



US Department  
of Transportation  
**Federal Highway  
Administration**

**New York Division**  
December 24, 2008

Leo W. O'Brien Federal Building, Suite 719  
Clinton Avenue & North Pearl Street  
Albany, NY 12207  
518-431-4127  
518-431-4121 Fax  
NewYork.FHWA@fhwa.dot.gov

The Honorable Corrine Kleisle  
Mayor of Lyons  
76 William Street  
Lyons, NY 14489

**RECEIVED**  
DEC 29 2008  
VILLAGE OF  
LYONS

In Reply Refer To:  
HPC-NY

Dear Mayor Kleisle:

We have received your December 17 letter confirming that the Village is unable to locate any Transition Plan.

This letter does provide information that the Village has or will identify physical obstacles in the public facilities that limit accessibility, describes the methods that will be used to make the facilities accessible, commits the Village to a schedule (as Village streets are resurfaced) for taking the necessary steps to upgrade pedestrian access, and identifies the Village official responsible.

We believe that the December 17 letter constitutes a Transition Plan for the Village of Lyons, in accordance with the Americans with Disabilities Act, Title II.

If you have any questions regarding this matter, you may contact Tom Herritt at 518-431-4125 Extension 233.

Sincerely,

for: Jeffrey W. Kolb, P.E.  
Division Administrator

cc: FHWA, HCR-20

**MOVING THE  
AMERICAN  
ECONOMY**





U.S. Department  
of Transportation

**Federal Highway  
Administration**

New York Division

September 24, 2008

Leo W. O'Brien Federal Building, Suite 719  
Clinton Avenue & North Pearl Street  
Albany, NY 12207

**RECEIVED**

SEP 25 2008

VILLAGE OF  
LYONS

In Reply Refer To:  
HPC-NY

The Honorable Corrine Kleisle  
Mayor of Lyons  
76 William Street  
Lyons, NY 14489

Dear Mayor Kleisle:

I am requesting information as to the status of the village's transition plan to provide pedestrian access for persons with disabilities in compliance with Americans with Disability Act (ADA) Title II. All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II, 42 United States Code (U.S.C.) §12131(1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards.

The ADA requires any public agency with more than 50 employees to make a transition plan setting forth the steps necessary to make its facilities accessible to persons with disabilities. The transition plan should have been completed by January 26, 1992, and should be based on updates of the self-evaluation conducted to comply with the requirements of Section 504. Changes to the plan shall be made available to the public for comment. The ADA deadline for completing the improvements listed in the transition plans was January 26, 1995. For those State and localities that have not completed their self-evaluation and transition plans, it is critical that they complete this process.

The transition plan must include a schedule for providing access features, including curb ramps for walkways. The schedule should first provide for pedestrian access upgrades to State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. The transition plan should accomplish the following four tasks:

1. Identify physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
2. Describe in detail the methods that will be used to make the facilities accessible.
3. Specify the schedule for taking the steps necessary to upgrade pedestrian access to meet ADA and Section 504 requirements in each year following the transition plan.

**MOVING THE  
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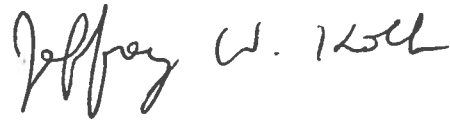


*Handwritten mark*

4. Indicate the official responsible for implementation of the plan.

If you have any questions regarding this matter, you may contact Tom Herritt at 518-431-4125 Extension 233.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey W. Kolb". The signature is written in a cursive, slightly slanted style.

Jeffrey W. Kolb, P.E.  
Division Administrator



VILLAGE OF LYONS  
76 WILLIAM STREET  
LYONS, NEW YORK 14489-1586  
315-946-4531  
TDD 1-800-662-1220

December 17, 2008

Mr. Tom Herritt  
U.S. Department of Transportation  
New York Division  
Leo W. O'Brien Federal Building, Suite 719  
Clinton Avenue and North Pearl Street  
Albany, NY 12207

RE: Lyons transition Plan ADA

Dear Mr. Herritt:

Our recent conversations and emails have confirmed that we have been unable to find copies of any plans compiled in 1992. This transition plan was to have provided pedestrian access for persons with disabilities in compliance with Americans with Disability Act (ADA) Title 11.

Attached is an inventory of all the Village streets and intersections and their current status as to whether there are or not curb cuts. You will also find a map of these intersections coded as follows: #1 is the northern half and #2 is the southern half. Also included is the commercial, historic portion of the Village which is a part of #1 map.

Green – have curb cut

Red – do not have curb cut

Blue – no sidewalks and therefore no intersections requiring curb cuts

#### Streets, Roads, Walkways and Curbs

The commercial and historic district of the Village which includes William Street, Broad Street, Water Street, Church Street, Pearl Street and Canal Street have complied with ADA requirements, both with curb cut and sidewalk access. Included in this historic district is the Wayne County Court House, Wayne County Clerk's Office, Wayne County Treasurer and Real Property Offices, Lyons Village Hall, Lyons Fire Department, Post Office, and several commercial properties which have all been upgraded to be Handicapped Accessible. The Lyons Village Hall, 76 William St. houses the Village

Court on the second floor and with a Unified Court Grant just awarded, handicapped chair lift will be installed for handicapped access to the Court Room.

Geneva Street (Route 14), Forgham Street (Route 31) and Phelps Street (Route 14) have handicapped sidewalk access.

The remaining sidewalks that require curb cut are those in the outlying residential areas of the Village. Appropriate access will be completed as the streets are resurfaced in the Village. Any new construction will comply with curb cuts and ramps at intersections having curbs or other barriers.

The Village of Lyons is in the process of installing a G.I.S. utility database and it is our intention to develop an inventory of the sidewalk and curb ramp system within the Village of Lyons within the next year. This program will allow better planning for new construction where there are no curb cuts, ramps and sidewalks in existence at this time.

The Clerk-Treasurer of the Village of Lyons has been designated as the official Title II compliance contact for the purposes of the ADA.

Attached is a copy of the Village's Grievance Procedure.

If you require any additional information from the Village please advise.

Sincerely,

  
Corrine Kleisle, Mayor

c/  
Encl.

The Village of Lyons is an Equal Opportunity Employer

Village of Lyons  
ADA Complaint Procedure

**Policy Statement**

Any individual who believes that he/she (individually or on behalf of a specific class of individuals) has been subjected to unlawful discrimination in any Village of Lyons program, practice, activity or service on the basis of a disability may file a complaint by himself, herself or an authorized representative.

**Definition of Complaint**

A complaint is an expression of dissatisfaction with an employee, policy, practice, service, program or facility provided by the Village of Lyons as a result of limited access or unlawful discrimination on the basis of disability as defined in the Americans with Disabilities Act.

**Complaint Procedure Objectives**

The objectives of this complaint procedure are to:

- Assure that complaints are promptly acknowledged and resolved;
- Establish uniform standards and procedures for handling complaints throughout the entire Village organization;
- Provide citizens with an accessible system for bringing complaints to the Village's attention;
- Demonstrate the Village is responsible to the concerns of its citizens; and
- Reduce or prevent the occurrence of circumstances that lead to justifiable citizen complaints

**Complaint Procedure**

If you believe you have been subjected to such unlawful discrimination, you are encouraged to follow the complaint procedure outlined below. However, use of this procedure is not a prerequisite to the pursuit of other remedies:

1. All complaints regarding access problems or alleged discrimination must be submitted in writing to the Village's ADA Coordinator (see name and address below) not later than ten working days from the time you became aware or should have been aware of the occurrence of the alleged discrimination. A written statement should include your name and address and describe the discriminatory action in sufficient detail to inform the Village of the nature, date, location of the violation and the name or position of any Village employee involved. The ADA Coordinator will maintain a record of all Village actions taken on your complaint.
2. Your complain will be forwarded to the Clerk-Treasurer for review. The Clerk-Treasurer will contact the Department Head responsible for the program or service in

which the discrimination allegedly occurred to provide the Department Head with an opportunity to investigate and respond to your complaint. The Department Head must respond to the Clerk-Treasurer within fifteen working days after such contact. The Department Head's response must include a preliminary determination of whether discrimination occurred and, if so, what remedies the Department recommends to resolve your complaint.

3. Upon receipt of a response from the Department Head, the Clerk-Treasurer shall review your complaint along with the Department Head's response. Upon completion of this review, the Clerk-Treasurer will determine whether discrimination has occurred. If the Clerk-Treasurer determines that discrimination has occurred, he or she will resolve the problem by reasonable accommodation if he or she and do so with the scope of his or her authority. You and the Department Head will be notified in writing of the decision of the Clerk-Treasurer within twenty-five days of receipt of your complaint. If you are unable to read, the Clerk-Treasurer will make every reasonable effort to communicate the decision in an alternative method, which you can understand.
4. If the complaint cannot be resolved to your satisfaction by the Clerk-Treasurer, you or your authorized representative may request the ADA Coordinator to arrange a hearing before the Clerk-Treasurer. You must make any such request within ten working days after receiving the response of the Clerk-Treasurer. Your request must be at least state why you are appealing the Clerk-Treasurer's determination and any proposed remedies as well as what remedy you are seeking. A taped record of the hearing will be maintained and, if necessary, transcribed. Within fifteen working days of the hearing, the Clerk-Treasurer will inform you of the resolution in writing, or, if you are unable to read, in an alternative method of communication which you can understand. The decision of the Clerk-Treasurer will be the Village's final decision on your complaint.
5. Your right to prompt and equitable resolution of you complaint must not be impaired by your pursuit of other remedies, such as the filing of a complaint with the Department of Justice or the Equal Employment Opportunity Commission (EEOC). Furthermore, this procedure does not preclude, nor must it precede, the filing of your complaint with the appropriate federal agency. Complaints filed with federal agencies must be filed in accord with their timeliness and procedures.

ADA Coordinator:

Clerk-Treasurer  
Village of Lyons  
76 William Street  
Lyons, NY 14489  
(315) 946-4531

## Corrine Kleisle

---

**From:** Brian Sherman [bsherman@dot.state.ny.us]  
**Sent:** Friday, August 28, 2009 3:22 PM  
**To:** Mark Pawloski  
**Cc:** Robert Traver; Peter Van Buren; salerno14@gmail.com; svillag3@rochester.rr.com  
**Subject:** Re: Village of Lyons - Detectable Warning

Thanks,  
By CC. e-mails are exchanged for further communication and coordination.  
B

>>> Mark Pawloski 8/28/2009 1:41 PM >>>  
Pete Van Buren will be contacting Mike Salerno to offer some assistance. Pete still has a field office in Lyons, and has some minor work to complete in Lyons and Phelps, so he will be close by.

>>> Brian Sherman 8/28/2009 1:18 PM >>>  
NYS DOT Construction,  
Some of you may know that the Village of Lyons has a whistle-blower for ADA sidewalks.

The Village intends to install new sidewalk ramps and detectable warning devices to meet ADA.

The Village intends to use poured in place Detectable warning devices using form work. The Village is new to this activity and has requested some pre pour field inspection/guidance from the State. (The village has already reviewed the standard sheets)

Do we have an EIC with this kind of experience that might be available to answer the Village's questions and/or stop out for an inspection?

The Village DPW contact is Mike Salerno at 315.573.2762 Thanks B



**Corrine Kleisle**

---

**From:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
**To:** <Thomas.Herritt@dot.gov>  
**Sent:** Monday, May 18, 2009 2:32 PM  
**Subject:** Re: ADA Transition Plan

Mr. Herritt:

The Village is working with the former Wayne County Hwy. Supt. to try to come up with the info. required.

Corrine Kleisle, Mayor  
Village of Lyons  
315-946-4531

----- Original Message -----

**From:** [Thomas.Herritt@dot.gov](mailto:Thomas.Herritt@dot.gov)  
**To:** [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
**Cc:** [scorcoran4@rochester.rr.com](mailto:scorcoran4@rochester.rr.com)  
**Sent:** Friday, May 15, 2009 1:02 PM  
**Subject:** ADA Transition Plan

Does the Village have a schedule for completing the Plan?



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

New York Division

March 13, 2009

Leo W. O'Brien Federal Building, Suite 719  
Clinton Avenue & North Pearl Street  
Albany, NY 12207  
518-431-4127  
518-431-4121 Fax  
NewYork.FHWA@fhwa.dot.gov

**RECEIVED**

In Reply Refer To:  
HPC-NY

MAR 19 2009

VILLAGE OF  
LYONS

The Honorable Corrine Kleisle  
Mayor of Lyons  
76 William Street  
Lyons, NY 14489

Dear Mayor Kleisle:

The information provided by your December 17, 2008, letter has been reviewed by the Federal Highway Administration Office of Civil Rights with regard to the requirement of the Americans with Disabilities Act for a transition plan.

While your letter provides some of the information needed in a transition plan, it does not meet all of the requirements. Please see the enclosed pages of the handbook—Access for Individuals with Disabilities—which lists the required elements of a transition plan. Please prepare a transition plan that meets all of the requirements.

If you have any questions regarding this matter, you may contact Tom Herritt at 518-431-4125, Extension 233.

