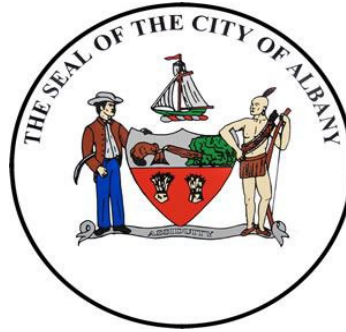


CITY OF ALBANY ADA TRANSITION PLAN



Kyle Hatch AICP, Planner



Carrie Ward, Senior Transportation Planner

WHAT IS AN ADA TRANSITION PLAN?

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



ADA TRANSITION PLANS

An ADA Transition Plan must include:

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

PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG)

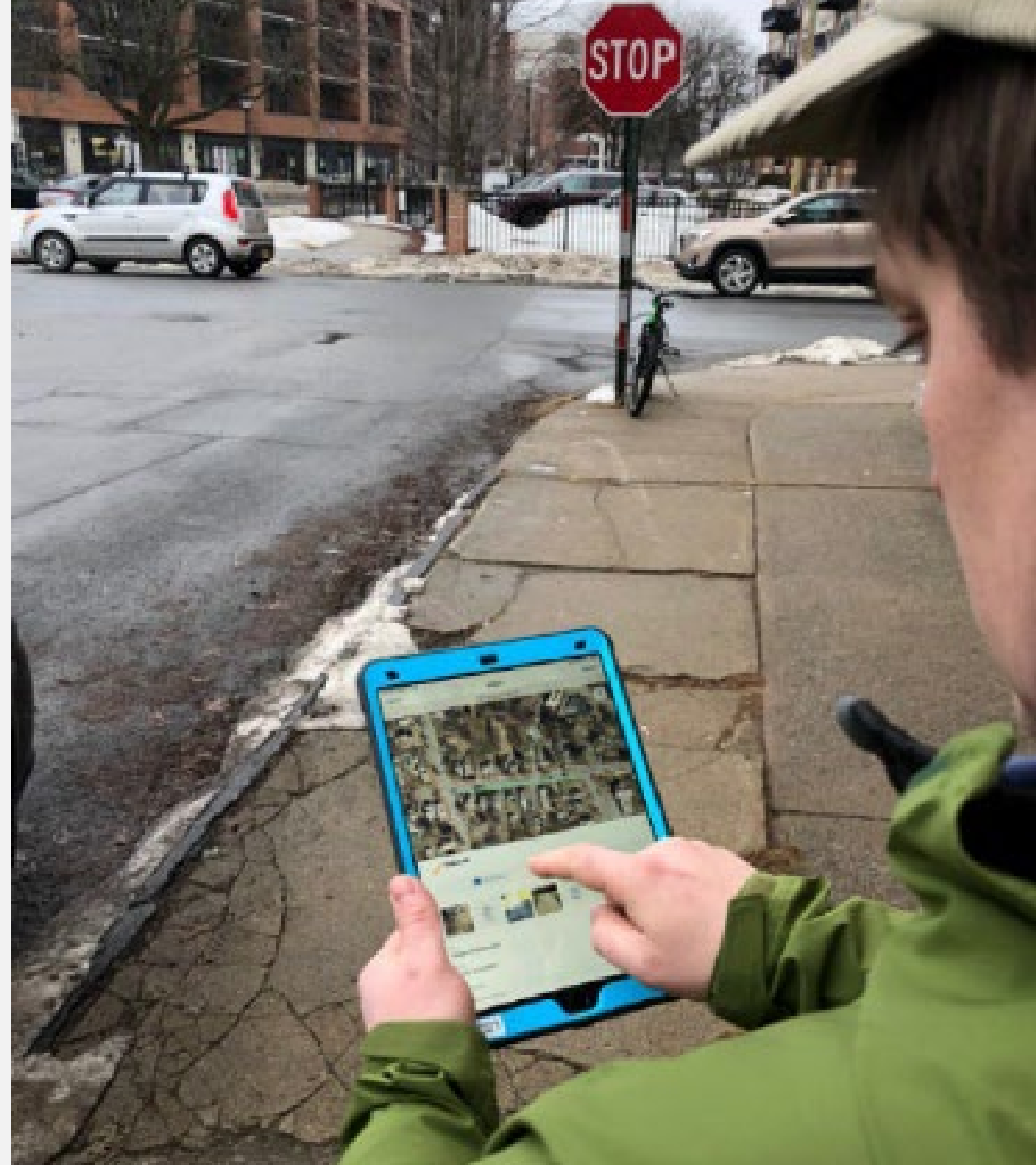
- Widely accepted guidelines established by the United States Access Board to assist in the evaluation of accessibility of public facilities
- Provides design guidance for a wide array of facilities in the public right of way including:
 - Curb ramps
 - Sidewalks and pedestrian access routes
 - Traffic signals and signage
 - Transit stops
- Utilized in evaluating pedestrian facilities in the preparation of this plan.



