PLAN FOR ACCESSIBLE STREETS AND SIDEWALKS

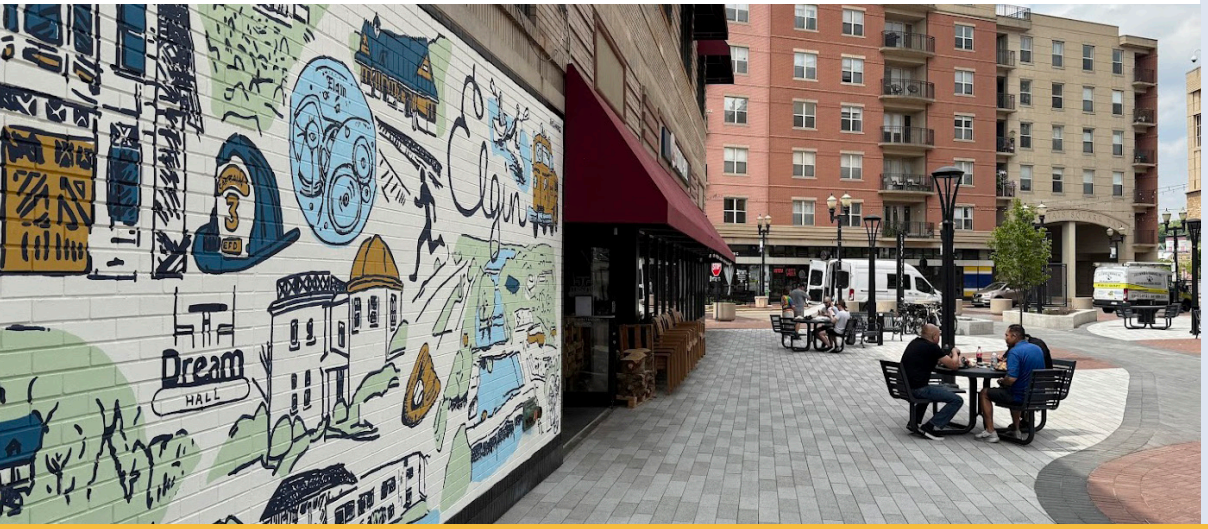
ELGIN

PLAN PARA CALLES Y BANQUETAS ACCESIBLES

For Approval

February 12, 2026

Table of Contents



ELGIN
THE CITY IN THE SUBURBS™

City of Elgin ADA Coordinator

Tim Bennett, Director, Human Resources Department
(847) 931-6076, tim.bennett@elginil.gov

Public Rights-of-Way Contact

Mike Pubentz, Director, Public Services
(847) 931-5698, mike.pubentz@elginil.gov

Chicago Metropolitan Agency for Planning

Funding for this plan provided through a grant from the Chicago Metropolitan Agency for Planning (CMAP) with support from the City of Elgin, Illinois.

This is the first self-evaluation and transition plan developed for Elgin's streets and sidewalks.

Acknowledgments

Thank you to the following people and organizations who provided support for this plan through participation on the steering committee, promoting public input, and engaging in stakeholder interviews.

City of Elgin & Chicago Metropolitan Agency for Planning

- Mike Pubentz - City Public Services Director
- John Whalen - City Parks Planner
- Jaemi Jackson - CMAP Principal Planner and Regional ADA Coordinator
- Borja Gonzalez - CMAP Planner and Elgin Project Manager
- Jack Ringness - CMAP ADA Program Consultant

Steering committee members

- Jennifer Fukala - Downtown Neighborhood Association Executive Director
- Brian Pinon - Downtown Neighborhood Association Board President
- John Ashcraft - The Judson Bike Shop
- Gail Cohen - Northeast Neighborhood Association
- Katie Thompson - PADS of Elgin

Stakeholders who participated in project interviews

- Elgin Community College Student Access and Disability Services
- Elgin Hispanic Network
- Elgin Cares
- Downtown Neighborhood Association
- Northern Illinois Special Recreation District
- Pace Suburban Bus

Chicago Metropolitan Agency for Planning

Accessibility is vital to creating an inclusive and thriving region. Everyone in northeastern Illinois, including people with disabilities, needs to be able to get to work or school, visit family and friends, access the goods and services they need, and enjoy all the region has to offer, such as dining, shopping, arts, sports, and recreation.

Of the 8.6 million people in northeastern Illinois, over 800,000 have a disability. The Chicago Metropolitan Agency for Planning (CMAP) is working to improve accessibility across the region, not only because it benefits those with disabilities, but because it benefits everyone.

- Accessibility creates opportunity.
- Accessibility creates economic benefits.
- Many people have, or will have, disabilities.
- Everyone benefits from accessibility improvements.

Compliance with ADA is required and ensures the region continues to receive millions of dollars in annual transportation funding.

Project Consultants

Vitruvian Planning

Epstein

cyclomedia

1. Introduction and purpose

Elgin's Plan for Accessible Streets and Sidewalks meets the requirements of the Americans with Disabilities Act (ADA) for public rights-of-way. This law, established in 1990, requires public entities to identify and address barriers to accessibility on their streets and sidewalks.

Specifically, the ADA also requires public entities with 50 or more employees to develop a self-evaluation and transition plan to show how they will improve streets and sidewalks for people with disabilities. Such an effort results in a schedule for how a community will address its barriers to accessibility, over time and in consideration of other municipal needs.

Beyond helping Elgin comply with federal law, this Plan for Accessible Streets and Sidewalks fulfills several goals established by the city through its various plans. Most notable is a vision for Elgin established in its 2018 Comprehensive Plan:

- **"Ensure that residents can safely walk or bike through their neighborhoods and have convenient access to local commercial areas, parks, and community facilities."**

Some of these themes are being addressed through an Active Mobility Plan for Elgin, which was developed concurrently with this plan. The Active Mobility Plan addresses the needs of pedestrians and bicyclists beyond ADA-related features of streets and sidewalks. This includes infrastructure needs such as constructing new sidewalks, pathways/sidepaths, and dedicated bicycling infrastructure on streets and in parks that currently lack such facilities.

Although they are separate efforts, the two consulting teams working on these plans coordinated their findings and data. This allowed each plan to better align with the city's goals and reflect public input pertaining to the purpose of each plan.

Some priority streets identified in the Plan for Accessible Streets and Sidewalks align with those identified in the Active Mobility Plan. The city is encouraged to utilize the identification of these routes in each plan to bolster its chances for grant funding for these improvements.

Beyond the subject matter of this plan for public rights-of-way, the city is recommended to adopt ADA-related policies and formally assign ADA Coordinator duties to the appropriate city staff. The city is also recommended to conduct a self-evaluation and develop a transition plan for its public buildings, parks, and communication methods. Fulfilling this recommendation allows the city to fully comply with all requirements under the ADA.

The city applied for and received funding support for this plan through the Chicago Metropolitan Agency for Planning (CMAP), the regional planning agency for the northeastern Illinois region. The plan was presented to the Elgin City Council on January 28, 2026, and the city's Human Relations Commission on February 3, 2026.

Purpose

The Plan for Accessible Streets and Sidewalks identifies existing accessibility barriers along streets within Elgin, including recommendations for removing the highest priority barriers. Street features addressed in the plan include sidewalks, curb ramps, driveways, pedestrian signals, and on-street parking spaces.

These are the elements of a transportation network that help make travel easier for people with disabilities, as well as many others. This includes older adults, parents with strollers, and people who rely on sidewalks that are easy to use.

Streets within the city limits of Elgin include city, county, and state roads. This plan focuses on the streets the city manages, since the city must ensure they are accessible.

The Illinois Department of Transportation (IDOT), as well as Kane and Cook Counties, manage other streets in Elgin, such as Route 20, State Street and Randall Road. Portions of Summit Street, Chicago Street, and Dundee Avenue are also managed by agencies other than the city. The map on the next page shows which agency is responsible for managing the various streets in Elgin.

For streets managed by the city, this plan identifies the highest priorities to address over the next 10 to 20 years. This does not include every barrier to accessibility on every street in the city due to financial constraints.

Therefore, it is important for Elgin to monitor and report on progress made toward making streets and sidewalks accessible. While the city focuses on its priority routes, other streets may receive upgrades through other improvements. This includes street repaving projects that are not on priority routes, but must incorporate accessibility feature upgrades when repaving occurs.

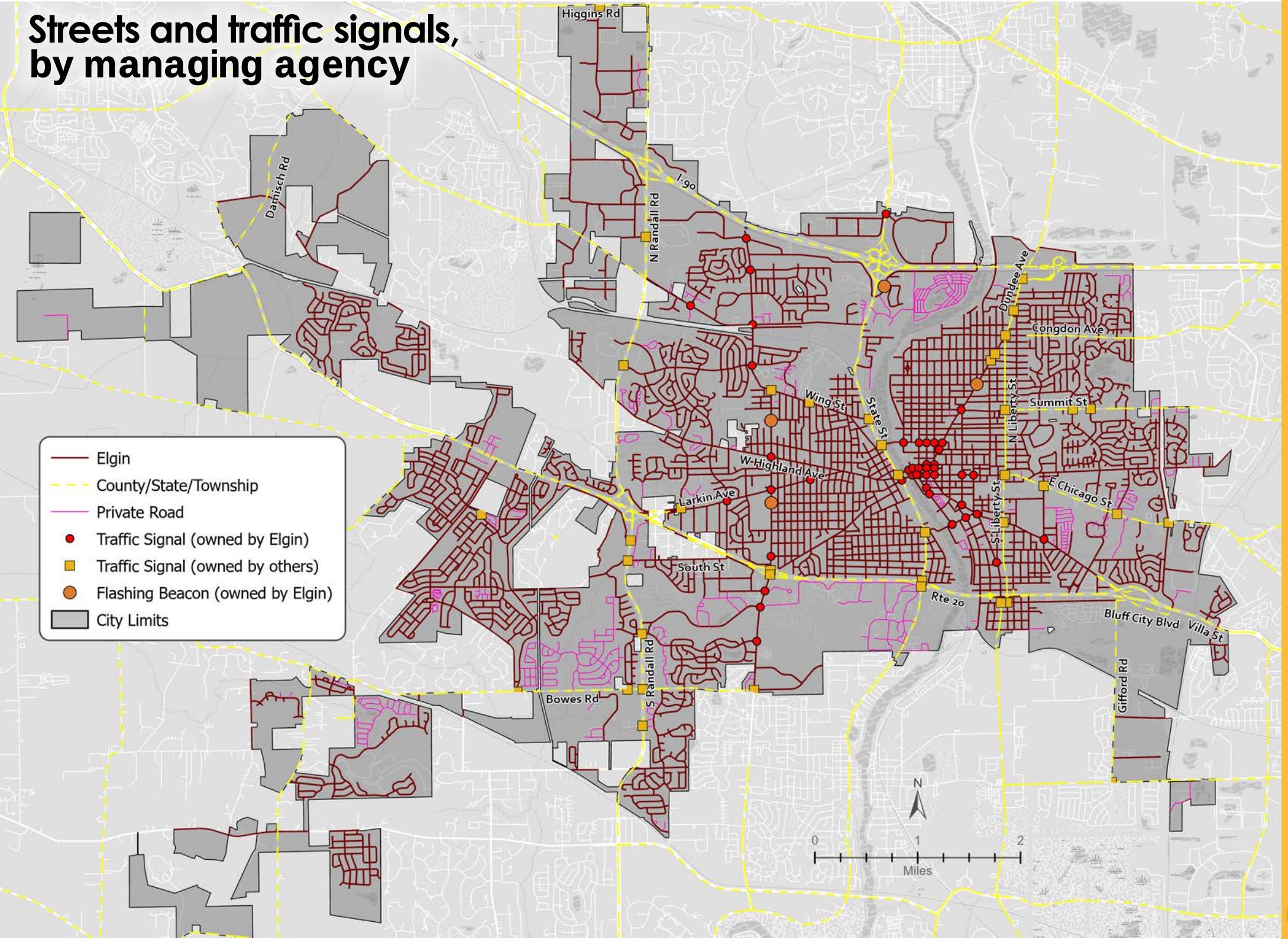
The initial round of public input for this plan revealed the following themes as areas of concern for the people of Elgin. Some of these concerns are directly related to ADA requirements, while others pertain to overall pedestrian safety.

- **Sidewalk and pathway conditions**, notably broken and uneven surfaces, and sidewalk or pathway gaps.
- **Improved street crossings**, including alignment of curb ramps, short crossing times, and poor visibility of crosswalks.
- **Pedestrian push button placement**, such as buttons placed too high or far from the curb or surrounded by obstacles.
- **Access to key destinations** like bus stops, parks, schools, and public buildings. These included comments on the lack of sidewalk access and curb ramps, as well as lighting conditions.
- **Winter conditions and blocked routes** where snow and ice accumulation limit access to sidewalks and crosswalks, notably near bus stops and commercial areas.

To fully address the requirements of a transition plan, this input was combined with technical analysis to identify how Elgin can improve accessibility along these key routes over the next 10 to 20 years.

While individual projects and redevelopment policies improve accessibility, other program-based efforts also have an impact. This includes programs that promote sidewalk maintenance by local organizations or property owners, such as trimming landscaping, keeping sidewalks clear of obstructions, and implementing reasonable snow removal policies. Volunteer efforts can help reduce the burden on the city's resources.

Streets and traffic signals, by managing agency



Why is this important?

Implementing this plan's recommendations will enhance the lives of everyone in Elgin. This is because it emphasizes sidewalk upgrades on routes that connect neighborhoods to the most popular destinations, amenities, and services.

People of all ages and abilities benefit from well-designed sidewalks that maintain accessibility in all weather conditions and construction environments. The collection of images on the next page illustrates the diverse range of people who benefit from accessible streets and sidewalks. A sampling of those who benefit from accessibility is illustrated on page 7.

IDOT is responsible for features such as curb ramps and pedestrian signals on state routes, but expects municipalities like Elgin to maintain the sidewalks along its routes. Kane and Cook County manage all pedestrian features on streets these agencies control.

Public input provided for this plan had a heavy emphasis on challenges people face navigating, specifically, walking along and crossing state and county routes. The public input section summarizes these comments, and the city and CMAP can use this public input to guide future coordination with IDOT and the counties to improve accessibility along their routes.

ELGIN
THE CITY IN THE SUBURBS

"The City should continue to evaluate accessibility to existing and future park facilities, including accessibility from the street network, sidewalk network, trail network, and public transit."

► **City of Elgin Comprehensive Plan (2018), page 110**

Navigating the plan

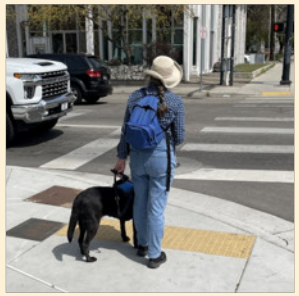
This plan meets the requirements for a transition plan under the ADA. Those requirements are addressed in Chapter 2. Additionally, the plan incorporates and summarizes demographic data, past plans, and details from public input. Below is a list of chapters, along with the topics they address. Click on a chapter title to jump to its first page.

- 2. ADA policies and responsibilities: This includes a summary of key laws, design standards, and city-specific policies.
- 3. People and plans of Elgin: This chapter summarizes key demographics and city plans related to accessibility.
- 4. Public input and access to information: This section explains how the consultants collected public input for this plan. It highlights the document's accessible features.
- 5. Self-evaluation: This chapter explains how the consultants reviewed the streets and sidewalks. Identifies barriers to accessibility.
- 6. Transition plan: This includes priorities for Elgin to remove barriers to accessibility and improve access on main routes.
- 7. Schedule and implementation: The schedule shows when the City will upgrade priority routes, change policies, and update programs.
- 8. Best practices guide: References to national best practices that improve accessibility.
- 9. Appendix: The Appendix contains more detailed information relevant to the plan's development. This includes details such as public input results and links to applicable policies and design guidance.

Everyone benefits from accessible streets and sidewalks

Accessible streets benefit everyone who uses sidewalks and pathways. People who use mobility devices or have vision disabilities are reliant upon accessible street features to travel the community safely and independently. Things like smooth transitions from the street to the sidewalk, accessible work zones, and keeping sidewalks and crosswalks clear of snow allow greater independence for everyone.