Sincerely,

Jeffrey W. Kolb, P.E.  
Division Administrator

Enclosure

**MOVING THE  
AMERICAN  
ECONOMY**



**ACCESS FOR INDIVIDUALS  
WITH DISABILITIES UNDER  
SECTION 504  
OF THE REHABILITATION ACT AND  
TITLE II OF THE ADA**

**AMERICANS WITH DISABILITIES ACT (ADA)**

- 5) Choose a survey "tool" or list of standards. This must include evaluating for access by wheelchair users and other mobility-impaired people who would require the use of curb ramps. The recipient can also evaluate for access for visually, hearing and cognitively impaired people, if the transition plan also incorporates sidewalks, Accessible Pedestrian Signals or other pedestrian facilities besides curb ramps.
- 6) Incorporate the recipients'/public entities' capital improvement plans since new construction and planned alterations to pedestrian facilities may result in the incorporation of accessible features more easily and less expensively.
- 7) Identify funding and timelines. Except for the regulatory requirement of completing the transition plan by 1995, the recipients/public entities can set the timeline for installing accessible features as well as establishing a budget.

### ***Elements of a Transition Plan***

FHWA has identified the following elements that contribute to a comprehensive transition plan:

1. *The name, title, office address and phone number of the recipient/public entity official responsible for the coordination, development and implementation of the Transition Plan. If there is an advisory committee/task force, the names and titles of those individuals should be listed as well.*
2. *A schedule or work plan that lists the steps to be taken to develop and implement the transition plan.*
3. *An Inventory of buildings, facilities and pedestrian right-of-way locations (streets, intersections) to be made accessible;*
4. *Identify the type of modification required to achieve accessibility, such as curb ramps (it may be desirable to have separate curb ramp, sidewalk construction/repair or APS installation schedules). Prioritize locations to be modified in the following order:*
  1. *State and local government offices and facilities (city hall, schools)*
  2. *Location of government services and transit facilities (bus stops, train stations)*
  3. *Location of places of public accommodations/employers (shops)*
  4. *All other areas (residential)*

*Specify Public Involvement efforts:*

1. *Groups, Organizations, Individuals contacted*
2. *Methods of Public Involvement (meetings, surveys, web site)*
3. *Milestones based on intervals as required to monitor implementation*

In 2004 Texas Department of Transportation developed its Self-Evaluation and Transition Plan. It also developed an initial prioritization plan with respect to the types of accessible pedestrian features to be installed and the locations (and conditions at locations that should get the highest priority). That plan is detailed in the chart

Priority	Criteria
1A	Existing curb ramp with running slope >12% AND Location near hospital, school, transit stop, govt. bldg, etc.
1B	No curb ramp where sidewalk or ped. path exists AND Location near hospital, school, transit stop, govt. bldg, etc.
2A	Existing curb ramp with running slope >12% (NOT located near hospital, etc.)
2B	No curb ramp where sidewalk or ped. path exists (NOT located near hospital, etc.)
3	No curb ramp and striped crosswalk exists
4	One curb ramp per corner and another is needed to serve the other crossing direction
5A	Existing curb ramp with either running slope >1:12 or insufficient landing
5B	Existing curb ramp with obstructions in the ramp or landing
5C	Existing curb ramp with any of the following conditions: a) cross slope >3% b) width < 36 inches c) no flush transition, OR Median/island crossings that are inaccessible
5D	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
5E	Existing diagonal curb ramp without the 48" extension in the crosswalk
5F	Existing curb ramp without truncated dome texture contrast OR without color contrast
6	Pedestrian push button is not accessible from the sidewalk and/or ramp

on page 5 — 15.

It should be noted that the prioritization detailed below adheres to the parameters required by 28 CFR §35.150 (d)(2) including, transportation, places of public accommodation, and employers, followed by walkways serving other areas. For example, although a residential area without curb ramps may have several residents with disabilities, it would not take higher priority than a public library located at an intersection without curb ramps. However, that residential area should be among the first residential areas to have curb ramps installed. Also, a train station that does not have curb ramps at or near its location would have a higher priority than a bus stop at a location with a low population density and lower usage. Other factors that recipients and public entities can use to develop and implement the curb ramp schedule or pedestrian right-of-way portion of the transition plan:

- Citizen requests or complaints regarding inaccessible locations known to the public entity before the development and implementation of the transition plan.
- Pedestrian Level of Service (PLOS) analyses (pedestrian routes with higher level of use/PLOS rating may have a higher priority for accessible features than an area with a lower level of use/ PLOS rating)
- Specific project demand (A project with pedestrian facilities needs to be coordinated with the Transition Plan)
- Population density (areas with a high population density may have a higher priority for accessible features than an area with a low population density)
- Presence of Disabled Population (areas with a known disabled population such as a group home or special needs facility may have a higher priority for accessible features than an area without. It is important to note that lack of a disabled population in a recipient's/public entity's jurisdiction does relieve the recipient/public entity of the ADA/504 requirement to develop and implement a transition plan).
- Existence of accessible facilities (these facilities need not be included on the transition plan)
- Cost (Can influence the timetable of installation of accessible facilities according to available resources).

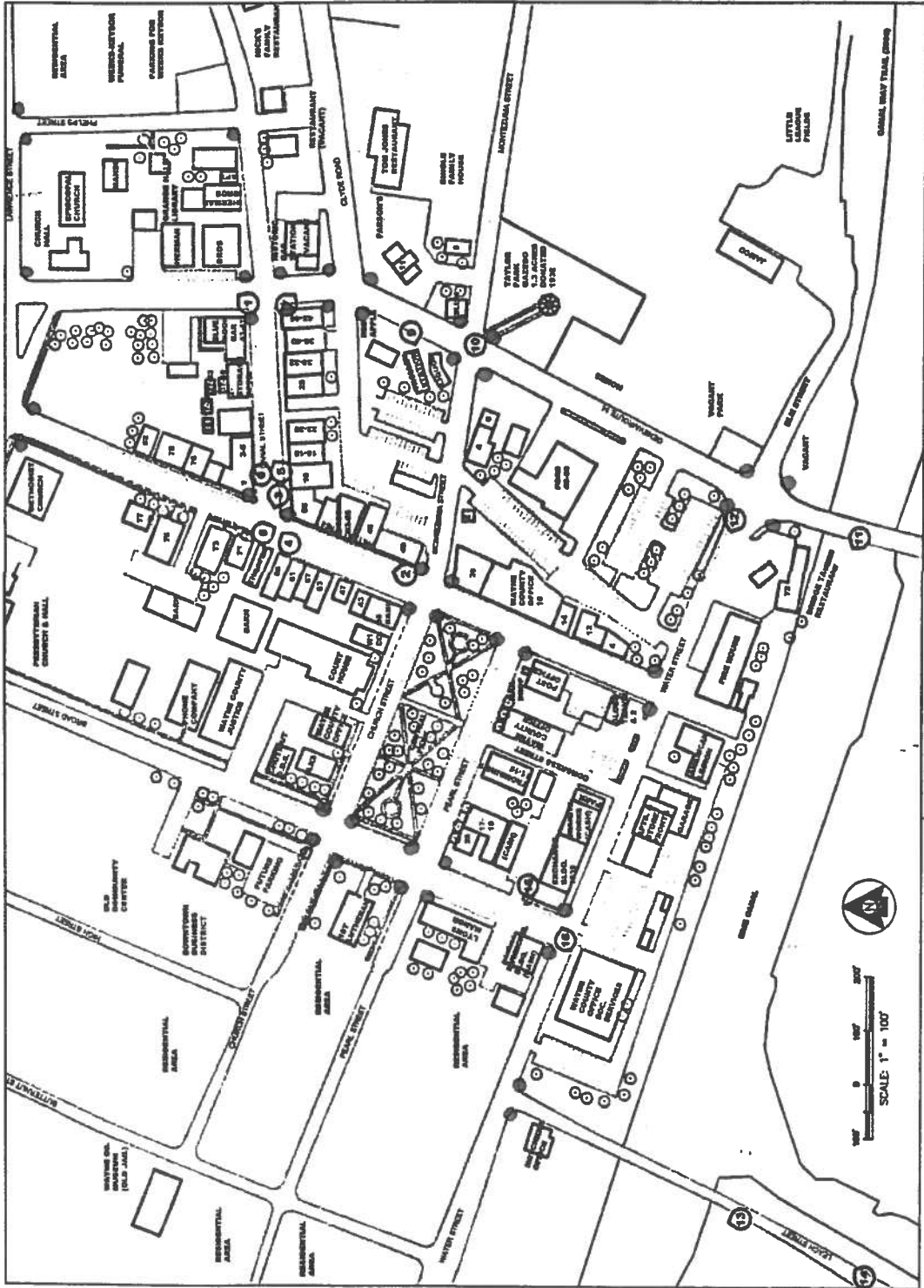
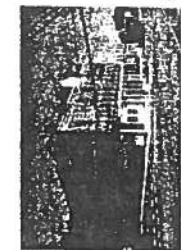
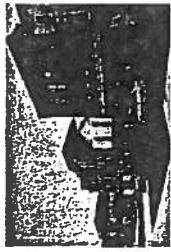
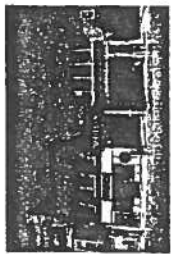
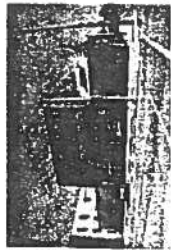
STREET ADDRESS	CURB CUT	NO CURB CUT	SIDEWALK
Maple & VanMarter		No curb cut	Sidewalk on South side; slate in poor condition
Maple & Culver	Curb cuts		
Maple & Foster	Curb cuts		
Shaw Street			No sidewalks
Maple & Sisson	Curb cuts		
Maple & Jackson	Curb cuts		
Summit & Culver	Curb cut NE Corner		No sidewalks on Summit
Phelps (Route 14) & Culver	Curb cuts		
Phelps (Route 14) & Foster	Curb cuts		
Phelps (Route 14) & Sisson	Curb cuts		
Phelps (Route 14) & Jackson	Curb cuts		
Phelps (Route 14) & Ditton	Curb cuts		
Phelps (Route 14) & Holley	Curb cuts		
Phelps (Route 14) & Lawrence	Curb cuts		
Phelps (Route 14) & Canal	Curb cut NW Corner	No curb cut NE Corner	
Catherine & Canal		No curb cut	
Catherine & Holley		No curb cut	
Catherine & Jackson		No curb cut	
Catherine & Ditton	Curb cut SW corner	No curb cut NW corner	
Catherine & Lawrence	Curb cuts		
Spencer & Canal	Curb cuts		
Spencer & Lawrence		No curb cuts	
Spencer & Holley	Curb cuts SE & SW corner	No curb cuts NE & NW corner	

STREET ADDRESS	CURB CUT	NO CURB CUT	SIDEWALK
Spencer & Jackson	Curb cuts NE & NW corner	No curb cuts SE & SW corner	
Canal & Jackson	Curb cuts		
Canal & Joy		No curb cuts	
Canal & Holley		No curb cuts	
Canal & Manhattan			No sidewalks on Manhattan
Mirick Place		No curb cuts	Sidewalk on East Side; no sidewalk on West Side
Joy Street		No curb cuts	Sidewalk on West & North Side
Summit & Hill			No sidewalks
Canal & Moran	Curb cuts		No sidewalks on Moran
Lawrence & Geneva (Route 14)	Curb cuts on East side	No curb cuts on West side	
Geneva (Route 14) & Canal	Curb cuts		
Geneva (Route 14) & Montezuma	Curb cuts		
Geneva (Route 14) & Clyde Rd.	Curb cuts		
Geneva (Route 14) & Water	Curb cuts		
Geneva (Route 14) & Elm	Curb cuts		
Geneva (Rte. 14) & Forgham (Rte. 31)	Curb cuts		
Paliotti Parkway			No sidewalks
Franklin Street		No curb cuts	Sidewalk on South side
South Geneva Street			No sidewalk
Baltzel & Shuler		No curb cuts	No sidewalks on Baltzel
Shuler & Cross	Curb cuts		
Elmer & Cross	Curb cuts on West side	No curb cuts on East side	
Elmer Street			No sidewalk on South side

STREET ADDRESS	CURB CUT	NO CURB CUT	SIDEWALK
Elmer & Geneva	Curb cuts		
DePew & Geneva	Curb cuts		
Geneva & Shuler		No curb cuts	
Forgham (Rte. 31) & Geneva (Rte. 14)	Curb cuts		Sidewalk on North side
Forgham (Route 31) & Leach		No curb cuts	
Leach & Water	Curb cuts		
Water & Layton		No curb cuts	
Water & Broad	Curb cuts		
Water & Congress	Curb cuts		
Water & William	Curb cuts		
William & Pearl	Curb cuts		
William & Montezuma	Curb cuts		
William & Church	Curb cuts		
William & Canal	Curb Cuts		
William & Lawrence	Curb cuts		
William & Queen	Curb cuts		
William & Broad	Curb cuts		
Bear		No curb cuts	Sidewalk on East side
Cherry		No curb cuts	Sidewalk on East side
Hillcrest			No sidewalks
Sunset & Locust			No sidewalks
Dickerson		No curb cuts required	Sidewalk on East side
Butternut		No curb cuts	Sidewalks on East side; no sidewalk on West side



