RAMPS</b>
Ramp Serves One Directions of Travel	592	87.4%
Ramp Serves Two Directions of Travel	85	12.55%

**TABLE 7 DWS INVENTORY CHARACTERISTICS**

<b>DWS INVENTORY CHARACTERISTICS</b>	<b>COUNT</b>	<b>PERCENTAGE OF DWS</b>
DWS Truncated Domes	387	98.5%
DWS Pavement Grooves	6	1.5%

## 2.4 PEDESTRIAN SIGNALS

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. These signals were evaluated for the presence of a push button to request the crossing phase and/or crossing information, the crossing signal method (audio, visual, or both), and wheelchair accessibility (height and distance of the push button from the access route). The most common condition that may create barriers for pedestrian signal accessibility is that most signals have only audio or visual cues indicating safe times to cross. 55% of the Town’s pedestrian signals are visual or audible only, with visual only signals being the most common type. An accessible pedestrian signal is defined in PROWAG as “a device that communicates information about pedestrian signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces.” The Town is currently in the process of updating its Comprehensive Plan and it is recommended that the Town adopt an Accessible Pedestrian Signal (APS) policy to guide implementation of new APS as well as upgrades of existing traffic signals with or without pedestrian signals to include APS installation. 44 of the 52 pedestrian signals with barriers fall along State routes and therefore repair will be under the State of New York’s jurisdiction.

**TABLE 8 PEDESTRIAN SIGNAL CONDITIONS**

<b>TYPE OF BARRIER</b>	<b>COUNT</b>	<b>PERCENTAGE</b>
No Push Button	4	4.0% (of intersections with a pedestrian signal)
Visual Only	52	54.7% (of pedestrian signals with a push button)
Not Wheelchair Accessible	2	2.1% (of pedestrian signals with a push button)

## 2.5 PEDESTRIAN CROSSINGS ACCESSIBILITY AND CONDITION

Where sidewalks exist, intersections were observed for the presence of a pedestrian access route across the roadway, the condition of the access route, and the condition of marked crossings. All roads and intersections were observed for the presence of a pedestrian access route at both ends of the crossing, the condition of the crossing, whether there is a designated crosswalk, and the condition of the crosswalk. 343 points were collected to evaluate the condition and accessibility of crossings. Nearly 98.5 percent have a complete access route. Fair or poor route condition was a common barrier for crossings with a complete access route. Most frequently, poor route condition is caused by potholes or significant cracking in the roadway where the pedestrian crossing exists. Additionally, poor condition of crossing markings was identified at 1.5 percent of all marked crossings. While crosswalk markings are not required under PROWAG, the Manual on Uniform Traffic Control Devices (MUTCD) requires solid white lines on crossings that are marked. Marked crossings that contrast with the roadway may also provide a visual indicator of the pedestrian right of way for the visually impaired. Twenty-two of twenty-four crossings with fair or poor route conditions are along State routes and therefore repair will be under the State of New York's jurisdiction.

**TABLE 9 PEDESTRIAN CROSSING CONDITIONS**

TYPE OF BARRIER	COUNT	PERCENTAGE
Incomplete Access Route	5	1.5%
Fair or Poor Route Condition	24	7.0%(of those with complete access routes)
Cracks/potholes	17	70.8%(of those with fair or poor route condition)
Improper Cross-slope	1	4.1%(of those with fair or poor route condition)
Other	4	16.7%(of those with fair or poor route condition)

Note: curb cuts and crosswalks are evaluated separately. There is no relationship between the number of crossings and curb cuts evaluated due to variability of curb cut presence at crossings.

**TABLE 10 CROSSWALK CONDITIONS**

CONDITION	COUNT	PERCENTAGE
Poor Crosswalk Condition	5	1.5% (of those with marked crossings)

## 2.6 TRANSIT STOP ACCESSIBILITY

The Capital District Transportation Authority (CDTA) provides transit service in the Town. 19 transit stops were assessed for accessibility. Transit stops within 50ft of sidewalks were assessed based on their connectivity to existing sidewalks and the conditions of their boarding and alighting area. Sixteen transit stops are not connected to the sidewalk network. A boarding and alighting area is defined in PROWAG as a level and stable surface for boarding vehicles. Only one boarding and alighting area has a condition that may create barriers to accessibility. The most common conditions are obstructed access routes of the boarding and alighting areas.

**TABLE 11 TRANSIT STOP CONDITIONS**

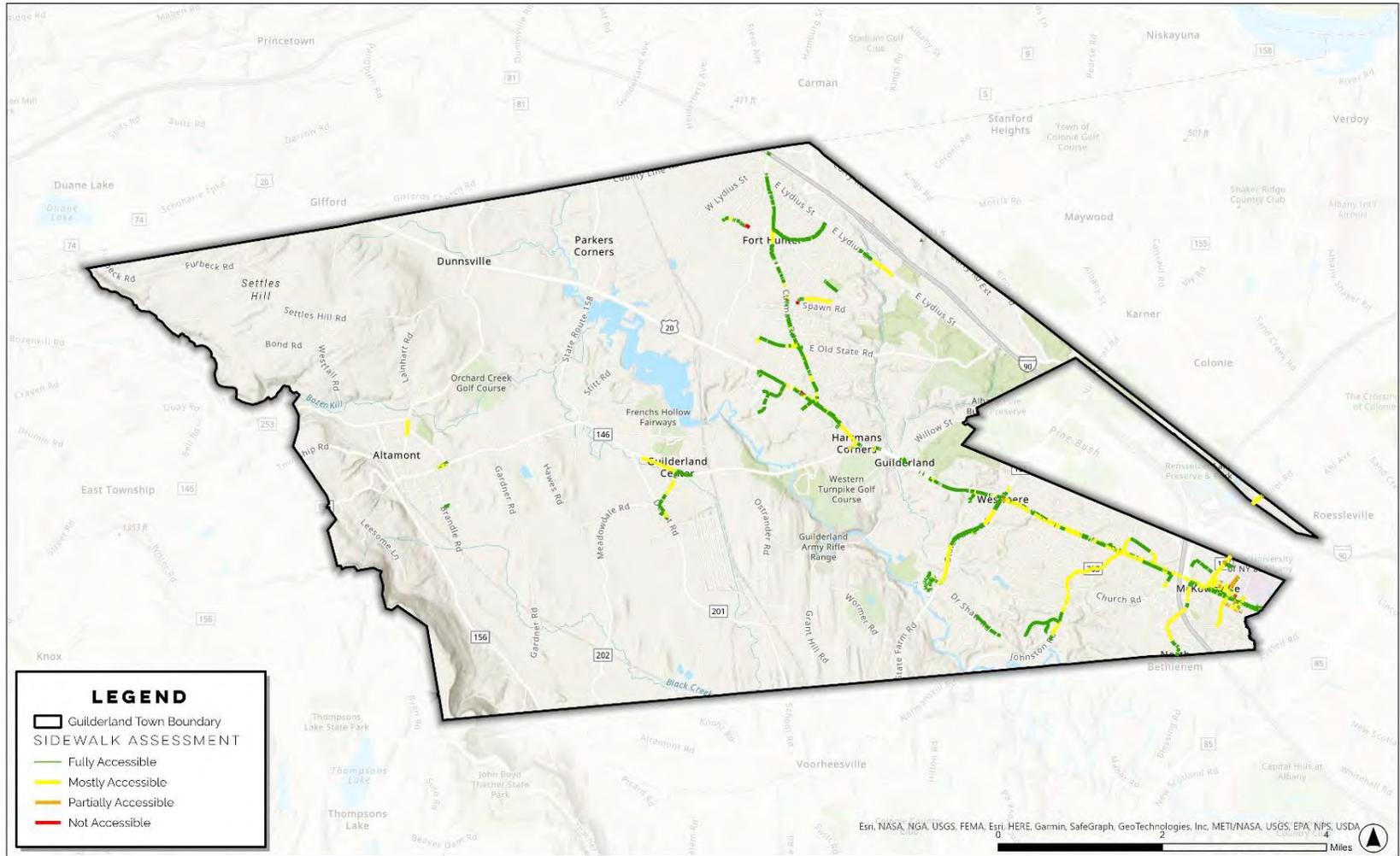
TYPE OF BARRIER	COUNT	PERCENTAGE OF ALL STOPS
Not Connected to Sidewalk Network	16	8.4%
Boarding and Alighting Areas with Barrier*	1	0.52%
Insufficient Width	0	0%
Insufficient Depth	0	0%
Non-Accessible Surface Material**	0	0%
Obstructed Access Route	2	1.04%

\*Note: Boarding and Alighting Areas may have multiple barriers identified

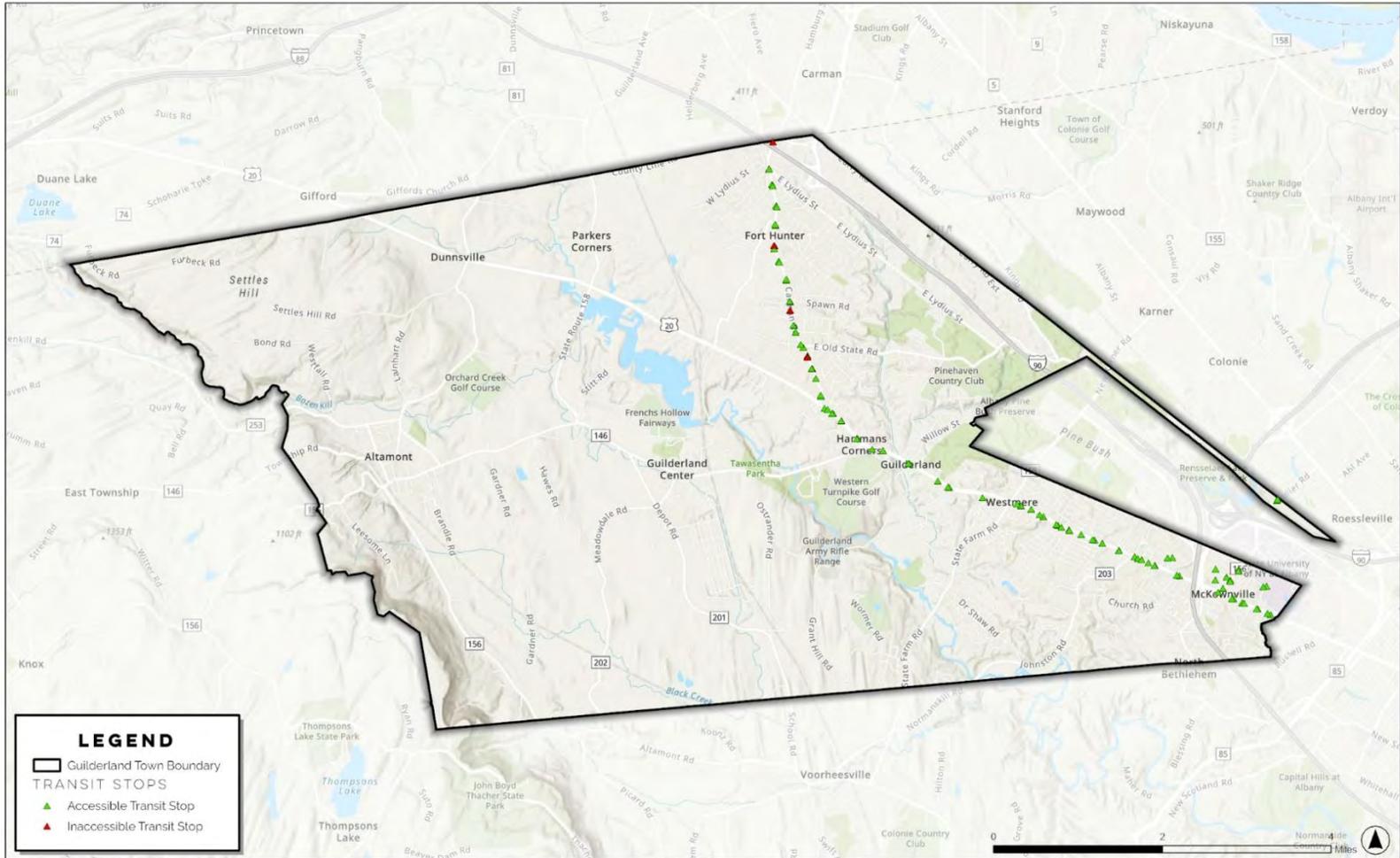
\*\*Note: Grass or dirt surface

Maps of all field evaluation results are depicted in Figures 1 and 2. Full size maps are available in Appendix B.