DATA COLLECTION

Staff members use handheld devices equipped with data collection apps to walk the study area and assess each sidewalk segment, intersection, and transit stop for things like:

- Heaving or missing sidewalk panels
- Sidewalk obstructions
- Missing curb ramps
- Detectable warning strip deterioration
- Inaccessible pedestrian signals
- Inaccessible transit landing zones
- Etc.



RATING PROCESS

- Accessibility is assessed at the block/segment level from the user's perspective.
- A single barrier to accessibility may result in the entire block/segment to be rated Not Accessible.

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

	Characteristics	Example
1. Fully Accessible	<ul style="list-style-type: none">• Designed to Meet Current Standards	<ul style="list-style-type: none">• Newly Installed Facility
2. Mostly Accessible	<ul style="list-style-type: none">• Provides Access• Not Fully Compliant	<ul style="list-style-type: none">• Curb Ramps <i>Without</i> Detectable Warnings• Limited Minor Defects
3. Partially Accessible	<ul style="list-style-type: none">• Limited Accessibility	<ul style="list-style-type: none">• Several Minor Defects
4. Not Accessible	<ul style="list-style-type: none">• Significant Discontinuity• Inaccessible	<ul style="list-style-type: none">• No Curb Ramps• Steps• Significant Heaving

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

RATING EXAMPLES

Fully Accessible



Mostly Accessible

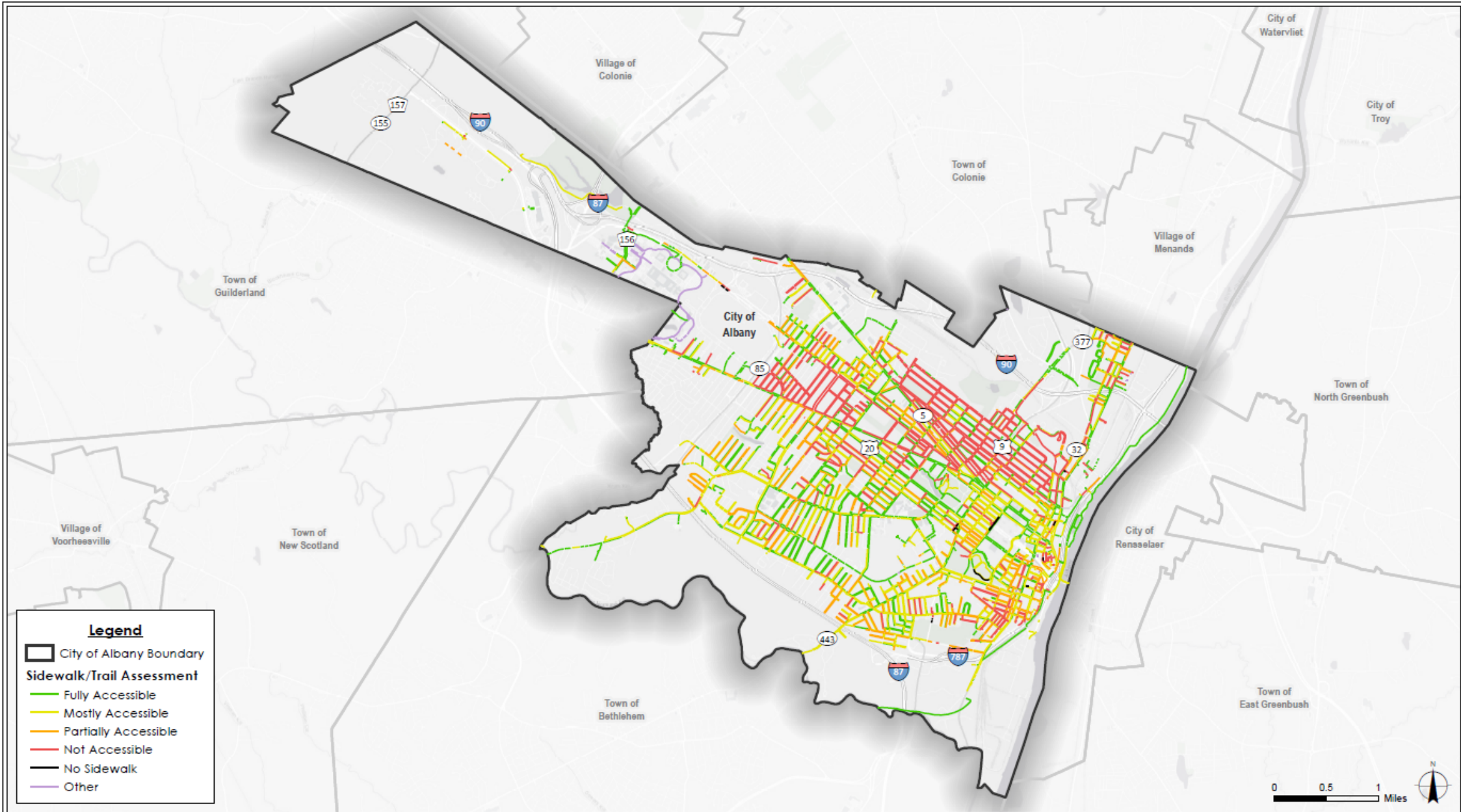


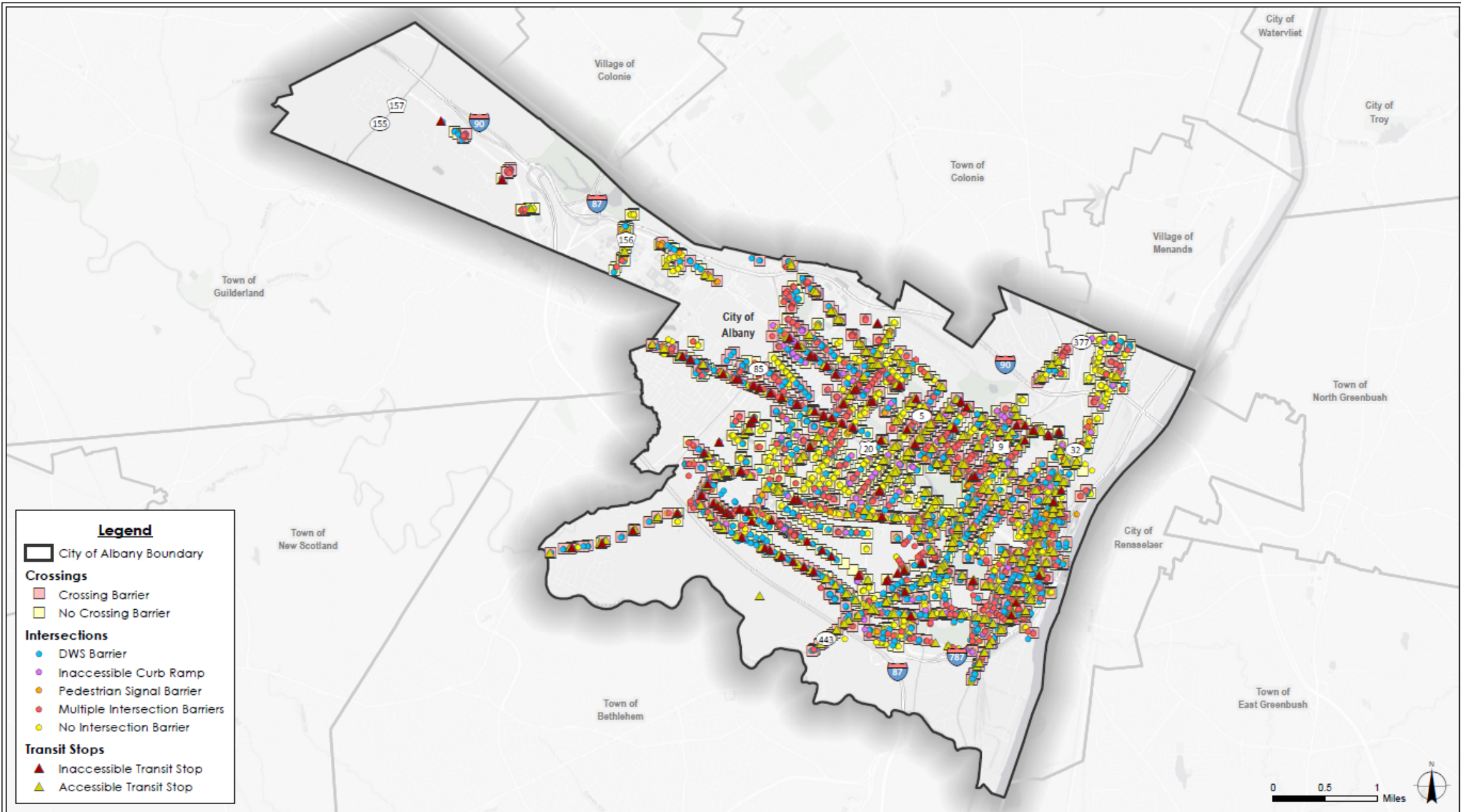
Partially Accessible



Not Accessible







PRIORITIZING REPAIRS

Example Prioritization:

1. Facilities and intersections serving government facilities;
2. Facilities and intersections serving healthcare facilities, educational facilities, and commercial corridors;
3. Facilities and intersections serving other areas, including parks and historic sites

Additional Considerations

1. Socially Vulnerable Communities
2. Environmental Justice Areas
3. Dense Residential Areas
4. Areas Receiving Complaints
5. Others.....

CITY OF ALBANY PRIORITIZATION FRAMEWORK

Priority 1: Government, Education, Healthcare & Commercial

- A. Pedestrian facilities and intersections adjacent to government buildings and institutions, educational facilities, healthcare facilities, and commercial sites within areas labelled “Hazardous” (red) in the HOLC’s historic redlining maps.
- B.within areas labelled “Definitely Declining” (yellow) in the HOLC’s historic redlining maps
- C.in other areas