STREET ADDRESS	CURB CUT	NO CURB CUT	SIDEWALK
Butternut & Church		No curb cuts	
Butternut & Pearl		No curb cuts	
Butternut & Water		No curb cuts	
Broad & Pearl	Curb cuts		
Broad & Church	Curb cuts		
Broad & Queen	Curb cuts		
High		No curb cuts	
High & Church	Curb cuts		
Montezuma & Scott		No curb cuts	No sidewalk on Scott
Montezuma & Clyde Rd.		No curb cuts	No sidewalks
Clyde & Manhattan	Curb Cuts		Sidewalk on East side



# Attachment #2

"Proam Ave"

## Historic DOWNTOWN BUSINESS DISTRICT LYONS COMMUNITY DEVELOPMENT STRATEGIC PLAN LYONS, NEW YORK JANUARY 2006

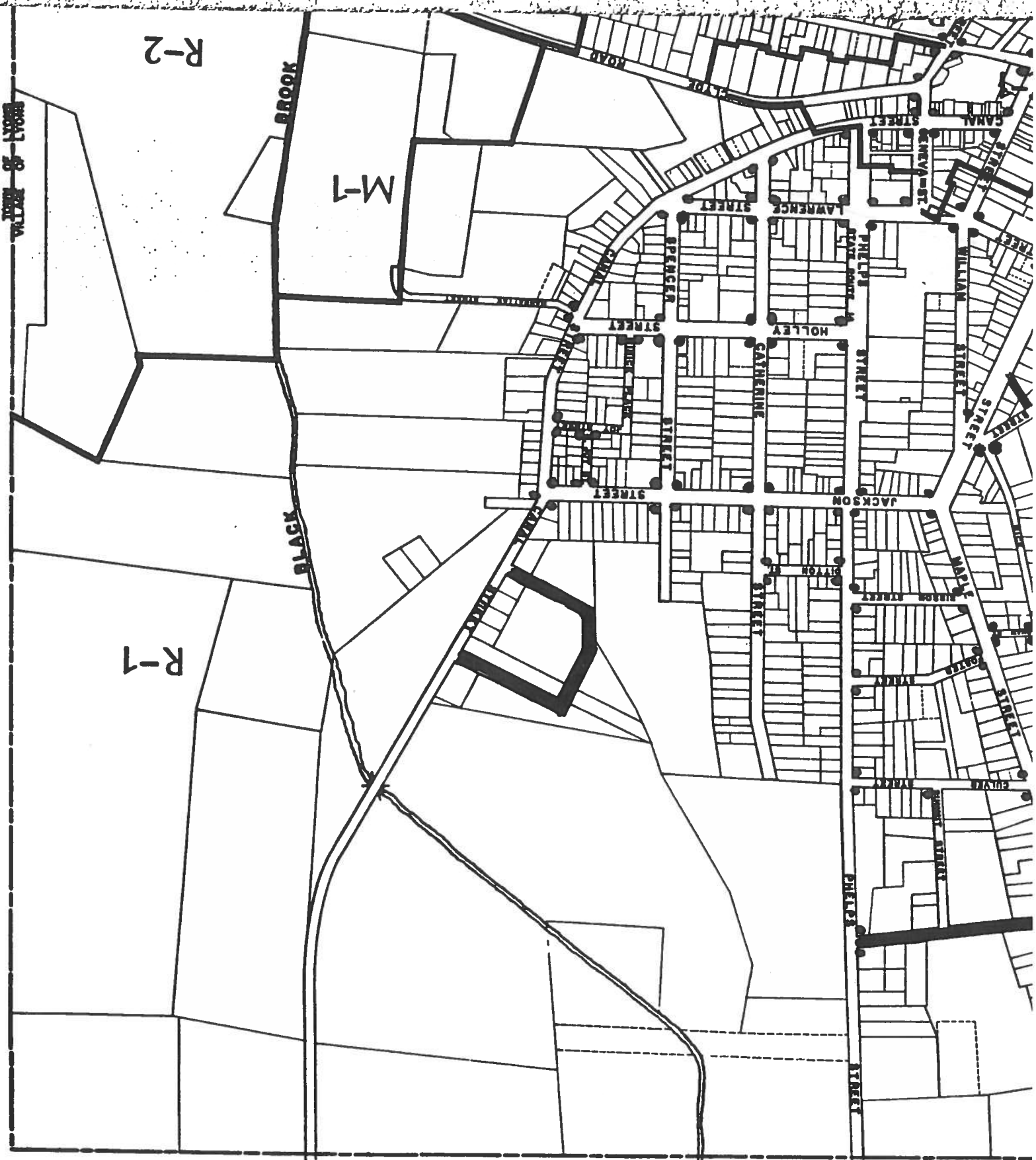
VENDOR HARD COPY INQUIRY

VENDOR NAME  
 865 J.C. SMITH, INC.  
 TELEPHONE # 428-9903

INVOICED BETWEEN 06/01/09 AND 12/31/10

INVOICE #	LINE STAT	INVOICED DUE	DESCRIPTION	MMYY	REF	TYP	UNIT	BNK	CHECK #	GROSS AMT	DISCOUNT	NET AMOUNT	LIQUIDATED
P.O. #	DIST	JOURNAL	VOUCHER	POSTED	MMYY	REF	TYP	UNIT	BNK	CHECK #	ONE TIME	VENDOR	
834025	-	P	07/22/09 07/22/09 07/22/09 0709	BUD	E	1	1	40586		132.00	.00	132.00	.00
			3701 96 CAUTION LIGHTS & BATTERY										
841598	-	P	08/19/09 08/19/09 08/19/09 0809	BUD	E	1	1	40692		221.00	.00	221.00	.00
			3761 202 BARREL STRIPES & WEIGHTS										
842019	-	P	08/19/09 08/19/09 08/19/09 0809	BUD	E	1	1	40692		353.00	.00	353.00	.00
			3761 202 STRIPES/WGTS/LIGHTS/BATT										
841774	-	P	08/19/09 08/19/09 08/19/09 0809	GEN	E	1	1	40692		1,805.00	.00	1,805.00	.00
			3761 202 100 WARNING TILES/SIDEWA										
843307	-	P	09/16/09 09/16/09 09/16/09 0909	BUD	E	1	1	40790		132.00	.00	132.00	.00
			3815 289 LIGHTS & BATTERIES										
845075	-	P	09/16/09 09/16/09 09/16/09 0909	BUD	E	1	1	40790		34.98	.00	34.98	.00
			3815 289 ASPHALT RAKE										
1	-	P	09/16/09 09/16/09 09/16/09 0909	BUD	E	1	1	40790		5.00	.00	5.00	.00
			3816 289 DELIVERY FEE										
847022	-	P	10/21/09 10/21/09 10/21/09 1009	BUD	E	1	1	40885		720.00	.00	720.00	.00
			3875 374 WARNING TILES-ADA										
851067	-	P	11/18/09 11/18/09 11/18/09 1109	BUD	E	1	1	40981		129.92	.00	129.92	.00
			3932 468 ADA SIDEWALK SUPPLIES										
851514	-	P	11/18/09 11/18/09 11/18/09 1109	BUD	E	1	1	40981		293.25	.00	293.25	.00
			3932 468 ADA SIDEWALK SUPPLIES										
861863	-	P	03/17/10 03/17/10 03/17/10 0310	BUD	E	1	1	41382		210.00	.00	210.00	.00
			4138 857 BOMBER JACKETS										
861863	-	1	P 03/17/10 03/17/10 03/17/10 0310	BUD	E	2	1	41382		210.00	.00	210.00	.00
			4138 857 BOMBER JACKETS										

EXPENDED YTD BALANCE DUE P.O. BAL  
 4,246.15 .00



R-2

M-1

R-1

BROOK

BLACK

ROAD

STREET

STREET

STREET

LAWRENCE STREET

STREET

STREET

STREET

SPENCER STREET

STREET

STREET

STREET

STREET

HOLLEY STREET

STREET

STREET

CATHARINE STREET

STREET

STREET

STREET

JACKSON STREET

STREET

STREET

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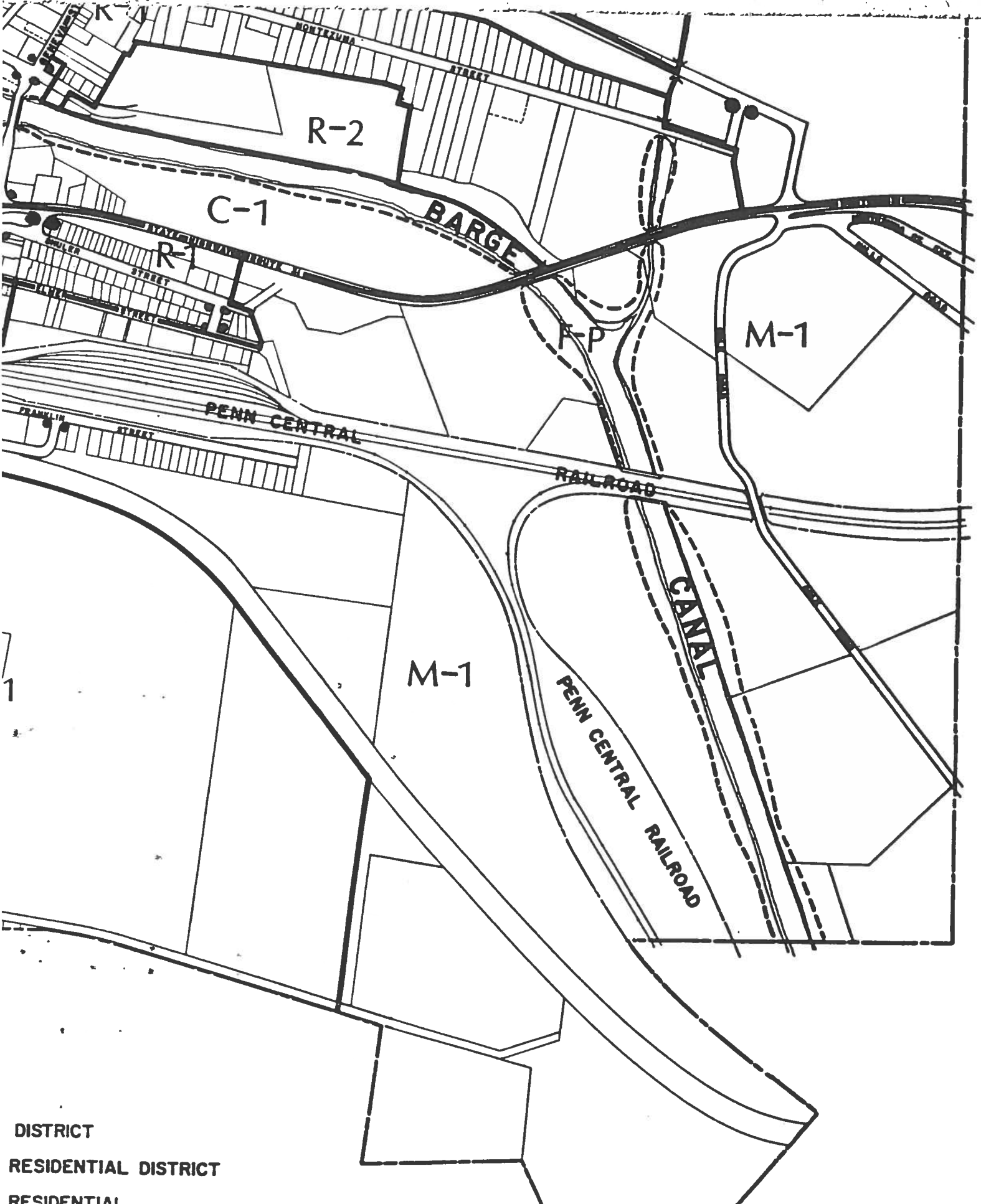
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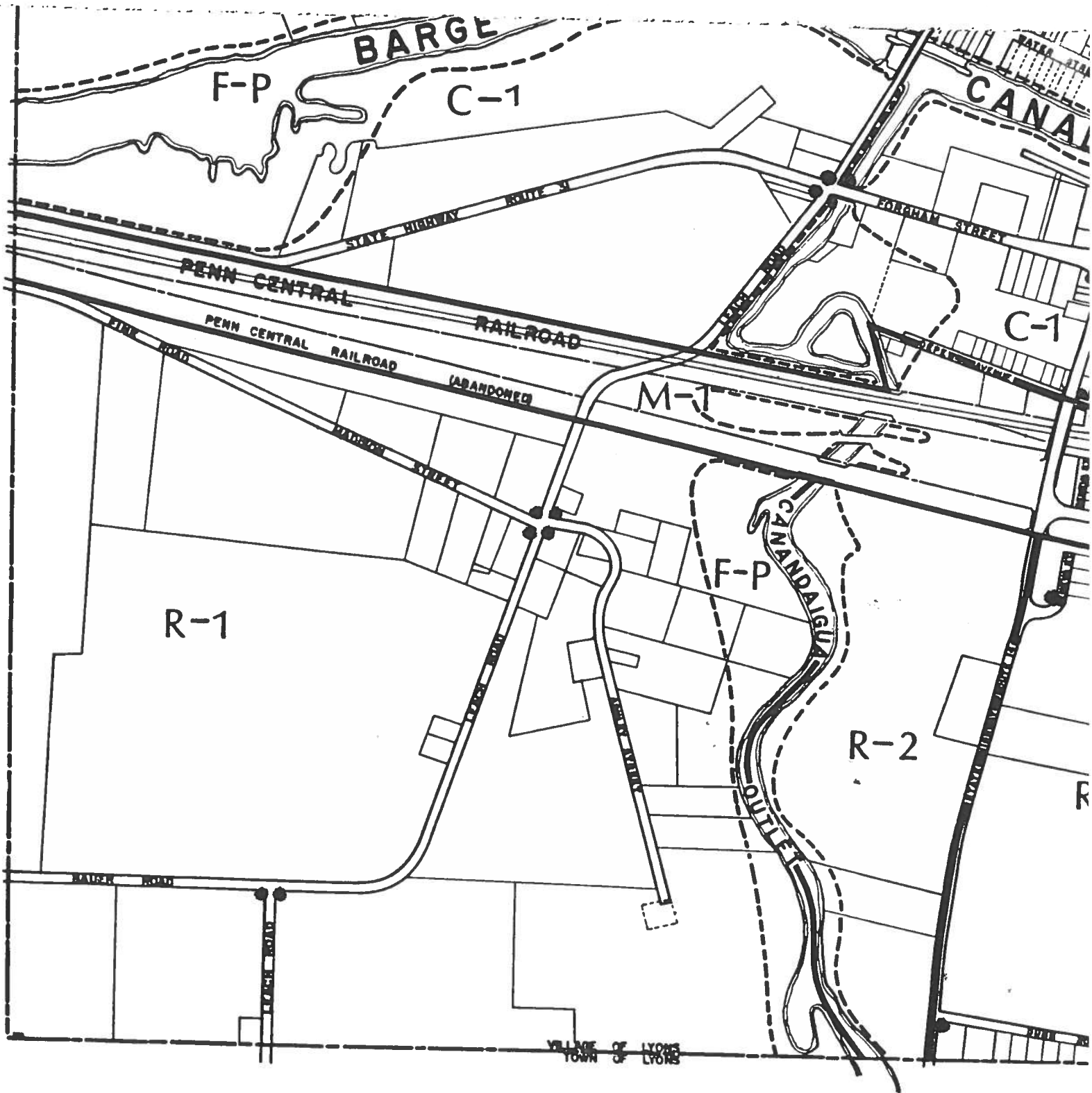
| #