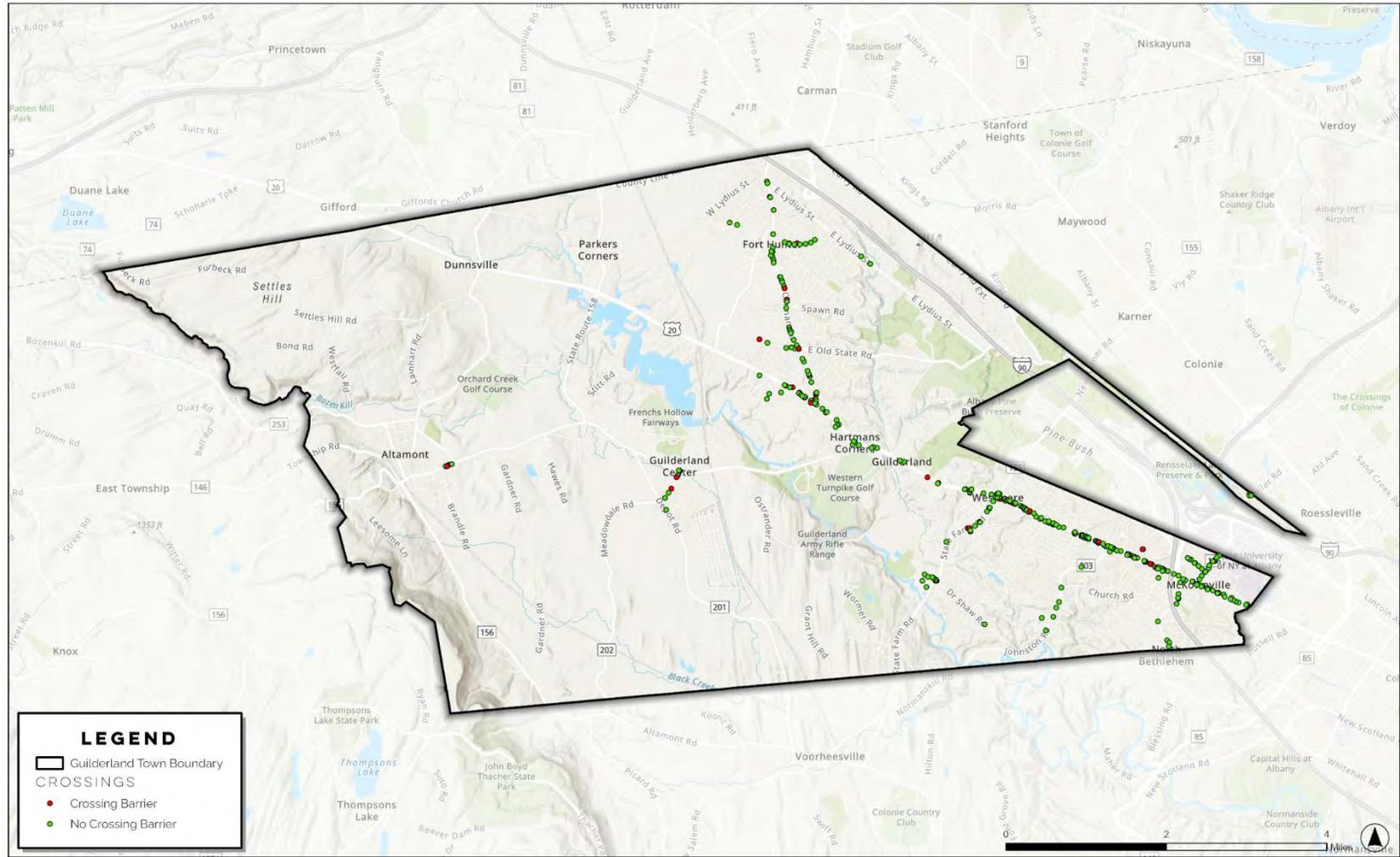
# FIGURE 1 TOWN OF GUILDERLAND SIDEWALK ADA ASSESSMENT



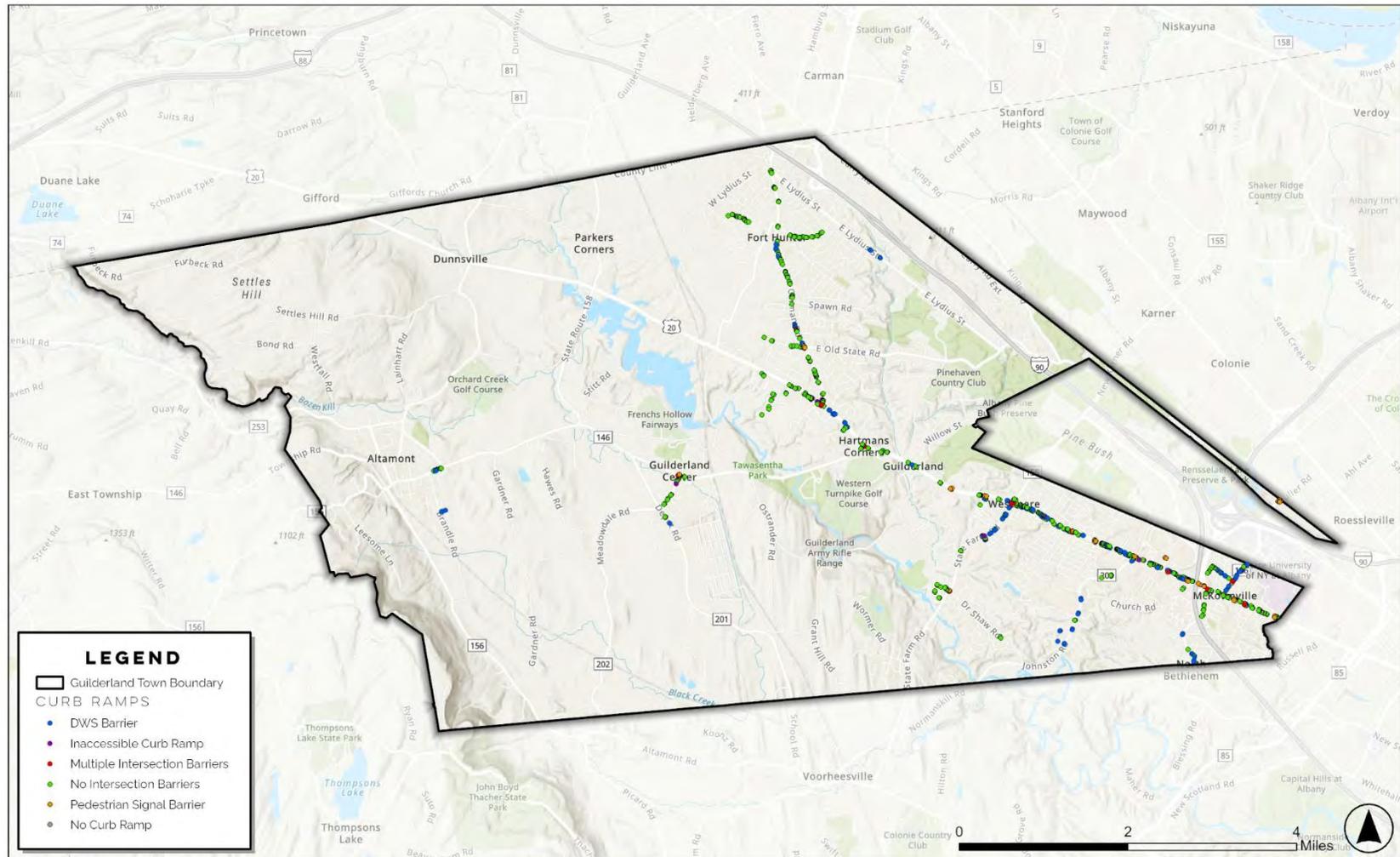
**FIGURE 2 TOWN OF GUILDERLAND TRANSIT STOPS ADA ASSESSMENT**



# FIGURE 3 TOWN OF GUILDERLAND ADA CROSSING ASSESSMENT



# FIGURE 4 TOWN OF GUILDERLAND ADA INTERSECTION ASSESSMENT



# 3.0 METHODS TO REMOVING BARRIERS - POLICIES & PRIORITIES

The Town of Guilderland utilizes many different approaches to removing barriers (other than temporary barriers) of pedestrian facilities 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 Guilderland bases barrier removal priorities on factors including: locations, and the accessibility condition of the facility. The Town will also pay particular attention to barriers that have received multiple complaints from the public over time and attempt to prioritize addressing long-standing barriers identified by the public.

## 3.1 LOCATION PRIORITY

According to the ADA Title II regulations, the transition plan shall give “priority to walkways serving entities covered by the Act, including *State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas*” (§ 35.150 Existing Facilities (d)(2)).

The Town of Guilderland will make best efforts to address, within three years, pedestrian facilities and curb ramps under its jurisdiction that were identified as partially accessible or not accessible. This schedule is dependent upon economic conditions impacting annual budgets, weather, or other conditions impacting operations, and securing required easements, releases, and authorizations. If the remedial work is not completed within three years, the Highway Superintendent will provide the Town Board with an update schedule that seeks to prioritize the remaining remedial work.

Facilities other than sidewalks will be addressed in conjunction with their corresponding sidewalk segments and/or in conjunction with road paving and resurfacing projects. To prioritize these segments, the Town of Guilderland will first focus on segments clustered around the hamlet of McKownville, followed by the remainder of the segments. This location was selected as a priority due its higher concentration of commercial activity in close proximity to higher density residential locations and public transit, as well as it’s higher concentration of partially accessible and not accessible segments relative to the rest of the Town. The location identified as Priority 1A below is shown in the map in Figure 3.

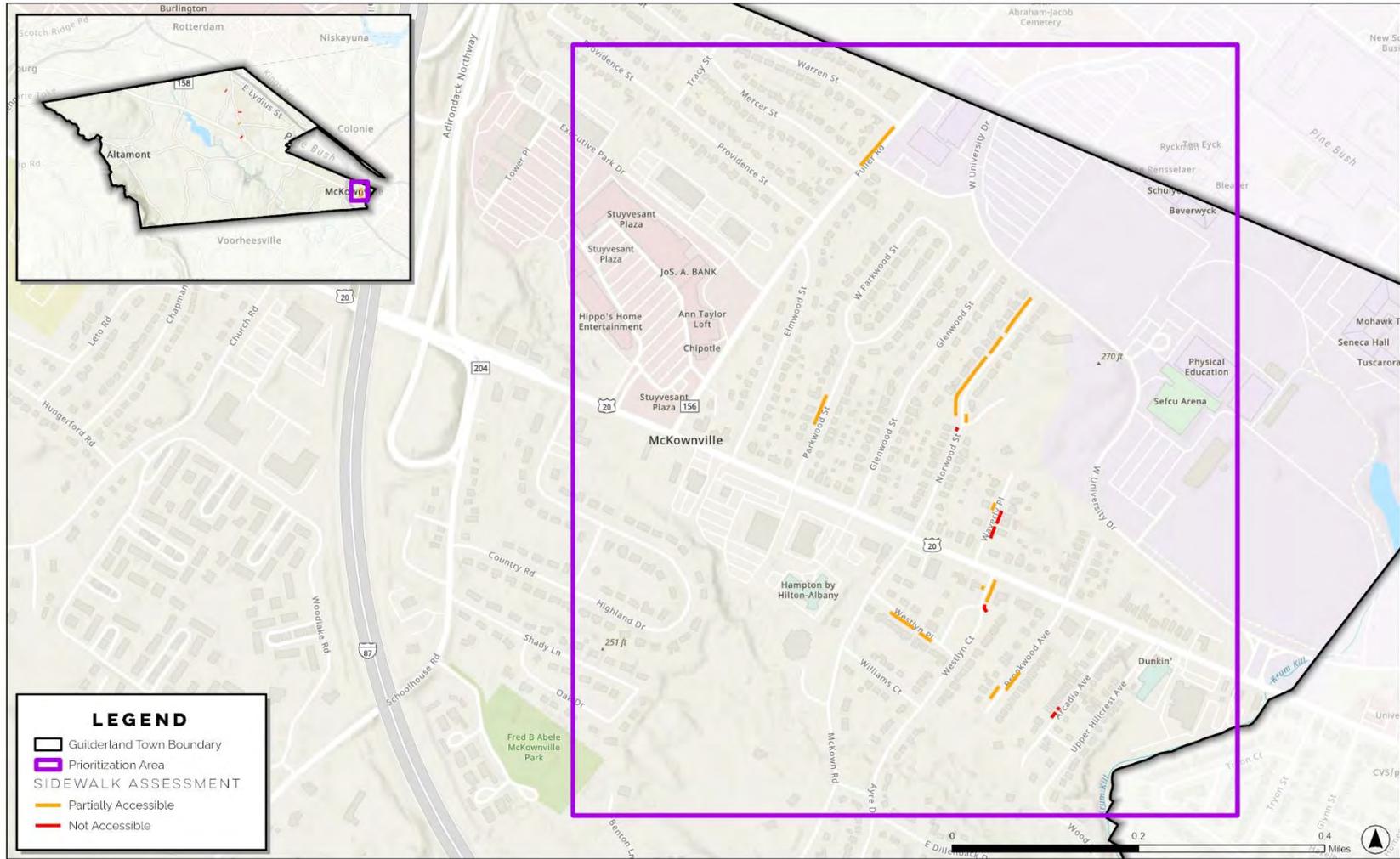
The Town of Guilderland identified its location priority as follows:

***Priority 1A: Pedestrian Facilities Surrounding the Hamlet of McKownville***

***All Other Pedestrian Facilities***

The map is depicted in Figure 3, using the sidewalks.