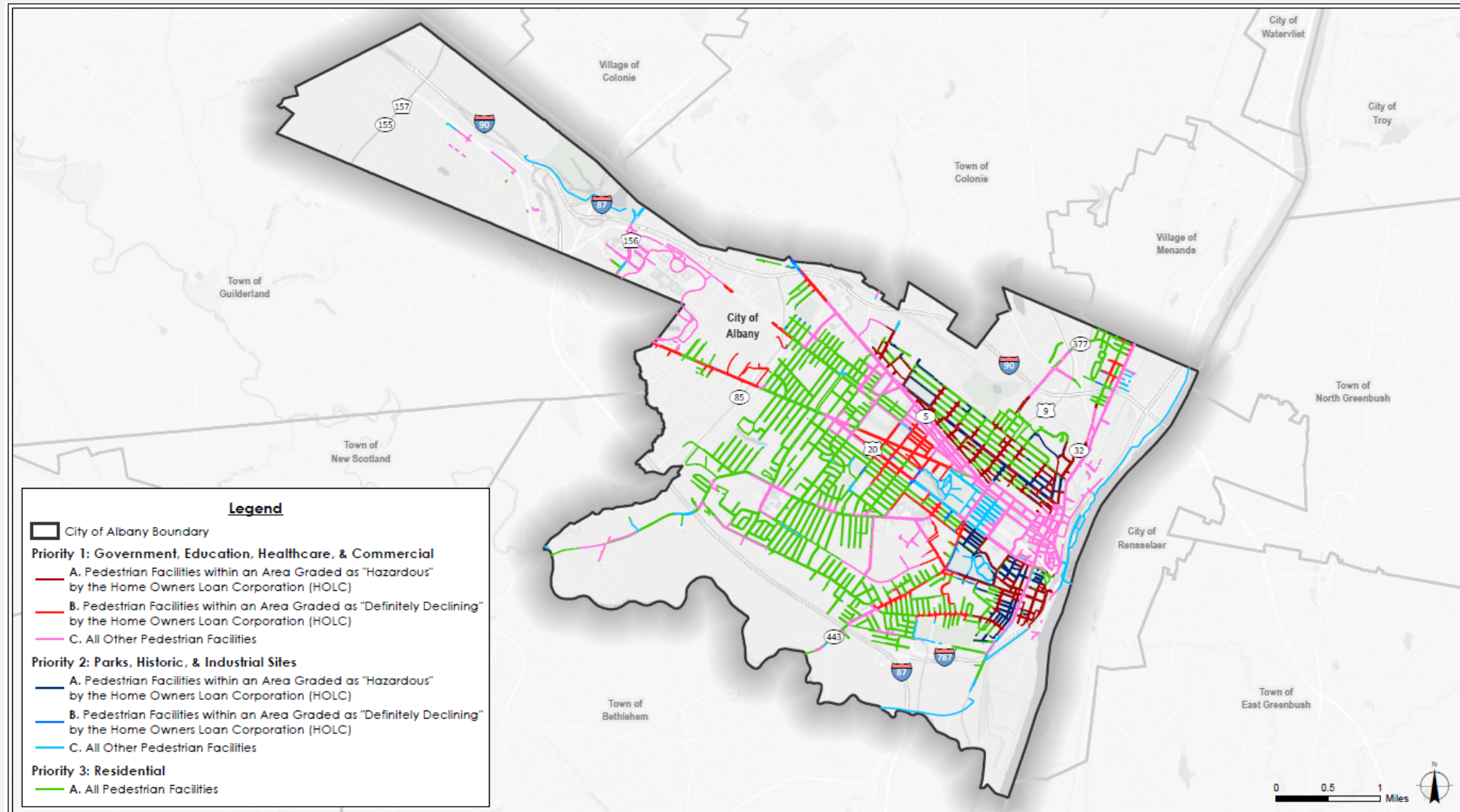
Priority 2: Parks, Historic Sites, Industrial Uses

- A. Pedestrian facilities and intersections adjacent to parks, historic sites, and industrial uses within areas labelled “Hazardous” (red) in the HOLC’s historic redlining maps
- B. ...within areas labelled “Definitely Declining” (yellow) in the HOLC’s historic redlining maps
- C. ...in other areas

Priority 3: Residential

- A. Pedestrian facilities and intersections serving residential areas with an effort to focus attention on dense neighborhoods and areas with high foot traffic.

PRIORITIZING REPAIRS



COST ESTIMATE – UNIT COSTS

Unit cost estimates are established using replacement costs from the NYSDOT Quick Estimator Reference with a 30% increase at the recommendation the City of Albany engineers to reflect recent increases in material costs

Replacement Costs:

Concrete Sidewalk (4" thick, 5' wide)	\$189/Linear Foot
ADA Curb Ramp	\$4,745 Each
LS Type Ladder Crosswalk (700ft typical)	\$1,600
Pedestrian Signal	\$9,100

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

COST ESTIMATE – CORRECTIONS

- Only segments rated Partially Accessible or Not Accessible were considered eligible for repair/replacement
- Segments that did not meet ADA standards solely due to obstructions were not included for repair/replacement cost estimates.