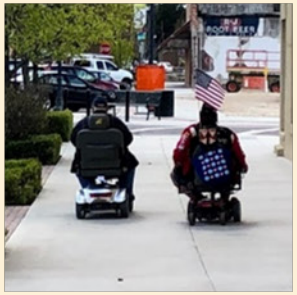


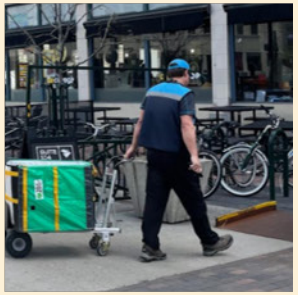
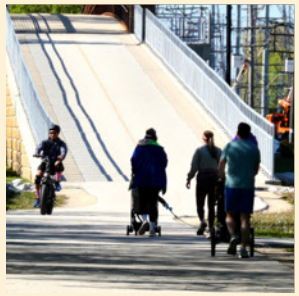



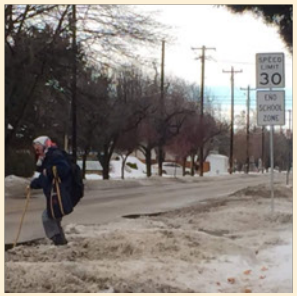




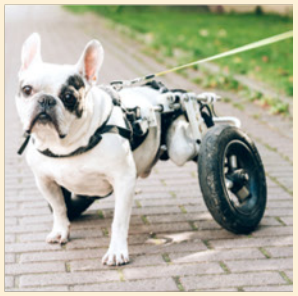








2. ADA policies and responsibilities

The core purpose of this plan is to address the requirements of the Americans with Disabilities Act (ADA). The ADA became law on July 26, 1990, to provide strong civil rights protection to people with disabilities.

The law covers various aspects, including employment, government services, public areas, transportation, and communication. Five sections of the ADA pertain to multiple aspects of public life.

- Title I: Employment
- Title II: Public services - state and local governments
- Title III: Public accommodations and services operated by private entities
- Title IV: Telecommunications
- Title V: Miscellaneous provisions

Elgin's Plan for Accessible Streets and Sidewalks addresses requirements contained in Title II of the ADA. That title prohibits state and local governments from discriminating against people with disabilities. In doing so, public entities must ensure all programs, services, and activities are accessible.

Title II Requirements

Title II requires agencies with 50 or more employees to evaluate their services, programs, policies, and practices to identify if they create barriers to accessibility. A municipality must then determine how it will transition its programs and facilities to address these barriers.

It must adopt policies to provide people with disabilities access to information about how to notify the city of barriers.

The plan's consultants reviewed the city's programs and policies to determine how well they comply with Title II requirements. Adopting this plan complies with the self-evaluation, transition plan, and schedule requirements. The city must maintain public access to these documents and develop a progress report on the plan's implementation at least every five years.

Public documents, such as City Council Agendas, include the following statement:

- The City of Elgin is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact the Human Resources Department at (847) 931-6076 or TT/TDD (847) 931-5616 promptly to allow the City of Elgin to make reasonable accommodations for those persons.

The review found Elgin needs to adopt additional ADA policies and update the name of the current ADA Coordinator.

- The city is recommended to adopt new policies and formally designate an ADA Coordinator via city resolution. This should occur concurrent with adoption of this plan. Template of these policies are provided via CMAP and included in the Appendix.

Additional information what these policies mean for the city are shown on the right.

Requirements addressed in this plan

Beyond recommending adoption of the necessary ADA policies, the Plan for Accessible Streets and Sidewalks addresses Title II requirements for conducting a self-evaluation and transition plan for public rights-of-way.

Self-evaluation. To comply with self-evaluation requirements, the plan's consultants gathered data on Elgin's streets using data generated in 2022. This data was collected via a Light Detection and Ranging (LiDAR) scan of the city's streets using vehicle-mounted imaging technology. This data was used to evaluate the conditions of sidewalks, curb ramps, pedestrian push buttons, and crosswalks.

Additional efforts led to the evaluation of the marked, on-street parking spaces within Elgin to determine the degree to which they meet ADA requirements for accessible parking within public rights-of-way.

To complete the self-evaluation, the consultant reviewed Elgin's policies, programs, and services for public streets. This assessment identified the degree to which they comply with ADA rules.

The collection and evaluation of this data, along with a review of policies and programs, fulfill requirements to identify barriers to accessibility through a self-evaluation (Chapter 5).

Title II policy requirements

ADA Coordinator

The ADA Coordinator makes sure the city follows and complies with Title II requirements. The person in this position investigates any complaints or grievances related to accessibility within the city. This includes assessing the nature of a complaint and routing it to the appropriate department.

ADA and Illinois law require that people be able to find the name, office address, and phone number of the ADA Coordinator. For example, someone who requires auxiliary aids or services, such as a sign language interpreter or Braille documents, for a city-sponsored event should know how to contact the ADA Coordinator to make this request.

- **Elgin's ADA Coordinator is the Human Resources Director, as designated via actions by the City Manager in April 2023.**

Grievance Procedure

A Grievance Procedure explains how the city addresses complaints about possible discrimination. It establishes a system to handle complaints about disability discrimination efficiently and justly. All city department managers should be aware of the grievance procedure. Copies of the policy should be posted in public spaces of public buildings and on the municipality's website.

Non-Discrimination Notice

The Non-Discrimination Notice aligns with the grievance procedure and ADA Coordinator responsibilities. The policy shows the city's commitment to employment, clear communication, and updates to existing policies and procedures. It states that Elgin will not charge extra fees to individuals or groups with disabilities. This includes costs for reasonable accommodation or policy changes.

- **The city should fully adopt new policies to cover all ADA requirements and update the information in these policies to include the name of the current Human Resources Director**
- **Templates for these policies and a sample resolution are located in the Appendix and available through CMAP.**

Transition Plan and schedule. Title II requirements outline how the city will remove barriers to accessibility and the schedule by which this will occur, based on the results of the self-evaluation.

The transition plan component of Elgin's Plan for Accessible Streets and Sidewalks includes a list of priority projects, organized by tier. These are described in Chapter 6 Transition Plan along with related recommendations for updating policies and programs. The recommendations outlined in the transition plan section align with what the city believes it can achieve over the next 10 to 20 years. A schedule for the city to implement these recommendations is included in Chapter 7: Schedule and Implementation.

Other ADA-related laws & requirements

This section provides an overview of the federal and state laws, guidelines, and design manuals that apply to Elgin's streets and sidewalks.

Civil Rights Acts

Title VI of the Civil Rights Act of 1964, like Title II of the ADA, bans discrimination. Since the ADA is considered a civil rights law, it is, by nature, an extension of the Civil Rights Act. This act addresses discrimination based on race, color, or national origin. It applies to any program or activity that gets federal funds.

The US Department of Justice (DOJ) states that federal programs must not treat people differently based on race, color, or national origin. This applies to the services, aids, or benefits they offer and how they provide them. This prohibition includes intentional discrimination. It also covers procedures, criteria, or methods that seem neutral but still discriminate against individuals. Organizations must eliminate policies or practices that have these adverse effects. A funding recipient can maintain them if they can prove they serve a legitimate, nondiscriminatory goal.

The Civil Rights Restoration Act of 1987 bolstered the initial Civil Rights Act. It states that agencies receiving federal funds must comply with civil rights laws throughout their entire organization. This means the law applies to other projects, programs, or activities, even if federal dollars do not fund them.

For example, Elgin may use federal funds from the Community Development Block Grant and Transportation Alternatives Programs. Therefore, in accessing these funds, the law requires the city to comply with the ADA in all its projects, programs, and policies. If the city feels it cannot comply, it should document the reasons why. The law recognizes that there may be situations where fiscal or feasibility-based constraints inhibit full compliance with the law, and that the city should strive to comply to the maximum extent feasible.

Self-evaluation and transition plan requirements

Self-evaluation

A self-evaluation must identify barriers to accessibility for city-owned or managed facilities, infrastructure, programs, and policies. This includes all city-owned buildings, parks, and streets.

This plan addresses only streets and sidewalks, along with city-based programs and policies that influence street accessibility. This includes assessment of the design and upkeep of streets and sidewalks. Included in this are features along sidewalks, curb ramps, crosswalks, and signalized intersections.

Transition plan

The transition plan must identify methods by which the city will address and remove barriers to accessibility identified in the self-evaluation. This step results in recommended changes necessary to make public streets and sidewalks accessible, including a prioritized list of improvements. Changes needed to ensure policies and programs do not create barriers to accessibility within the public right-of-way accessibility are also addressed through the transition plan.

This transition plan incorporates guidance from the U.S. Access Board, the U.S. Department of Justice (DOJ), and the U.S. Department of Transportation (USDOT) to identify priorities for remove barriers to accessibility in Elgin's public rights-of-way.

Schedule and progress report

The transition plan's recommendations are incorporated into the required schedule to identify when barriers to accessibility are planned for remediation. The schedule serves as a guide for the city to address the barriers, considering the municipality's capabilities to address them. Development of a progress report addressing the plan's implementation is required at least every five years.

- **The city is recommended to complete a self-evaluation and transition plan for its buildings, parks, and communication outlets, including programs and policies that impact city-managed facilities and communication methods.**

Design standards and guidance

ADA only stipulates the requirements for complying with the law. The ADA itself does not provide details on how agencies implement the law for aspects such as facility and infrastructure design. A set of standards and guidance provides this:

- **2010 ADA Standards for Accessible Design, previously called ADAAG.**
- **Accessibility Guidelines for the Public Rights-of-Way, commonly called PROWAG.**

2010 ADA Standards for Accessibility

The ADA Standards, issued by DOJ, apply to facilities under the ADA. Such facilities include public buildings, parking lots, and other non-street features. The ADA standards cover both new construction and alterations to existing facilities. Places like City Hall and city parks are examples of facilities subject to the ADA Standards.

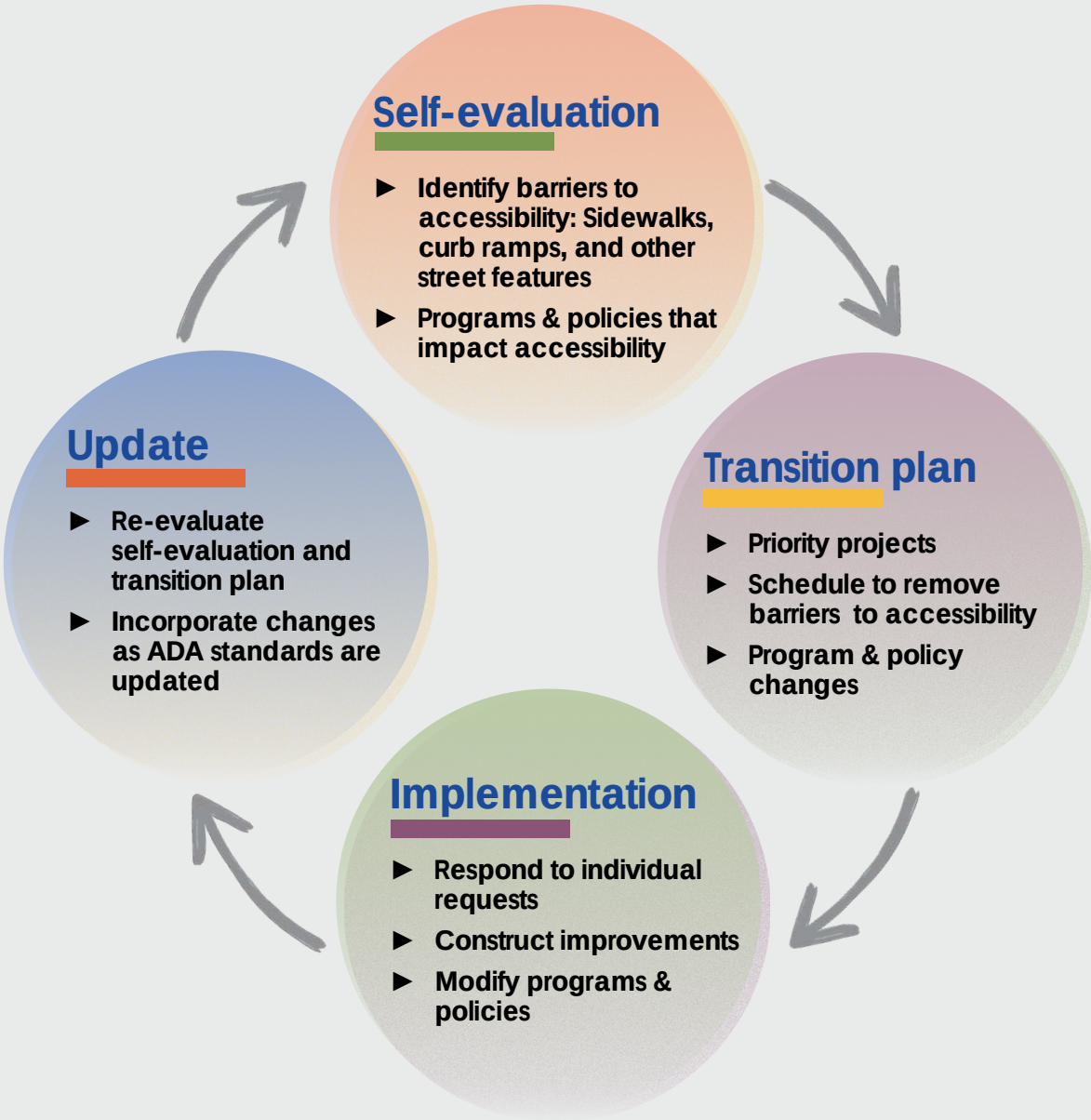
While the ADA Standards include technical details that can apply to sidewalks and curb ramps, they are not as detailed or organized as they could be, given the numerous possible applications in public rights-of-way.

Public Right-of-Way Accessibility Guidelines (PROWAG)

PROWAG includes technical details for accessible sidewalks, curb ramps, and other public rights-of-way features. It is not yet adopted as the official federal standard. It remains guidance. The US Department of Transportation (USDOT) considers it the best practice and acknowledges that state and local governments may incorporate PROWAG into their own standards. The engineering standards adopted by IDOT for use statewide, for example, substantially incorporate PROWAG.

The data collection for Elgin's self-evaluation of its street and sidewalks is based on PROWAG, not ADA Standards. This is because PROWAG is incorporated into existing IDOT standards and is planned to become the federal standard. Portions of PROWAG are integrated into the federal Manual on Uniform Traffic Control Devices (MUTCD), which is used to design detours for pedestrians when sidewalks are under construction.

Steps for making streets and sidewalks accessible



If the city designs streets that incorporate PROWAG, it means they will substantially meet the requirements once PROWAG becomes a standard. This is why the city is recommended to meet or exceed the guidelines established in PROWAG.

Illinois Accessibility Code

The Illinois Accessibility Code (IAC) carries out the state's Environmental Barriers Act. This act was adopted in 1985 and amended in 1996. The Code sets design rules for public facilities and multi-story housing units. This includes all spaces and elements within them, as well as access routes to them from parking lots and adjacent streets.

The IAC acts like a building code. All new buildings and updates to current facilities must meet these design standards. IAC sets the minimum requirements for how that is done.

Any government unit can develop rules that exceed IAC, provided they are intended to improve conditions. Generally, the IAC mirrors much of what is included in the 2010 ADA Standards, but does not incorporate PROWAG.

Standards vs. Guidance

The 2010 ADA Standards for Accessible Design are federal standards. Standards are strict requirements, viewed as having limited flexibility in their application. Guidelines are best practices and do not have the same rigorous requirements as standards do. PROWAG, as of summer 2025, is classified as guidance. When the DOJ adopts PROWAG, it will become the standard for street and sidewalk design.

The difference in language may be subtle, but understanding it is key. Suppose a municipality follows established guidance, such as PROWAG. In that case, it can ensure facilities built using PROWAG apply the best design available at the time. Even if PROWAG guidelines change before being adopted as a standard, a sidewalk or curb ramp is accessible, even if future upgrades may result in changes in its design.

Illinois DOT Design Standards

The IDOT Bureau of Local Roads and Streets Manual provides local municipalities with consistent standards for street design and construction. Section 8-1 of the manual outlines the requirements for local agencies to develop a Public Right-of-Way Accessibility Transition Plan (see Appendix for links to the manual.

A key element of Section 8-1 addresses how local public agencies (LPAs) should consider pedestrian facilities and ADA compliance:

- A site must contain at least one pedestrian access route within the boundary of the site from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks, to the pedestrian access route for the building they serve. However, LPAs are not required to install pedestrian facilities on the [public right-of-way] as a requirement under the ADA.
- Once a pedestrian facility is constructed, the LPA shall provide an accessible pedestrian access route within the pedestrian facility. On sidewalks, a pedestrian access route should not alternate between one side of a highway and the other unless caused by temporary pedestrian re-routing due to the construction of sidewalks and/or curbs and gutters.

IDOT's standards offer design drawings for different parts of the street network. These have detailed drawings for features like curb ramps, pedestrian crossings, and detours for pedestrians in work zones.

3. The people and plans of Elgin

Accessible streets and sidewalks help people of all ages and walks of life navigate the community, whether they have a disability, are pushing a child or pet in a stroller, or simply appreciate not having to step over curbs to access sidewalks. Prioritizing accessibility promotes safe and well-maintained neighborhoods by providing places for people to move along the sidewalks rather than in the street, on walkways that are free of major cracks and other obstructions.

Every one of Elgin's more than 114,000 residents can benefit from accessible streets and sidewalks. Beyond those who live in Elgin, the businesses that choose to operate in the city and visitors to the city also stand to benefit from improved infrastructure.