# FIGURE 5 TOWN OF GUILDERLAND ADA PRIORITIZATION MAP



## 3.2 PUBLIC COMPLAINT PROCESS

The public complaint process is an integral part of this plan. Public complaints or requests may drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, submit a formal grievance in writing to the Town Clerk's Office with the location, date, and description of the problem. Within 60 days after the filing of the complaint, an investigation shall be conducted and completed, including, if necessary, a meeting with the complainant to discuss the complaint and possible resolutions. No later than 60 days after submittal, a determination shall be issued by the Town Attorney's Office in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The determination will explain the position of the Town of Guilderland and offer options for substantive resolution of the complaint.

**Appendix F** is a copy of the Town 's public Grievance Procedure under the Americans with Disabilities Act.

## 3.3 NEW CONSTRUCTION & ALTERATIONS

To ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations, the Town of Guilderland, through the adoption of this Transition Plan, has adopted the Public Right of Way Accessibility Guidelines (PROWAG) as finalized in 2023 (herein after known as ADA Guidelines) or the most current regulatory guidelines in the event PROWAG becomes outdated. Once adopted by the US Departments of Justice and Transportation, these will be the primary regulatory standards that govern the design and construction of all pedestrian facilities. 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 Guilderland's commitment to ensuring the accessibility of facilities in the public right of way is clearly demonstrated by the Work Plan (Appendix D) and schedule outlined in this report.

The Town of Guilderland is responsible for the improvements of the facilities identified in the work plan found in Appendix D of this plan. However, as previously discussed under the Jurisdiction section of this report, if another jurisdiction is undertaking alterations of a roadway, including repaving, that agency is responsible for the replacement of removed pedestrian facilities or for the construction or rehabilitation of a curb ramp to the adjacent sidewalk if an accessible curb ramp does not exist.

As described in NYSDOT's current Transition Plan, NYSDOT undertakes on-going road maintenance and alterations to ensure accessibility of pedestrian facilities on State owned

roads. For the purposes of this Transition Plan, areas lacking the provision of curb ramps in State owned rights-of-way will be identified in this plan as being undertaken by NYSDOT. The Town will coordinate with NYSDOT for necessary accessibility improvements to sidewalks along State owned roadways, in alignment with both the Town and NYSDOT Transition Plans.

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

## **3.4 TEMPORARY CLOSURES**

There may be times when a sidewalk or other pedestrian infrastructure will be inaccessible, such as during public or private construction projects. When a sidewalk or other surface provided for pedestrian use in the public right-of-way is temporarily inaccessible, the Town provides an alternate pedestrian access route. Other temporary conditions restricting access, such as trash cans, tree branches, or parked vehicles will be resolved via Town maintenance and enforcement efforts.

## **3.5 SCHEDULE**

The detailed evaluation of the Town of Guilderland's sidewalk network identified a total of 0.75 miles of sidewalk segments rated Partially Accessible (0.49 miles) or Not Accessible (0.26 miles) which will require repair or replacement of barriers to bring them to compliance. The Town of Guilderland has set a goal of bringing all these sidewalk segments into compliance within three years. In the case of sidewalks on private property or where the Town (County or State) does not have clear jurisdiction, the Town may require property owners adjacent to the sidewalk facilities to bear the expense of repair and maintenance responsibility of the pedestrian facility consistent with the Towns Code (Ch 227 Sidewalks). The improvements identified in the work plan as private ownership found in Appendix D of this plan will be the responsibility of the noted landowner. The Town may adopt or modify administrative policies and procedures to cause the required remedy of the noted impediments. Facilities other than sidewalks will be addressed in conjunction with their corresponding sidewalk segments and/or in conjunction with road paving and resurfacing projects.

As opportunity allows, the Town will make efforts to collaborate with stakeholders to improve the ADA accessibility of pedestrian facilities in the public right-of-way. Compliance is required to the extent feasible within the scope of the project. There will be times when it is technically infeasible to provide full compliance with the guidelines for example, if clear space at the top of the ramp is obstructed by a building or the slope of a hill is so extreme as to prevent a reasonable slope for a ramp in both directions. The inventory process may not account for such situations and could show a high-priority rating when all technically feasible actions have been taken.

## **4.0 MONITORING &**

# UPDATES

## 4.1 TRANSITION PLAN MANAGEMENT

As with any effective planning document, the Town of Guilderland's Transition Plan will require continued review and updating. It is recommended that the Town review and update this document on a yearly 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 Town Clerk's Office to consider including during the next update.

## 4.2 COORDINATION WITH PUBLIC IMPROVEMENTS AND CAPITAL EXPANSION

The Town has identified a schedule for improvement to non-compliant facilities (Appendix D). 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's (NYSDOT) capital improvement schedule to replace or upgrade non-compliant curb ramps and sidewalks along State highways. Likewise, the Town will coordinate with Albany County to replace or upgrade non-compliant curb ramps and sidewalks along County roads.

## 5.0 PUBLIC INPUT

The Town of Guilderland provided opportunities for individuals to comment and provide input on this Transition Plan, which includes:

- The plan was presented to the Town of Guilderland Town Board on October 1<sup>st</sup>, 2024 and board members were encouraged to provide feedback on behalf of their constituents.
- The ADA Transition Plan has also been made available on the Town's website at <https://www.townofguilderland.org/>
- The Town of Guilderland opened a public comment period from August 17<sup>th</sup>, 2024, to

October 11<sup>th</sup>, 2024. Members of the public were encouraged to provide feedback via a form on the Town's website or to call/email Town staff to log their comments.

## 5.1 COMMENTS RECEIVED

Copies of submitted public comments are available in Appendix H. One comment was submitted, and two comments were made at a public hearing on the plan. Public Hearing comments are summarized and or paraphrased for clarity and brevity.

### Submitted Public Comment:

Dear Town Board,

Please change the priority list for sidewalk repair to focus not on a neighborhood, McKnownville, but to focus upon areas where disabled people live and need to use the public sidewalk such as in the Westmere neighborhood where I live as a disabled person and need the sidewalk. The presentation tonight was particularly discriminatory in the way to delay remedy where disabled people actually live, use and need the public sidewalk. Westmere didn't make the list. Proposing five years or more delay is egregious. New Board members may not know that new sidewalks have already been given priority on or about 7/28/2022 in McKnownville.

It cannot be overlooked that Board Member, Jacob Crawford, stated that ..."the public sidewalks in Westmere are under utilized" during his official public comment decision for a driveway permit for Wesronet Corp dba Ace Hardware or that he voted to allow a fence to be installed in the public right of way with intent to obstruct pedestrians in his ZBA vote for 6 Gipp Road LLC. Both votes favored non disabled persons and the business community. They have more power and political sway than disabled in Westmere. We have been written in news reports as a neighborhood with a lower voter turn out and higher rental units. We're disenfranchised and the presentation this evening showed that Westmere was not even a talking point.

I ask the Town Board to look beyond the powerful lobbying group in McKnownville and the business community and change the priority list to repairing and making ADA compliant those sections of public sidewalk and public right of way where people with disabilities live. Lets start by changing the comprehensive plan that will give priority will be given to sections of the public sidewalk and public right of way where disabled people are identified and are living to change the focus to allow disabled in Westmere to live and use the public accommodations. Not to address where people with disabilities have expressed harm and obstruction as a priority is discrimination, too. We are better than that.

Very truly yours,

Christine Duffy

### Response:

Thank you for your comment. The Town appreciates the needs of its residents and intends to work with the community to make improvements to the accessibility of the Town's

pedestrian infrastructure. The entirety of the Town of Guilderland’s existing pedestrian infrastructure in the public right-of-way was assessed for compliance with the Americans with Disabilities act based on the proposed design standard in the Public Rights-of-Way Accessibility Guidelines. The funding and scope of this project is solely focused on the compliance of existing infrastructure, however, and does not include recommendations for new sidewalks. This report reflects the findings of the conducted assessment, and identifies the segments considered inaccessible in need of repair.

In terms of repair timeline, the Town has amended the final plan to include a three-year repair timeline instead of a five-year timeline. This is outlined in section 3.5 of this report titled “Schedule.” The Town will also monitor segments of sidewalk identified as “Mostly Accessible” alongside this three-year schedule to ensure those facilities remain accessible. Repairs will be performed over the course of 3 years provided appropriate easements and/or property owner release/authorizations are provided as necessary.

Finally, in terms of prioritization, Section 3.1 of this report titled “Location Priority” outlines the Town’s planned prioritization of repairs. As explained in the section, McKownville had the highest concentration of sidewalk facilities in need of repair according to data collection and analysis. The intention of this prioritization is not to limit repairs only to this location, but rather to provide the Town with a guide on where the most facilities are in need of repair. As further described in Appendix D of this plan, titled “Work Plan,” the Town may deviate from this prioritization framework to take advantage of regular capital improvement projects, or private development to upgrade deficient facilities. For example: a low priority that is rated “Not Accessible” may be brought to compliance with an adjacent road resurfacing project before the Town has finished bringing other segments to compliance. This allows the Town flexibility in its improvements to respond to the needs of the community.

### **Public Hearing Comments:**

Ellen Manning of Norwich

Ms. Manning expressed concerns about the public/private sidewalk ownership issues withing McKownville. As a property owner it is unclear whether the Town is responsible for repair. To date Ms Manning has worked to secure cost estimates for sidewalk repairs.

Phil Kidd of Elmwood

Mr. Kidd similarly expressed concerns about private ownership and stated his opinion that the sidewalks are Town/publicly owned. He also indicated that the costs/repairs of sidewalks are likely understated and the inventory missed a section of sidewalks on Elmwood St

### **Combined Response:**

Thank you for your comments. Regardless of ownership of sidewalks in need of repair, the Town will endeavor to make repairs to existing sidewalks to correct inaccessibility. These repairs will be performed provided appropriate easements and/or property owner

release/authorizations are provided as necessary.

Language about jurisdiction investigation has been removed from the document and the Town intends to fund improvements over the course of three years as identified in Appendix D of this Transition Plan titled “Work Plan”.

In regard to costs of repairs and identifying additional deficiencies, the information in this report is based on data collected using PROWAG as defined in section 1.4. The plan, however, continues to be a living document, and the Town will continue to assess facilities for accessibility using these guidelines. At the time of data collection, most facilities along Elmwood Street were determined to be mostly accessible, however, as described above, the Town will continue to assess accessibility of these facilities, and nothing in this plan precludes the Town from making additional improvements.

Further, as discussed in Appendix C of this report, “Cost Estimates,” unit cost estimates are established using replacement costs from the NYSDOT Quick Estimator Reference – Upstate. Unit cost estimates are used in conjunction with field data to estimate repair costs. Note that specific costs may vary due to site conditions that may require relocating utilities/mailboxes; alteration of drainage structures; driveway aprons; acquiring right-of-way; pruning/clearing & grubbing; planting. Costs in this report are intended to be estimates and may vary at the time the improvements are made.

# APPENDIX A: EVALUATION CRITERIA

# ADA TRANSITION PLAN

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## Appendices

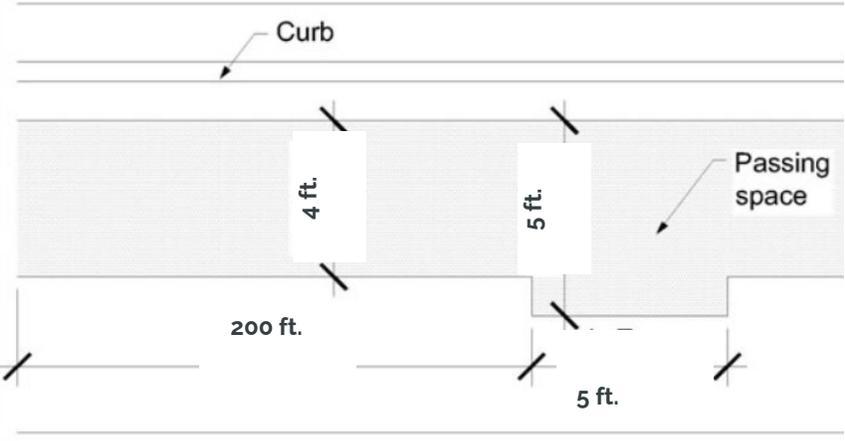
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## APPENDIX A.1: PEDESTRIAN ACCESS ROUTE

Pedestrian Access Routes (PAR) are walkways, or paths, for people to travel. The path must be a continuous width of at least 4ft. wide. If the clear width of the path is less than 5ft, then there must be a section that is at least 5ft at a maximum of every 200ft. This is referred to as a "Passing Space". The Surface of the path needs to be firm, stable, and slip resistant. Examples of commonly used materials are concrete, asphalt, and brick.

<p><i>Pedestrian Access Route/Pathway</i></p>	 <p>The diagram illustrates a cross-section of a pedestrian access route. It shows a grey shaded path area. On the left, a horizontal line is labeled 'Curb'. The path starts with a width of 4 ft. After a distance of 200 ft, the path narrows to a width of 5 ft, which is labeled as a 'Passing space'. The path then returns to a 4 ft width. A dimension line at the bottom indicates a 5 ft distance between the start and end of the passing space.</p>
<p><i>Grate in Pathway:</i></p> <p>If a grate is incorporated into a pathway, the holes in the grate should be no larger than ½ inch in diameter.</p>	 <p>The photograph shows a square metal grate set into a concrete or asphalt surface. Annotations include: a vertical double-headed arrow indicating a hole size of '1/2" Max'; a horizontal double-headed arrow indicating a 'Long Opening'; and a white arrow pointing upwards with the text 'Pedestrian Travel' below it.</p>

## APPENDIX A.2: PAR AT CROSSINGS

When crossing an intersection, the pathway does NOT need to have a crosswalk visibly marked. It only requires a curb ramp on both sides of the street. If there is a cross walk, it should be maintained as explained in Appendix B.1 and B.2. When crossing over train tracks, the gap between the rails and crossing surface should be no wider than 2.5in. for commercial trains, and 3in for freight trains.