- To adjust for actual replacement costs, photos collected during field work were evaluated to estimate true replacement needs for each ADA Rating category.

Partially Accessible: estimated 15% of panels need repair/replacement



Not Accessible: estimated 30% of panels need repair/replacement



COST ESTIMATE – RESULTS

Sidewalks/Trails Estimated Cost for Compliance (Obstructions Excluded):		
Partially Accessible (57,657.6 ft)*	\$	4,238,334.96
Not Accessible (22,279.8 ft)**	\$	5,446,136.16
Total Non-ADA Compliant Segments (245,552 ft)	\$	9,684,471.12
<i>*Assumed 15% of panels in need of replacement</i> <i>**Assumed 30% of panels in need of replacement</i>		
Curb Ramps and Signals Estimated Costs for Compliance:		
Curb Ramps*	\$	1,224,210.00
Pedestrian Signals**	\$	7,198,100.00
Total Intersections:	\$	8,422,310.00
<i>*Excludes "Not Flush with Asphalt"</i> <i>**Does not include "No push button" signals</i>		
Crosswalks Estimated Costs for Compliance:		
Total Crosswalks*		\$1,443,000
<i>*Assumed incomplete access route is addressed in curb cut replacements</i>		
Total Capital Investment	\$	19,549,781.12

SCHEDULING

- **Proposed schedule:**
5.5 miles brought to compliance each year will cost approximately \$1 million annually and bring the City to compliance in approximately 20 years.