# 2



DISTRICT  
RESIDENTIAL DISTRICT  
RESIDENTIAL



ZONING MAP

VILLAGE OF LYONS

WAYNE COUNTY

F-P

R-1

R-2

FLOOD PL

LOW DENS

MULTI-FAM

12/15/08

Charles Gibson

- 1 MAPLE & VAN METER NO CURB CUT SIDEWALK ONLY ON SOUTH SIDE OF INTERSECTION SIDEWALK IS BRATE AND IN POOR CONDITION
- 2 MAPLE & CLOVER HAS CURB CUTS
- 3 MAPLE & FOSTER " " " "
- 4 SHAW ST NO SIDEWALKS
- 5 MAPLE & SISSON HAS CURB CUTS
- 6 MAPLE & JACKSON HAS CURB CUT
- 7 SUMMIT & CLOVER CURB CUT N-E CORNER NO SIDEWALKS ON SUMMIT
- 8 PHELPS & CLOVER HAS CURB CUTS
- 9 PHELPS & FOSTER " " " "
- 10 PHELPS & SISSON " " " "
- 11 PHELPS & JACKSON " " " "
- 12 PHELPS & DITTON " " " "
- 13 PHELPS & HOLLY " " " "
- 14 PHELPS & LAWRENCE " " " "
- 15 PHELPS & CANAL HAS CURB CUT N/W CORNER ONLY NO " " " " N/E " "
- 16 CATHERINE & CANAL HAS NO CC.
- 17 " & HOLLY NO/CC.
- 18 " & JACKSON NO/CC
- 19 " & DITTON HAS CURB CUT S/W CORNER NO CC. NW
- 20 " & LAWRENCE HAS CURB CUTS
- 21 SPENCER & CANAL HAS CC
- 22 " & LAWRENCE NO CC
- 23 " & HOLLY HAS CC SE & SW NO CC NE & NW
- 24 " & JACKSON HAS CC N/E & N/W NO CC S/E - S/W
- ~~25 " & DITTON~~
- 25 CANAL & JACKSON HAS
- 26 CANAL & JOY NO CC
- 27 " & HOLLY " " " "
- 28 CANAL & MANHATTAN NO SIDEWALKS ON MANHATTAN ST



- 29 MERICK PL. HAS NO SIDEWALK ON WEST SIDE  
AND ONLY 150 FT ON EAST SIDE FROM HOLLY ST
- 30 JOY ST HAS SIDEWALK WEST FROM N. JOY TO MERICK  
~~NONE ON NORTH SIDE~~  
ONLY 100 FT ON NORTH SIDE FROM CANAL ST
- 31 SUMMIT ST & HILL ST HAVE NO SIDEWALKS
- 32 CANAL & MORAN ST HAS CC, MORAN ST NO SIDEWALKS
- 33 LAWRENCE & GENEVEAST HAS CC EAST SIDE NO WEST SIDE
- 34 GENEVE ST & CANAL HAS CC
- 35 GENEVE ST & MONTEZUMA ST " " "
- 36 GENEVE & CLYDE RD " " "
- 37 GENEVE & WATER ST " " "
- 38 GENEVE & ELM ST " " "
- 39 " & FORGHAM " " "
- 40 PALLIOTTI PARKWAY NO SIDEWALKS
- 41 FRANKLIN ST HAS SIDEWALK ONLY ON SOUTH SIDE  
AND HAS NO CC.
- 42 SOUTH GENEVE ST NO SIDEWALK
- 43 BALTZEL & SHULER NO CC. BALTZEL HAS NO S.S.
- 44 SHULER & CROSS HAS CC
- 44 ELMER & CROSS " " <sup>WEST SIDE</sup> ~~NORTH SIDE~~ NONE S.S.
- 45 ELMER ST NO SIDEWALK ON S.S.
- 46 ELMER & GENEVE ST HAS C.C.
- 47 DEPEW & " " ST " " " NO SIDE WALK S.S.
- 48 GENEVE & SHULER HAS NO CC.
- 49 FORGHAM ST HAS SIDEWALK ON NORTH SIDE ONLY
- 50 FORGHAM & LEACH NO CC.
- 51 LEACH & WATER HAS CC.
- 52 WATER & LAYTON HAS NO CC.
- 53 WATER & BROAD HAS CC.
- 54 WATER & CONGRESS " " "
- 55 WATER & WILLIAM " " "
- 56 WILLIAM & PEARCE " " "
- 57 " & MONTEZUMA " " "

- 58 WILLIAM + CHURCH HAS C.C.
- 59 WILLIAM + CANAL 11 11
- 60 " LAWRENCE 11 11
- 61 " QUEEN 11 11
- 62 " BROAD 11 11
- 63 BEAR HAS SIDEWALK ON EAST SIDE BUT DOES NOT  
64 EXTEND TO INTERSECTIONS THUS NO C.C.
- 65 CHERRY ST HAS SIDEWALK ON EAST SIDE ONLY HAS C.C.  
AT BEAR AND END BEFORE IT REACHES DICKERSON ST
- 66 HILLCREST HAS NO SW.
- 67 SUNSET + LOCUST STS HAVE NO SW
- 68 DICKERSON HAS SW ONLY FROM QUEEN ST TO SUNSET  
ON EAST SIDE NO CURB CUTS REQUIRED
- 69 BUTTERNUT ST HAS SIDEWALK ONLY ON EAST SIDE  
NO C.C. AT QUEEN, ASHORT SIDEWALK ON WEST SIDE
- 70 BUTTERNUT + CHURCH NO CURB CUT
- 71 BUTTERNUT + PEARL 11 11
- 72 BUTTERNUT + WATER 11 11
- 73 BROAD + PEARL HAS C.C.
- 74 " + CHURCH 11 11
- 75 " + QUEEN 11 11
- 76 HIGH ST + " HAS NO C.C.
- 77 HIGH + CHURCH HAS C.C.
- 78 MONTEZUMA + SCOTT HAS NO C.C., SCOTT ST NO SW.
- 79 " + COYDERD NO SIDEWALKS
- 80 COYDERD RD + MANHATTEN ST SIDEWALK ON EAST SIDE  
ONLY + HAS A CURB CUT
- 81 ALL VILLAGES, TOWN + COUNTY BLDG. IN VILLAGES  
ARE H.C. ACCESSIBLE

**Corrine Kleisle**

---

**From:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
**To:** "Herritt, Thomas" <Thomas.Herritt@fhwa.dot.gov>  
**Sent:** Monday, December 08, 2008 12:44 PM  
**Subject:** Re: ADA Transition Plan Information Request

Sir

Staff has been searching the files for 1992 and 1993 for the above referenced original transition plan with no results as yet. Currently we are having the County of Wayne search their files for this plan. Do you have a copy of the 92 proposal? Sorry for the delay.

Corrine Kleisle, Mayor  
315-946-4531 ext 11

----- Original Message -----

**From:** [Herritt, Thomas](mailto:Herritt,Thomas)  
**To:** [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
**Cc:** [Jackson-Grove, Amy](mailto:Jackson-Grove,Amy) ; [scorcoran49@verizon.net](mailto:scorcoran49@verizon.net)  
**Sent:** Tuesday, December 02, 2008 11:22 AM  
**Subject:** ADA Transition Plan Information Request

Our office sent Mayor Kleisle a September 24, 2008 letter requesting information on the status of the Village's transition plan to provided pedertrian access for persons with disabilities. In a November 3, 2008 Phone call the Mayor indicated that she would discuss this with the Village attorney. Does the Village have an answer to our request?

**ADA Title II  
Transition Plan  
Schedule for Streets, Roadways and Curbs  
Designation of ADA Title II Contact**

**City of Belmont, California**

The City of Belmont, California is required by the Americans with Disabilities Act (ADA) Title II to make services available on a non discriminatory basis to all individuals with disabilities. Compliance with Title II entails the development of a transition plan for achieving that requirement. Title II requires that a transition plan identify what structural changes will be necessary for compliance with the Act.

**Transition Plan for the City of Belmont**

Title II of the Americans with Disabilities Act requires that a public entity develop a self evaluation plan. The City of Belmont has completed and on file two such efforts, one for our physical facilities and one for our Park areas: Titled "Americans with Disabilities Act Title II Evaluation Report for the City of Belmont" August 1993 and, "Accessibility and Safety Guidelines for Parks and Playgrounds" July 1994. As a result of the conclusions of the Evaluation Report, the City has been making continuous efforts to increase accessibility to our facilities to reach compliance. The most significant measures that have been taken in this area include the following:

**I. Civic Facilities**

The City is in the process of signing lease agreements to move our operations to a building that is in compliance with the provisions of the Americans with Disabilities Act. We will be constructing a new facility for our Police operations as well and as with all new projects, ADA compliance is automatically factored into the design and layout of the facility. Any structural issues remaining from the Evaluation Plan after our move to the new facility will be factored into future planning and budget documents within our existing capital improvements program.

**II. Transportation Corridor and the Downtown**

The City of Belmont is also in the middle of our largest infrastructure project in the history of the City as we construct two grade separations for rail transit through our City. All construction areas that involve streets, roads, walkways, sidewalks, etc. have been designed with ADA access in mind. We have incorporated such facilities as elevators and appropriate curb cuts into this project to address the fact that this area will involve a high level of pedestrian traffic.

**III. Streets, Roads, Walkways and Curbs**

The City of Belmont currently makes provisions for complying with the ADA for all public streets, roads and curb cuts. The identification of curb ramps to facilitate access for persons with disabilities to public accommodations is an ongoing process. The geography of the community and the rural flavor of the residential area is such that this City does not have a network of sidewalks throughout the community. The City is characterized by many hills and canyons, though there is also a significant area of town that is on level ground where some sidewalk systems can be found. Consistent with the ADA, ramp locations serving transportation and public accommodations will have priority over ramp locations serving other purposes. In the near term, within the next 120 days, the City of Belmont will have a schedule for the plans to fill in any areas in the level areas that have public sidewalks, roads and curbs where curb cuts have not yet been completed.

**IV. Historic Areas and New Construction:**

In addition, the City of Belmont is aware that the Department of Justice has issued two rules by which cities must comply under Title II provisions: that alterations to historic properties comply to the maximum extent feasible; and, that newly constructed or altered streets, roads and highways must contain curb cuts and ramps at intersections having curbs or other barriers. These conditions are currently being met as part of the normal business practices of the City of Belmont.

**V. Designation of Individual to oversee Title II Compliance**

The City Manager for the City of Belmont is the official Title II compliance contact for purposes of the ADA.

**VI. Grievance Procedure**

The City of Belmont has instituted the attached Grievance and complaint procedure for purposes of compliance with the Americans with Disabilities Act.