The city's 2018 Comprehensive Plan recognizes this in its values statement:

- **"The City will also continue to upgrade and expand the sidewalk and trail network into one of the best in Chicago, so residents can safely travel throughout the community on foot or bike and link to transit. These combined investments will help position Elgin as one of the most livable, multi-modal communities in the Chicago region, improving the quality of life for youth, seniors, and others reliant on a well-connected transit network."** (page 26)

The people of Elgin

Improving accessibility for everyone, as noted in the Comprehensive Plan, means understanding Elgin's population, its unique needs, and where residents with varying needs live within the city.

Understanding the prevalence of people with disabilities, the proportion of the population within different age groups, and the areas where people may lack convenient access to a vehicle informs project and program recommendations in this plan. Data shown on the next page includes select Census data that indicate the number of people in Elgin who may be more reliant on an accessible sidewalk system than others.

Elgin's population grew from slightly more than 108,000 people in 2010 to over 114,000 in 2023, representing a 5% increase. During that same timeframe, the city's population with a disability increased by 10%, from slightly more than 10,000 people to nearly 11,100 people. Of those Elgin residents reporting a disability, more than 5,000 have more than one disability.

The proportion of Elgin residents with disabilities is roughly the same as Kane County's rate and the regional rate within CMAP planning area of northeastern Illinois.

The information shown at right includes other 2023 data from the US Census Bureau's American Community Survey. While some of these figures may seem small in comparison to the overall population, any barrier for a person with disabilities also affects their family, friends, and coworkers.

For example, when accounting for families and caretakers of those with disabilities, having 10% of Elgin residents with a disability means the accessibility of the city's streets and sidewalks directly impacts at least 20% of its population.

Older adults are a population group that is also reliant upon an accessible street and sidewalk system. The number of people aged 65 and over increased from 9,300 in 2010 to approximately 15,000 in 2023—a rise of 56%.

As a population ages, accessible streets allow greater options for people to age in place in their own neighborhood and remain physically active and independent. One in three Elgin residents who report having a disability is aged 65 and over.

Additional Census data shown on the right includes details on the types of disabilities reported by residents of Elgin.

- Nearly 5,000 people report an ambulatory difficulty, meaning they use a mobility device.
- About 3,900 people struggle with independent living. This means they can't do many errands by themselves.
- Almost 2,800 people report vision difficulties. They may be blind, have low vision, or have another type of vision impairment.

The map on the next page illustrates the percentage of the population, by Census tract, who report having a disability. Additional Census tract maps that include data on other population factors in Elgin are included in the Appendix.

The people of Elgin

114,106
residents

38,846
households

11,075
residents with a disability (10%)

▶ 5,075
residents with more than one disability (4%)

▶ 3,945
residents aged 65 and over with a disability (3%)

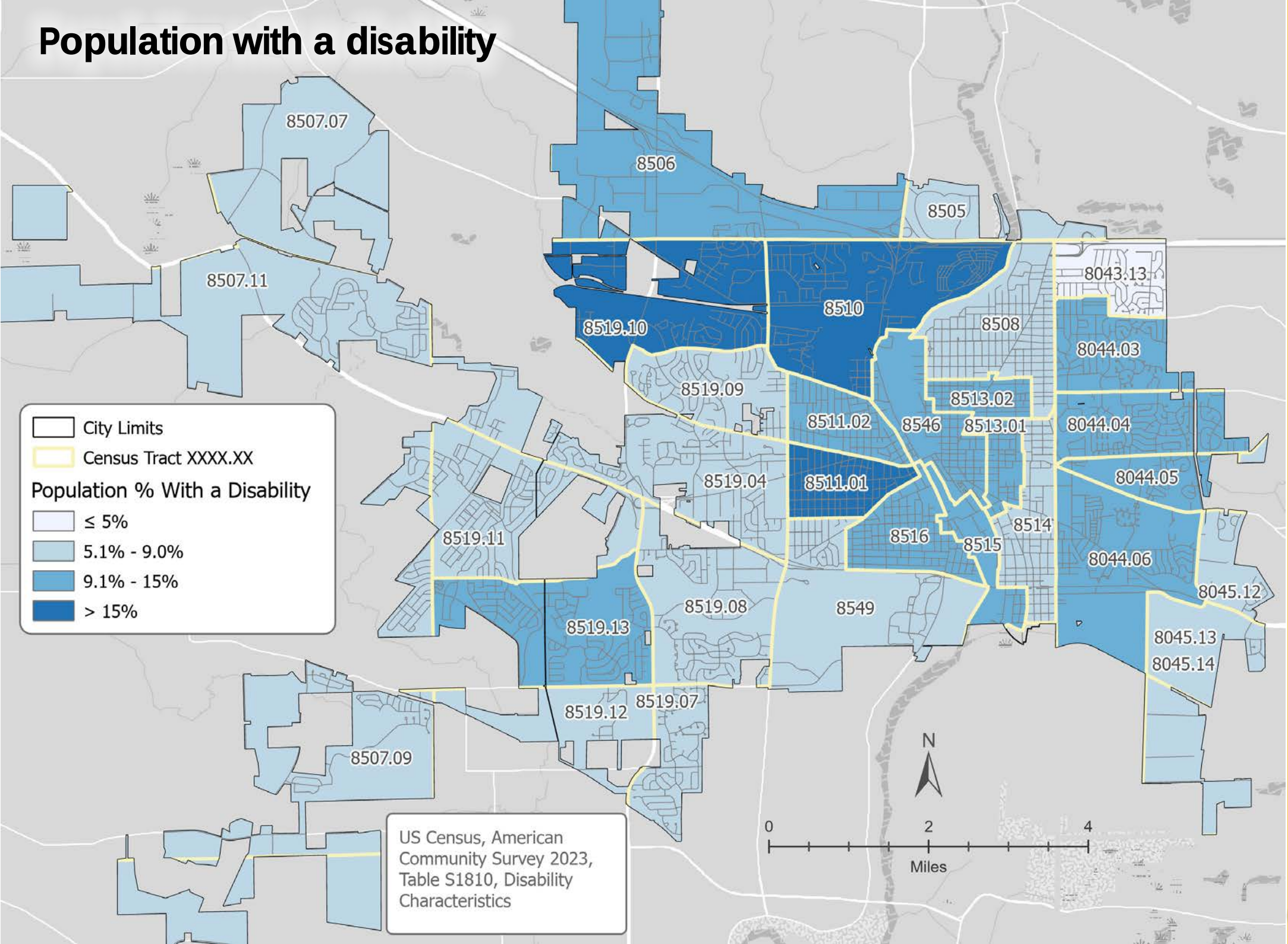
Residents, by disability type

- ▶ 4,945 - ambulatory difficulty
- ▶ 4,133 - cognitive difficulty
- ▶ 3,906 - independent living difficulty
- ▶ 2,774 - vision difficulty
- ▶ 2,390 - hearing difficulty
- ▶ 2,066 - self-care difficulty

▶ 13,620
households with access to no vehicle or one vehicle

▶ 8,385
work from home, take transit, and walk or bike to work

Population with a disability



The plans of Elgin

Other plans developed by the City of Elgin, since at least 2014, have indicated a need for more accessible streets to help people safely reach parks, bus stops and train stations, and other community destinations.

This and the following pages include summaries of existing city planning documents and the accessibility themes they contain. The reports reviewed for Elgin's Plan for Accessible Streets and Sidewalks include:

- Sidewalk Gap and Transit Stop Study (2014)
- Comprehensive Plan (2018)
- Parks and Recreation Master Plan Update (2023)
- Strategic Plan (2025)

As noted in Chapter 1, the city is developing an Active Mobility Plan concurrent with this plan. It is not complete at the time of this publication and therefore not summarized as part of this effort. It is expected that this plan and the Active Mobility Plan will reflect similar findings in terms of routes or areas of Elgin that are priorities for improving accessibility and pedestrian/bicyclist safety.

City of Choice: Elgin will be known as a top city for people to live, create opportunities, grow their families and businesses and enjoy visiting year-round.

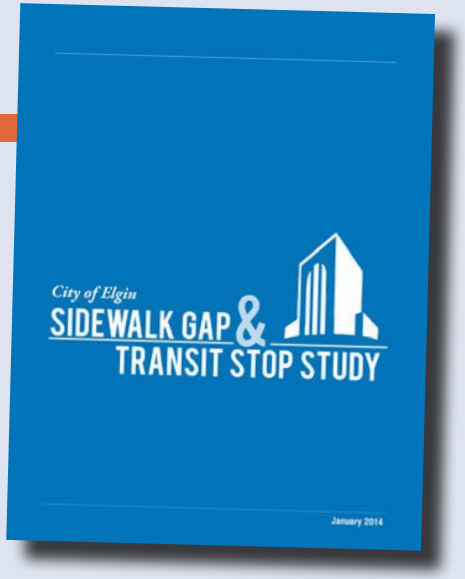
Safe and Healthy Community: Elgin will provide a clean, healthy community where people are safe and enjoy access to amenities that support a high quality of life.

High Performing, Financially Stable Government: Elgin will deliver high quality City services with the greatest value for its residents and businesses.

- **Elgin Strategic Plan statements that promote a city that is accessible to everyone.**

Sidewalk Gap & Transit Stop Study

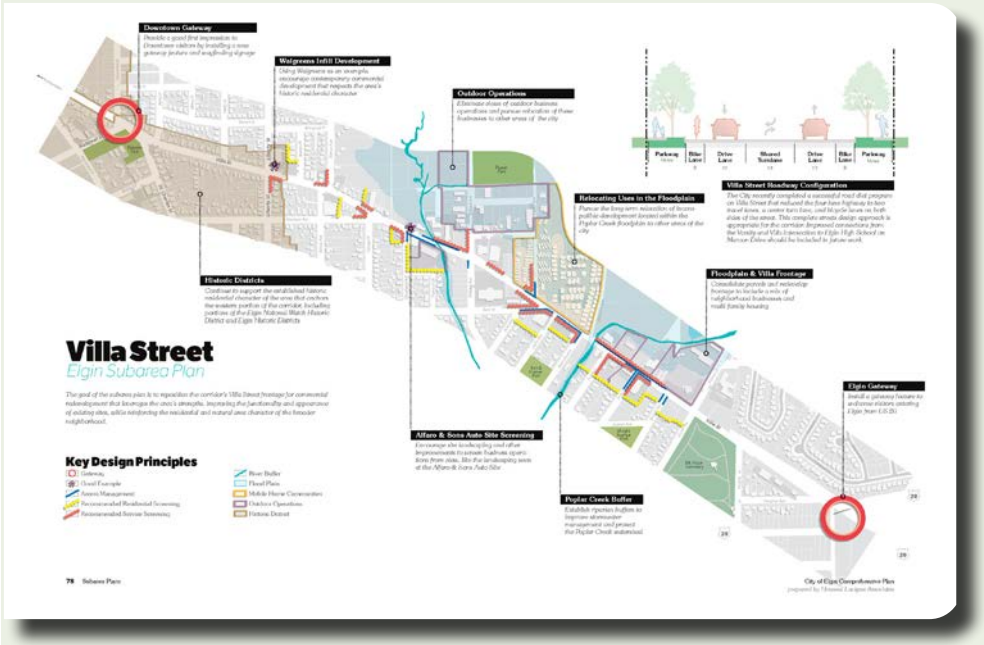
The Sidewalk Gap and Transit Stop Study inventoried and analyzed the existing sidewalk and transit network in Elgin and defined priority areas for implementation.



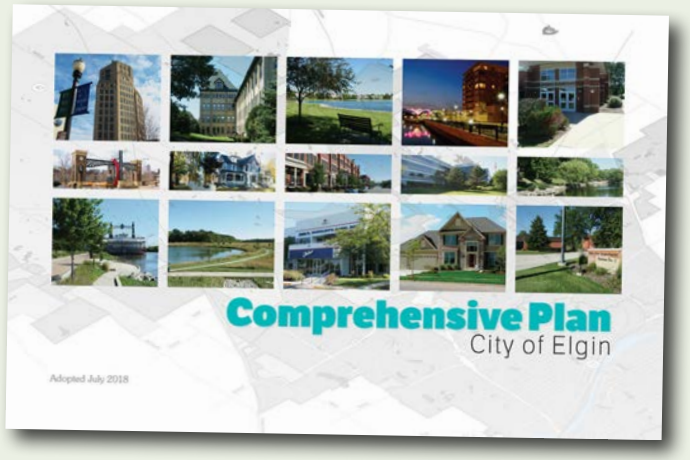
- **This study determined that, as of 2013, approximately 27% of the roads in Elgin lacked sidewalks or walking paths, and many intersections on main roads lacked crosswalks or curb ramps on all legs.**
- **These locations should be improved with highly visible crosswalks, pedestrian countdown signage, pork chop islands, mid-crossing refuge islands and other improvements that are appropriate on a case-by-case basis. (page 94)**

Comprehensive Plan

Elgin will endeavor to gain prominence in the Chicago region through its affordable and high-quality of life, making it an increasingly desirable place for all types of residents to live. (page 26)



Pedestrian access is an issue throughout Elgin's regional corridors and improvements such as enhanced pedestrian crossings and internal sidewalk networks should be provided to increase overall safety of non-motorized access. (page 50)



Ensure that residents can safely walk or bike through their neighborhoods and have convenient access to local commercial areas, parks, and community facilities. (page 28)

Promote a "complete streets" approach to roadway design that accommodates a range of users including vehicular traffic, bicycles, pedestrians, and transit. (page 32)

Improve problematic intersections and improve pedestrian safety by implementing traffic calming measures at necessary locations in Downtown and along Elgin's high traffic corridors. (page 32)

Parks & Recreation Master Plan Update

"The city has made tremendous strides increasing park space and updating its parks and public facilities to fit the changing needs of its population. Seventy two percent of residents live within a 10-minute walk to a park."

Other goals established in the plan related to accessibility include:

- Ensure parks and services are physically accessible to all. (page 4)
- Increase accessible features within parks. (page 4)

- Conduct an updated ADA assessment at all parks. (page 18)

Strategic Plan

"The process used to develop the plan was designed to ensure...a shared vision of the outcomes that City sought to create. Organizations driven by clear purposes and shared values have a greater capacity to succeed than those that are not." (page 8)

- Improve street and transportation options: Complete Americans with Disabilities (ADA) Transition Plan for Public Rights of Way (page 113)
- Complete the online accessibility audit: Determining the accessibility of the PDF's posted online. Partnered with accessibility company [to implement] accessibility enhancements/configurations...for users. (page 41)
- Vibrant Community: Elgin creates and supports inviting and accessible venues including outdoor spaces for recreation and entertainment, supported by lively commercial hubs. (page 149)

4. Public input and access to information

Public input is essential for developing ADA Transition Plans. People with disabilities must have equal access to public input opportunities. The plan should allow access to continue even after its adoption. Nearly 1,100 people participated in the process using various outreach methods. The information on the right provides more details about the methods to promote involvement.

In addition to public input being the backbone of an effective Transition Plan, it is required under Title II of the ADA, as shown at right. This chapter explains how input was generated. It also summarizes how to make information easy to access and provides suggestions for the city to maintain accessibility to the plan and its progress after adoption.

Input overview

Public input shaped Elgin's Plan for Accessible Streets and Sidewalks. It highlighted key areas needing accessibility upgrades. The team offered several ways to get involved during the process. This included:

- A project website, with more than 700 site visits.
- Two online surveys, with more than 300 completed.
- Three weeks that included public input events, with 48 total engagements.
- An online map, with 25 pins containing public comments.
- Six stakeholder interviews.
- Four steering committee meetings.

The approach to public input aimed for "authentic input." This method ensures that those who need a voice can be heard, not just counted.

Authentic participation can be achieved through meetings and surveys, but those efforts are supplemented by outreach to organizations that work with and represent people with varying accessibility needs and interests. The sections below summarize the public outreach methods.

ADA public input requirements

- **Title II, Section 35.105, Self-Evaluation:** "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."
- More than 1,100 connections were made with the people of Elgin via various methods.

1,120 Total Connections

725 Website views

316 Surveys completed

48 Public meeting attendees

25 Online map pins

6 Organization/agency interviews

Stakeholder Interviews

The city, CMAP staff, and project consultants identified public agencies, non-profit organizations, and business groups that serve the people of Elgin. Interviewers spoke with representatives of those organizations. The goal was to gather input from groups that help people with disabilities, as well as anyone who needs accessible streets and sidewalks.

The consultant conducted six in-person and online interviews, each lasting 30 to 60 minutes. The organizers asked the interview participants if they wanted to join the steering committee.

Steering committee

A steering committee of eight people met four times from summer 2025 to winter 2026. The steering committee met in person for its first meeting, and the Downtown Neighborhood Association hosted virtual meetings for the other three.

The Steering Committee included two city staff members, several area organizations and business interests, and CMAP. It reviewed the plan and gave feedback on different aspects as it developed. This included public input results, project identification, and recommendations.