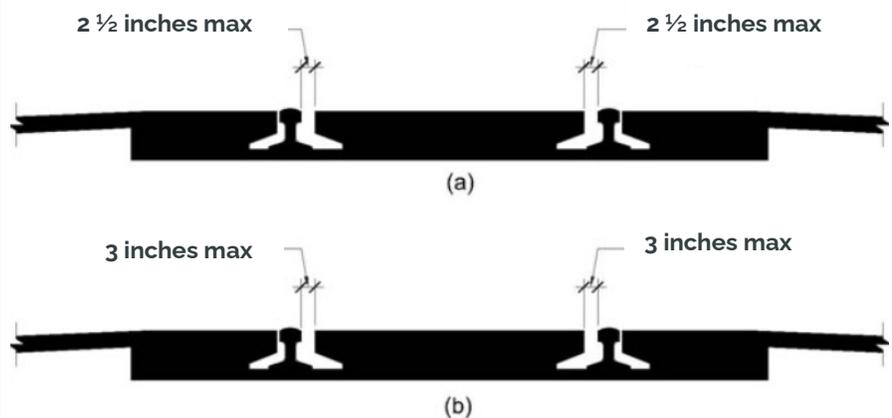
### *Street Crossings:*

While often marked, it is not required. The location of a curb ramp on both sides' makes a complete pedestrian access route. If there is a curb ramp on one side and not the other, then the path is considered inaccessible.



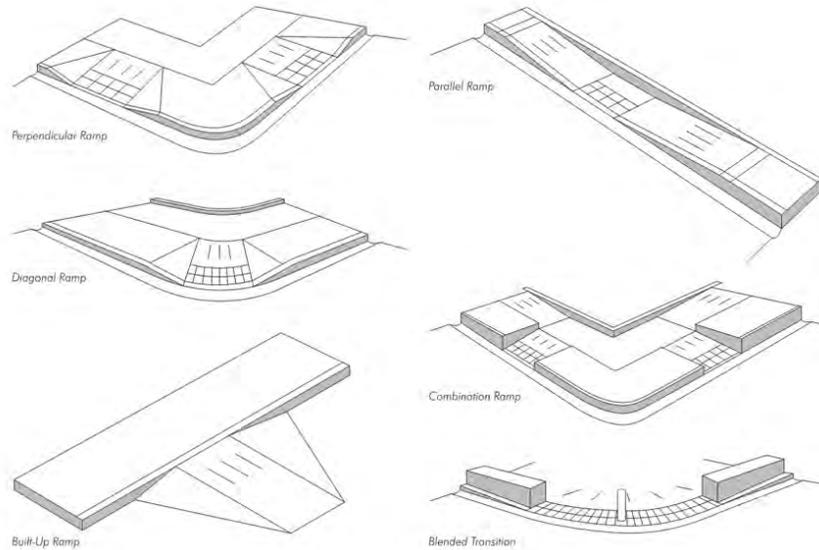
### *Railroad Crossing:*

When crossing over train tracks, the gaps are left for the train to be able to roll through. The tracks are to be at the same height as the crossing made available.



## APPENDIX A.3: CURB RAMPS

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



Additionally, curb ramp options shown below can be incorporated into a design as an alternate approach to traditional curb ramps.

### *Pedestrian Refuge Island:*

An area within an intersection where people wait for a break in traffic to safely cross the remainder of the intersection. Curb ramps in refuge islands must meet all the accessibility criteria of curb ramps not in refuge islands.



### *Curb Extension:*

Curb extensions, also known as bulb-outs or bump outs, provide a clear view of oncoming traffic prior to leaving the sidewalk. Curb ramps on curb extensions must meet all accessibility criteria of curb ramps not on extensions.



## APPENDIX A.4: DETECTABLE WARNING SURFACE (DWS) TYPE

**Truncated Domes:** Elevated, bubble-like domes on the surface of the DWS. The domes should have an approximate height of 0.2 (1/5<sup>th</sup>) inches. The domes should face the same direction as the sidewalk.

**Pavement Grooves:** Grooves cut into the existing concrete, facing the same direction as the sidewalk. Pavement grooves are common but are not recognized as an acceptable DWS type because they do not provide a visual contrast between the pavement and ramp.



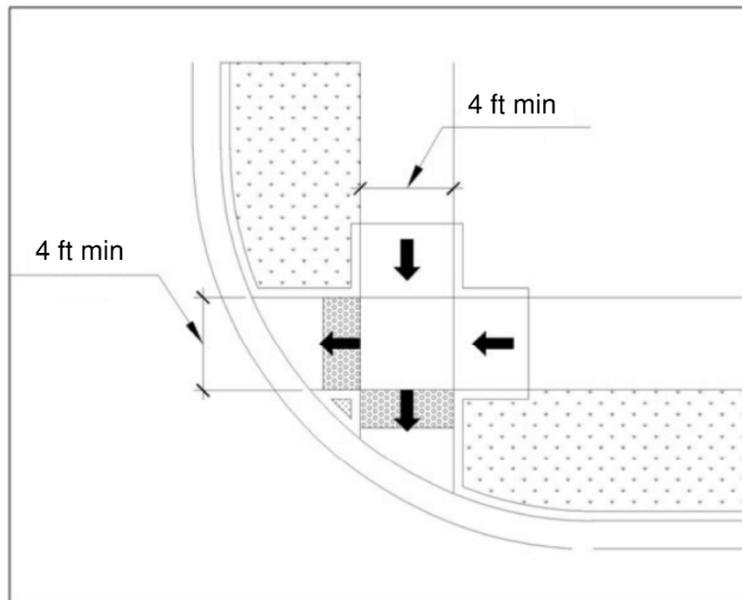
*Truncated domes*



*Pavement grooves*

## APPENDIX A.5: DETECTABLE WARNING SURFACE (DWS) WIDTH, DEPTH, PLACEMENT, AND DETERIORATION

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

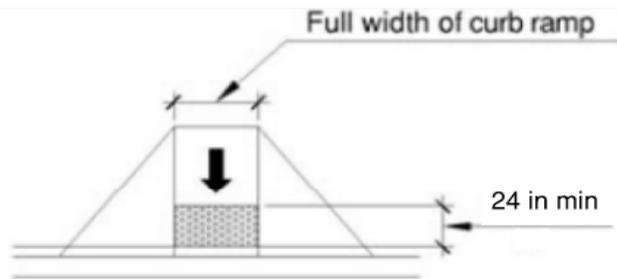


Design Guideline

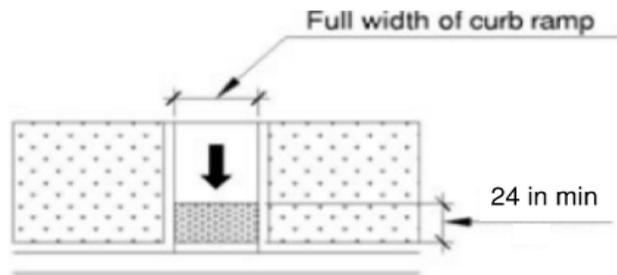


Example

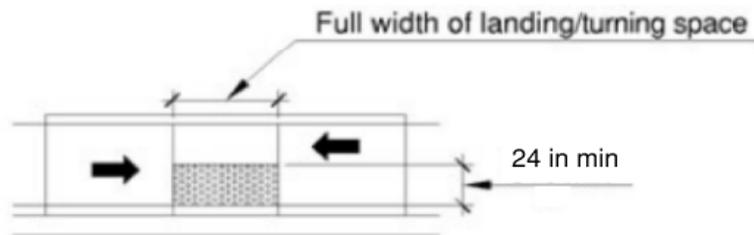
**Depth:** The DWS should be a minimum of 2 feet (24 inches) deep, in the direction of travel.



(a) perpendicular curb ramp with sloped edges



(b) perpendicular with rounded curb ramp

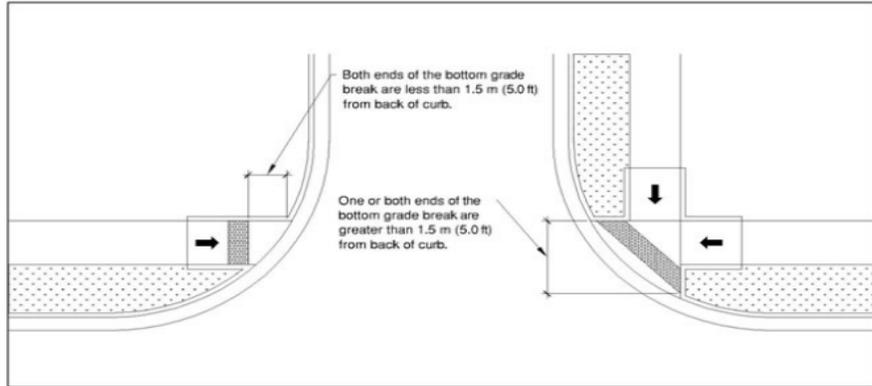


(c) parallel with curb ramp

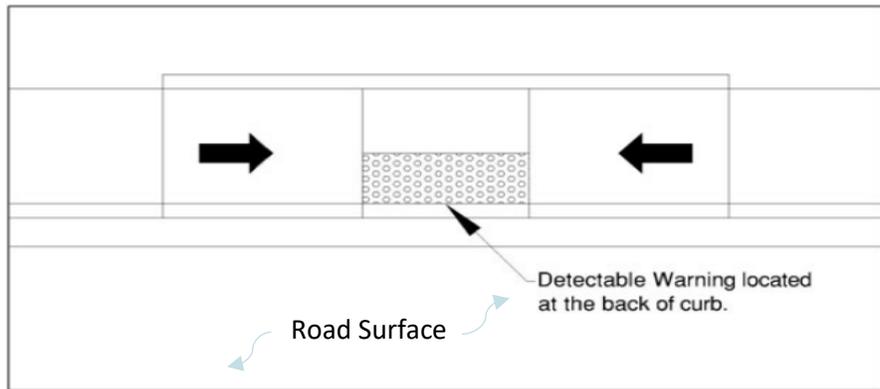
**Placement:** The DWS should face the same direction as the sidewalk unless the curb ramp serves two or more directions of crossing. Refer to the images below for the appropriate curb ramp.

*Perpendicular curb ramp*

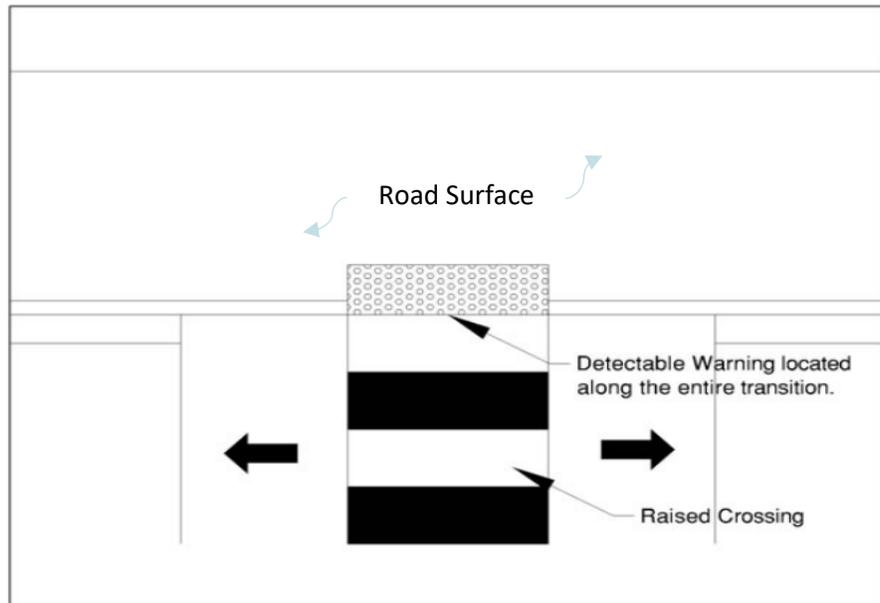
*(Angled ramps are only acceptable when serving two directions at once. There must be a ramp a person can access in both directions.)*



*Parallel curb ramp*



*Blended transition*



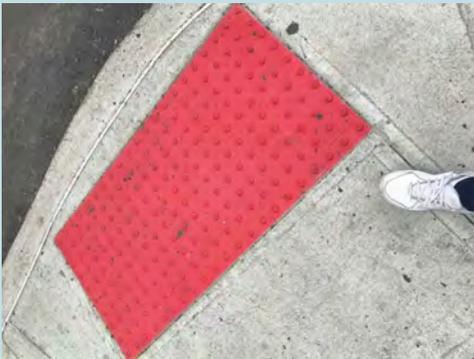
**Deterioration:** The DWS should be extruding from the surface so that visually impaired individuals will feel the strip.