**City of Belmont  
ADA Complaint Procedure**

**Policy Statement**

Any individual who believes that he/she (individually or on behalf of a specific class of individuals) has been subjected to unlawful discrimination in any City of Belmont program, practice, activity or service on the basis of a disability may file a complaint by himself, herself or an authorized representative.

**Definition of Complaint**

A complaint is an expression of dissatisfaction with an employee, policy, practice, service, program or facility provided by the City of Belmont as a result of limited access or unlawful discrimination on the basis of disability as defined in the Americans with Disabilities Act.

**Complaint Procedure Objectives**

The objectives of this complaint procedure are to:

- assure that complaints are promptly acknowledged and resolved;
- establish uniform standards and procedures for handling complaints throughout the entire City organization;
- provide citizens with an accessible system for bringing complaints to the City's attention;
- demonstrate the City is responsive to the concerns of its citizens; and
- reduce or prevent the occurrence of circumstances that lead to justifiable citizen complaints.

**Complaint Procedure**

If you believe you have been subjected to such unlawful discrimination, you are encouraged to follow the complaint procedure outlined below. However, use of this procedure is not a prerequisite to the pursuit of other remedies:

1. All complaints regarding access problems or alleged discrimination must be submitted in writing to the City's ADA Coordinator (see name and address below) not later than ten working days from the time you became aware or should have been aware of the occurrence of the alleged discrimination. A

*Village*

written statement should include your name and address and describe the discriminatory action in sufficient detail to inform the City of the nature, date, location of the violation and the name or position of any City employee involved. A record of all City actions taken on your complaint will be maintained by the ADA Coordinator.

2. Your complaint will be forwarded to the Assistant City Manager for review. The Assistant City Manager will contact the Department Head responsible for the program or service in which the discrimination allegedly occurred to provide the Department Head with an opportunity to investigate and respond to your complaint. The Department Head must respond to the Assistant City Manager within fifteen working days after such contact. The Department Head's response must include a preliminary determination of whether discrimination occurred and, if so, what remedies the Department recommends to resolve your complaint.
3. Upon receipt of a response from the Department Head, the Assistant City Manager shall review your complaint along with the Department Head's response. Upon completion of this review, the Assistant City Manager will determine whether discrimination has occurred. If the Assistant City Manager determines that discrimination has occurred, he or she will resolve the problem by reasonable accommodation if he or she can do so with the scope of his or her authority. You and the Department Head will be notified in writing of the decision of the Assistant City Manager within twenty-five days of receipt of your complaint. If you are unable to read, the Assistant City Manager will make every reasonable effort to communicate the decision in an alternative method which you can understand.
4. If the complaint cannot be resolved to your satisfaction by the Assistant City Manager, you or your authorized representative may request the ADA Coordinator to arrange a hearing before the City Manager. You must make any such request within ten working days after receiving the response of the Assistant City Manager. Your request must at least state why you are appealing the Assistant City Manager's determination and any proposed remedies as well as what remedy you are seeking. A taped record of the hearing will be maintained and, if necessary, transcribed. Within fifteen working days of the hearing, the City Manager will inform you of the resolution in writing, or, if you are unable to read, in an alternative method of communication which you can understand. The decision of the City Manager will be the City's final decision on your complaint.
5. Your right to prompt and equitable resolution of your complaint must not be

impaired by your pursuit of other remedies, such as the filing of a complaint with the Department of Justice or the Equal Employment Opportunity Commission (EEOC). Furthermore, this procedure does not preclude, nor must it precede, the filing of your complaint with the appropriate federal agency. Complaints filed with federal agencies must be filed in accord with their timeliness and procedures.

ADA Coordinator:

City Manager  
City of Belmont  
One Twin Pines Lane  
Suite 300  
Belmont, CA 94002  
(650) 595-7408





CITY OF LINCOLN  
NEBRASKA

MAYOR CHRIS BEUTLER

lincoln.ne.gov

Engineering Services  
Public Works and Utilities Department

Karl Fredrickson, Director

531 Westgate Blvd.

Suite 100

Lincoln, Nebraska 68528

402-441-7711

fax: 402-441-6576

October 3, 2007

Mr. Kirk Fredrichs  
Federal Highway Administration - Nebraska Division  
100 Centennial Mall North Room 220  
Lincoln, NE 68508

RE: **City of Lincoln, Nebraska - Pedestrian Master Plan & Transition Plan for facilities located in street Right-of-Way.**

Dear Kirk,

Enclosed you will find the final 2007 versions of the **Pedestrian Master Plan** and **Transition Plan** for the City of Lincoln, Nebraska "Right-of-Way Pedestrian Facilities". Included as part of these plans are a map of the construction schedule for repair of sidewalks, a trails facilities plan and our newly adopted A.D.A. Grievance Procedure. Also, I have included correspondence sent to two organizations for the blind and visually impaired and to the League of Human Dignity. As of this date, we have not received any written or verbal comments related to the plans from any of these three agencies. We have received a letter of support from our local Pedestrian/Bicycle Advisory Committee, which is also included.

Please feel free to contact me with any questions or comments. As stated in the **Transition Plan**, we are currently working on gathering data on where curb ramps are in place and where they are absent, with a schedule of completion by 2009. Once this is completed, we will identify a construction schedule for building curb ramps to comply with A.D.A. Until that time we will continue adding and replacing ramps with all sidewalk or street projects or as specific requests are made.

Sincerely,

Scott A. Opfer, Manager  
Traffic & Engineering Services Operations  
Public Works & Utilities Department  
City of Lincoln, Nebraska

cc: Trish Owen, Mayor's Office  
Karl Fredrickson, Public Works Director  
Roger Figard, City Engineer  
Randy Hoskins, Asst. City Engineer  
Joe Rupp, Asst. City Attorney  
Harry Kroos

# Pedestrian Master Plan

8-27-07

## Introduction

As stated in the recently adopted **2030 Lincoln/Lancaster County Comprehensive Plan**,

*“Walking is an essential part of our daily activities, whether it be trips to work, shop, or play. Often pedestrian facilities are overlooked or merely added onto street improvement projects. However, to preserve and enhance the quality of life for Lincoln, consistent maintenance and rehabilitation of the existing pedestrian system and additional facilities are needed. Planning and developing pedestrian facilities should consider many factors:*

- ◆ *Location of existing and planned activity centers and districts, such as shopping malls, older neighborhood centers, libraries, community centers and schools.*
- ◆ *Programs to retrofit established sections of town with pedestrian amenities.*
- ◆ *Design standards for pedestrian facilities in new residential and mixed-use developments.*
- ◆ *Location of existing and planned multi-use trails.*
- ◆ *Requirements from the Americans With Disabilities Act (ADA).*
- ◆ *Needs of a growing senior population.”*

The Public Works & Utilities Department, in association with the Lincoln/Lancaster County Planning Department, has developed a Pedestrian Facilities Transition Plan which details all facets of pedestrian facility installation and repair. The Transition Plan includes a commitment by the community for: 1) Installation of new pedestrian facilities; 2) Repair of existing pedestrian facilities; and 3) Installation of curb ramps in compliance with ADA standards. The Plan also includes an annually updated sidewalk repair map, which has been developed in coordination with the annual Capital Improvement Program Budget (CIP) request submitted to the Lincoln City Council. In addition, a formal “Grievance Procedure” has been developed and made part of this Master Plan and work has begun developing a G.I.S. database which will contain an inventory of the City of Lincoln’s sidewalk system. Both this Pedestrian Master Plan, as well as the Sidewalk Transition Plan have been distributed for review to local pedestrian and advocacy groups including but not limited to, the Mayor’s Bicycle and Pedestrian Advisory Committee, the League of Human Dignity, the Commission for the Blind and Visually Impaired and Nebraska Advocacy Services.

## Other Pedestrian Facilities

Other pedestrian facilities besides sidewalks and curb ramps, such as recreational trails, grade separated underpasses or overpasses, traffic signalized pedestrian/school crossings, marked and signed pedestrian/school crossings and specialized pedestrian “Push Buttons” for the blind and visually impaired are being planned for and implemented as conditions warrant and as Lincoln continues to grow. Maintenance of existing facilities continues to be a priority, even as operating budgets are reduced and competition for tax funds increases.

### Recreational Trails & Grade Separated Crossings

The planning for future recreational trails, as well as for grade separated crossings, has been identified in the most recent update of the Lincoln/Lancaster County Comprehensive Plan (Attachment C). Limited funding for implementation is or will be included in either the Parks & Recreation Department's or Public Works & Utilities Department's Capital Improvement Programs. This 25 year plan also identifies "Strategies" for extension of the existing trail system, as well as for exploring options to establish dedicated funding for not only installation of new facilities, but also for rehabilitation and maintenance of existing facilities.

### Pedestrian & School Crossings

The level of protection for pedestrians using pedestrian crossings or school crossings is determined based upon detailed engineering studies. The standards and guidelines used to determine the level of protection are set forth in the Manual On Uniform Traffic Control Devices (MUTCD). Pedestrian crossings, which are identified as crossings where consistently large numbers of pedestrians of all ages are crossing a street daily, are evaluated primarily on a request basis. Evaluation criteria for school crossings, which are identified as crossings where consistently large numbers of school children are crossing a street daily, have been set forth in the City of Lincoln's School Crossing Protection Manual. At locations where traffic signal control is in place, other specialized traffic control may also be added to help increase the safety and efficiency of the crossing. "25 mph School Speed Zones" and "Prepare to Stop When Flashing" flashers are installed at locations where large concentrations of elementary or middle school children are crossing an arterial street. Criteria for installation of these devices is also included in the School Crossing Protection Manual. Examples of other additional traffic control are things such as extending pedestrian clearance intervals based upon the types of pedestrians using the crossing. For instance, at many heavily used school crossings where the primary use of the crossing is by elementary age school children, a reduced walking speed is used when calculating the pedestrian clearance time, thus extending the amount of time given for pedestrians to clear the street. Also being used are "Countdown Pedestrian Heads". These are being installed to better inform pedestrians of the time remaining to clear the street.

### Accommodations for the Blind and Visually Impaired

The use of specialized traffic control for the blind and/or visually impaired people in our community is currently being implemented as requests are made to the Public Works & Utilities Department, Engineering Services Division. Specialized "Pedestrian Push Buttons", which have features which provide other sensory information for the blind or visually disabled pedestrian, are one example of this specialized traffic control and have been installed at some signalized locations in Lincoln. Other measures, such as building "refuge areas" at pedestrian crossings, providing detectable guidance through the use of tactile pathways and working to educate the blind and visually disabled on proper street crossing techniques are all potential solutions for helping to provide for the needs of this portion of our community.

# **Transition Plan Update 2007**

## **Sidewalk & Curb Ramps**

8-27-07

### **Introduction**

Lincoln's Public Works & Utilities Department adopted an initial Transition Plan in July 1992 in response to regulation 28 C.F.R. Part 35. Due to a complaint filed against the City of Lincoln to the U.S. Department of Justice, the Public Works & Utilities Department has undertaken the review and update of the 1992 Transition Plan. The updating of this plan has been required by the FHWA in response to the complaint with the terms of the resolution document being approved in May 2006, requiring the update of the Transition Plan by May 1, 2007. In addition, a supplemental document identified at a Pedestrian Master Plan, must be completed in conjunction with the Transition Plan. Future updates to both the Transition Plan and the Pedestrian Master Plan will be completed by the Public Works & Utilities Department in conjunction with the annual updating of the Lincoln/Lancaster County Long Range Transportation Plan and Comprehensive Plan.

### **Pedestrian Facilities Transition Plan**

The City of Lincoln continues to recognize the importance of accessible pedestrian facilities, including obviously sidewalks and curb ramps. The 1992 Transition Plan identified the completion of curb ramps and accessible sidewalks in association with street rehabilitation projects, sidewalk projects and street and utility improvement projects (i.e. major street widening projects). The City of Lincoln will continue with this philosophy. The Mayor and City Council also have the legal authority to order new sidewalks and ramps to be built along properties where gaps in the sidewalk system exist. Each year the Public Works & Utilities Department will continue to recommend locations, based upon public comment and need, for their consideration.

Other mechanisms for the City to get new sidewalks and ramps built is through the City Zoning Ordinances, Subdivision Ordinances and Design Standards. All new subdivisions continue to be required to install ADA accessible curb ramps and sidewalks and all new developments are required to submit a Pedestrian Circulation Plan which must be approved by the City prior to the applicant receiving a building permit. A Pedestrian Circulation Plan must also be approved for any existing buildings which are being substantially enlarged.

Finally, in an effort to help insure that ADA standards are met when designing and constructing pedestrian facilities, the Public Works and Utilities Department will continue to schedule and sponsor review and training sessions. The goal would be that City personnel, design and construction consultants and contractors have an understanding of the design and construction requirements associated with ADA. The Public Works Annual Spring Construction Review meeting is one opportunity to conduct this type of training, as well as professional organization workshops and conferences such as ASCE and APWA events. This review and training will help increase the chances that all paving and utility projects which include pedestrian facilities meet the minimum design requirements identified in the ADA standards.