Events

Public Input Meetings. The planning process included three separate public outreach efforts. There was a total of 45 engagements with people who attended advertised meetings or stopped at information tables. Translation services were provided at each event to gather input from Spanish-speaking participants.

- May 2025: Table at the entryway of the Borden Public Library.
- September 2025: Three separate events were held: Rakow Branch Public Library, The Centre in downtown Elgin, and at the Downtown Market on Hispanic Heritage Night.
- December 2025: Public input event at The Centre in downtown Elgin.

The May and September 2025 events sought input on the goals of the Plan for Accessible Streets and Sidewalks. They included questions about places people frequented and the routes they used to access those places.

The December 2025 event focused on gathering input on the list of priority sidewalk routes identified for implementation.

Online input opportunities

Online sites allowed people to learn about the plan and share their thoughts.

- **Engage Website:** The City provided a dedicated website for posting information on the plan. This was done through its own engagement website and included a map that allowed people to pinpoint specific areas of concern or interest.
- **Social Media and Newsletter:** The city promoted the plan's input opportunities via twelve posts on its Facebook page and through its summer 2025 city newsletter.
- **Two Online Surveys:** In spring 2025, a general survey allowed people to provide input on their priority destinations and identify the types of improvements they felt were necessary (e.g., sidewalks, curb ramps, pathways, etc.). A winter 2025 survey sought input on priority projects. The surveys were available in English and Spanish.

Surveys

Two public-facing surveys were conducted as part of the self-evaluation process. The first survey was conducted in the summer of 2025 and received 156 responses. The second survey was conducted from November to December 2025 and had 158 responses (21 in Spanish).

Survey #1

The first survey was used to gauge residents' baseline sentiment and concerns in Elgin. The first survey covered many topics. The topics include problematic sidewalk conditions and gaps, street crossings perceived as difficult and even unsafe, hard-to-reach push buttons at intersections, inaccessible curb ramps, winter-time maintenance concerns about snow and ice accumulation, and general areas of high demand where accessibility should be the highest priority. Key takeaways from the first survey included:

- **Perception Issues:** A broad, open-ended question was asked regarding the general perception those surveyed have about the public right-of-way. Answers varied considerably, though commonalities among replies provide clearer insight into conditions.
- **Priority Areas:** The highest-priority areas for Elgin residents include bus stops, community parks, and specific corridors. Other answers, such as specific school sites, downtown, and various neighborhoods, were also listed by participants as priorities.
- **Difficult Destinations:** Elgin has many site-specific locations that appeal to residents. Not all the destinations are easily accessible. Those listed as the hardest to access include.

Survey #1 topics

Top public perception issues

- **Inaccessible sidewalks:** Residents described broken, uneven, or missing sidewalks. There were mentions of trip hazards, narrow paths, and surface deterioration.
- **Street crossings.** Comments identified intersections and crosswalks as high-risk for people with disabilities and children. Issues include misaligned ramps with crosswalks, short crossing times, and poor visibility due to faded striping or missing signage.
- **Hard-to-reach push buttons.** Button placement was cited as too far from or too high above curb ramps, or surrounded by obstacles, and buttons malfunction or are unresponsive. Lack of audible/tactile signals were cited.
- **Pathways/Trails maintenance.** Shared-use paths were cited as disconnected or needing maintenance. Surface issues, debris, overgrown vegetation, and gaps between neighborhoods and destinations were mentioned.
- **Barriers to key destinations.** Residents identified bus stops, parks, schools, and public buildings as hard to reach safely. Common problems include no sidewalk access, missing curb ramps, and poor lighting.
- **Winter conditions and blocked routes.** Snow and ice accumulation on sidewalks and ramps was mentioned. Residents report inconsistent enforcement of snow removal near bus stops and commercial areas. Construction and parked vehicles cam limit passage.

Hardest destinations to reach

- **Park and Recreation Areas:** Lords Park, Wing Park, Rollings Knolls, and Elgin Sports Complex.
- **Public Buildings and Institutions:** Mental Health Center, Museum, Library, City Hall, and the Hemmens Cultural Centre.
- **Business and Shopping Areas:** Al's Café, Big Timber, Larkin Jewel, Walgreens, and downtown businesses were mentioned.
- **Transit and Bus Stops:** Bus stops along Randall Road, Big Timber, Fletcher Drive, Aldi, and downtown.
- **Streets:** Randall Road, Bowes Road, Highland Road, Chicago Street, Shales Parkway, Grove Street, Edgewater, and Brook Street.

Summary of top destinations/areas

- Bus Stops and transit corridors
- Lords Park, Trinity Park, and Ryerson Park
- Schools such as Elgin High, Hilltop Elementary, Rolling Knolls
- Key corridors such as Kimball Ave, South McLean, and Lyle Avenue
- Shopping destinations like Clock Tower Plaza and downtown

Survey #2

The second survey focused on specific street segments within geographic areas of the highest priority for residents of Elgin. The project features include upgrades and repairs to address accessibility and to ensure segments and intersections are free of impediments that prohibit mobility. The projects were bunched together: East Elgin and east of the river, Northwest Elgin and west of the river, and Southwest Elgin, also west of the river. Priority areas according to the results of 160 survey (7 in Spanish) participants are ranked as follows:

- **East of the river:** Downtown area/zone was ranked highest.
- **Northwest Elgin:** Larkin Avenue, from McLean to Randall Road (via Foothill Road) was the top-ranked project.
- **Southwest Elgin:** McLean Boulevard, from Larkin Avenue to Spartan Drive was the highest priority.

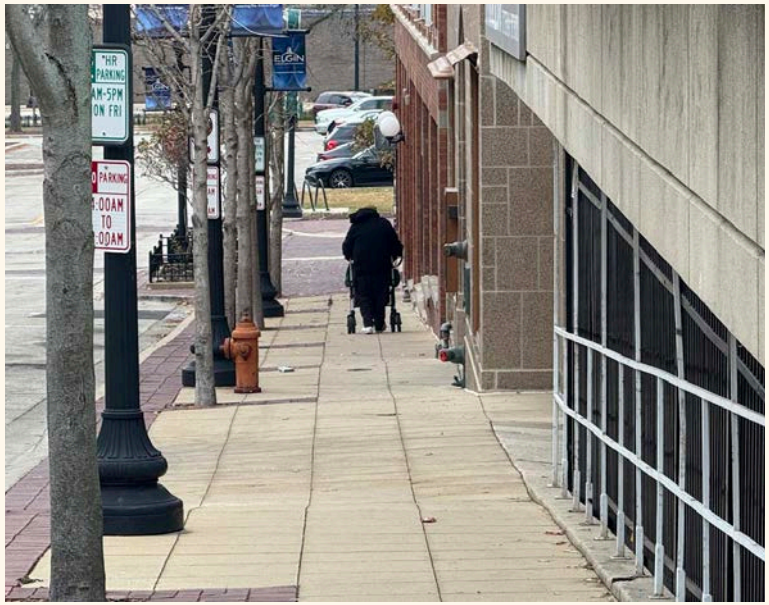
Active Mobility Plan

Elgin is serious about its human-powered transportation system. Not only is the City addressing its ADA issues, but it is also simultaneously engaging in a community-wide mobility plan. That plan will address the priorities and needs of pedestrians and cyclists. While there are some overlapping concepts regarding maximizing safe, efficient movement by people outside a vehicle, the two plans complement each other.

The most significant difference between the two plans with respect to pedestrians and system users with disabilities is the focus on the types of infrastructure projects.

- **The Plan for Accessible Streets and Sidewalks** focuses on identifying barriers to accessibility on existing sidewalks and identifying priority routes for the city to consider for updates. This includes installing features such as directional curb ramps and audible crosswalk systems, and addressing critical slope or gap issues that can be hazardous for people with mobility limitations.
- **The Active Mobility Plan** focused more on streets without sidewalks or pathways/sidepaths to identify where the city may add this type of infrastructure.

Survey #2 results and comments



Downtown Elgin sidewalks and other accessibility upgrades were the highest ranked project in the second round of public surveys.

There were several individual comments about downtown sidewalks, including:

- Addressing uneven surfaces where there are brick pavers.
- Improving snow removal practices on sidewalks.

Other individual comments of note included:

- I think prioritizing the sidewalks and areas around schools would be smart since there are many students who walk / bike to school.
- Adding smooth sidewalks to areas where there aren't any is also important, but there are plenty of existing sidewalks that need to be smoothed out or entirely replaced.
- Make all the sidewalks and streets accessible in Elgin, especially walking to and from trail areas.
- I like the addition of signs and lights, like the addition to Larkin by the high school. I would like more of this to keep kids safe.

Access to information

People need to access documents about Elgin's Plan for Accessible Streets and Sidewalks. This includes the plan itself and other related materials. The organizers provided potential participants with information on how to obtain assistance. They provided details on how to request auxiliary aids, American Sign Language (ASL) interpretation, and virtual one-on-one meetings for those who couldn't attend. Spanish interpreters were available at every public input event.

Title II of the ADA requires a public entity to maintain access to the transition plan for at least three years. Given the ease of online access, it is recommended that the city maintain access via its website for longer than the required three years, at least until the transition plan is updated. The city is recommended to provide ADA-specific materials in Spanish

The city created a public engagement website to serve as a portal for the plan's development. The city should create a separate website to house the final plan, related reports, and future updates on progress and plans. This site may serve as a portal for the city's ADA policies, with links to the ADA Coordinator's contact information.

The city may develop guidelines to enhance the accessibility of online documents. This might include Board meeting materials, the city budget, and key plans, such as the Strategic Plan and the Comprehensive Plan. Chapter 8: Best Practices provides details on this topic and identifies other ways to enhance accessibility.

5. Self-evaluation

The first step in creating an ADA Transition Plan is to identify the physical barriers to accessibility within the city's public rights-of-way. This self-evaluation process meets federal rules by identifying barriers that limit accessibility, which includes design features that do not align with PROWAG.

This plan addresses only the facilities that are part of streets and sidewalks managed by the city. It does not cover public buildings, parks, or private streets within the city limits, or pedestrian facilities on streets managed by the counties.

Additional self-evaluation steps involve reviewing policies and programs that impact the accessibility of streets and sidewalks. These actions include work zone practices, snow management policies, and operations that impact pedestrian routes. They also include development-specific rules for the sidewalk system.

The self-evaluation of streets includes an inventory of:

- Sidewalks and any shared-use pathways within the street right-of-way
- Curb ramps
- Driveway crossings
- Movable and immovable obstructions
- Blocks with marked, on-street parking stalls

The data for the city's streets utilizes the Public Right-of-Way Accessibility Guidelines (PROWAG). These guidelines are federal guidance, not standards. PROWAG is nearing adoption by the DOJ as the federal ADA standards for streets.

Methodology

Elgin has roughly 573 miles of sidewalks along city-managed streets. The consulting team conducted the self-evaluation via the following steps:

- **LiDAR imagery:** A full scan of city-managed streets was conducted in 2022 using vehicle-based technology to collect imagery of the public rights-of-way. This included determining the PROWAG-based measurements that applied to features of the sidewalk system, including curb ramps, pedestrian push buttons, obstructions, and driveways.

- **Field evaluation:** Crews conducted an audit of marked, on-street parking spaces within Elgin in summer 2025.
- **Traffic signals:** The city's traffic engineering consultant provided a summary of city-managed traffic signal timing plans to indicate how pedestrian signals were programmed for crossing times.

Since the LiDAR imagery was collected in 2022, the consultant team collaborated with the city to identify projects that had resulted in upgraded accessibility features since the imagery was captured. The consultant team evaluated a selection of these projects and determined that the street and sidewalks constructed during this timeframe substantially incorporated PROWAG guidelines in their design. More details on the assessment method are included in the Appendix.

Assessment results

The following pages summarize the results of the self-evaluation. They are organized by sidewalk features and street crossing conditions. The table on the right includes a summary of the features assessed in the city's public rights-of-way. This report provides a snapshot of the conditions measured as part of the self-evaluation. These individual features are mapped, with summary tables for each feature to show the overall needs.

- **Based on these results, the estimated cost for the city to fully correct all barriers to accessibility on city-managed streets is approximately $95 million.**

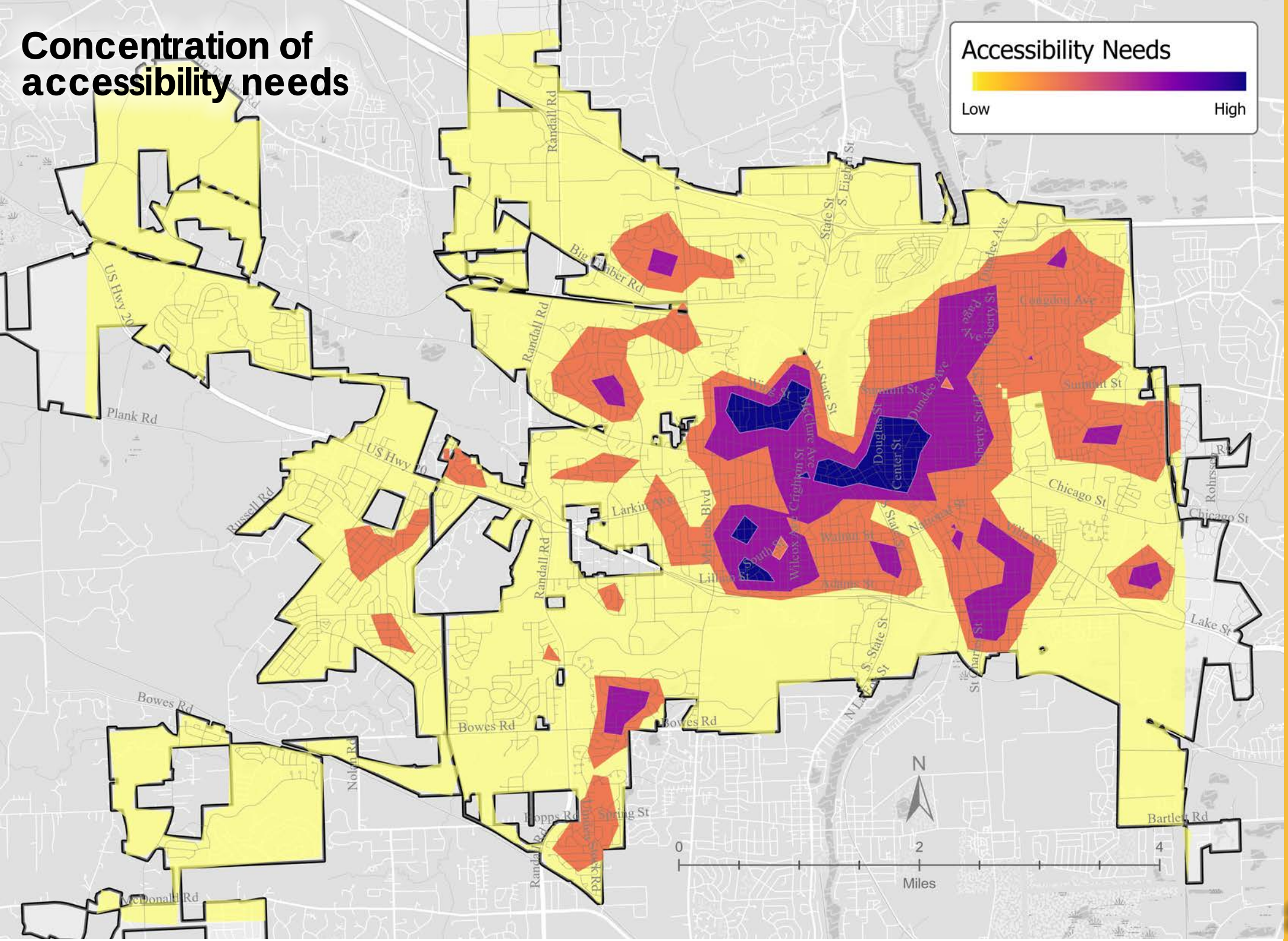
This figure represents the estimate to make the system fully accessible at a single point in time. Even if the city invested this much into addressing system needs, new accessibility issues will continue to emerge as infrastructure ages and deteriorates each year.

The features from the self-evaluation are combined into one dataset to create the "heat map" on the next page. This map illustrates the relative magnitude of street and sidewalk conditions that can limit accessibility. Chapter 6: Transition Plan addresses the priority routes, which were partially derived from this map, along with public input and other factors.

- HIGH accessibility needs mean that many features may limit access in that area of the community.
- LOW accessibility needs means that few features are inaccessible. It may include streets that lack sidewalks since the absence of a sidewalk is not regulated by the ADA.

