

**CDTC ADA Working Group – Meeting #5
March 10, 2017 at 10 am
CDTC Offices
Meeting Agenda**

1. Introductions
2. Review/acceptance of Meeting #4 Notes
3. ADA Working Group completed items/accomplishments
4. NYSDOT ADA Transition Plan update: Region 1 and Statewide
5. Local municipal ADA Transition Plans progress update
6. CDTC project update: Pedestrian Facilities Presence/Absence Inventory (Initial Screen Step)
7. Interest in Joint Municipal Project for pedestrian facilities' detailed assessments/inventories?
8. CDTC Draft ADA Transition Plan status
9. Next Steps

NOTE: See ADA Working Group webpages on CDTC's website for past meeting information as well as a variety of resources on ADA Transition Plan requirements and training at <http://www.cdtcmpo.org/page/75-committees/67-ada-transition-plan-advisory-committee> and <http://www.cdtcmpo.org/page/100-resource-center/213-ada-resources>

CDTC ADA Working Group – Meeting #5 Notes
10 AM, March 10, 2017

1. Attendees: John Holland, City of Mechanicville; Samuel Wells, CDTA; Peter Knutson, City of Schenectady; Valerie Deane, NYSDOT Region 1; Brian Kirch, NYSDOT Region 1; Pete Rea, NYSDOT Region 1; Randy Milano, City of Albany; Kara McKnight, City of Cohoes; Melissa Cherubino, City of Cohoes; Carrie Ward, CDTC; Ken Kovalchik, Town of Bethlehem; Kara Hogan, FHWA; Marilyn Rivers, City of Saratoga Springs; Maire Masterson, City of Saratoga Springs; Teresa LaSalle, CDTC; Anne Benware, CDTC
2. Meeting #4 Notes – there were no suggested changes; the group accepted the notes as written.
3. ADA Working Group completed items/ accomplishments –Anne discussed the tasks accomplished and noted that while most items have been completed, some remain including the sidewalk presence/absence inventory and the development of a CDTC ADA Transition Plan.
4. NYSDOT's ADA Transition Plan update – Region 1 sent out crews to field verify the ratings included in the state's transition plan that were developed using the 1 to 5 Scale as detailed in [Appendix A](#) of the plan. They checked the width and running slope and verified ratings. The first priorities for field verification are areas of high amounts of missing curb ramps and partially accessible ramps. The initial ratings were pretty close to the ones they got when they went out to measure. Any updates will be sent back to the Main Office's database. Region 1 is looking at clustering ADA-related work for cost savings.
5. Local municipal ADA Transition Plans progress update
 - Pete noted that Schenectady's draft Transition Plan was refined and approved by the Mayor. One councilperson walked four of the neighborhoods and surveyed residents about creating special assessment districts to pay for sidewalk work. Residents were supportive and a proposal has been submitted to the Council. The average cost per property would be about \$4000 – and a bit less if sidewalk work were tied in to the City's paving program. This cost is estimated to be less than if a property owner paid on their own; the proposal is to spread the cost over a 10 year loan period.
 - Ken reminded the group that the Bethlehem Town Board approved \$52,700 annually toward sidewalk and curb ramp maintenance, which will be included in the capital plan. An ADA-related update to the website should be posted next week, and official adoption of the plan is expected this year.
 - Marilyn informed the group that Saratoga Springs is interviewing interns to assess all sidewalks and curb ramps. The City has a new ADA page on the website, and is considering using the capital budget program to schedule curb ramp improvements.
 - Melissa noted that the City of Cohoes has a draft transition plan and will focus on the downtown first. The City expects to plan improvements into the capital budget.
 - The group discussed resources, including RPI for interns (contact James (Chip) Kilduff, Associate Professor; Rensselaer Polytechnic Institute Department of Civil and Environmental Engineering; 4022 JEC Building; 110 8th Street, Troy, NY 12180; 518.276.2042. The Cornell Local Roads Program may also have interns that can help with sidewalk data.

–There was discussion about historic sidewalk surfaces such as slate or brick. Pete and Kara advised that historic districts provide no protection for non-compliant surfaces unless those surfaces are specified in the text of the listing for historic status.

– Question: if you have a block where only half of the block has sidewalks and these are deteriorated can you remove these sidewalks since the rest of the block doesn't have any? Kara noted that an entity is obligated to improve existing sidewalks, even if they don't extend a full block. However, these shorter, incomplete sections of the sidewalk network could be considered a lower priority for improvement than other areas within a municipality where the network is more complete.