The final component for working towards achieving accessible curb ramps and sidewalk in the City of Lincoln, is the maintenance of existing facilities. As a result of an effort initiated in 1988, the City initiated an comprehensive sidewalk repair program with a goal to notify property owners in selected areas of their responsibility to repair sidewalks and complete repairs in the entire community over a seven year schedule. Representatives from the community initiated a petition in 1990, which placed a ballot initiative in the City's general election which amended the City Charter and assigned the responsibility for sidewalk repair from the property owner to the City. The election initiative was successful and a follow-up vote held in 1992 affirmed the previous vote. Therefore, the City of Lincoln will appropriate funds annually, for sidewalk repair, curb ramp construction and reconstruction to comply with ADA standards. Repair projects will follow the schedule identified on the *6 Year Sidewalk Reconstruction Map* (Attachment A) which is based upon available funding. This map will be updated annually to identify additional neighborhood repair projects. The size of the future neighborhood projects will again be dependant upon available funding. In addition, the Public Works & Utilities Department will continue to build curb ramps as specific requests are made to the Sidewalk Office. Funding for these requests will also come from the funds allocated for sidewalk repair. A more specific schedule for installation of ramps in neighborhoods where ramps do not currently exist will be developed following completion of G.I.S. Ramp Database.

### **G.I.S. Sidewalk and Ramp Database**

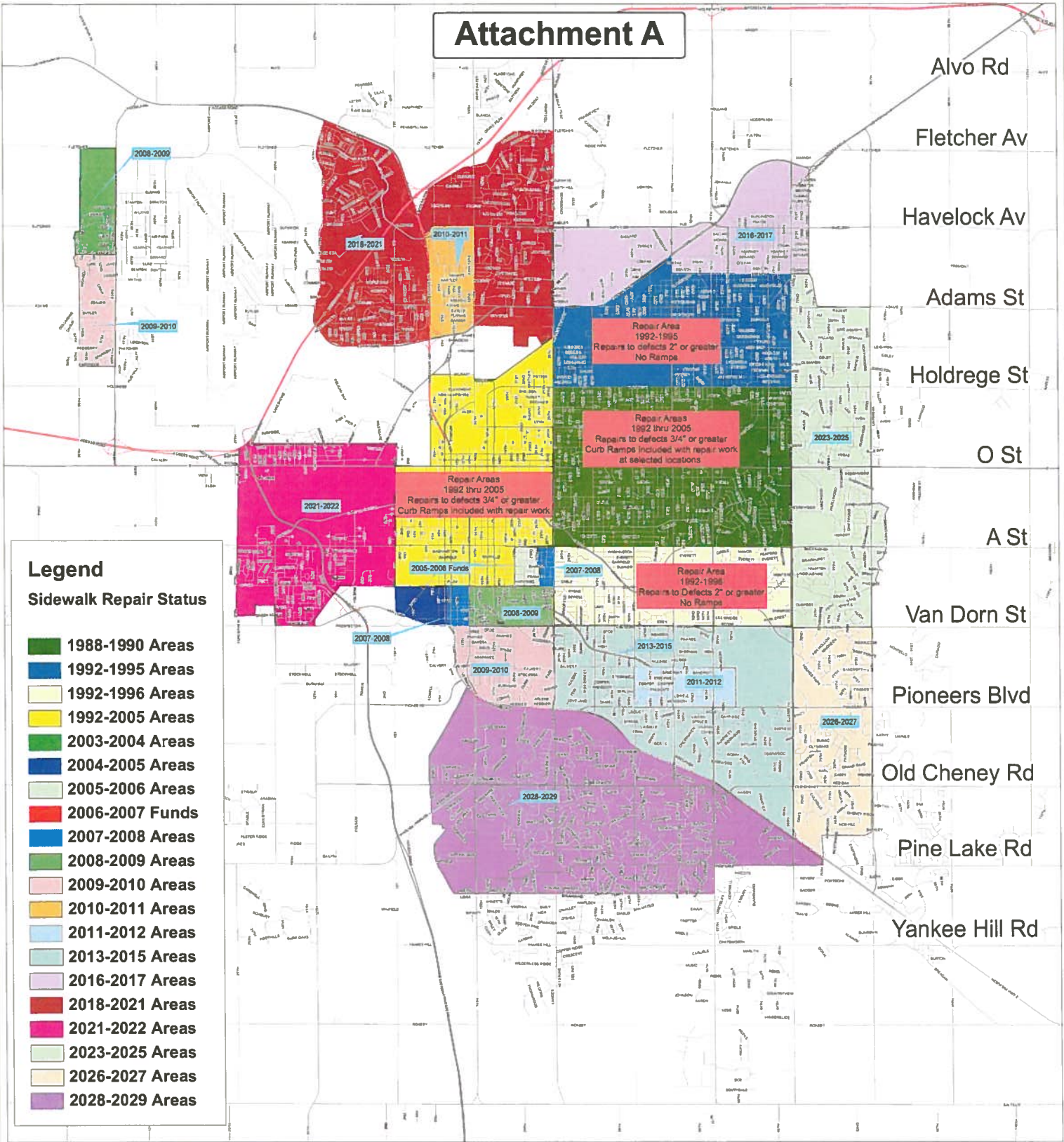
A critical tool needed to assist in better identifying existing conditions is the development of a GIS map and inventory of the sidewalk and curb ramp system within the City of Lincoln. The Public Works & Utilities Department has initiated this survey with a goal of completion by 2009. This inventory will assist in determining where sidewalks and curb ramps are not present, which will allow better planning and identification of future dollars needed to complete these two critical pedestrian facilities.

### **Grievance Procedure**

The final piece to the overall Pedestrian Master Plan has been developed to comply with the 1992 C.F.R. and deals with a formal process for receiving and processing complaints/requests and for dealing with grievances if the citizen doesn't agree with the response given by the City. This "*Grievance Procedure*" is now in place and meant to better serve the citizens of our community. (See Attachment B)

# Public Works & Utilities

## Attachment A

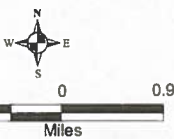


### Legend

#### Sidewalk Repair Status

- 1988-1990 Areas
- 1992-1995 Areas
- 1992-1996 Areas
- 1992-2005 Areas
- 2003-2004 Areas
- 2004-2005 Areas
- 2005-2006 Areas
- 2006-2007 Funds
- 2007-2008 Areas
- 2008-2009 Areas
- 2009-2010 Areas
- 2010-2011 Areas
- 2011-2012 Areas
- 2013-2015 Areas
- 2016-2017 Areas
- 2018-2021 Areas
- 2021-2022 Areas
- 2023-2025 Areas
- 2026-2027 Areas
- 2028-2029 Areas

## Sidewalk Reconstruction Schedule



Prepared By: SIETLS  
September 25th, 2007

## Attachment B

### Grievance Procedure under The Americans with Disabilities Act

The City of Lincoln has adopted a grievance procedure providing prompt and equitable resolution of complaints alleging noncompliance with the Americans with Disabilities Act of 1990.

A complaint may be filed in writing or, when requested as an accommodation, in another format (such as personal interviews or a tape recording of the complaint) that accommodates the complainant's disability. The complaint should provide the complainant's name, address and phone number, a detailed description of the incident or condition, the location, date and time of the incident.

The complaint should be submitted by the grievant as soon as possible but no later than 60 calendar days after the alleged violation.

#### I. City Facilities, Programs, Service or Activities

Complaints concerning access to City facilities, programs, services or activities should be addressed to:

ADA Coordinator  
City Attorney's Office  
575 S. 10<sup>th</sup> Street, Suite #4201  
Lincoln, NE 68508  
Voice: (402) 441-7281  
Fax: (402) 441-8812

A. Upon receipt of a complaint, the Mayor's Office will provide the appropriate department ADA Coordinator with a copy of the complaint. The department ADA Coordinator will then conduct an investigation. The departmental ADA Coordinator may seek assistance of the Mayor's Office and the City Attorney in investigating and responding to the complaint.

B. Within thirty calendar (30) days of the receipt of the complaint, the department ADA Coordinator and department head will respond in writing or in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City, and, where appropriate, offer options for substantive resolution of the complaint.

C. If the response by the department ADA Coordinator and department head does not satisfactorily resolve the issue, the complainant may appeal the decision within fifteen (15) calendar days after receipt of the response to the Mayor or his designee. Within fifteen (15) calendar days after receipt of the appeal, the Mayor or his designee will respond in writing or in a format accessible to the complainant, with a final resolution of the complaint.

D. All written complaints received by the ADA Coordinator, appeals to the Mayor, and responses from these two offices will be retained by the City for at least three years.

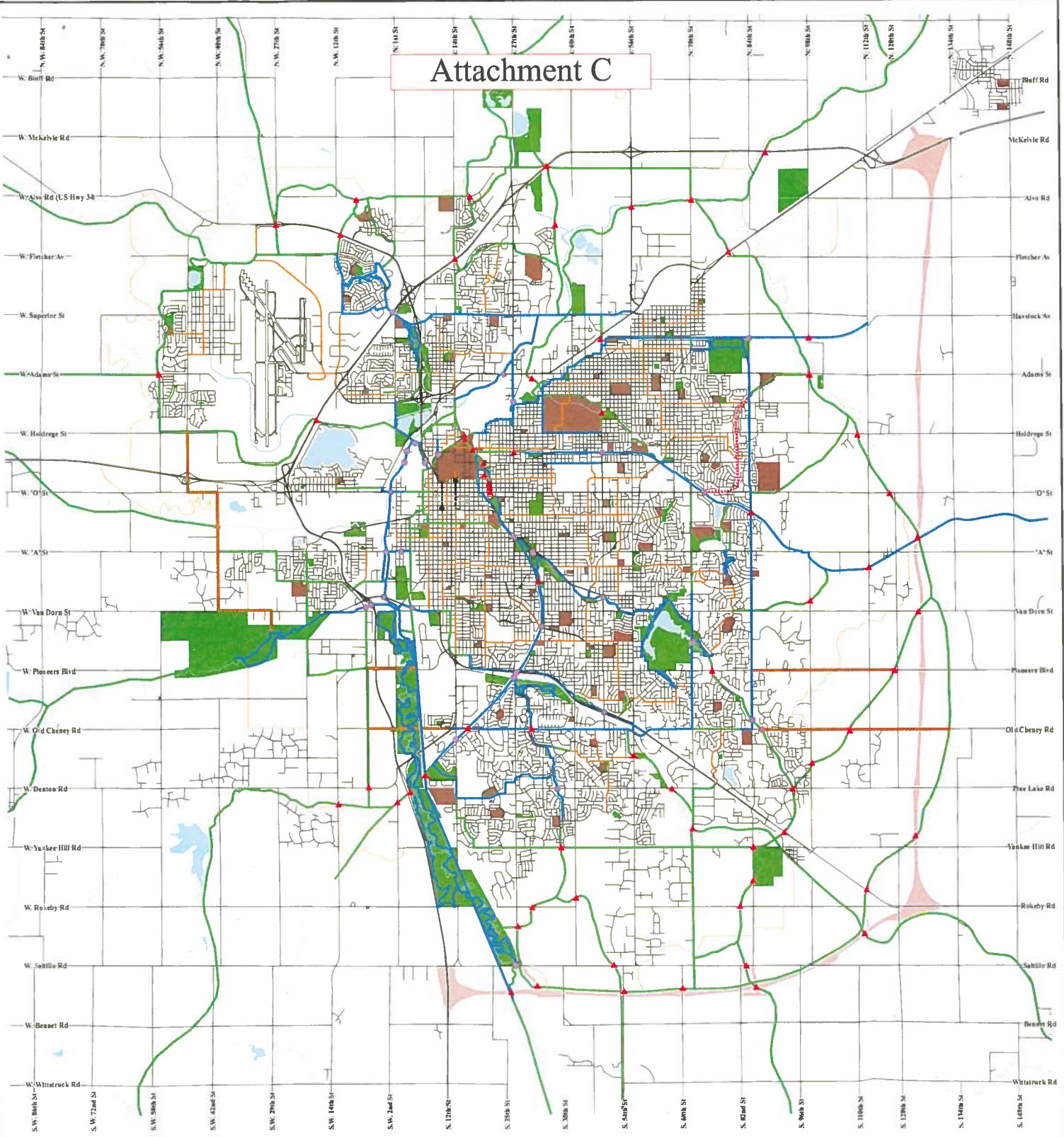
## II. Employment

Complaints alleging discrimination against applicants or employees on the basis of disability should be addressed to:

City Attorney's Office  
575 South 10<sup>th</sup> Street, Suite #4201  
Lincoln, NE 68508  
Voice: (402) 441-7281  
Fax: (402) 441-8812



# Attachment C



## MULTI-USE TRAILS AND BICYCLE FACILITIES PLAN

- Beltway Corridor
- Schools
- Parks
- Future Service Limit
- Current Trails
- Future Trails
- Preserve Trail ROW
- Existing On-Street Routes
- Existing Bike Lanes
- Potential Bike Lanes
- Existing Grade Separation
- Future Grade Separation
- Trail Location or Bike Route To Be Determined





**CITY OF LINCOLN  
NEBRASKA**

**MAYOR CHRIS BEUTLER**

lincoln.ne.gov

Engineering Services  
Public Works and Utilities Department  
Karl Fredrickson, Director  
531 Westgate Blvd.  
Suite 100  
Lincoln, Nebraska 68528  
402-441-7711  
fax: 402-441-6576

July 24, 2007

National Federation of the Blind of Nebraska  
Attn: Mr. Jeff Altman  
1033 'O' Street  
Lincoln, NE 68508

**RE: A.D.A. Transition Plan Review**

Dear Mr. Altman:

As you are probably aware, the Americans with Disabilities Act of 1990 (ADA) placed a requirement on all State and local governments with 50 or more employees to perform a self evaluation of their current services, policies and practices that do not or may not meet ADA requirements. It also required the development of a Transition Plan addressing these deficiencies. This self-evaluation and Transition Plan were to be completed by 1995. The City of Lincoln, met these requirements with the completion of the self-evaluation and Transition Plan in August of 1992. Since that time, the City has made every attempt to provide public facilities which meet ADA requirements in accordance with the original 1992 plan.