Feature	Total Evaluated
Sidewalks	**572.6 miles**
Curb Ramps	**11,160**
Obstructions	**2,259**
Driveways	**25,011**
Traffic Signals & Flashing Beacons	**48**
Total Features (sidewalk mile = 1 feature)	**39,051**

Concentration of accessibility needs



Sidewalks

The sidewalk assessment examined various measurements contained in PROWAG. The table below includes a summary of the sidewalk self-evaluation. The illustration at right showcases key sidewalk accessibility features that were the focus of how accessibility needs were determined. These results are used to help order sidewalk segments in terms of the level of need required to upgrade them to meet PROWAG guidelines. The map on page 23 shows the location of sidewalks based on the degree of accessibility need.

- Nearly 200 miles of existing sidewalks may need full reconstruction to meet accessibility needs.
- Another roughly 250 miles are shown to need some type of repair, but are not likely to require reconstruction.

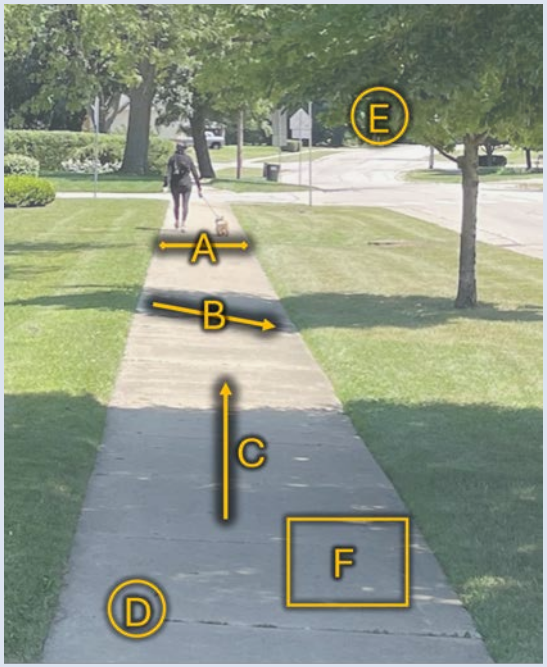
The absence of a sidewalk is not considered out of compliance with ADA and PROWAG. A sidewalk gap can be a bigger barrier for residents than the current sidewalk conditions. The city may choose to address these gaps to improve accessibility, in addition to what is contained in this plan.

Repair versus reconstruction

The level of accessibility needs identified through the self-evaluation resulted in a determination that sidewalk segments likely require repair or reconstruction to address the issue. A designation of "limited accessibility issues" means conditions are such that the city may be able to correct cracks, heaves, and other issues without having to fully replace the full segment. "Significant accessibility issues" means that a segment's condition likely requires full replacement, including trimming of tree roots and correcting notable cross slope and width issues.

Category	Miles	%
No Sidewalk Deficiencies	**123.1**	**21.5%**
Minor Accessibility Issues (likely repair)	**203.2**	**35.5%**
Limited Accessibility Issues (possible repair)	**47.0**	**8.2%**
Significant Accessibility Issues (likely reconstruction)	**199.3**	**34.8%**
Total	**572.6**	**100.0%**

Primary sidewalk features



The six features featured in this diagram represent the primary features necessary for sidewalk accessibility. They also represent the most commonly-found conditions on sidewalk corridors. These factors are used to help determine the relative accessibility needs along a sidewalk segment.

A. Width
Continuous width must be at least 4 ft. A width of 5 ft is preferred. If the continuous width is 4 ft, then a 5 ft x 5 ft passing space is required at least every 200 ft.

B. Cross Slope
No more than 2.1% cross slope, or "tilt," of at least 4 ft in width, from side to side along the sidewalk route.

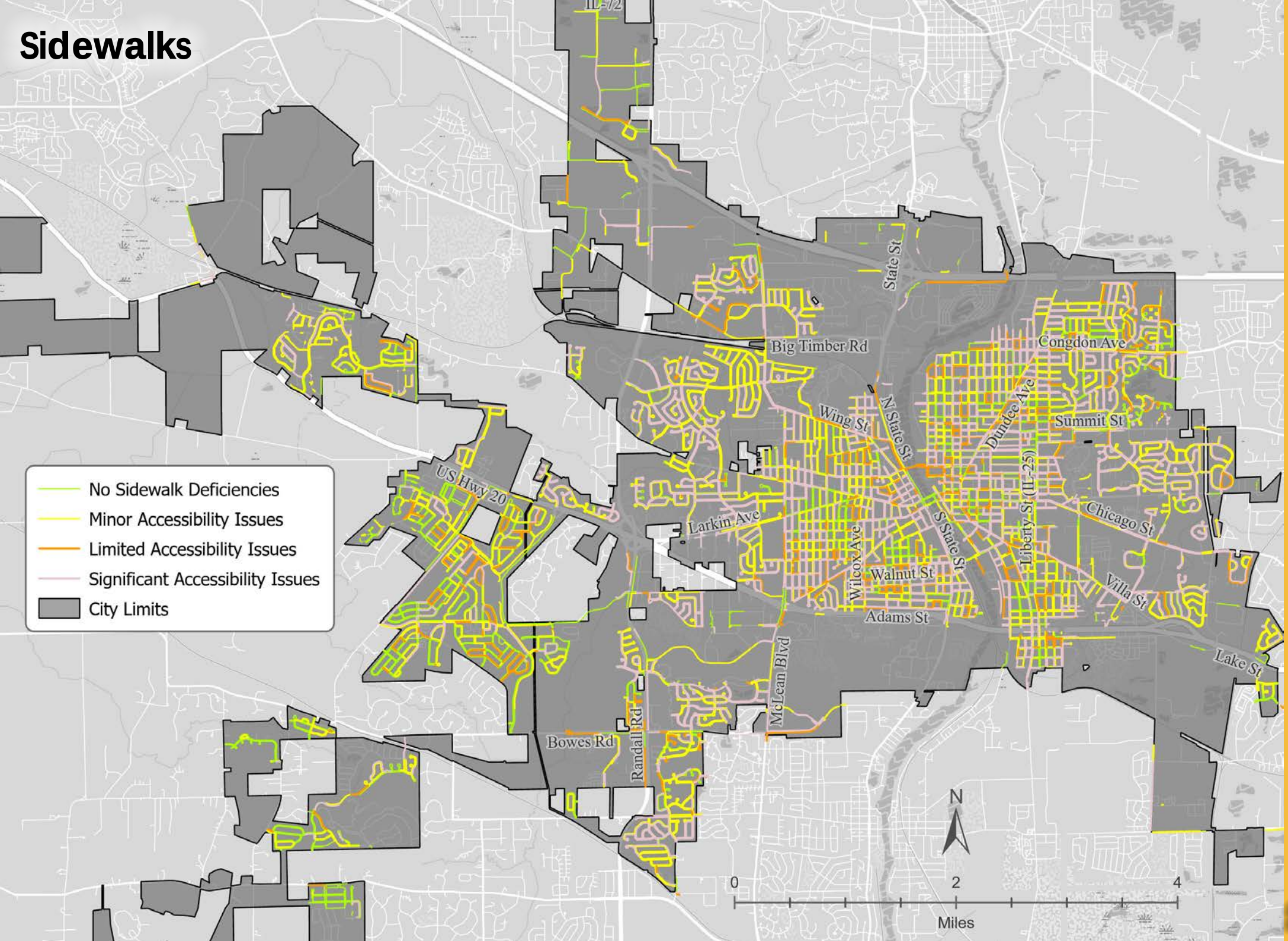
C. Grade
The grade (also called running slope) must be 5% or less. Sidewalk grade may exceed 5% on streets with grades greater than 5%, if it is no greater than the grade of the street.

D. Cracks/Gaps
Changes in surface level via cracking or heaving of the walkway must be less than ¼-inch. Gaps between sidewalk panels or major cracks may be a maximum of ½-inch in width.

E. Obstructions
Overhead obstructions provide 80 inches of clearance above sidewalk. Side obstructions must not limit width to less than 4 ft.

F. Surface Condition
Firm and stable surface. Full width must be in good condition, free of deterioration due to weathering, sediment, or other factors.

Sidewalks


No Sidewalk Deficiencies
Minor Accessibility Issues
Limited Accessibility Issues
Significant Accessibility Issues
City Limits
IL-72
State St
Big Timber Rd
Congdon Ave
Wing St
N State St
Dundee Ave
Summit St
US Hwy 20
Larkin Ave
Liberty St (IL-25)
Chicago St
Wilcox Ave
S State St
Walnut St
Villa St
Adams St
Lake St
McLean Blvd
Bowes Rd
Randall Rd
N
0
2
4
Miles

Curb ramps

The curb ramp inventory includes more than 11,000 curb ramps and identifies 24 locations where ramps should be installed where they currently do not exist.

A scoring method was used to sort curb ramp needs based on conditions. The illustration on the right showcases some of these key measures.

- It is estimated that more than 2,800 existing ramps on Elgin streets likely require full reconstruction due to their conditions related to accessibility.
- The 24 locations that lacked curb ramps are primarily where streets create a T-intersection, creating what is legally defined as unmarked crosswalks on each of the three legs.

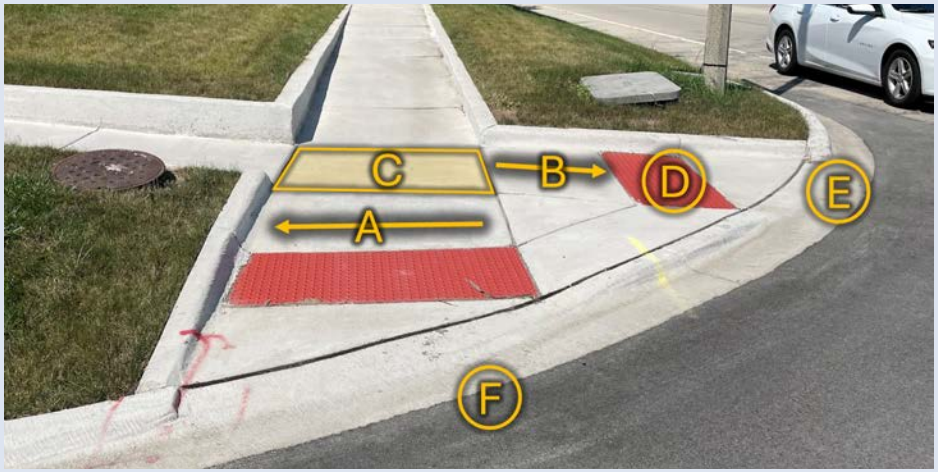
Addressing the locations that likely require reconstruction or addition of new ramps is estimated to cost approximately $14 million, with curb ramps identified as “possible repair” estimated to cost an additional $1.5 million to make them fully accessible. .

The maps on the following two pages show the locations of curb ramps based on the criteria identified in the table below.

Since curb ramp design can be very complex, the conditions of an individual street corner often mean that making a ramp fully compliant with PROWAG guidance is infeasible. The city should document reasons why ramps are not fully compliant when constraints exist.

Category	Frequency	%
No Major Issues Identified	**1,913**	**17.1%**
Possible Repair	**6,410**	**57.4%**
Likely Reconstruction	**2,813**	**25.2%**
Missing Curb Ramp Location	**24**	**0.2%**
Total	**11,160**	**100%**

Curb ramp features



A. Cross Slope
No more than 2.1% cross slope, or “tilt,” of at least 4 ft in width, from side to side along the run of the ramp.

B. Grade
The grade (also called running slope) must be 8.3% or less.

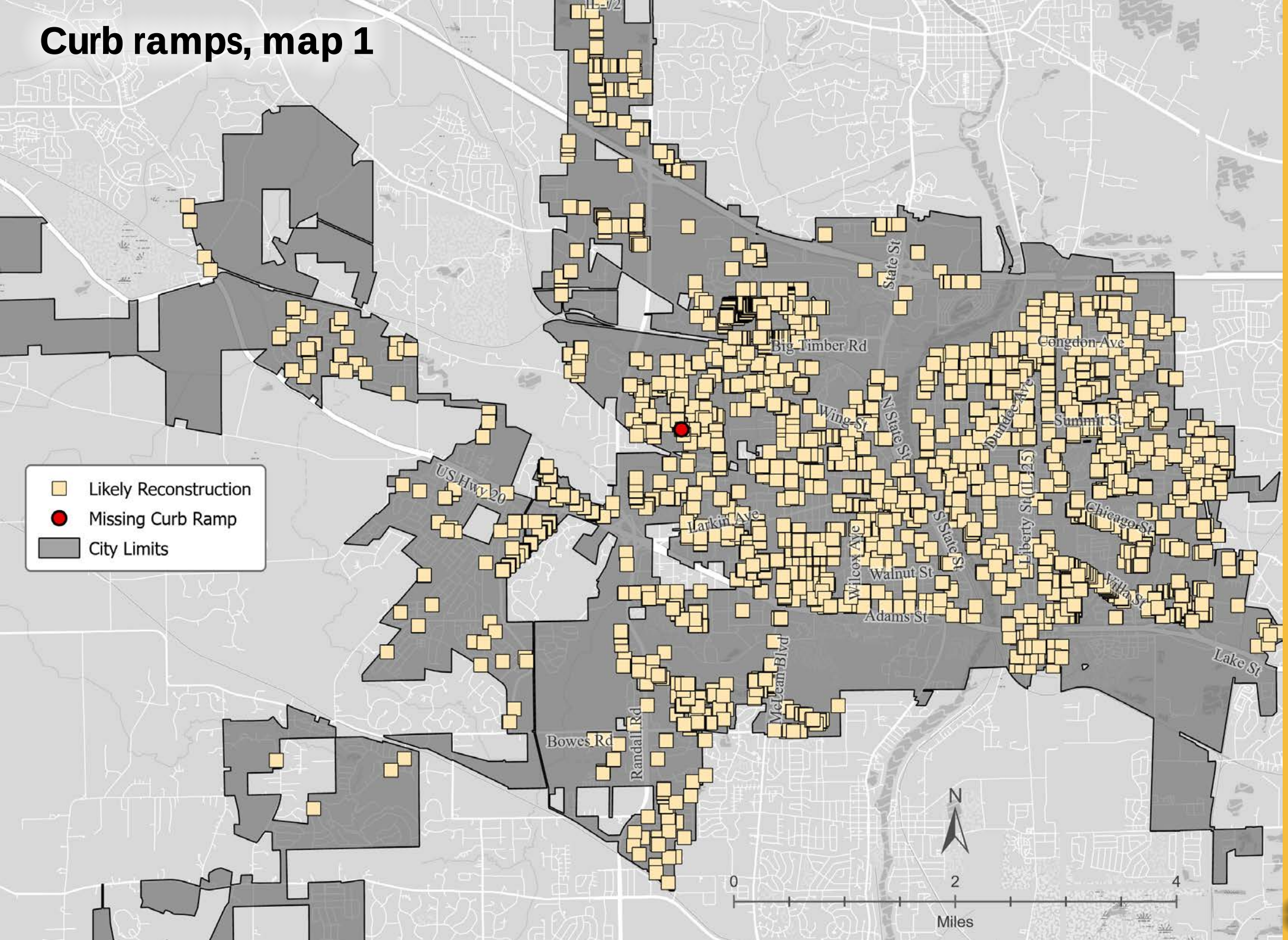
C. Landing
The landing is used as a turning space. It must be at least 4 ft. wide by 4 ft long and, generally, have a cross slope of no more than 2.1%.

D. Detectable Warning Surface (DWS)
The DWS must extend at least 2 ft in the direction of pedestrian travel from the street edge of the ramp and cover the full width of the ramp. DWS color must contrast with the pavement and meet other ADA requirements.