<b>DWS IS NOT SIGNIFICANTLY DETERIORATED</b>	<b>DWS IS SIGNIFICANTLY DETERIORATED</b>
	

## APPENDIX A.6: CONTRASTING DWS COLOR

- The color should contrast from the sidewalk, it should at least be light-on-dark or dark-on-light.
- Best practices is to install a yellow DWS (as seen on bottom left image) as it is the most visible for the vision impaired, darker colors often appear as missing gaps in the sidewalk.

### DWS COLOR CONTRASTS FROM CURB RAMP



### DWS COLOR DOES NOT CONTRAST FROM CURB RAMP



## APPENDIX A.7: TYPE OF PEDESTRIAN SIGNAL

**Pedestrian Sign – Not pedestrian activated:** A sign marked for pedestrian crossing without a button to press. It may or may not have flashing lights.



**Pedestrian Signal – Pedestrian activated:** A button pushed by the pedestrian, which activates a crossing signal. It may or may not have a flashing light.



### Features of the pedestrian crossing buttons:

**Visual:** Flashing lights, large/bold fonts and arrows are used.

**Audible:** Locating tones, or beeps, are emitted from the signal post to guide someone to the button. Alternatively, when pressed the signal will speak, communicating to the pedestrian when it is safe to cross.

**Both:** When a signal button uses both auditory and 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.

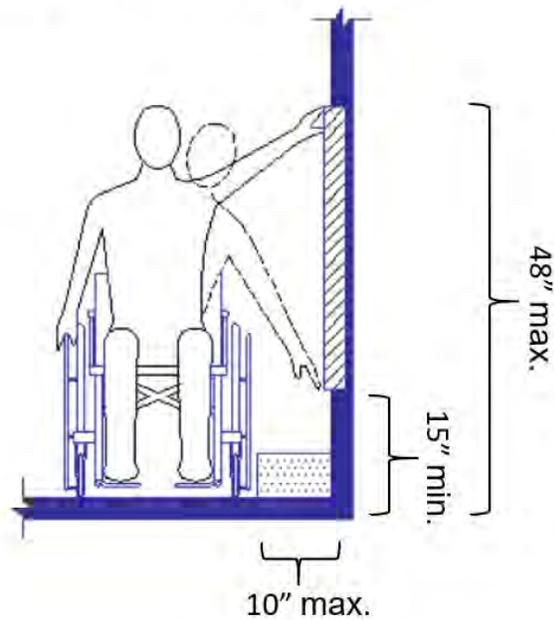
## APPENDIX A.8: PEDESTRIAN SIGNAL COMPLIANCE

When the pedestrian signal includes a button, the button should be mounted within 15 inches to 48 inches (4 feet) 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"



## APPENDIX B.1: CROSSWALK MATERIAL

Crosswalk markings should be smooth and even with the road surface. The material of the crosswalk may differ from the typical pavement striping for aesthetic purposes. Common materials used, other than paint, are brick pavers, stamped concrete, or asphalt.

**Painted**



**Brick Pavers**



**Stamped Concrete**



**Asphalt**



## APPENDIX B.2: CROSSWALK RATING

Rating	Condition	Reference Images
Poor	Crosswalk is heavily faded, completely faded, or missing sections.	
Fair	Crosswalk is fading but still visible.	
Good	Crosswalk is in like-new condition with minor cracks.	
Excellent	Crosswalk is new with no cracks or faults.	

# APPENDIX C.1: SIDEWALK DEFECTS

Missing Panels



Heaving Panels



Obstructions



Too Narrow



## APPENDIX C.2: SIDEWALK SEGMENT RATING

Rating	Condition	Reference Images
Fully Accessible	<ul style="list-style-type: none"> <li>• Sidewalk is new or in like-new condition.</li> <li>• Sidewalk is level, no cracks, no faults, no obstructions, and adequate width.</li> <li>• Sidewalk is at least 4 feet (48 inches) wide.</li> </ul>	
Mostly Accessible	<ul style="list-style-type: none"> <li>• Sidewalk is in almost new or good condition.</li> <li>• Sidewalk is level and may have minor cracks.</li> <li>• Sidewalk is at least 4 feet (48 inches) wide.</li> </ul>	

Partially  
Accessible

- Small patches of broken or chipped sidewalk, and a small buildup of dirt/debris, vegetation growing between panels or cracks.
- Sidewalk may have small vertical faults larger than ½ inch but could potentially be grind down/repaired.
- Large cracks are present.
- Sidewalk is less than 4 feet wide.



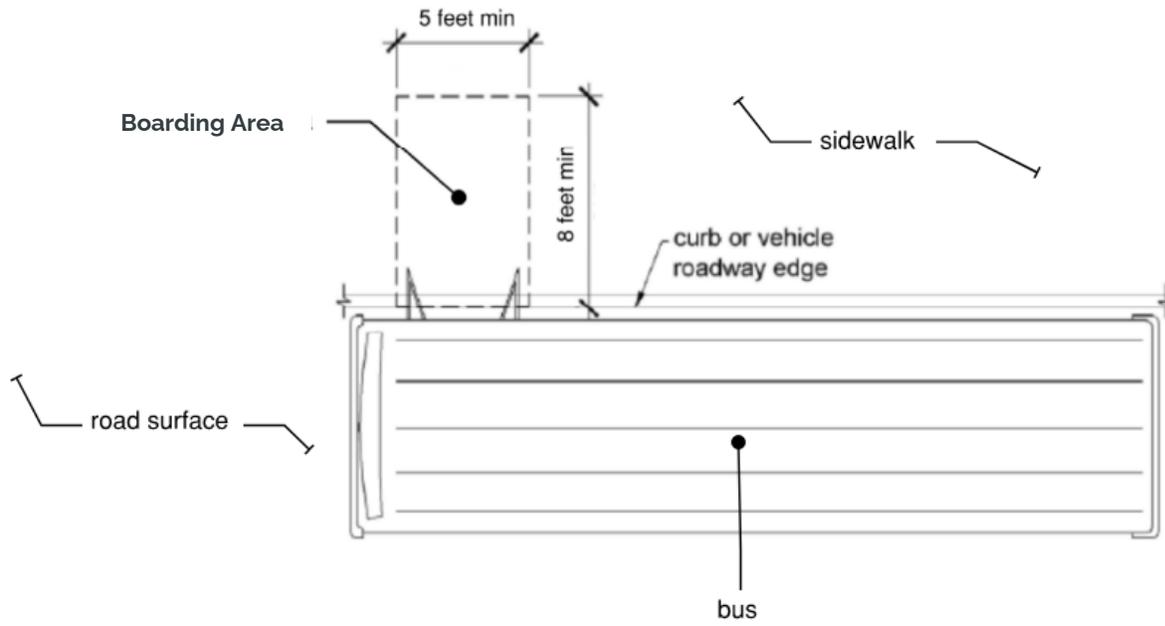
Not  
Accessible

- Sidewalk may have serious accumulation of dirt/debris, establishment of vegetation or other obstructions.
- Sidewalk is uneven from faulting (greater than ½ inch) that cannot be grind down/repaired and will require replacement.
- Sidewalk is less than 4 feet wide.

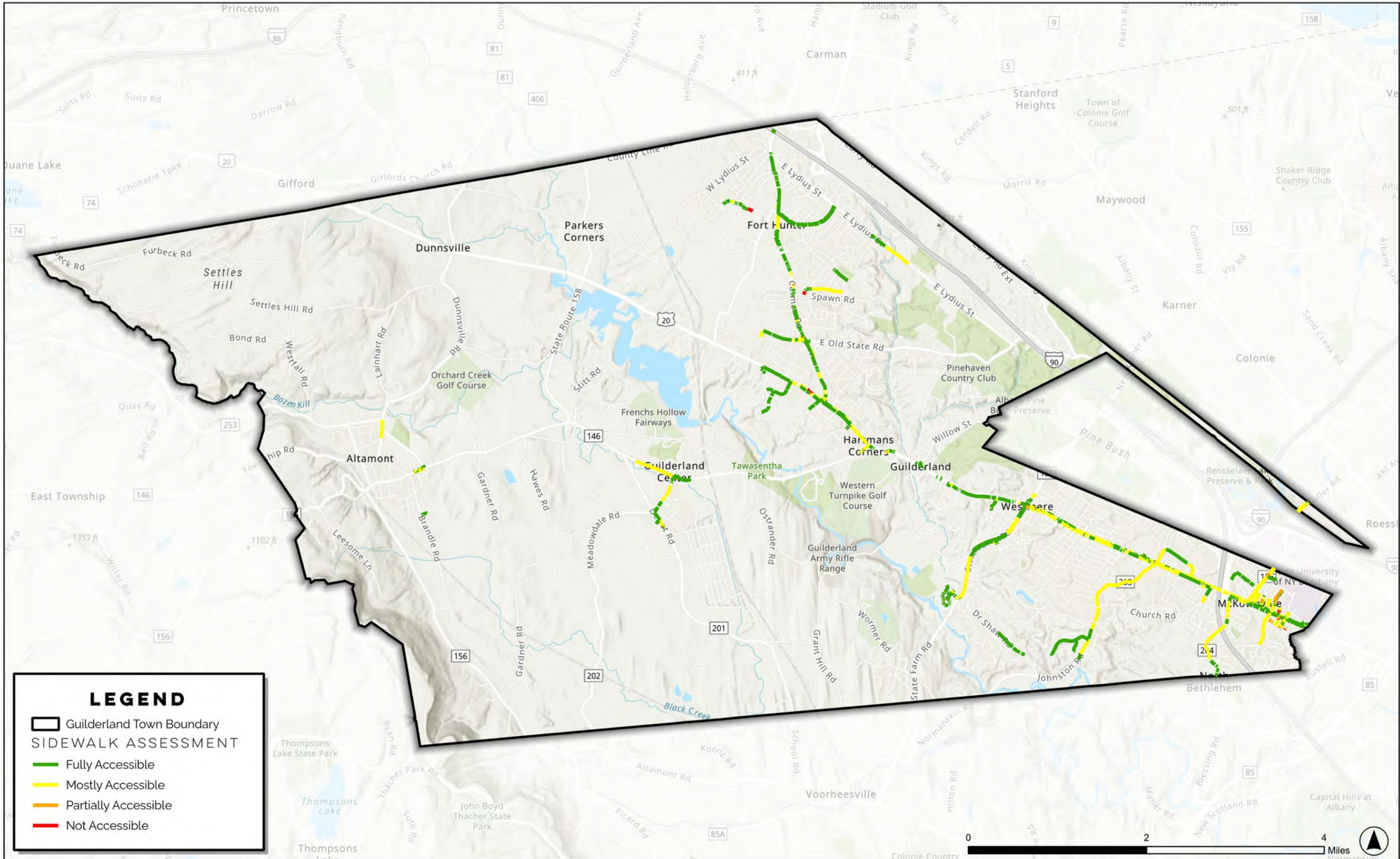


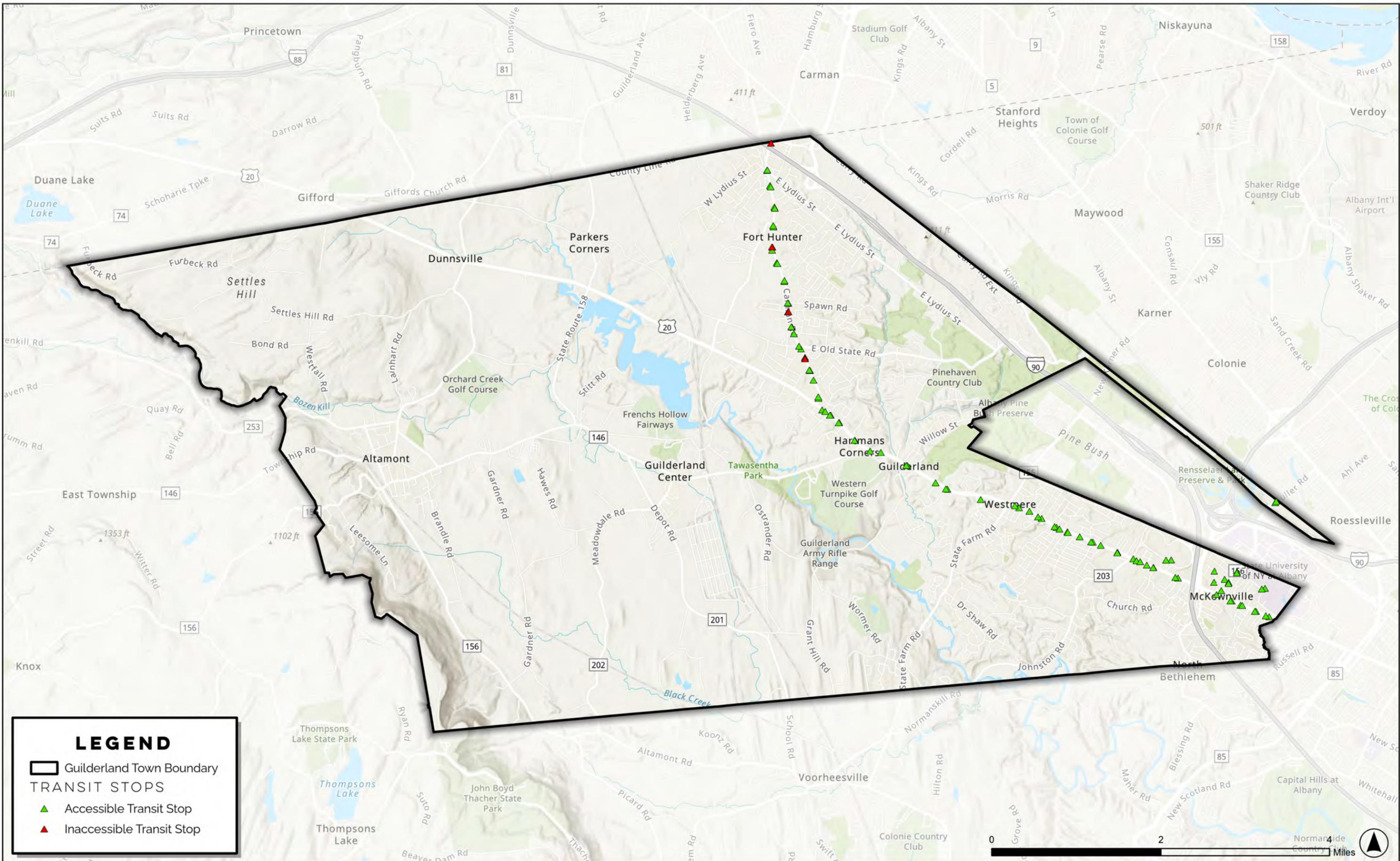
## APPENDIX D: TRANSIT STOPS

Accessible transit stops require 5 feet (60 inch) wide and 8 feet (96 inch) deep boarding area.