One of the other requirements of ADA is that the plan be updated periodically and that the public, including the disabled community, have the opportunity to review the plan. We would invite you, as a representative of the National Federation of the Blind of Nebraska, to review and provide us with written comments on the attached updated Transition Plan for facilities located within the public right-of-way. Also included with this plan is a more general overview of the City's pedestrian program titled the Pedestrian Master Plan. We would ask that you provide us with written comments on both documents by the end of the business day of August 17, 2007. If you would like to forward your comments electronically, you can send them to me at [sopfer@lincoln.ne.gov](mailto:sopfer@lincoln.ne.gov). If you have any questions while in review, you may contact me directly at 441-7851.

In conclusion, we would like to thank you in advance for providing us with your thoughts and comments on these very important documents. Again, please do not hesitate to contact me with questions.

Sincerely,

Scott A. Opfer, Manager  
Traffic & Engineering Services Operations  
Public Works & Utilities Department

cc: Trish Owen, Mayor's Office  
Karl Fredrickson, Public Works Director  
Roger Figard, City Engineer  
Randy Hoskins, Asst. City Engineer  
Harry Kroos

Enc.



CITY OF LINCOLN  
NEBRASKA

MAYOR CHRIS BEUTLER  
lincoln.ne.gov

Engineering Services  
Public Works and Utilities Department  
Karl Fredrickson, Director  
531 Westgate Blvd.  
Suite 100  
Lincoln, Nebraska 68528  
402-441-7711  
fax: 402-441-6576

July 24, 2007

American Council of the Blind  
Attn: Mr. Bill Orester  
P.O. Box 94641  
Lincoln, NE 68509

RE: **A.D.A. Transition Plan Review**

Dear Mr. Orester:

As you are aware, the Americans with Disabilities Act of 1990 (ADA) placed a requirement on all State and local governments with 50 or more employees to perform a self evaluation of their current services, policies and practices that do not or may not meet ADA requirements. It also required the development of a Transition Plan addressing these deficiencies. This self-evaluation and Transition Plan were to be completed by 1995. The City of Lincoln, met these requirements with the completion of the self-evaluation and Transition Plan in August of 1992. Since that time, the City has made every attempt to provide public facilities which meet ADA requirements in accordance with the original 1992 plan.

One of the other requirements of ADA is that the plan be updated periodically and that the public, including the disabled community, have the opportunity to review the plan. We would invite you, as a representative of the American Council of the Blind, to review and provide us with written comments on the attached updated Transition Plan for facilities located within the public right-of-way. Also included with this plan is a more general overview of the City's pedestrian program titled the Pedestrian Master Plan. We would ask that you provide us with written comments on both documents by the end of the business day of August 17, 2007. If you would like to forward your comments electronically, you can send them to me at [sopfer@lincoln.ne.gov](mailto:sopfer@lincoln.ne.gov). If you have any questions while in review, you may contact me directly at 441-7851.

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Scott A. Opfer, Manager  
Traffic & Engineering Services Operations  
Public Works & Utilities Department

cc: Trish Owen, Mayor's Office  
Karl Fredrickson, Public Works Director  
Roger Figard, City Engineer  
Randy Hoskins, Asst. City Engineer  
Harry Kroos

Enc.

ADA Review American Council of the Blind Orester sao mk.wpd

LINCOLN

The Community of Opportunity



CITY OF LINCOLN  
NEBRASKA

MAYOR CHRIS BEUTLER

lincoln.ne.gov

Engineering Services  
Public Works and Utilities Department  
Karl Fredrickson, Director  
531 Westgate Blvd.  
Suite 100  
Lincoln, Nebraska 68528  
402-441-7711  
fax: 402-441-6576

July 24, 2007

League of Human Dignity  
Attn: Mr. Mike Shafer  
1701 'P' Street  
Lincoln, NE 68508

RE: **A.D.A. Transition Plan Review**

Dear Mr. Shafer:

As you are aware, the Americans with Disabilities Act of 1990 (ADA) placed a requirement on all State and local governments with 50 or more employees to perform a self evaluation of their current services, policies and practices that do not or may not meet ADA requirements. It also required the development of a Transition Plan addressing these deficiencies. This self-evaluation and Transition Plan were to be completed by 1995. The City of Lincoln, met these requirements with the completion of the self-evaluation and Transition Plan in August of 1992. Since that time, the City has made every attempt to provide public facilities which meet ADA requirements in accordance with the original 1992 plan.

One of the other requirements of ADA is that the plan be updated periodically and that the public, including the disabled community, have the opportunity to review the plan. We would invite you, as a representative of the League of Human Dignity, to review and provide us with written comments on the attached updated Transition Plan for facilities located within the public right-of-way. Also included with this plan is a more general overview of the City's pedestrian program titled the Pedestrian Master Plan. We would ask that you provide us with written comments on both documents by the end of the business day of August 17, 2007. If you would like to forward your comments electronically, you can send them to me at [sopfer@lincoln.ne.gov](mailto:sopfer@lincoln.ne.gov). If you have any questions while in review, you may contact me directly at 441-7851.

In conclusion, we would like to thank you in advance for providing us with your thoughts and comments on these very important documents. Again, please do not hesitate to contact me with questions.

Sincerely,

Scott A. Opfer, Manager  
Traffic & Engineering Services Operations  
Public Works & Utilities Department

cc: Trish Owen, Mayor's Office  
Karl Fredrickson, Public Works Director  
Roger Figard, City Engineer  
Randy Hoskins, Asst. City Engineer  
Harry Kroos

Enc.

ADA review League of Human Dignity Shafer sao mk.vpd

Mayor's Pedestrian/Bicycle  
Advisory Committee  
2740 "A" Street  
Lincoln, NE 68502

August 29, 2007

To Whom It May Concern:

The Mayor's Pedestrian/Bicycle Advisory Committee has reviewed the drafts for the Transition Plan Update 2007 Sidewalk & Curb Ramps, the Pedestrian Master Plan, and the Grievance Procedure under The Americans with disabilities Act. The committee unanimously found them to be acceptable and would like to go on record as supporting adoption of them as worded.

Cordially,



Beth Thacker, Chairperson  
Mayor's Pedestrian/Bicycle Advisory Committee

**Corrine Kleisle**

---

**From:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
**To:** "Herritt, Thomas" <Thomas.Herritt@fhwa.dot.gov>  
**Sent:** Friday, December 12, 2008 3:10 PM  
**Subject:** Re: ADA Transition Plan Information Request

Mr. Herritt:

Per our conversation this week, we are recompiling an inventory of all the sidewalk/street intersections and whether they are handicapped accessible and whether there is handicapped access to public buildings. This inventory will be made available to your office by December 19th at the latest. Thanks for your patience.

Corrine Kleisle, Mayor  
315-946-4531

----- Original Message -----

**From:** [Herritt, Thomas](mailto:Herritt,Thomas)  
**To:** [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
**Cc:** [Jackson-Grove, Amy](mailto:Jackson-Grove,Amy) ; [scorcoran49@verizon.net](mailto:scorcoran49@verizon.net)  
**Sent:** Tuesday, December 02, 2008 11:22 AM  
**Subject:** ADA Transition Plan Information Request

Our office sent Mayor Kleisle a September 24, 2008 letter requesting information on the status of the Village's transition plan to provided pedertrian access for persons with disabilities. In a November 3, 2008 Phone call the Mayor indicated that she would discuss this with the Village attorney. Does the Village have an answer to our request?

**Corrine Kleisle**

---

**From:** "PLAN- Lilla, Sharon" <SLilla@co.wayne.ny.us>  
**To:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
**Sent:** Friday, December 05, 2008 11:37 AM  
**Subject:** RE: 1992 ADA Title II etc. pedestrian access plan

Hi Corrine: I'm checking with the County Highway Department to see if they did anything on a countywide basis. It sounded to me like something they might have been involved with. I'll let you know as soon as I get an answer.  
Sharon

*Sharon Lilla, Director  
Wayne County Planning Department  
9 Pearl Street  
Lyons, New York 14489  
315-946-5919  
315-946-7657 (fax)*

Confidential Notice: This transmission, including any attachments, is for the sole use of the intended recipient(s) or entity named above and may contain confidential and privileged information. If you received this and are not the intended recipient(s), you are hereby notified that any disclosure, copying, unauthorized distribution or the taking of any action in reliance on the contents of this information is prohibited. If you have received this transmission in error, please immediately contact the sender as indicated above to arrange the proper handling of the information.

---

**From:** Corrine Kleisle [mailto:svillag3@rochester.rr.com]  
**Sent:** Friday, December 05, 2008 11:11 AM  
**To:** PLAN- Lilla, Sharon  
**Subject:** 1992 ADA Title II etc. pedestrian access plan

Hello Sharon

The US Dept. of Transportation, Fedl Hwy. Admin., NY Div is requesting an update to transition plans submitted in 1992 for provision of pedestrian access for persons with disabilities in compliance with Section 504 standards. They keep bugging me for this info and I cant find anything here on file about this original plan in 1992. Thought perhaps this might be something countywide and possibly filed by the Planning Board or the Village also filed with the County. Any thoughts?

Thanks

Corrine Kleisle  
315-946-4531

**Corrine Kleisle**

---

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**To:** <slilla@co.wayne.ny.us>  
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Thanks

Corrine Kleisle  
315-946-4531





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New York Division**

September 24, 2008

Leo W. O'Brien Federal Building, Suite 719  
Clinton Avenue & North Pearl Street  
Albany, NY 12207

**RECEIVED**

**SEP 25 2008**

**VILLAGE OF  
LYONS**

In Reply Refer To:  
HPC-NY

The Honorable Corrine Kleisle  
Mayor of Lyons  
76 William Street  
Lyons, NY 14489

Dear Mayor Kleisle:

I am requesting information as to the status of the village's transition plan to provide pedestrian access for persons with disabilities in compliance with Americans with Disability Act (ADA) Title II. All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II, 42 United States Code (U.S.C.) §12131(1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards.

The ADA requires any public agency with more than 50 employees to make a transition plan setting forth the steps necessary to make its facilities accessible to persons with disabilities. The transition plan should have been completed by January 26, 1992, and should be based on updates of the self-evaluation conducted to comply with the requirements of Section 504. Changes to the plan shall be made available to the public for comment. The ADA deadline for completing the improvements listed in the transition plans was January 26, 1995. For those State and localities that have not completed their self-evaluation and transition plans, it is critical that they complete this process.

The transition plan must include a schedule for providing access features, including curb ramps for walkways. The schedule should first provide for pedestrian access upgrades to State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. The transition plan should accomplish the following four tasks:

1. Identify physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
2. Describe in detail the methods that will be used to make the facilities accessible.
3. Specify the schedule for taking the steps necessary to upgrade pedestrian access to meet ADA and Section 504 requirements in each year following the transition plan.

**MOVING THE  
AMERICAN  
ECONOMY**

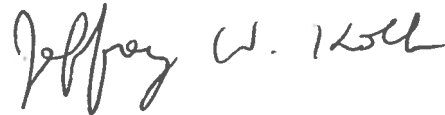


*refer*

4. Indicate the official responsible for implementation of the plan.

If you have any questions regarding this matter, you may contact Tom Herritt at 518-431-4125 Extension 233.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey W. Kolb". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

Jeffrey W. Kolb, P.E.  
Division Administrator

**Corrine Kleisle**

---

**From:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
**To:** "Herritt, Thomas" <Thomas.Herritt@fhwa.dot.gov>  
**Sent:** Thursday, December 18, 2008 11:43 AM  
**Subject:** Re: ADA Transition Plan Information Request

Mr. Herritt:

We are sending by overnight mail our ADA Transition Plan Information. Please advise when you receive if there is anything else needed. Thanks

Corrine Kleisle  
Village of Lyons

----- Original Message -----

**From:** "Herritt, Thomas" <[Thomas.Herritt@fhwa.dot.gov](mailto:Thomas.Herritt@fhwa.dot.gov)>  
**To:** "Corrine Kleisle" <[svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)>  
**Sent:** Friday, December 12, 2008 3:55 PM  
**Subject:** RE: ADA Transition Plan Information Request

Thank you. An inventory is a good start toward a Transition Plan. The attached files are some examples to transition plans from the internet.