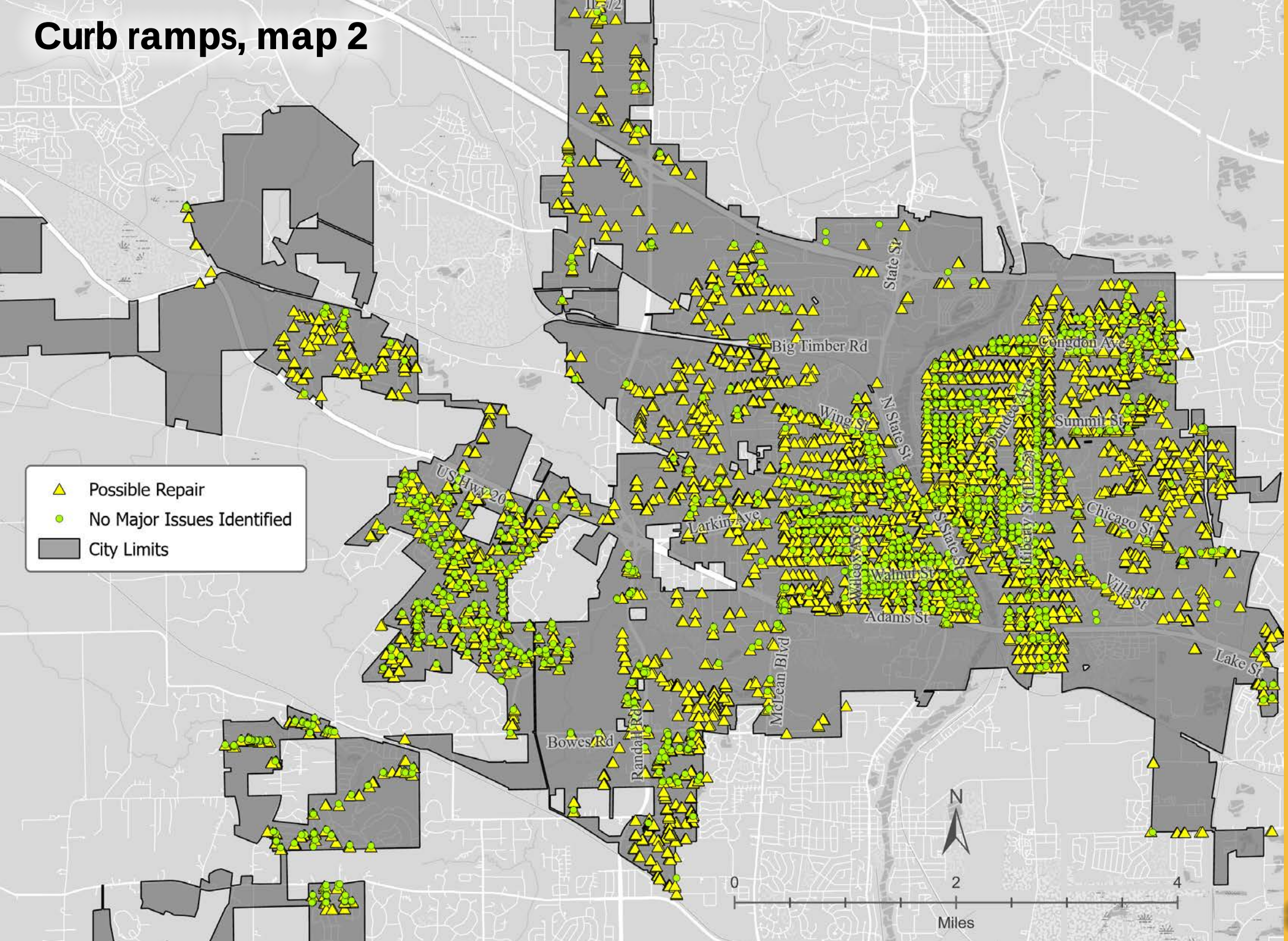
E. Gutter Slope
At gutters and streets where a change of grade occurs at the transition to curb ramps, the change of grade shall not exceed 13.3%. This is calculated through adding the maximum grade of 8.3% of the ramp and a maximum grade of 5% of the gutter, sloping toward the ramp.

F. Transition to Street and Sidewalks
Changes in surface level via cracking or heaving of the walkway must be less than ¼-inch. Gaps between sidewalk panels or major cracks may be a maximum of ½-inch in width.

Curb ramps, map 1



Curb ramps, map 2



Driveways

For this assessment, driveways are defined as any location where a sidewalk intersects a driveway. One scenario is where the sidewalk continues through the driveway. The other is where the driveway has curb returns with curb ramps on both sides. The illustration on the right shows different types of Pedestrian Access Routes (PAR) through a driveway.

The driveway assessment results are shown in the table below and mapped on page 28.

- **Minor Accessibility Issues:** This applies to locations where the cross-slope exceeds the 2.1% required threshold but does not exceed 4%. Correcting the issue by creating a PAR of at least 4 feet in width and a cross slope of 2.1% or less may not require full reconstruction of the driveway.
- **Significant Accessibility Issues:** This applies when the driveway cross-slope exceeds 4% and likely requires full reconstruction to create an accessible PAR.

Driveways with sidewalks constructed through them do not have curb ramps on either side and may cost less to reconstruct or create an accessible PAR. This is especially true in situations where the sidewalk has a buffer from the curb. Locations where the sidewalk lacks a buffer and crosses a driveway can be more complex to correct, as they oftentimes require reconstruction of a portion of the driveway beyond the right-of-way on private property.

Locations where the driveway includes curb ramps on either side require a standard curb ramp with design features consistent with PROWAG when there is a stop or yield sign controlling the exit from the driveway.

Category	Frequency	%
No Major Issues Identified	7,925	31.7%
Minor Accessibility Issues (cross slope between 2.1% and 4%)	10,766	43.0%
Significant Accessibility Issues (cross slope greater than 4%)	6,320	25.3%
Total	25,011	100%

Driveway types

Sidewalk through the driveway with buffer from curb

The driveway crossing features a combination of transitional slope from the street (black arrows) and a relatively flat, but narrow sidewalk route on the property side of the sidewalk (shaded area). It is identified as Narrow PAR if the shaded area has a cross slope ≤2.1% AND is 3 to 4 ft wide. While not fully accessible, this shaded area is passable for most.

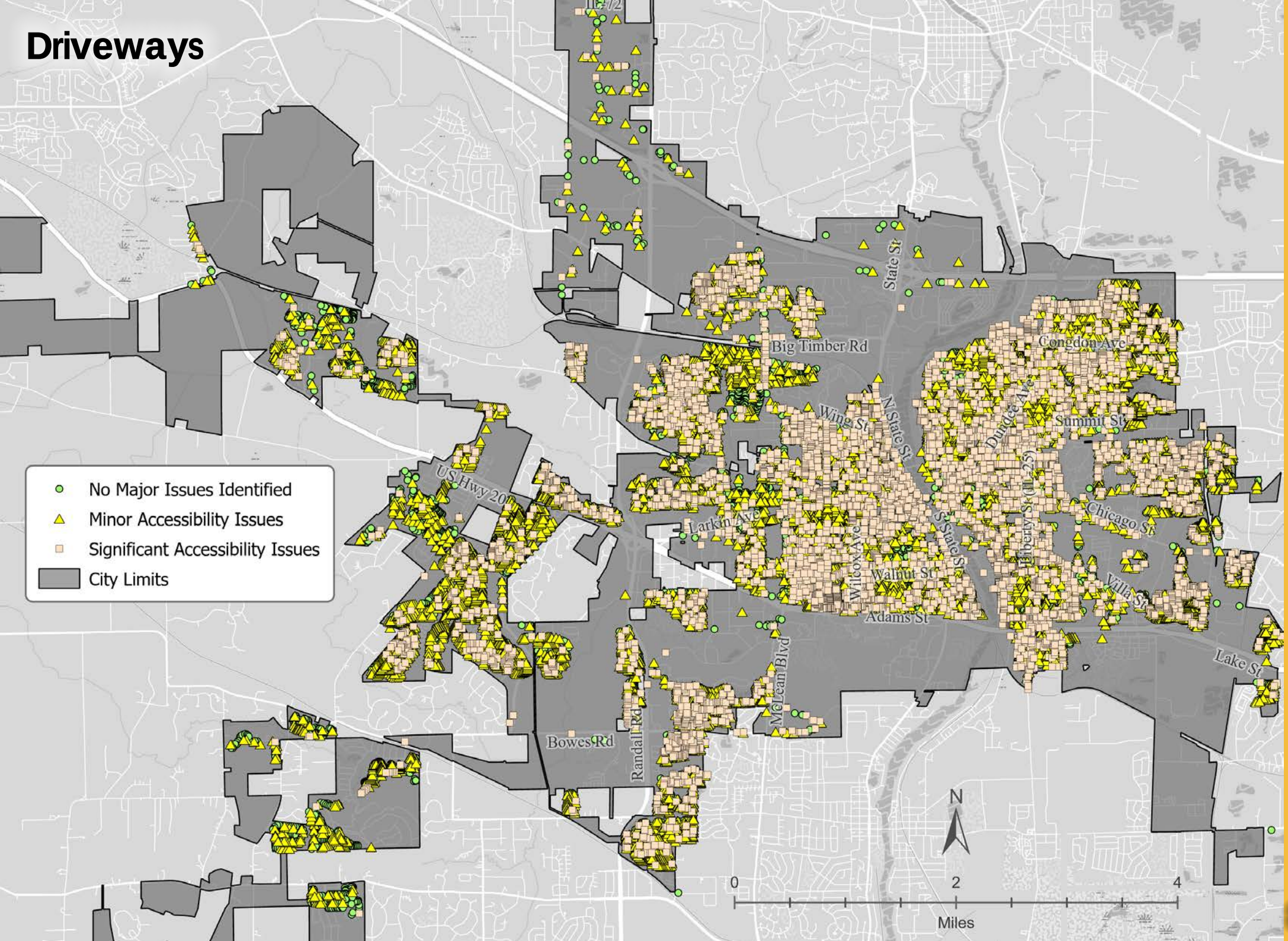
Sidewalk through the driveway, no buffer

The width of the sidewalk at the driveway crossing has a cross slope of >2.1% for all or most of its width (< 3 ft). These will likely require reconstruction to address accessibility needs. Other factors, such as property impacts and drainage, may limit opportunities for driveway crossing to comply fully with PROWAG.

Driveway with curb returns and/or curb ramps

These driveways also require a compliant PAR through the driveway. PROWAG requires standard curb ramps when the driveway exit has a stop or yield sign. Standard curb ramps are not required when no traffic control signs exist on the exit to the driveway.

Driveways


No Major Issues Identified
Minor Accessibility Issues
Significant Accessibility Issues
City Limits
Big Timber Rd
State St
Congdon Ave
Wing St
N State St
Dundee Ave
Summit St
US Hwy 20
Larkin Ave
Chicago St
Wilcox Ave
S State St
Liberty St (IL-25)
Walnut St
Villa St
Adams St
Lake St
McLean Blvd
Randall Rd
Bowes Rd
N
0
2
4
Miles

Obstructions

Sidewalk obstructions vary by type and location. Examples include objects like trees, utility poles, benches, and sandwich board signs that reduce the PAR to less than 4 feet in width.

There were nearly 2,300 obstructions identified, including nearly 1,600 that are classified as movable, thus easier to address. There were nearly 700 obstructions determined to be immovable, which likely requires higher costs to move them out of the PAR or adding sidewalk width around them to create an accessible PAR.

Different types of obstructions include:

- Movable features include sandwich boards, parked cars, or trash bins. Education and enforcement efforts can help remind people to reduce the presence of movable objects.
- Not movable features include trees, utility poles, and traffic signal boxes, narrow the PAR to less than 4 feet.

Category	Frequency	%
Movable	**1,567**	**69.4%**
Not Movable	**692**	**30.6%**
Total	**2,259**	**100%**

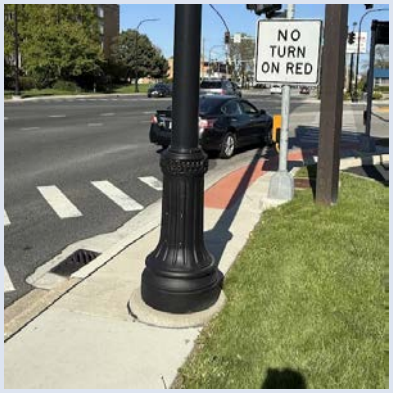
Obstructions

Movable

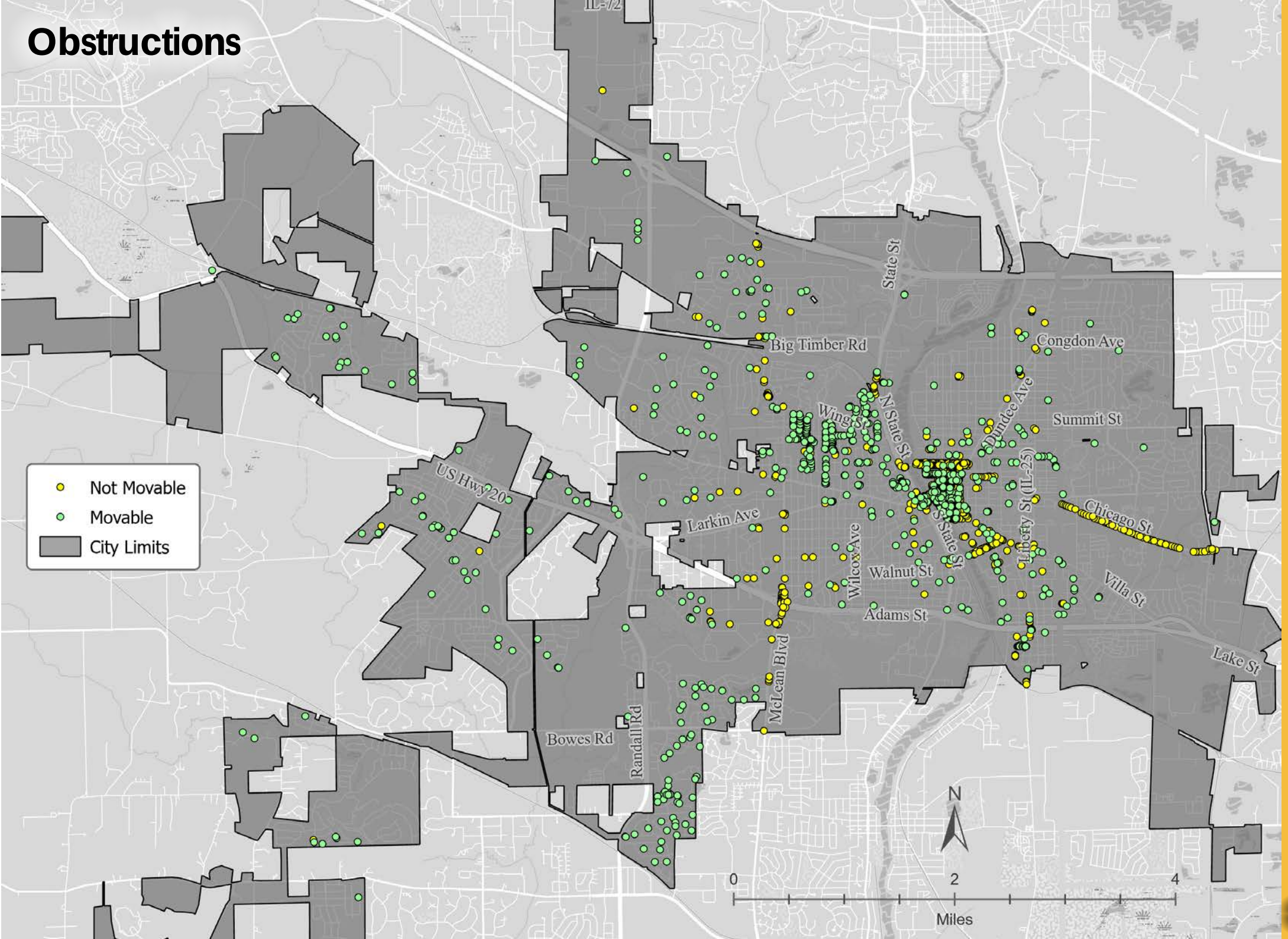
A movable obstruction is typically an object placed on the sidewalk on a temporary basis and is not affixed to the pavement or an adjacent building. These can often be remedied by notifying the adjacent property owner or provider of the service related to the object. Sample movable obstructions include sandwich board signs, real estate signs, portable toilets, and overgrown trees and landscaping.

Not movable

Obstructions categorized as not movable are typically fixed to the sidewalk or adjacent building and result in a PAR that is less than 4 feet in width. Obstructions like this typically require significant investment to either move the obstruction from the sidewalk. Sometimes the sidewalk can be meandered or curved around the obstruction to create a PAR of an accessible width.



Obstructions



Traffic signals & flashing beacons

The features of traffic signals and other controlled pedestrian crossings have various requirements under PROWAG. Traditional traffic signals feature elements such as pedestrian push buttons, pedestrian signals, or signal heads (walk/don't walk signals with countdowns). These are collectively referred to as pedestrian signals.

A summary of the findings of these features is shown on the right, and detailed information on Elgin-managed traffic signal features is included in the Appendix.

The self-evaluation for this plan included the following assessment of Elgin's signals:

- **Pedestrian signal heads and timing:** The city's traffic engineering consultant provided detailed signal timing data and information on the presence of pedestrian push buttons and signal heads for all marked crossings at signalized intersections.
- **Push button accessibility:** The LiDAR scan of Elgin's street system included measurements for pedestrian push button accessibility, including button location, proximity to the curb, presence of a flat landing area adjacent to the button, and the reach range required to access the button.
- **RRFB timing:** Push button accessibility was captured using LiDAR data, and field crews manually checked the flashing time for the signals to determine if it allowed for adequate time for people to cross the street.

Elgin has 44 traffic signals under its jurisdiction; 43 of which have some type of pedestrian signal component and connecting sidewalks. The one intersection that lacks pedestrian features and connecting sidewalks is at the intersection of Airport Road and Tollgate Road.

Beyond traditional traffic signals and their pedestrian features, Elgin has five pedestrian crossings equipped with Rectangular Rapid Flashing Beacons (RRFBs). The push buttons used on RRFBs are subject to the same ADA requirements as those at signalized intersections.