– **Kara requests that any municipality completing its transition plan please send it to her as Cornell Local Roads will be doing training and they would love NYS examples.**

6. CDTC Project Update: Pedestrian Facilities Presence/Absence Inventory – Teresa distributed a map and table showing staff progress to date and showed examples and described the information CDTC will provide to municipalities contained in a data package that includes:

1. An Excel file export of the GIS database containing all of the attribute data.
2. An Excel file Field Key containing definitions of all data fields.
3. A PDF overview map of all existing sidewalks.
4. A Word document containing a brief summary of notes specific to each municipality.
5. A word document describing the data collection methodology, data sources and final products.
6. A GIS database file in ESRI shapefile format (for those municipalities with GIS) **Or** an ArcGIS Online Map developed by CDTC, if desired (for those municipalities without GIS).

CDTC staff will send an email to this group asking if the municipality would like to receive the Inventory data package and if so who the appropriate contact people are and whether or not the municipality has access to GIS (geographic information system).

7-8. Interest in Joint Municipal Project for pedestrian facilities' detailed assessments/inventories and CDTC Draft ADA Transition Plan status – Anne asked the group if there was interest in pursuing a joint municipal project for completing pedestrian facility evaluations. Carrie produced and distributed an information sheet titled *ADA Transition Plan costs* that summarizes the location, cost and what was evaluated (e.g. miles of sidewalks, signals, no. of curb ramps, etc.) for recent ADA inventories around the country. Some of these evaluations used interns and visual assessments. It was noted and confirmed by Kara that the visual assessment methodology used by NYSDOT based on the 1 to 5 rating scale is acceptable to use. Once that is complete, more detailed field evaluations may be needed (i.e. slope measurements, etc.) typically for facilities rated 2 or 3, similar to what NYSDOT Region 1 staff is now doing. A brief discussion followed and the sense of the group was that a formal joint project is not desired at this time; it appears most municipalities in the group are moving forward with their inventories and the CDTC pedestrian facility presence/absence inventory will be a big help for many. There was interest in continued information sharing on interns, technology, data collection apps (especially the one the Town of Bethlehem developed and has used), and methodology for the more detailed assessments.

Kara noted FHWA is looking for municipalities interested in volunteering to test new software called SAFPFIM or Safe and Accessible Pedestrian Facility Inventory Model which uses in-field collection technology with uploads to a cloud database for detailed inventories. If interested please let her know.

9. Next Steps – The group inquired whether FHWA could talk to the US Conference of Mayors and educate that group on the importance of ADA Transition Plans.

Americans with Disabilities Act Working Group Disposition of Tasks

Task	Result
Research funding sources for transition plans and implementation	Student interns, local community group volunteer time for transition plans. No funding sources found for implementation.
Create transition plan template	Suggest using information included in NYSDOT's PLAFAP Manual Chptr 13 Appendices (online)
NYSDOT Commissioner send letter to municipal heads to inform of transition plan requirement	Not going to happen. FHWA planning executive level phone call.
CDTC Policy Board presentation on transition plan requirements	Planned for June.
Collect GIS data:CDTC presence/absence inventory	In progress.
Distribute NYSDOT's Transition Plan Update	Done.
Determine if NYSDOT's inventory process is acceptable for use by other entities	FHWA advises yes.
Examples of acceptable documentation for undue burden	This is almost always a losing legal argument. Better to show "technical infeasibility"
Research implementation timeline standard and how much should be done annually	There is none.
Research acceptable standards for ADA that accommodate urban context and aren't self-contradictory	Best standard right now is PROWAG. ADAAG describes building and parking lot interiors
Research innovative inventory, maintenance, snow clearance methods	Discussed interns and advocacy groups for inventory; municipal letters and/or fines for snow clearance; and special assessments or group purchasing for maintenance
Obtain inventory of state responsibility for specific roadways and adjacent pedestrian ways within cities and villages	Contained in NYSDOT's updated ADA Transition Plan. See: http://on.ny.gov/2mMh2VX
Research financing for sidewalks, esp. special assessments (Ithaca, Ann Arbor, Corvallis OR)	See Ithaca - http://www.cityofithaca.org/219/Sidewalk-Policy
Clarify how and how often ADA Transition Plans are monitored and by whom	By NYSDOT at start of any federal aid project; also at start of any project using federal funding (ie CDBG)
Research compliance issues related to existing facilities compliant under ADAAG but not PROWAG	When they become non-compliant under ADAAG (ie from degradation). See CDTC's ADA webpage on FHWA Training and NYSDOT Critical Elements for Pedestrian Facilities http://bit.ly/2nk866K
Research maintenance practices for snow removal and shared services	Get agreements for inter-municipal sharing of snow plows
Obtain AARP's walkability analysis results	This is on CDTC's website http://bit.ly/2IID8sH
Distribute survey to local governments to gather information related to sidewalk maintenance, repair, and transition plans	Done, results online. See: http://bit.ly/2mFlfsM
Go through NYSDOT PLAFAP Appendix 13-2	Staff advises this should be done within each municipality, but CDTC staff is available to attend internal meetings to create Transition Plans
Create CDTC's Transition Plan	Ongoing.