-----Original Message-----

**From:** Corrine Kleisle [<mailto:svillag3@rochester.rr.com>]  
**Sent:** Friday, December 12, 2008 3:11 PM  
**To:** Herritt, Thomas  
**Subject:** Re: ADA Transition Plan Information Request

Mr. Herritt:

Per our conversation this week, we are recompiling an inventory of all the sidewalk/street intersections and whether they are handicapped accessible and whether there is handicapped access to public buildings. This inventory will be made available to your office by December 19th at the latest. Thanks for your patience.

Corrine Kleisle, Mayor  
315-946-4531

----- Original Message -----

**From:** Herritt, Thomas <<mailto:Thomas.Herritt@fhwa.dot.gov>>  
**To:** [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
**Cc:** Jackson-Grove, Amy <<mailto:Amy.Jackson-Grove@fhwa.dot.gov>>  
; [scorcoran49@verizon.net](mailto:scorcoran49@verizon.net)  
**Sent:** Tuesday, December 02, 2008 11:22 AM  
**Subject:** ADA Transition Plan Information Request

**Corrine Kleisle**

---

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**To:** "Corrine Kleisle" <svillag3@rochester.rr.com>  
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**Attach:** LincolnNBADA.pdf; BelmontCAADA.pdf  
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 315-946-4531

----- Original Message -----

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 To: [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
 Cc: Jackson-Grove, Amy <<mailto:Amy.Jackson-Grove@fhwa.dot.gov>>  
 ; [scorcoran49@verizon.net](mailto:scorcoran49@verizon.net)  
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**Corrine Kleisle**

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Corrine Kleisle, Mayor  
315-946-4531

----- Original Message -----

From: Herritt, Thomas <<mailto:Thomas.Herritt@fhwa.dot.gov>>  
To: [svillag3@rochester.rr.com](mailto:svillag3@rochester.rr.com)  
Cc: Jackson-Grove, Amy <<mailto:Amy.Jackson-Grove@fhwa.dot.gov>>  
; [scorcoran49@verizon.net](mailto:scorcoran49@verizon.net)  
Sent: Tuesday, December 02, 2008 11:22 AM  
Subject: ADA Transition Plan Information Request

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## Corrine Kleisle

---

**From:** Corrine Kleisle [svillag3@rochester.rr.com]  
**Sent:** Tuesday, July 28, 2009 2:47 PM  
**To:** 'jbradyco3@yahoo.com'  
**Subject:** sidewalk/street handicapped inventory

Hello Jim:

Please return my file re: the above ADA Transition Plan so that response can be made to the US Dept. of Transportation. The State of New York has offered to send one of their planners to the Village to make sure we provide the correct info the feds are looking for. Thank you for your assistance with this project. We will now be able to give them what they want.

Corrine Kleisle Mayor  
Village of Lyons

315-946-4531 ext 11

**Corrine Kleisle**

---

**From:** "Herritt, Thomas" <Thomas.Herritt@fhwa.dot.gov>  
**To:** <svillag3@rochester.rr.com>  
**Sent:** Thursday, April 23, 2009 9:02 AM  
**Subject:** Corcoran\_Lyons31309.doc

Has the Village made any progress regarding the ADA Transition Plan?

---



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New York Division**

March 13, 2009

Leo W. O'Brien Federal Building, Suite 7  
Clinton Avenue & North Pearl Street  
Albany, NY 12207  
518-431-4127  
518-431-4121 Fax  
NewYork.FHWA@fhwa.dot.gov

The Honorable Corrine Kleisle  
Mayor of Lyons  
76 William Street  
Lyons, NY 14489

Dear Mayor Kleisle:

The information provided by your December 17, 2008, letter has been reviewed by the Federal Highway Administration Office of Civil Rights with regard to the requirement of the Americans with Disabilities Act for a transition plan.

While your letter provides some of the information needed in a transition plan, it does not meet all of the requirements. Please see the enclosed pages of the handbook—Access to Public Buildings and Facilities—Americans with Disabilities—which lists the required elements of a transition plan. Please note that your plan does not meet all of the requirements.

In Reply Refer To:  
HPC-NY the

If you have any questions regarding this matter, you may contact Tom  
Extension 233.

Sincerely,

/Original signed by/

Jeffrey W. Kolb, P.E.  
Division Administrator

Enclosure

File 843

s:\FY09\2<sup>nd</sup>\Corcoran\_Lyons31309.doc

THerritt:th/pmm 03/13/09





STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
REGION FOUR  
1530 JEFFERSON ROAD  
ROCHESTER, NEW YORK 14623-3161  
www.nysdot.gov

cc: VB  
M. Salerno  
clerk - TRAS  
Code Enf.

RECEIVED  
APR 21 2010  
VILLAGE OF  
LYONS

ROBERT A. TRAVER, P.E.  
ACTING REGIONAL DIRECTOR

STANLEY GEE  
ACTING COMMISSIONER

April 26, 2010

Hon. Corrine Kleisle, Mayor  
Village of Lyons  
76 William Street  
Lyons, NY 14489

Dear Hon. Kleisle:

The New York State Department of Transportation will be performing a project in the Village of Lyons that will retrofit existing sidewalk ramps constructed under a previous Department project with **detectable warning fields**. Construction will begin in July, 2010 and is expected to be completed December 2010. The Department of Transportation is funding this project. Your municipality will not incur any installation cost.

Attached is a copy of our specification for ADA **detectable warning fields** on sidewalk ramps. Also included are location maps showing the ramps to be retrofitted. The Department of Justice has required all ramps constructed since 2001 to include, or be retrofitted with, **detectable warning fields**. This contract will address ramps constructed prior to 2001 to provide improved safety for pedestrians with visual impairments.

Please be advised that, upon completion of this project, the Village of Lyons will have continued maintenance jurisdiction of the sidewalk ramps, including the newly installed detectable warnings. To reduce maintenance expense, it is suggested that sidewalk snow plow drivers slightly raise their blades, as they approach these detectable warning fields, to minimize any unintended damages.

If you have any questions about this project or you would like additional information, please contact Jon Harman, Project Designer by email or phone at [jharman@dot.state.ny.us](mailto:jharman@dot.state.ny.us) or at 272-3358.

Sincerely,

Kevin Miller, L.A.  
Senior Landscape Architect

Enclosures

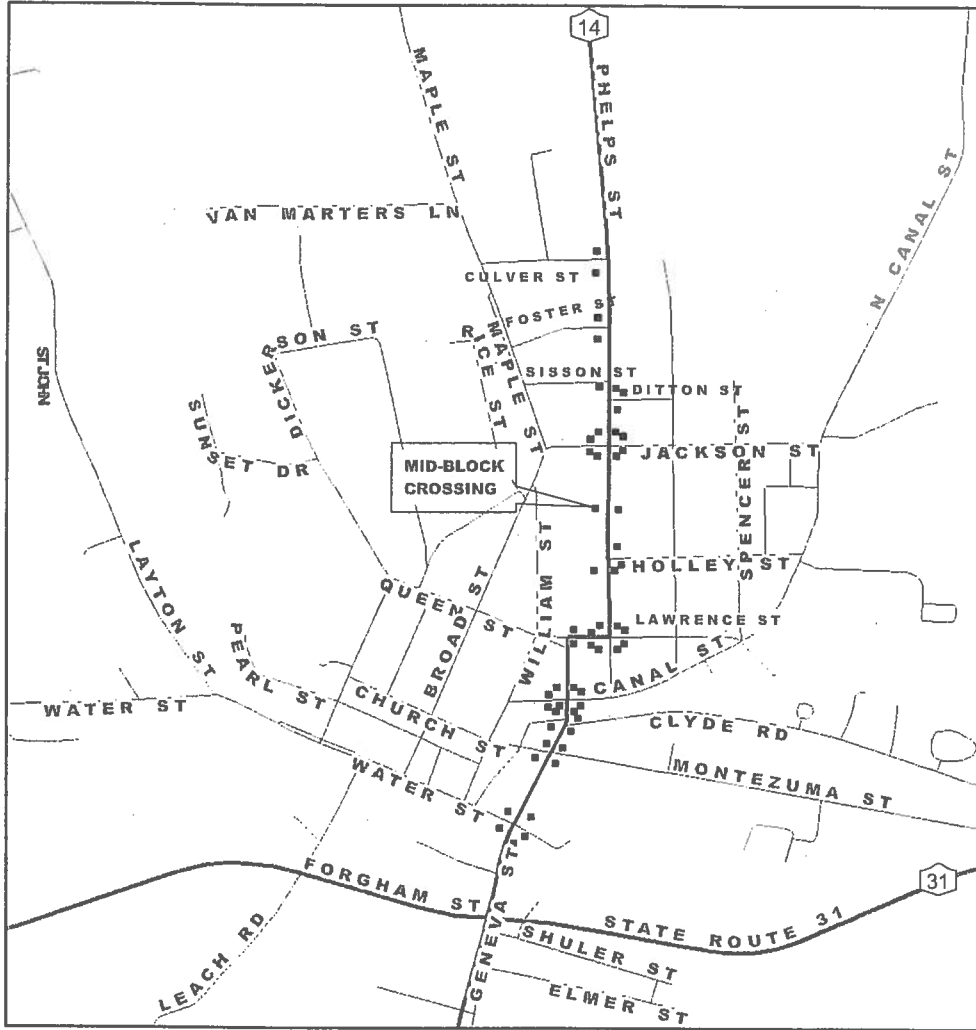
cc: Lori Maher, Region Public Information Officer

VILLAGE  
OF  
LYONS

PEDESTRIAN FACILITY IMPROVEMENTS

WAYNE COUNTY

P.I.N. 4T47.EX

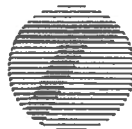


LEGEND

- ITEM 608.20- SURFACE-APPLIED DETECTABLE WARNING UNITS  
53 LOCATIONS



Base Map copyrighted by the  
New York State Dept. of Transportation



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET P-1

REGION 4

**608-2.06 Surface-Applied Detectable Warning Units.**

Surface-applied detectable warning units shall meet the requirements of Section §726-01 and shall be the color as specified in the Contract Documents to provide the required contrast, light-on-dark or dark-on-light, with the adjacent surface. If no color is specified, the color shall be dark gray Federal Standard 595B #36081 or darker. Setting bed material and/or surface preparation materials for installation of detectable warning units shall be in accordance with the manufacturer's recommendations.



## Corrine Kleisle

---

**From:** Kevin.C Miller [kcmiller@dot.state.ny.us]  
**Sent:** Friday, April 09, 2010 10:25 AM  
**To:** svillag3@rochester.rr.com  
**Subject:** Emailing: Sidewalk Segment Checklist.pdf  
**Attachments:** Sidewalk Segment Checklist.pdf

Dear Mayor Kleisle,

The sidewalk segment checklist for compliance is attached for the Village's use. I recommend that sidewalk segments be recorded from intersection to intersection and which side of the street for any street with sidewalks even if only partial. This will allow resources to be directed in a way that will produce continuous networks of pedestrian access routes. If chuck has any questions regarding the checklist please feel free to have him contact me.

As we discussed I was not able to find an off the shelf checklist so this is untried at this point. I think it is reasonably comprehensive without getting into some of the less common sources of ADA non compliance. We can adjust it as needed based on use.

Kevin Miller  
Regional Landscape Architect  
New York State Department of Transportation  
1530 Jefferson Road  
Rochester, NY 14623  
(585) 272-4828



7	Is PAR surface firm, stable and slip resistant. What is PAR Material? Concrete (C), Asphalt (A), Other (O)	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
8	Does PAR have gaps? What is length of gap?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
9	Does PAR have grates or other surface openings over 1/2" in width in direction of travel?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N

Comments: -----

This survey form is designed to assist you in identifying common barriers to access – not all barriers.

**Corrine Kleisle**

---

**From:** Kevin.C Miller [kcmiller@dot.state.ny.us]  
**Sent:** Friday, March 26, 2010 11:42 AM  
**To:** svillag3@rochester.rr.com  
**Subject:** Checklists  
**Attachments:** Curb Ramp Checklist.pdf

Dear Mayor Kleisle

My search for a form did not uncover anything that was already in a format that could be used. Consequently, I have started on creation of a form from what I information I could find. I have the form for curb ramps and am working on the one for sidewalks. The curb ramp checklist is attached and I will send along the other as soon as possible. Please feel free to have Chuck contact me if he has any questions.

Kevin Miller  
Regional Landscape Architect  
New York State Department of Transportation 1530 Jefferson Road  
Rochester, NY 14623  
(585) 272-4828





8	Is the sidewalk at the "top" of CR at least 36" wide?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
9	Does CR have flared sides? If yes, answer <i>one</i> of the next two questions. If not, skip to question 10.	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a
9.a	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? If the CR has flared sides, skip this question.	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
11	If CR is built-up to the curb, is it outside the path of cars? If CR is not built-up to curb, skip this question.	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Answer the last two questions only if the CR is located at a marked crossing:																			
12	Is ramp of CR contained in markings?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? If not corner-type CR, skip this question.	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N

**Comments:**

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 This survey form is designed to assist you in identifying common barriers to access – not all barriers. To identify all barriers, you must survey for compliance with §§ 4–10 of the ADA Standards