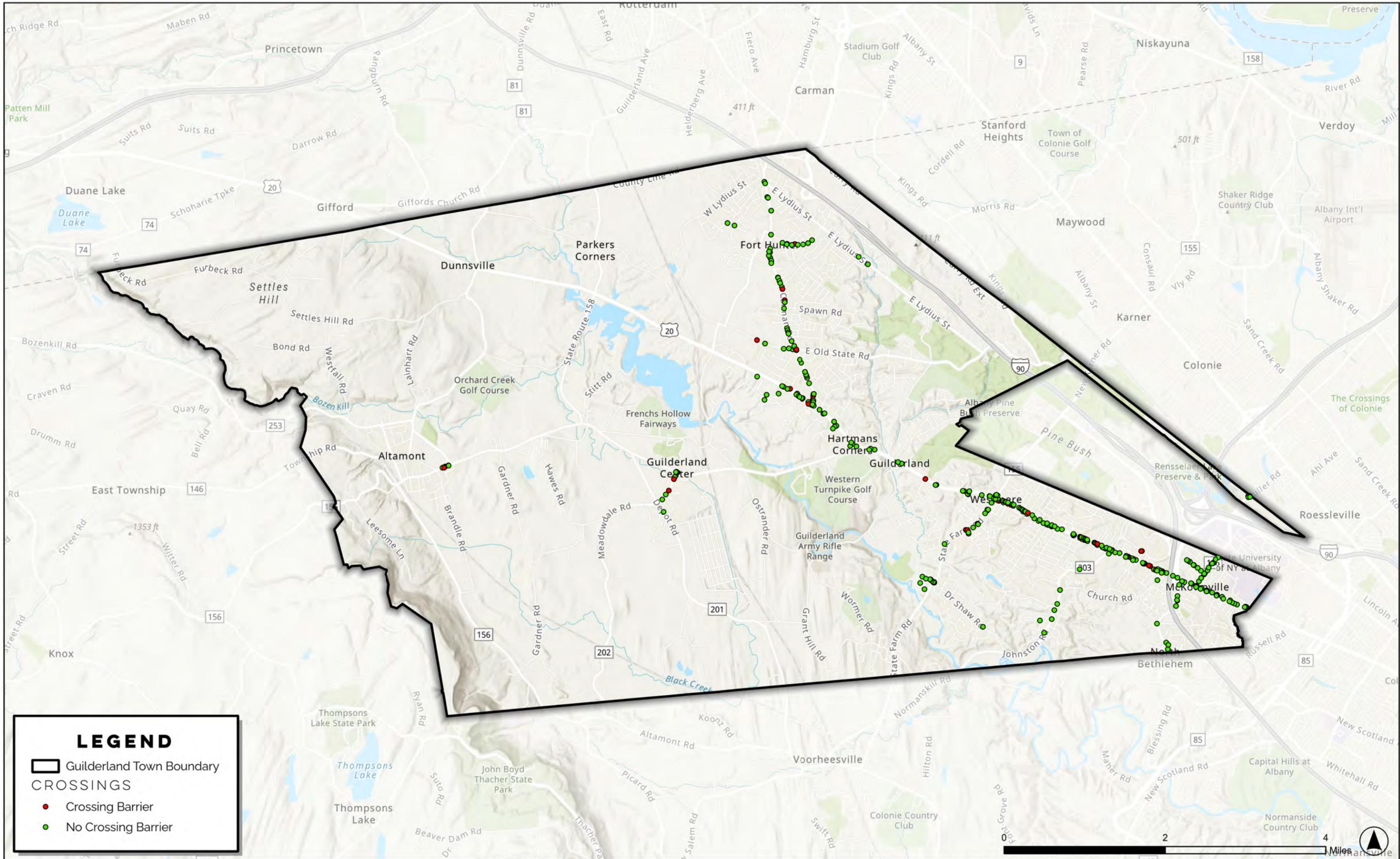
# APPENDIX B: MAPS

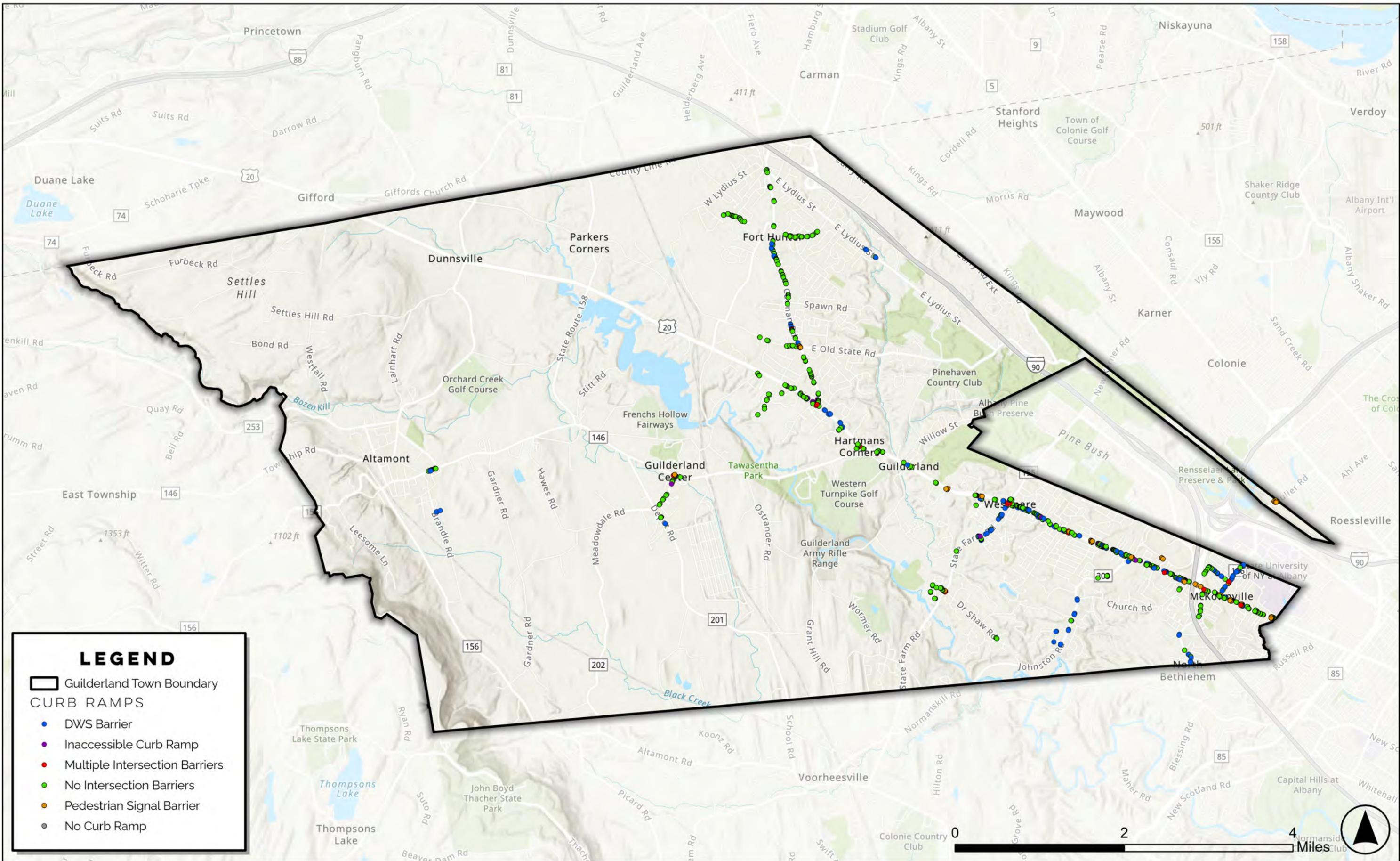




**LEGEND**

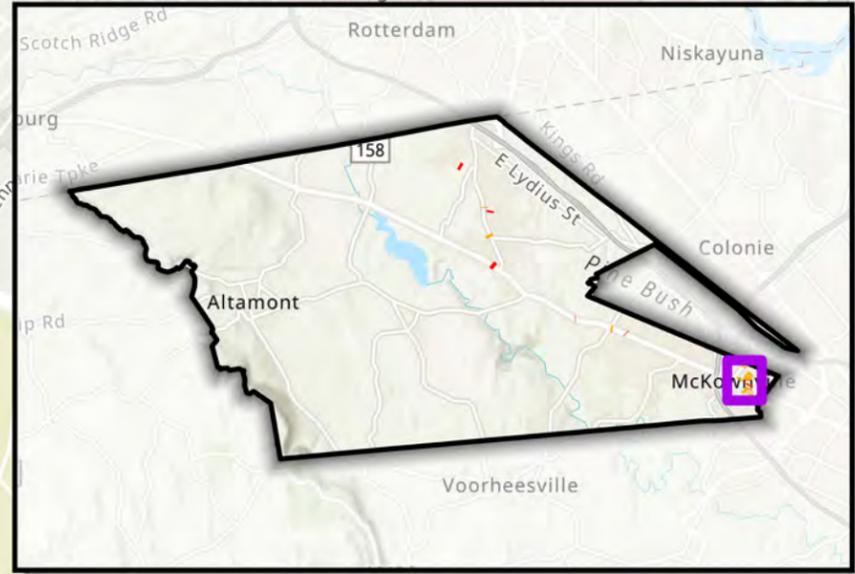
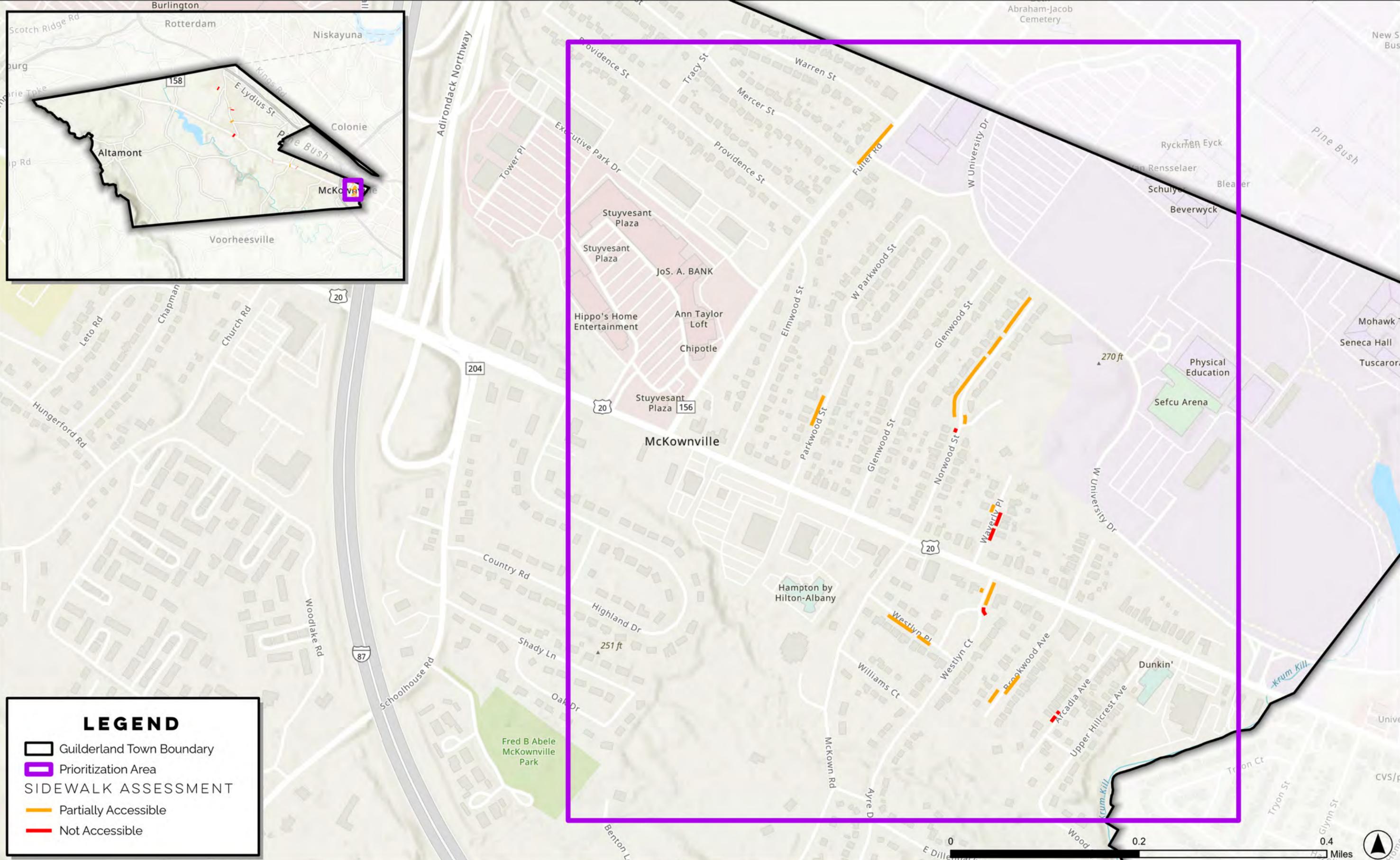
-  Guilderland Town Boundary
- TRANSIT STOPS**
-  Accessible Transit Stop
-  Inaccessible Transit Stop