Additionally, Accessible Pedestrian Signals (APS) are required under PROWAG and should be installed when new signals or new signal technologies are installed at intersections or other crossings. RRFBs should also have APS when installed. APS provides audible and tactile cues to pedestrians with vision disabilities to alert them to the start of a "walk" signal or that an RRFB is flashing. Elgin current has one APS, which is located at the intersection of Dundee Avenue and Summit Street. It was installed in 2024 with the reconstruction of that intersection.

Traffic signals

City-managed traffic signals: 44

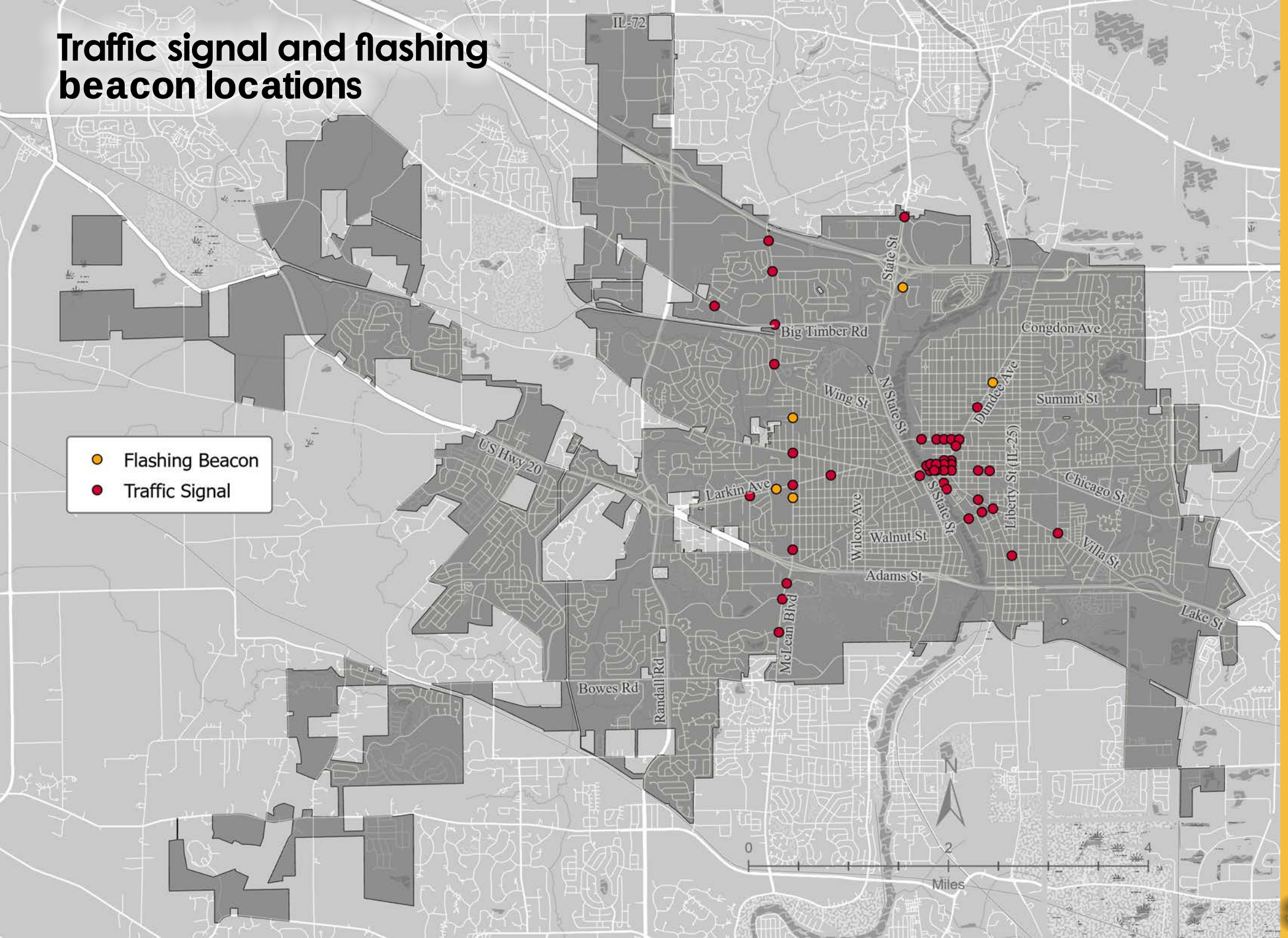
- **44** have PROWAG minimum 7-second walk interval in signal timing program.
- **43** require upgrading to Accessible Pedestrian Signals (APS). This should address height, reach range, and spacing.
- **21** require adding pedestrian countdown signals.
- **8** require adding pedestrian signal heads.
- **19** are located in the downtown core.

Flashing beacons

City-managed RRFBs: 5

- **5** have PROWAG/MUTCD minimum flashing times
- **3** require upgrades to height and reach range to comply with PROWAG.
- **5** recommended for upgrade to Accessible Pedestrian Signals (APS).

Traffic signal and flashing beacon locations



Accessible parking

Elgin has roughly 465 on-street, marked parking spaces. These spaces provide parking for adjacent commercial properties, primarily in downtown. Of those nearly spaces, the city designates **7** for accessible parking.

PROWAG uses a ratio of total on-street parking spaces to decide how many accessible spots to include. The ratio is generally one accessible parking space for every 25 parking spaces, up to a maximum of 200 spaces. The table at right shows these ratios.

For this analysis, a block face is used to calculate the ratio of accessible parking. The diagram at right is a sample illustration of what PROWAG applies to block faces. In Elgin, defining block perimeters can be tricky. This is because several blocks lack parking on all four sides, and some are triangular.

For this plan, a block perimeter includes the sides of a block or block faces with marked on-street parking spaces. In some areas, the block perimeter might be one block long. However, it can accommodate parking on both sides due to land use and nearby railroad tracks.

The map on the next page shows the block perimeters in Elgin. It also illustrates the total number of parking spaces and the number of designated accessible parking spaces. The blocks are color-coded to indicate if accessible parking ratios are met and if the design of the spaces aligns with PROWAG guidance.

- To meet the letter of PROWAG accessible parking ratios on a block perimeter, the city would need to add 19 additional spaces (even though it is meeting the overall ratios when a full count of parking spaces is considered).
- No changes are recommended at this time, as most blocks that indicate a need for additional accessible spaces have nearby surface parking lots and garages with designated parking. The city should continue to evaluate the need for accessible parking spaces based on business types, citizen requests, and downtown street reconstruction projects.

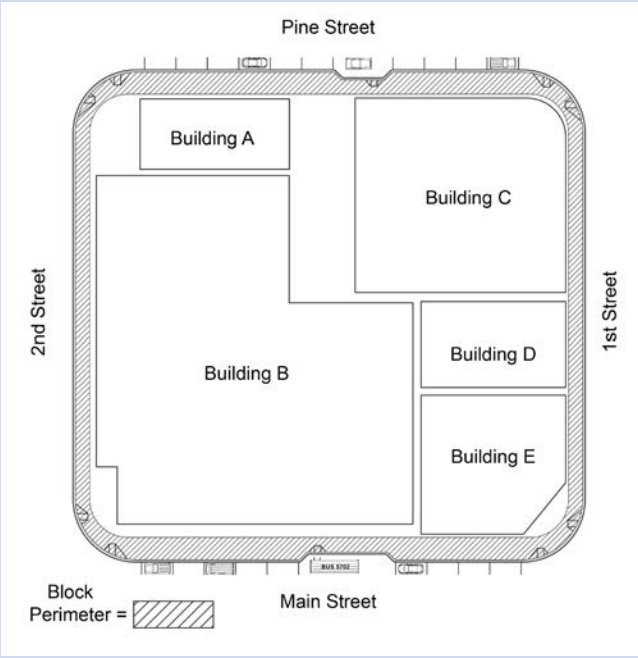
PROWAG does not provide guidance on how to incorporate a combination of surface lots and on-street parking spaces to determine accessible space needs. In most cases, parking in a surface lot can provide greater safety for someone using the accessible spaces. Other parking exemptions. PROWAG has rules for when accessible on-street parking is not required. They are:

- Spaces designated exclusively as residential parking.
- Spaces designated exclusively for commercial or law enforcement vehicles.
- Where on-street parking spaces are altered, the requirements shown in the diagram at right (XX) shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces specified is provided.

PROWAG parking ratios

Total # of Metered or Designated Parking Spaces	Min. Required # of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

Identifying block perimeter



On-street parking

Protruding Objects

Protruding objects are features such as tree limbs, traffic signs, and building elements that protrude into the pedestrian space and pose hazards due to their height. For example, a traffic sign or building awning that is too low can cause an injury to a person with a vision disability who cannot detect its presence.

Protruding objects are most common in central business districts (CBDs), where the Pedestrian Circulation Route (PCR) is wider due to hardscape or paved surfaces placed where a landscaped buffer would typically occur in a non-CBD setting. Because buildings are usually located at the edge of the sidewalk, traffic signs and other sidewalk features are usually placed within the paved area.

- **Elgin has 86 vertical obstructions in its downtown area, most of which are folding stop signs where the bottom edge is lower than 80 inches and protrudes more than 4 inches from the post above a PCR.**
- **Many folding stop signs are located on the same post as the pedestrian pushbutton, making it harder for people with vision disabilities to find the button without coming in contact with the sign.**

Given that the federal Manual on Uniform Traffic Control Devices (MUTCD) is more stringent, requiring 84 inches of clearance rather than 80 within PROWAG, applying the 84-inch standard is advised when new signs are installed or when signs are replaced. The 80-inch clearance can be used for other features, like tree limbs, awnings, and exterior building features like sconces.

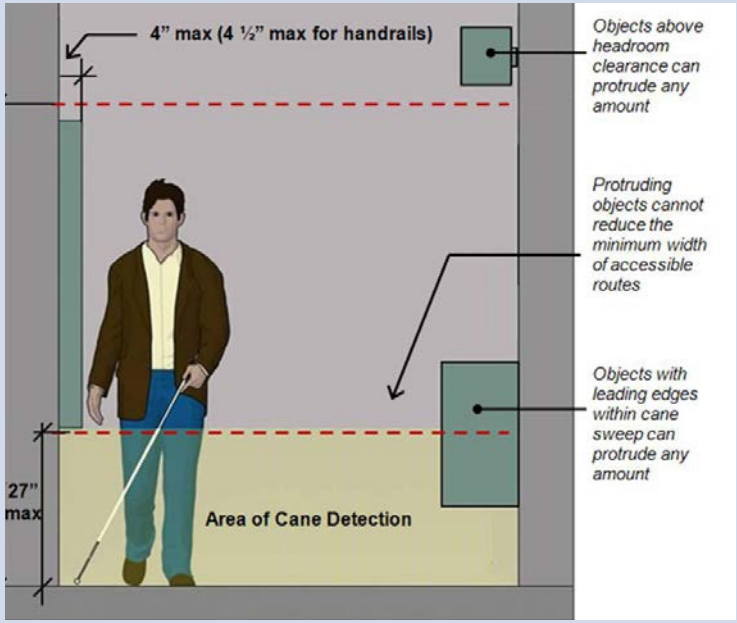
Understanding protruding objects

PROWAG defines vertical obstructions as any object that protrudes into a Pedestrian Circulation Route (PCR) at a height between 27 inches and 80 inches. The PCR is defined as the fully prepared area within a sidewalk environment that is usable by a pedestrian. This differs from the PAR, which is a defined space used as the minimum standard for accessible routes.

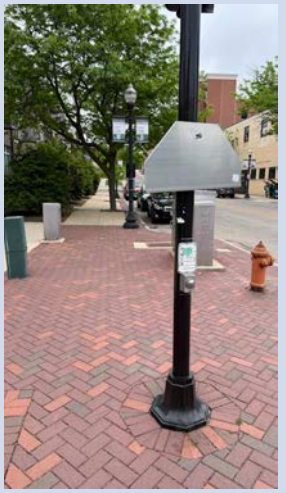
- Features below 27 inches are considered detectable by a person with a vision disability who uses a white cane as an assistive device to help detect hazards. Features above 80 inches are considered high enough as not to create a safety hazard.

Two federally developed manuals regulate the height of these obstructions.

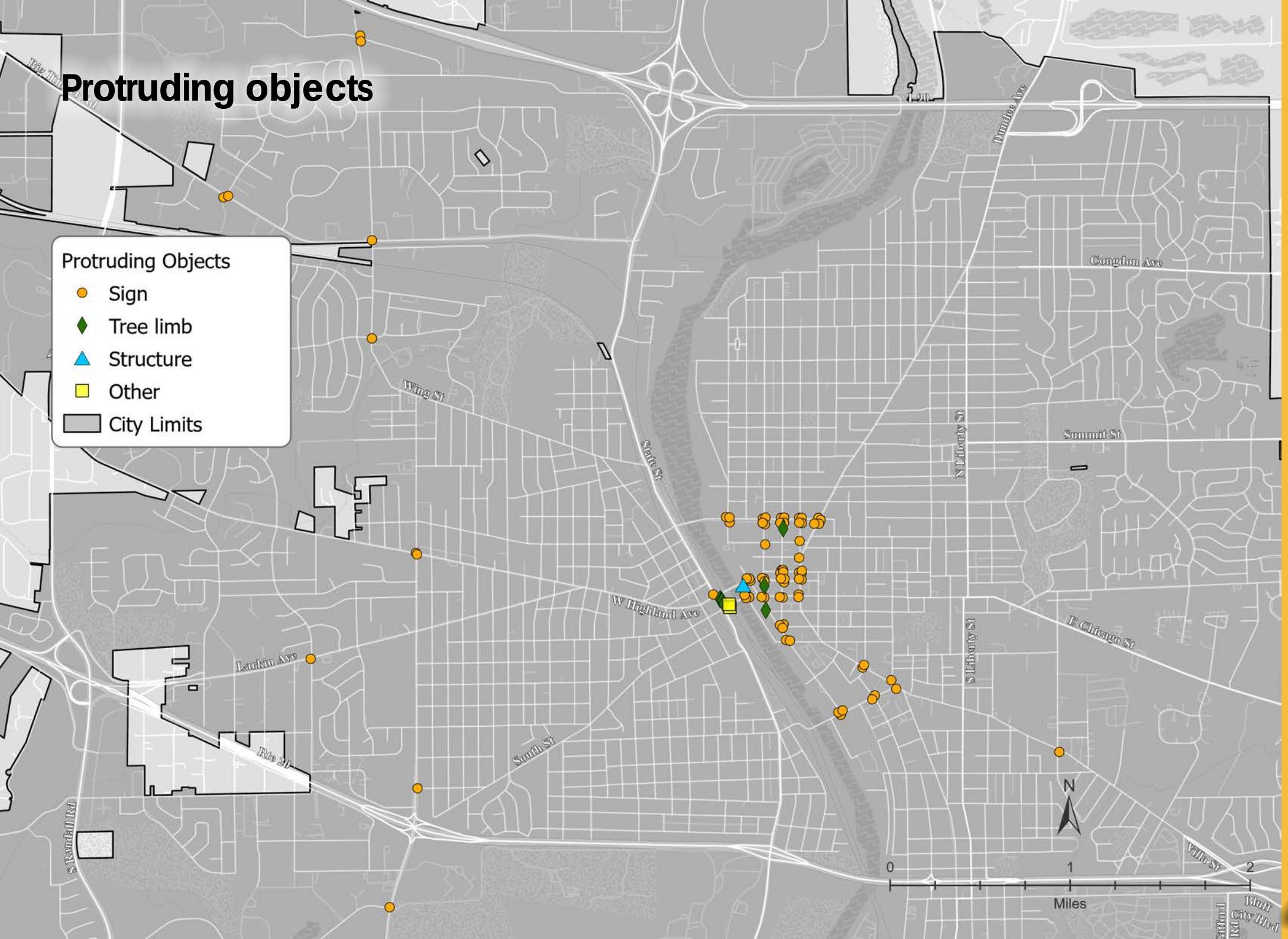
- PROWAG is the source of the 80-inch minimum edge for a vertical feature that protrudes more than 4 inches from its post, building, or ground-level base. This is a change from the ADA Standards and previous versions.
- MUTCD stipulates that traffic signs located above a sidewalk (also the PCR) must be mounted at a height of at least 84 inches.



Replacing horizontal folding signs (left) with vertical ones (right) would eliminate many of the issues with protruding objects in downtown Elgin, when the signs are folded.



Protruding objects



Policies and programs

The city's policies were reviewed to determine their degree of alignment with ADA requirements and whether they have the effect of creating or failing to improve barriers to accessibility. There are recommendations on the next page for the city to consider when it updates the Municipal Code.

As noted in Chapter 2, ADA-related policies for ADA Notice, Grievance Procedure, and ADA Coordinator are recommended for adoption, as existing policies were not available for review.

Beyond those policies, this section addresses the Elgin Municipal Code as it pertains to development requirements and the duties of private property owners regarding maintenance and snow removal.