WORKPLAN

- Appendix D includes “Sidewalk Segments in Priority Areas” and “Intersection Barriers in Priority Areas” tables. These tables will be used to identify pedestrian infrastructure eligible for repair/replacement by order of priority.
- The City may deviate from the priority framework take advantage of regular capital improvement projects or private development to upgrade deficient facilities, if occurring adjacent to those facilities.

Accessibility	Road Name	Side of Road	From	To	Priority	Missing Panels	Heaving Panels	Too Narrow
Not Accessible	Sherman St	N	Quail St	299 Sherman St	1A	No	Yes	No
Not Accessible	Sherman St	S	Quail St	321 Central Ave Parking Lot	1A	No	Yes	No
Not Accessible	Sherman St	S	Robin St	Lexington Ave	1A	No	Yes	No
Not Accessible	Sherman St	S	Townsend Park Homes	46 Sherman St	1A	No	Yes	No
Not Accessible	Spruce St	S	Lark St	Henry Johnson Blvd	1A	Yes	Yes	Yes
Not Accessible	St Josephs Ter	E	2nd St	1st St	1A	No	Yes	No
Not Accessible	Stephen St	E	3rd Ave	2nd Ave	1A	Yes	Yes	No

Accessibility Barrier	Road_Name	Side	From	To	Priority	Ramp Present	Ramp Flush	Ramp Width	DWS Present	DWS Width	DWS Depth	DWS Color	DWS Deteriorated	DWS Placement	Ped Signal Method	Ped Signal Accessible
Multiple Intersection Barriers	Clinton Ave	S	Henry Johnson Blvd	Lark St	1A	yes	yes	yes	yes	yes	yes	no	no	no	Visual	no
Multiple Intersection Barriers	2nd St	S	Henry Johnson Blvd	Lark St	1A	yes	no	no	yes	yes	yes	no	yes	no		
Multiple Intersection Barriers	Hall Pl	E	Ten Broeck Pl	2nd St	1A	no			no							
Multiple Intersection Barriers	Clinton Ave	S	Lexington Ave	Henry Johnson Blvd	1A	yes	yes	yes	yes	yes	yes	no	yes	yes	Visual	yes
Multiple Intersection Barriers	Clinton Ave	N	N Lake Ave	Judson St	1A	yes	no	yes	yes	yes	yes	yes	no	no	Visual	yes
Multiple Intersection Barriers	Quail St	E	Clinton Ave	Elk St	1A	yes	yes	yes	yes	yes	yes	yes	yes	no	Visual	no

ADA COORDINATOR

The ADA Policy Statement (Appendix E), Grievance Procedure (Appendix F), and ADA Coordinator (Appendix G) documents align with information already available on the City of Albany website.

APPENDIX G: ADA Coordinator

City of Albany ADA Coordinator

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

Title: Chief Diversity Officer

Telephone: 518-434-5296

Mailing Address:

Chief Diversity Officer
Department of Administrative Services
City Hall, Room 307
24 Eagle Street
Albany, New York 12207

NEXT STEPS: FINALIZE PUBLIC INPUT

- Met with the Commission on Human Rights on June 16th.
- City of Albany staff have been conducting outreach to relevant stakeholders.



“A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.”

NEXT STEPS: ADOPTION AND IMPLEMENTATION

- Adopt the City of Albany ADA Transition Plan
- Implementation - living document:
 - Periodically review implementation costs to update cost estimates and revise schedule
 - Track progress towards completion
 - Periodically re-evaluate pedestrian facility conditions, particularly those identified as “Mostly Accessible” to monitor condition changes over time



QUESTIONS/COMMENTS?

Email

khatch@labellapc.com

cward@cdtcmpo.org