**LEGEND**

- Guilderland Town Boundary
- CURB RAMPS**
- DWS Barrier
- Inaccessible Curb Ramp
- Multiple Intersection Barriers
- No Intersection Barriers
- Pedestrian Signal Barrier
- No Curb Ramp

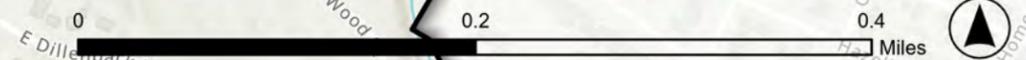


**LEGEND**

- Guilderland Town Boundary
- Prioritization Area

**SIDEWALK ASSESSMENT**

- Partially Accessible
- Not Accessible



# APPENDIX C: COST ESTIMATE

Unit cost estimates are established using replacement costs from the NYSDOT Quick Estimator Reference - Upstate. Unit cost estimates are used in conjunction with field data to estimate repair costs. Note that specific costs may vary due to site conditions that may require relocating utilities/mailboxes; alteration of drainage structures; driveway aprons; acquiring right-of-way; pruning/clearing & grubbing; planting. Typical sidewalk replacement costs (2023) are observed at \$250 (LF), for the purpose of budgeting in this report \$250 is recommended to assess cost. Additionally, based on jurisdiction outlined in Table 1 of this report, *Responsible Entity for Maintenance of Pedestrian Facilities*, costs of repairs for curb ramps, pedestrian signals, and crosswalks below only include right of ways under the jurisdiction and responsibility of the Town.

**Table 1 Unit Cost Estimates**

Facility	Cost
<b>Concrete Sidewalk (4" thick, 5' wide)</b>	\$250/linear foot
ADA Curb Ramp	\$7,500
LS Type Ladder Crosswalk (700ft Typical)	\$1,400
Pedestrian Signal	\$8,200

**Table 2 Town of Guilderland ADA Compliance Estimated Costs**

<b>Sidewalks Estimated Cost for Compliance (Obstructions Excluded):</b>	
Partially Accessible (1,000.2ft)*	\$ 37,507.50
Not Accessible (666 ft)**	\$ 49,950.00
<b>Total Non-ADA Compliant Segments (1,666.2 ft)</b>	<b>\$ 87,457.50</b>
*Assumed 15% of panels in need of replacement **Assumed 30% of panels in need of replacement	
<b>Curb Ramps and Signals Estimated Costs for Compliance:</b>	
Curb Ramps*	\$ 15,000.00
Pedestrian Signals**	\$ 65,600.00
<b>Total Intersections:</b>	<b>\$ 80,600</b>
*Excludes "Not Flush with Asphalt" **Does not include "No push button" signals	
<b>Crosswalks Estimated Costs for Compliance:</b>	
<b>Total Crosswalks*</b>	<b>\$2,800</b>
*Assumed incomplete access route is addressed in curb cut replacements	
<b>Total Capital Investment</b>	<b>\$ 170,857.50</b>

# APPENDIX D: WORK PLAN AND DATA INVENTORY

The Town of Guilderland is committed to ensuring pedestrian facilities in the public right of way are accessible for everyone, including people with disabilities. The facilities in need of repair or improvement are frequented by residents and visitors and are essential for the Town's continued operation and success. As a result, the Town will strive to complete all necessary improvements along Town roadways within three years, completing 0.25 miles of improvements per year. Repairs will be performed over the course of 3 years provided appropriate easements and/or property owner release/authorizations are provided as necessary.

The Town will prioritize:

*Priority 1A: Pedestrian Facilities Surrounding the Hamlet of McKownville*  
*All Other Pedestrian Facilities*

The "Sidewalk Segments in Priority Areas" table in this appendix will be used to identify sidewalk segments eligible for repair/replacement. Sidewalk segments will then be cross referenced with field analysis results to determine specific barriers to accessibility and the repair/replacement needs for all facilities associated with the segment (a guide to using the field analysis results is included within this appendix)

The Town will then work to remove barriers to accessibility until each segment is brought to compliance. The same process will be used to bring intersections, crossing and transit stops to compliance using the corresponding tables within this appendix.

In the case of sidewalks on private property or where the Town (County or State) does not have clear jurisdiction, the Town may require property owners adjacent to the sidewalk facilities to bear the expense of repair and maintenance responsibility of the pedestrian facility consistent with the Towns Code (Ch 227 Sidewalks). The improvements identified in the work plan as private ownership found in Appendix D of this plan will be the responsibility of the noted landowner. The Town may adopt or modify administrative policies and procedures to cause the required remedy of the noted impediments.

The Town may deviate from this framework to take advantage of regular capital improvement projects or private development to upgrade deficient facilities, if occurring adjacent to those facilities. For example: a low priority that is rated "Not Accessible" may be brought to compliance with an adjacent road resurfacing project before the Town has finished bringing other segments to compliance.

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. The NYS Department of Transportation (NYSDOT) has completed a Transition Plan including sidewalks along state roadways and 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.

The table below is intended to be used as an identification tool for existing barriers and is therefore inclusive of all sidewalk segments in need of improvement, regardless of jurisdiction. For those sections falling along County or State Roads, the Town will coordinate with NYSDOT or the responsible entity to address repairs.

### List of State, County and Town Owned Sidewalks

Accessibility Rating	Road Name	Street Side	Priority	Heaving Panels	Missing Panels	Obstructions	Too Narrow	Ownership
Not Accessible	Western Ave	N	All other	Yes	No	No	No	State
Not Accessible	Western Ave	N	All other	Yes	Yes	Yes	Yes	State
Not Accessible	Western Tpk	E	All other	No	No	Yes	No	State
Not Accessible	Empire Ave	N	All other	No	No	No	No	Town
Not Accessible	Timothy La	E	All other	No	Yes	No	No	Town
Partially Accessible	Fuller Rd	W	1A	No	No	No	No	County
Partially Accessible	Carman Rd	N	All other	Yes	No	No	No	State
Partially Accessible	Carman Rd	S	All other	No	No	No	No	State
Partially Accessible	Carman Rd	N	All other	No	No	Yes	Yes	State
Partially Accessible	Western Ave	S	All other	Yes	No	No	No	State

### List of Privately Owned Sidewalks

Accessibility Rating	Road Name	Street Side	Priority	Heaving Panels	Missing Panels	Obstructions	Too Narrow	Ownership
Not Accessible	Norwood St	W	1A	No	No	No	No	Private
Not Accessible	Waverly Pl	E	1A	Yes	Yes	Yes	No	Private
Not Accessible	Waverly Pl	E	1A	No	No	No	No	Private
Not Accessible	Arcadia Ave	W	1A	No	Yes	Yes	Yes	Private
Not Accessible	Arcadia Ave	W	1A	No	Yes	Yes	Yes	Private
Not Accessible	Westlyn Ct	N	1A	No	No	No	No	Private
Partially Accessible	Parkwood St	W	1A	Yes	No	No	No	Private
Partially Accessible	Norwood St	E	1A	No	No	Yes	Yes	Private
Partially Accessible	Norwood St	W	1A	No	Yes	Yes	No	Private
Partially Accessible	Norwood St	W	1A	Yes	No	Yes	No	Private
Partially Accessible	Norwood St	W	1A	Yes	No	Yes	No	Private
Partially Accessible	Norwood St	W	1A	Yes	Yes	No	No	Private

Partially Accessible	Waverly Pl	W	1A	No	No	No	Yes	Private
Partially Accessible	Brookwood Ave	E	1A	Yes	No	Yes	No	Private
Partially Accessible	Brookwood Ave	W	1A	Yes	No	Yes	No	Private
Partially Accessible	Westlyn Ct	E	1A	Yes	Yes	No	No	Private
Partially Accessible	Westlyn Ct	W	1A	No	Yes	Yes	No	Private
Partially Accessible	Westlyn Pl	S	1A	No	Yes	Yes	No	Private
Partially Accessible	Westlyn Pl	S	1A	Yes	No	Yes	No	Private

**Crossing Accessibility**

<b>Accessibility Rating</b>	<b>Road Name</b>	<b>Street Side</b>	<b>Priority</b>	<b>Deterioration Type</b>	<b>Painted/Designated Crosswalk?</b>	<b>Crosswalk Condition</b>
Crossing Barrier	Carman Rd	W	All Other		No	
Crossing Barrier	Regina Dr	W	All Other		No	
Crossing Barrier	Morningside Dr	W	All Other		No	
Crossing Barrier	Western Ave	N	All Other	Cracks/Potholes	No	
Crossing Barrier	Western Ave	N	All Other	Cracks/Potholes	No	
Crossing Barrier	Western Ave	N	All Other	Cracks/Potholes	No	
Crossing Barrier	Chapman Dr	E	All Other	Cracks/Potholes	Yes	Good
Crossing Barrier	Western Ave	S	All Other	Cracks/Potholes	No	
Crossing Barrier	Sumter Ave	W	All Other	Cracks/Potholes	Yes	Fair
Crossing Barrier	Western Ave	S	All Other	Cracks/Potholes	No	
Crossing Barrier	Western Ave	N	All Other	Cracks/Potholes	No	
Crossing Barrier	Alvina Blvd	E	All Other	Cracks/Potholes	Yes	Good
Crossing Barrier	Newcastle Rd	S	All Other	Cracks/Potholes	No	
Crossing Barrier	Carman Rd	N	All Other	Improper_cross-slope	No	
Crossing Barrier	Carman Rd	N	All Other	Improper_cross-slope, Cracks/Potholes	No	
Crossing Barrier	E Old State Rd	S	All Other	Cracks/Potholes, Improper_cross-slope	Yes	Good
Crossing Barrier	State Farm Rd	E	All Other	Cracks/Potholes, Improper_cross-slope	Yes	Fair

				Cracks/Potholes, Improper cross-slope	No	
Crossing Barrier	Presidential Way	N	All Other	Cracks/Potholes	No	
Crossing Barrier	Mercycare Ln	E	All Other		Yes	Good
Crossing Barrier	Vosburgh Rd	W	All Other	Cracks/Potholes, Improper cross-slope	Yes	Good
Crossing Barrier	Brooks Rd	W	All Other	Cracks/Potholes	No	
Crossing Barrier		W	All Other	Cracks/Potholes	No	
Crossing Barrier	State Route 146	S	All Other	Cracks/Potholes	No	
Crossing Barrier	School Rd	E	All Other	Cracks/Potholes	No	
Crossing Barrier	East Dr	N	All Other	Cracks/Potholes	No	
Crossing Barrier	State Route 146	W	All Other	Cracks/Potholes	No	
Crossing Barrier	Arlington St	S	All Other	Cracks/Potholes	Yes	Good
Crossing Barrier	Crossgates Mall Rd	S	All Other	Cracks/Potholes, Improper cross-slope	Yes	Poor





DWS Barrier	Sumter Ave	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Sumter Ave	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Cornell Ave	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Cornell Ave	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Norman Ave	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Pauline Ave	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
DWS Barrier	Pauline Ave	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Arlene Ave	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Arlene Ave	E	All other	Yes	No						
DWS Barrier	Alvina Blvd	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Alvina Blvd	E	All other	Yes	No						
DWS Barrier	York Rd	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	York Rd	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Western Ave	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier		E	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier		W	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier		S	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier		N	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier	Carman Rd	W	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier	Carman Rd	W	All other	Yes	Yes	Yes	Yes	Yes	No	Yes	No
DWS Barrier	Mallards Pond Ln	W	All other	Yes	No						
DWS Barrier	Mallards Pond Ln	W	All other	Yes	No						
DWS Barrier	Lone Pine Rd	W	All other	Yes	Yes	Yes	Yes	No	Yes	No	No
DWS Barrier	Carman Rd	S	All other	Yes	Yes	Yes	Yes	No	Yes	No	Yes
DWS Barrier	Carman Rd	S	All other	Yes	Yes	Yes	Yes	No	Yes	No	Yes
DWS Barrier	Carman Rd	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
DWS Barrier	Carman Rd	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Carman Rd	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Carman Rd	N	All other	Yes	Yes	Yes	Yes	Yes	No	No	No