CDTC ADA Working Group – as of March 2017

Appendix A – Rating Scale

RATING SCALE FOR ACCESSIBILITY OF PEDESTRIAN FACILITY SEGMENTS OR POINTS ALONG STATE HIGHWAYS

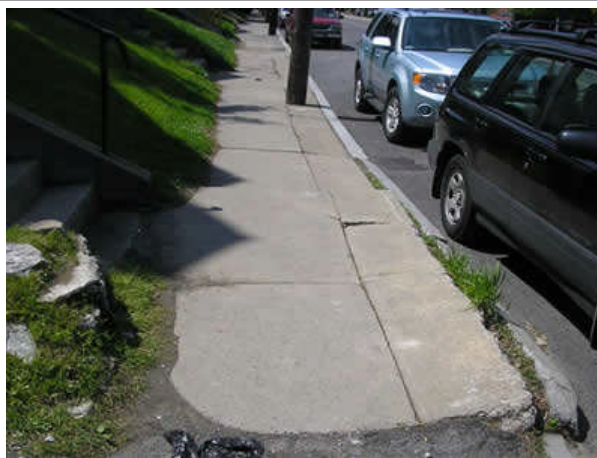
Below are examples of the Rating Scale 1-5, with 5 being the best.

Rating 1 - NOT APPLICABLE - A facility or feature is not required to be accessible. If a feature is part of an accessible route, it is required to be accessible.

Rating 2 - NOT ACCESSIBLE - Accessibility for Persons with Disabilities is impossible or very difficult

Sidewalks, Multi-use trails -

- There are significant obstacles such as:
 - > 50' of unpaved walkway
 - Significant heaving or vertical displacement
 - Significant flooding
 - Vegetation growing over walkway
 - Steps within walkway
 - Less than 3' of width around obstacles (5' generally overall)





Intersections - curb ramps and crosswalks

- No curb ramps
- Street crown very steep,
- Crosswalk pavement severely cracked or distressed

Crosswalks



Curb Ramps





Rating 3 - PARTIALLY ACCESSIBLE Not to current standards. Accessibility is possible, but there are problems

Sidewalks, Multi-use trails -

- Small heaving or vertical displacement,
- No handrails on walkway ramps, etc.
- Major maintenance issues (gravel accumulation)



Intersections - curb ramps and crosswalks

- Problems with geometry,
- Generally less than 5' width
- No detectable warnings
- Curb ramps not compliant as per Standard Sheets
- Major maintenance issues (gravel accumulation)

Crosswalks



Curb Ramps





Rating 4 - ACCESSIBLE - May need additional improvements

Sidewalks, Multi-use trails -

- Generally minor maintenance problems
- Minor insufficient width



Intersections - curb ramps and crosswalks

- Generally minor maintenance problems
- Minor insufficient width

Crosswalks



Curb Ramps





Rating 5 -FULLY ACCESSIBLE TO CURRENT STANDARDS
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<p>Sidewalks, Multi-use trails -</p>	
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<p>Intersections - curb ramps and crosswalks</p>
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Crosswalks



Curb Ramps





ADA Transition Plan costs

Location	Amount	Evaluated
Tempe Arizona	\$195,062	36mi sidewalk, 56 signals, 700 curb ramps, 137 bus stops, 5 parking lots, 10 parks
Edmond OK	\$398,800	66.5mi sidewalk
Chandler AZ	\$257,656	6mi sidewalk and 20 locations (parks, buildings, transit stations)
Coppell TX	\$502,450	100mi sidewalk, 20 parks, 35 traffic signals
Bryan TX	\$103,000	6mi sidewalks, 3 buildings, 2 parks, 20 signals
Bryan TX hypothetical	\$550,000	179mi sidewalks, 60 signals, 1,253 unsignalized intersections, 3,660 curb ramps, 10 buildings, 62 parks
Hennepin MN	\$100,000	400mi sidewalks, 13,000 curb ramps, 800 signals. In-house interns.
OK DOT		670mi sidewalk, 1,100 signalized intersections, 5,000 unsignalized intersections, 140 buildings, 11 weigh stations, 20 rest stops, 12 tourist info centers
Bellevue WA	\$285,000	321mi sidewalk, included curb ramps. In-house interns.
Lee's Summit MO	\$188,983	353mi sidewalk, visual assessment of curb ramps
Champaign Urbana	2 interns 5-2014 to 8-2015	690mi sidewalk, curb ramps, crosswalks, and pedestrian signals
Carson City NV	\$190,000	30mi sidewalk, 26 signalized intersections, 256 unsignalized intersections, 41 transit stops
Hanford CA	\$86,925	Inventoried selected portions of network, have 207mi of roads
Menifee CA	\$77,135	Sidewalks and ramps around public buildings and facilities
Stanislaus CA	\$193,520	250mi of streets with sidewalk, curb ramps, pedestrian push buttons, transit stops

All by contract except where noted

Compiled by CDTC staff, March 2017