DWS Barrier	W Highland Dr	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	W Highland Dr	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	State Farm Rd	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	State Farm Rd	W	All other	Yes	Yes	Yes	Yes	Yes	No	No	No
DWS Barrier	State Farm Rd	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Presidential Way	S	All other	Yes	Yes	Yes	Yes	No	Yes	No	No
DWS Barrier	Presidential Way	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Presidential Way	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Executive Dr	S	All other	Yes	Yes	Yes	Yes	No	No	No	No
DWS Barrier	State Farm Rd	E	All other	Yes	Yes	Yes	Yes	No	Yes	No	No
DWS Barrier	State Farm Rd	E	All other	Yes	Yes	Yes	Yes	No	No	No	No
DWS Barrier	Heritage Rd	N	All other	Yes	Yes	Yes	Yes	No	No	No	No
DWS Barrier	State Farm Rd	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Seward St	S	All other	Yes	Yes	Yes	Yes	No	No	No	No
DWS Barrier	State Farm Rd	E	All other	Yes	Yes	Yes	Yes	No	No	No	No
DWS Barrier		W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier		W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
DWS Barrier	Western Ave	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	S	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Posson Rd	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Gay Ln	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Okara Dr	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Okara Dr	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Brooks Rd	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Centre Dr	E	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier	Western Ave	N	All other	Yes	No						
DWS Barrier		W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No

DWS Barrier		W	All other	Yes	No							
DWS Barrier	Sheldon Dr	W	All other	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
DWS Barrier	State Route 146	E	All other	Yes	No							
DWS Barrier	State Route 146	E	All other	Yes	No	No						
DWS Barrier	Heather Ln	E	All other	Yes	No	No						
DWS Barrier	Heather Ln	E	All other	Yes	No	No						
DWS Barrier	Heather Ln	S	All other	Yes	No	No						
DWS Barrier	E Lydius St	S	All other	Yes	No							
DWS Barrier	E Lydius St	S	All other	Yes	No							
DWS Barrier	E Lydius St	S	All other	Yes	No							
DWS Barrier	Schoolhouse Rd	N	All other	Yes	No							
DWS Barrier	Vaughn Dr	E	All other	Yes	No	No						
DWS Barrier	Schoolhouse Rd	N	All other	Yes	No	No						
DWS Barrier	Schoolhouse Rd	E	All other	Yes	No	No						
DWS Barrier	Schoolhouse Rd	E	All other	Yes	No	No						
DWS Barrier	Schoolhouse Rd	E	All other	Yes	No	No						
DWS Barrier	Schoolhouse Rd	E	All other	Yes	No	No						
Inaccessible Curb Ramp	Western Tpke	N	All other	Yes	No	Yes	No					
Inaccessible Curb Ramp	Western Tpke	N	All other	Yes	No	Yes	No					
Inaccessible Curb Ramp	Western Tpke	N	All other	Yes	No	Yes	No					
Inaccessible Curb Ramp		W	All other	Yes	Yes	No	No					
Inaccessible Curb Ramp	Carman Rd	W	All other	Yes	No	Yes	No					
Inaccessible Curb Ramp	Lawton Ter	E	All other	Yes	No	Yes						
Inaccessible Curb Ramp	Western Ave	S	All other	Yes	No	Yes	No					
Inaccessible Curb Ramp	Western Ave	N	All other	Yes	Yes	No	No					
Inaccessible Curb Ramp		W	All other	Yes	Yes	No	No					









No Intersection Barriers	Carman Rd	S	All other	Yes								
No Intersection Barriers	Carman Rd	S	All other	Yes								
No Intersection Barriers	Carman Rd	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Carman Rd	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers		E	All other	Yes	Yes	Yes	No					
No Intersection Barriers		W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W Old State Rd	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W Old State Rd	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W Old State Rd	S	All other	Yes								
No Intersection Barriers	W Old State Rd	S	All other	Yes								
No Intersection Barriers	W Old State Rd	S	All other	Yes								
No Intersection Barriers	W Old State Rd	S	All other	Yes								
No Intersection Barriers	W Old State Rd	S	All other	Yes								
No Intersection Barriers	W Old State Rd	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W Old State Rd	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W Old State Rd	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers		W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Morningside Dr	E	All other	Yes	Yes	Yes	No					



No Intersection Barriers	Bavarian Way	N	All other	Yes								
No Intersection Barriers		N	All other	Yes								
No Intersection Barriers	Suny Campus Rd	W	All other	Yes								
No Intersection Barriers	Suny Campus Rd	E	All other	Yes								
No Intersection Barriers	Suny Campus Rd	W	All other	Yes								
No Intersection Barriers	Executive Park Dr	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Executive Park Dr	N	All other	Yes								
No Intersection Barriers	Executive Park Dr	S	All other	Yes								
No Intersection Barriers	Tower Pl	W	All other	Yes								
No Intersection Barriers	Tower Pl	W	All other	Yes								
No Intersection Barriers	Tower Pl	W	All other	Yes								
No Intersection Barriers	Tower Pl	W	All other	Yes								
No Intersection Barriers	Tower Pl	W	All other	Yes								
No Intersection Barriers	Western Ave	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	N	All other	Yes	Yes	Yes	No					





No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Homes Ter	E	All other	Yes								
No Intersection Barriers	Homes Ter	W	All other	Yes								
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Krause Rd	E	All other	Yes								
No Intersection Barriers	Krause Rd	W	All other	Yes								
No Intersection Barriers	Venezio Ave	W	All other	Yes								
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					

No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Van Wie Ter	W	All other	Yes								
No Intersection Barriers	Clark Pkwy	E	All other	Yes								
No Intersection Barriers	Fletcher Rd	W	All other	Yes								
No Intersection Barriers	Henderson Ln	E	All other	Yes								
No Intersection Barriers	Henderson Ln	W	All other	Yes								
No Intersection Barriers	Highwood Cir	E	All other	Yes								
No Intersection Barriers	Hawthorne Garden	E	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	Norman Ave	E	All other	Yes								
No Intersection Barriers	Western Ave	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers		N	All other	Yes								
No Intersection Barriers		N	All other	Yes								
No Intersection Barriers		N	All other	Yes	Yes	Yes	No					
No Intersection Barriers		N	All other	Yes	Yes	Yes	No					







No Intersection Barriers  
No Intersection Barriers

E	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes								
E	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
N	All other	Yes								
N	All other	Yes								
N	All other	Yes								
N	All other	Yes								
N	All other	Yes	Yes	Yes	No					
N	All other	Yes	Yes	Yes	No					
N	All other	Yes	Yes	Yes	No					

No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	E	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes								
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	E	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	S	All other	Yes	Yes	Yes	No					





No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	E	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes								
No Intersection Barriers	N	All other	Yes								
No Intersection Barriers	E	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	N	All other	Yes	Yes	Yes	No					
No Intersection Barriers	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	S	All other	Yes	Yes	Yes	No					

No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	S	All other	Yes	Yes	Yes	No					
No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes	Yes	Yes	No					
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	W	All other	Yes								
No Intersection Barriers	E	All other	Yes								
No Intersection Barriers	S	All other	Yes								
No Intersection Barriers	S	All other	Yes	Yes	Yes	No					



No Intersection Barriers  
No Intersection Barriers

N	All other	Yes	Yes	Yes	No					
N	All other	Yes								
W	All other	Yes	Yes	Yes	No					
W	All other	Yes								
E	All other	Yes								
N	All other	Yes	Yes	Yes	No					
N	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
E	All other	Yes								
W	All other	Yes								
W	All other	Yes	Yes	Yes	No					
W	All other	Yes	Yes	Yes	No					
W	All other	Yes	Yes	Yes	No					
E	All other	Yes	Yes	Yes	No					
N	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					
S	All other	Yes	Yes	Yes	No					

No Intersection Barriers  
No Intersection Barriers

S All other Yes Yes Yes  
E All other Yes Yes Yes  
N All other Yes Yes Yes  
S All other Yes Yes Yes  
W All other Yes Yes Yes

No  
No

Yes Yes Yes Yes Yes  
Yes Yes Yes Yes Yes













# APPENDIX E: 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 Guilderland will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

**Employment:** The Town of Guilderland 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 Guilderland will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Town of Guilderland's 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 Guilderland 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 the Town of Guilderland 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 Guilderland, should contact the **(Town Clerk Guilderland Town Hall • 5209 Western Tpk. • Guilderland, NY 12084 Phone: (518) 356-1980 Fax: (518) 356-5514**, as soon as possible but preferably no later than 48 hours before the scheduled event. Requests later than 48 hours, will be accommodated to the extent possible.

The ADA does not require the Town of Guilderland 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 Guilderland is not accessible to persons with disabilities should be directed to the Town Clerk Guilderland Town Hall • 5209 Western Tpk. • Guilderland, NY 12084 Phone: (518) 356-1980 Fax: (518) 356-5514. The Town of Guilderland 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 F: GRIEVANCE PROCEDURE**

## **TOWN OF GUILDERLAND 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 Guilderland. The Town of Guilderland'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 their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Town Clerk  
Town of Guilderland  
Guilderland Town Hall, PO Box 339  
5209 Western Tpk.  
Guilderland, NY 12084

Within 60 days after the filing of the complaint, an investigation shall be conducted and completed, including, if necessary, a meeting with the complainant to discuss the complaint and possible resolutions. No later than 60 days a determination shall be issued by the Town Clerk or their designee in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The determination will explain the position of the Town of Guilderland and offer options for substantive resolution of the complaint.

If the determination by the Town Clerk or their designee does not satisfactorily resolve the issue, the complainant and/or his/her/their designee may appeal the decision within 30 calendar days after receipt of the response to the Town's Attorney or their designee.

The Town Attorney will review the complaint and, if necessary, meet with the complainant to discuss the complaint and possible resolutions. Within 60 calendar days after receipt of the appeal, the Town Attorney 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 the Town Clerk, appeals to the Town Attorney or their designee, and responses from these two offices will be retained by the Town of Guilderland for at least three (3) years

# APPENDIX G: ADA COORDINATOR

## TOWN OF GUILDERLAND 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 Guilderland should be directed to designated official below.

**Title:** Town Clerk

**Telephone:** (518) 356-1980

**Mailing Address:**

Town Hall, PO Box 339

5209 Western Tpk.

Guilderland, NY 12084

# APPENDIX H: PUBLIC COMMENT

Dear Town Board,

Please change the priority list for sidewalk repair to focus not on a neighborhood, McKnownville, but to focus upon areas where disabled people live and need to use the public sidewalk such as in the Westmere neighborhood where I live as a disabled person and need the sidewalk. The presentation tonight was particularly discriminatory in the way to delay remedy where disabled people actually live, use and need the public sidewalk. Westmere didn't make the list. Proposing five years or more delay is egregious. New Board members may not know that new sidewalks have already been given priority on or about 7/28/2022 in McKnownville.

It cannot be overlooked that Board Member, Jacob Crawford, stated that ..."the public sidewalks in Westmere are under utilized" during his official public comment decision for a driveway permit for Wesronet Corp dba Ace Hardware or that he voted to allow a fence to be installed in the public right of way with intent to obstruct pedestrians in his ZBA vote for 6 Gipp Road LLC. Both votes favored non disabled persons and the business community. They have more power and political sway than disabled in Westmere. We have been written in news reports as a neighborhood with a lower voter turn out and higher rental units. We're disenfranchised and the presentation this evening showed that Westmere was not even a talking point.

I ask the Town Board to look beyond the powerful lobbying group in McKnownville and the business community and change the priority list to repairing and making ADA compliant those sections of public sidewalk and public right of way where people with disabilities live. Lets start by changing the comprehensive plan that will give priority will be given to sections of the public sidewalk and public right of way where disabled people are identified and are living to change the focus to allow disabled in Westmere to live and use the public accommodations. Not to address where people with disabilities have expressed harm and obstruction as a priority is discrimination, too. We are better than that.

Very truly yours,

Christine Duffy

Public Hearing comments are summarized and or paraphrased for clarity and brevity.

### **Public Hearing Comments:**

Ellen Manning of Norwich

Ms. Manning expressed concerns about the public/private sidewalk ownership issues withing McKownville. As a property owner it is unclear whether the Town is responsible for repair. To date Ms Manning has worked to secure cost estimates for sidewalk repairs.

Phil Kidd of Elmwood

Mr. Kidd similarly expressed concerns about private ownership and stated his opinion that the sidewalks are Town/publicly owned. He also indicated that the costs/repairs of sidewalks are likely understated and the inventory missed a section of sidewalks on Elmwood St