Municipal code

The review identified sections of Elgin's Municipal Code relevant to accessibility in public rights-of-way. Some sections of the code with accessibility themes were derived from the International Property Maintenance Code and International Building Code.

The chapters and appendices that were the focus of this review are: Title 13, Streets and Sidewalks; Title 18, Subdivisions; and Title 19, Zoning.

Sidewalk, Pathways, and Curb Ramp Construction. The construction of new sidewalks, pathways, and curb ramps is largely required through Title 18: Subdivision, with other guidance in Title 13: Streets and Sidewalks. The relevant sections are:

- **Subdivision 18.28.050 – Streets:** Concrete sidewalks shall be required on both sides of streets and shall be installed in accordance with city standard sidewalk specifications and laws governing accessibility for persons with disabilities. Access shall be available to all lots.
- **Subdivision 18.24.030 – Pathways:** Pedestrian pathways shall have a right-of-way width of at least ten (10) feet and a paved surface of at least six (6) feet with appropriate landscaping and screening alongside boundary lines as determined by the community development department.

Sidewalks are required in new subdivisions, but are not required by code in infill developments or through a change of use on an existing property. In areas such as industrial zones, the code is ambiguous, leaving staff to interpret intent and negotiate with developers.

Not requiring new or upgraded sidewalks can save property owners or developers the cost of this infrastructure, which can impact a project's financial viability. However, bypassing the opportunity can also prevent sidewalk gap closures, forcing more of the need onto the City's coffers.

Other relevant code sections on sidewalk design include:

- **Section 13.04.040:** Sidewalk construction standards: "Sidewalks in residential areas shall be…four (4) or five (5) feet in width as specified by the engineering division. The four (4) foot sidewalk shall be constructed one (1) foot outside the property line."
- **Section 13.04.040:** Sidewalk construction standards: "Sidewalk ramps shall be constructed in conformance with the American Public Works Association Guidelines at all crosswalks, driveway approaches, and any other location as directed by the engineering division. All sidewalk ramp locations shall be shown on the plans with a typical detail for construction."
- **Section 13.04.080:** Repairs and maintenance: For sidewalk repairs, the code requires "sidewalks…shall be kept in good repair and shall be maintained in a safe, attractive and unobstructed manner…"

The 4-foot width requirement can be problematic for complying with ADA guidance under PROWAG, as four-foot-wide sidewalks require a 5-foot-wide space at least every 200 feet. This allows two wheelchair users to pass each other. It is common practice for cities to adopt a minimum sidewalk width requirement of five feet to ensure compliance, so that designers and those reviewing development do not have to account for the five-foot width every 200 feet.

Additionally, a four-foot-wide sidewalk is insufficient to allow two people to walk side by side, which is a common occurrence. Further, forcing wheelchair users to back track or wait at a 5-foot-wide segment is an inconvenience and something few people are willing to do.

Sidewalk repairs are not well-defined in terms of if the city or property owner is responsible for paying for repairs.

The "pedestrian pathways" can be changed to "shared-use pathways." This would reflect the changing paradigm for placing wider pathways alongside busier roadways to allow for pedestrian and bicyclist use. A pathway that is 6 feet wide is too narrow to

accommodate bi-directional pedestrian and bicyclist use. The minimum width of a shared-use pathway, as per prevailing federal guidance, is 10 feet, with 12 feet being preferred. An 8-foot-wide pathway may be used in a constrained situation.

The city may consider stronger code language that specifies the requirement for developers to reconstruct any non-compliant sidewalks, driveways, and curb ramps on the public right-of-way frontage of the site.

Snow removal. Elgin's snow removal policies are limited. The code prohibits property owners from depositing snow onto sidewalks but does not specify that property owners or the city is required to remove snow to maintain a clear travel way for pedestrians. There is an agreement in place between the city of Elgin and the Downtown Neighborhood Association (DNA) that provides funding for the city to remove snow from sidewalks in the downtown area.

State minimums and Municipal Code. There are references to various overarching Illinois codes throughout the municipal code. Following state laws are required, but they establish only minimum requirements. They do prohibit a municipality from enacting policies that require features beyond the established minimums to reflect local values, goals, and community context.

Both the ADA Standards and PROWAG allow for public entities to develop policies and design standards that either exceed minimum requirements or treatments not specifically identified in the standards and guidelines. Treatments not specifically identified must be for the purpose of making a facility more accessible to people with disabilities.

Policy & program recommendations

- **Sidewalk and pathway widths:** Change the 4-foot-wide sidewalk requirement to a 5-foot minimum throughout the city. Consider adopting requirements for wider sidewalks in areas such as school zones, civic areas, and streets with heavier commercial use. Update pedestrian pathways to be shared-use pathways and specify a minimum width of 10 feet, with a preference for 12 feet. Specify that 8 foot pathways may be considered under constrained situations.
- **Redevelopment policies:** Once the Active Mobility Plan is complete, consider prioritizing high-priority pedestrian routes and requiring sidewalk improvements to be made when agreeable triggers are met. Triggers may include, for example, an increase in building size of more than 25% and a reuse or rezoning of the property, for example. Additionally, the code could be strengthened by specifying that sidewalks are required around the perimeters of blocks and for internal circulation to facilitate access from adjacent streets to the proposed development.
- **Curb ramp design preference:** Identify PROWAG rather than the American Public Works Association as the standard for curb ramps. Consider guidance to identify directional curb ramps as the preferred treatment. This means one curb ramp for each direction someone is allowed to cross from a street corner, as opposed to diagonal ramps that include one ramp per corner, pointing toward the middle of the intersection.

  Directional ramps are ideal for alignment, which helps the vision impaired and wheelchair users, ensures shorter crossing distances, and minimizes potential conflicts with drivers. The code should reflect this treatment as the preferred option and allow developers and designers to employ diagonal ramps only if recognized hardships are present.
- **Sidewalk repairs:** Specify triggers for when sidewalk repairs are required, identify shared funding mechanisms to aid with repairs, and establish timetables for how soon repairs are made after any complaints or inspections determine required repairs.
- **Snow management:** Overlay the existing emergency service routes and the high-priority active transportation routes identified in the Active Mobility Plan with a snow removal policy. The policy could require sidewalks, pathways, and curb ramps to be cleared of the natural snow that falls by the adjacent property owner(s). The city should be responsible for snow that is plowed from the streets onto sidewalks and pathways, as this is challenging for property owners to remove without heavy equipment.

6. Transition plan

The transition plan element of Elgin's Plan for Accessible Streets and Sidewalks is the playbook for the city to address the accessibility barriers identified in the self-evaluation. While the transition plan focuses on projects that upgrade streets and sidewalks, the city should also pursue policy and program changes to support overall accessibility.

What is a "program"?

Under Title II of the ADA, a "program" refers to any service, activity, or opportunity offered by a state or local government. Physical infrastructure, like sidewalks, curb ramps, pedestrian push buttons, and pathways, is considered a program. This is in addition to services or activities that impact these facilities, such as snow management and construction detours. Policies that impact these facilities are also a type of program.

Therefore, implementing the transition plan will require actions in the realm of:

- **Physical accessibility**, notably the design and maintenance of streets and sidewalks.
- **Programmatic accessibility**, such as the services and activities that impact streets and sidewalks.
- **Digital accessibility**, including access to information about the transition plan, ADA policies like a grievance process, and information on physical and programmatic accessibility through public meetings, reports, etc.

Using the transition plan

The transition plan is a snapshot in time of what is recommended for Elgin to remove barriers to access. As things change over the next 10 to 20 years, the city should update the plan to accommodate changes in the street system, property redevelopment, and accessibility within Elgin's overall capital improvement needs.

An annual implementation funding goal incorporated into capital programs and budgets showcases Elgin's commitment to making its streets more accessible. The city is recommended to pursue a complete update to this plan in approximately 10 years to account for changes. Periodic updates may be provided through a transition plan progress report, as recommended in Chapter 7.

While projects like fixing a sidewalk, improving a pedestrian crossing, or reconstructing a curb ramp are evident and garner the most attention, updating addressing other programs and policies can be just as important.

Elgin's accessibility-related programs and policies help ensure funding is available for projects, that streets are managed in an accessible manner after projects are completed, and that private development contributes to upgrading the street network.

Programs and policies that enhance work zone pedestrian accessibility can significantly improve the freedom and mobility of people with disabilities when sidewalk routes are disrupted.

Adapting to change

Many circumstances will prompt changes to the transition plan. The plan and its associated schedule are intended to evolve in response to these changes. What is most important in adapting to these changes is documenting the reasons why they occurred. This helps shield the city from liability if implementation does not happen according to the schedule.

The information on the right highlights situations where the city may need to deviate from the schedule and its priority projects.

Ultimately, the goal is to upgrade the system regularly to make it more accessible. This demonstrates to the public how this is being achieved, even as the order in which upgrades occur changes.

Programs and policies to remove barriers to accessibility

Programs and policies are the foundation of achieving accessibility in public rights-of-way. Both help ensure the necessary resources and practices are in place to upgrade the sidewalk system and incorporate program-related practices to mitigate issues such as temporary barriers to accessibility.

This section addresses program and policy recommendations. The city should strive to align its policies and programs with these recommendations in the near term to establish a solid foundation for future projects and initiatives.

Planning for change

Several factors could prompt changes to how priorities are implemented. The city should document the reasons for changes and incorporate them into the transition plan progress report.

- **Individual requests:** Responding to requests from residents with disabilities is a valid reason to modify the order in which projects are implemented. This allows a person with a disability, their caretaker, and/or their family greater freedom of mobility. Accommodating such requests is aligned with the spirit of the ADA.
- **Property redevelopment:** Redevelopment along a priority route may alter how the city invests in a project along that street. The change may be substantial enough to address the primary accessibility needs, or the redevelopment schedule may necessitate a change in the project schedule on a priority route.
- **Other accessibility needs:** There are needs unrelated to streets and sidewalks. The city may find that upgrades are needed to City Hall or the Police Station. Its leaders may determine these upgrades are a higher priority.
- **Other capital needs:** The city may need to divert funds to address other needs. Addressing emergency repairs to a water or sewer line could delay accessibility projects.
- **Lower priority streets:** The city may decide it needs to address non-accessibility needs on a street that is in a lower tier in the transition plan (or not identified as a priority project at all). The result is an upgrade to accessibility features, which improves the overall system.

Addressing existing barriers to accessibility

The projects identified in the transition plan involve retrofitting existing sidewalk networks rather than constructing new facilities where none previously existed. This is because sidewalks already exist on almost all city-managed streets.

Currently, accessibility upgrades occur when curb ramps are reconstructed concurrently with street resurfacing and through sidewalk repairs. These may not always happen on priority routes, as other streets need resurfacing, and there will always be spot repairs to existing sidewalks.

Building new infrastructure

The ADA requires that all new infrastructure be accessible when constructed. New infrastructure is considered the addition of sidewalks and curb ramps where they did not previously exist, as well as the reconstruction of existing infrastructure. This occurs either through the city's capital projects or requirements established through the City's codes regulating property development. The self-evaluation chapter addresses these recommended policy changes, notably updating the code to improve expectations for property development/redevelopment.

Snow management to improve accessibility

Major snow events create challenges for maintaining an accessible sidewalk system. The variability of snowstorms, as well as the limited resources agencies have for maintaining streets during winter weather, all impact the sidewalk system. Historically, Elgin averages around 33 inches of snow per year, which often takes several days or weeks to melt after a storm.

Key Implementation Steps

Establish a $500,000 annual implementation goal for priority routes.

Showcasing a commitment to implementation is best achieved through annual funding goals for priority routes. The existing street resurfacing budget and cost estimates for priority routes suggest that a $500,000 yearly goal would allow the city to address these priorities in a reasonable timeframe.

This goal can be achieved over multi-year periods so that a yearly goal of $500,000 would equal $2.5 million over five years. Viewing this as a multi-year effort recognizes each annual budget may deviate due to other needs.

This allows adjustments for other capital projects or for addressing a priority accessibility project whose cost exceeds the $500,000 goal.

The city may pursue funding from different sources and apply those funds to its annual goal, allowing its local funds to be used to address other accessibility needs or public work priorities. This goal may be revisited when the transition plan is updated or once all priority routes are addressed.

Develop a progress report to track accessibility investments

Tracking annual expenditures for accessibility upgrades meets ADA requirements to monitor progress in removing barriers. It showcases the city's commitment to the public and can help protect Elgin from liability. The city is required to provide a progress report on its transition plan at least every five years.

Tracking annual expenditures and giving progress reports more frequently can reduce the burden of compiling large amounts of information once every five years. Any expenditure that improves accessibility, even if it is not on a priority route or part of the annual implementation goal, should be quantified for the city's progress report.

The report should document upgrades that occur through the implementation fund, the sidewalk repair program, street resurfacing projects that result in upgrades on non-priority routes, and upgrades prompted by the City's policies.

These expenditures remove barriers to accessibility, even if they are not along priority routes. Hence, the estimated cost or value of the entire suite of accessibility upgrades should be reflected in the progress report.

Exceed minimum ADA requirements on resurfacing projects

When the City resurfaces a street, it is encouraged to incorporate accessibility improvements beyond the minimum requirement to ensure curb ramps meet accessibility requirements. Additional upgrades that can be considered are sidewalk repairs, adding ramps at alley crossings, and reconstructing driveways. The city may develop its own goals for addressing accessibility beyond the minimum requirements, as such efforts should not pose a disproportionate financial burden.

Federal law requires that sidewalk access be maintained under all conditions, except for temporary disruptions caused by events such as snowstorms. The Federal Highway Administration (FHWA) has stated that to comply with the law, agencies must apply "reasonable" snow removal efforts to their pedestrian system.

Further, there are additional requirements for sidewalks constructed with federal funds. FHWA stated in a 2008 memorandum that "current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets." This means if a street where sidewalks were constructed with federal funds is treated with salt and then plowed, then the sidewalks must also be treated with salt and plowed.

When sidewalks are buffered from the street, snow can be plowed into the buffer without impacting the sidewalk. Building buffered sidewalks may not be possible on constrained corridors. Some of Elgin's major routes, like McLean Boulevard and Larkin Avenue, lack sidewalk buffers.

Plow operators should avoid plowing snow onto sidewalks. This can be mitigated by slowing plow speeds when the sidewalk is immediately behind the curb.

Beyond sidewalks themselves, crosswalks, pedestrian refuge islands (median islands), and curb ramps must be made accessible with reasonable snow removal efforts. Snow that remains in the street, is mounded, and blocks access to a curb ramp and crosswalk, is the public agency's responsibility to manage.

One approach to providing "reasonable" snow removal along pedestrian routes is to deploy plows or smaller equipment to clear blocked ramps and crosswalks after primary street plowing operations are complete or when the storm subsides.

Enhancing work zone practices

Work zone accessibility is a challenging undertaking, given the nature of projects and the constant challenges of managing all modes of travel through a construction zone. Still, ensuring compliance with the Manual on Uniform Traffic Control Devices (MUTCD) Section 6 on Temporary Traffic Controls helps maintain accessibility.

MUTCD requires the jurisdiction that controls the streets to ensure work zones are accessible, which means it is not solely the responsibility or liability of an individual contractor.

Snow management

- **FHWA:** A public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility. Part of this maintenance obligation includes reasonable snow removal efforts. (28 CFR §35.133)

Keeping pedestrian access routes open for travel during and after snowfall is challenging. Cities can help maintain access with these practices:

- Avoid plowing snow onto sidewalks from the street.
- Remove snow from the street when it blocks ramp and crosswalk access (above). This may occur after major street plowing operations are complete.
- Ensuring snow is plowed from sidewalks that front city-owned properties, bridges, and over/underpasses.

Accessible work zones

Pedestrian access must be maintained and be compliant when construction impacts sidewalks and pathways. As with street closures, detour routes must be designated and signed for pedestrians. This may require temporary crossings, ramps, and other channelizing devices to comply with ADA.

MUTCD, Section 6, addresses work zone accessibility requirements:

- If the [work] zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided.
- The temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
- A barrier that is detectable by a person with a vision disability traveling with the aid of a long cane shall be placed across the full width of the closed pedestrian facility.

PROWAG requires the use of audible signal devices in work zones to alert pedestrians with vision disabilities in advance of sidewalk closures, designated detour routes, and other key work zone information. The messages programmed into Accessible Pedestrian Signals at traffic signals can be modified to include work zone detour information.

A simple rule of thumb is that if a sidewalk is blocked by construction, a detour route with comparable accessibility features must be designated. This means that if the impacted route has curb ramps with truncated domes, then the detour route should match those features. If such features are not already in place, then temporary materials may be used to provide comparable accessibility.

Construction zones are constantly evolving, meaning traffic control plans designed at the onset of the project may no longer be applicable a few weeks in, as construction activities shift. This means routine inspections are critical to managing contractors and developers who impact the sidewalk system.

Considerations for improving work zone accessibility include the following:

- Work zone training. City staff are encouraged to engage in online or in-person training focused on work zone accessibility. These are available through agencies such as IDOT and FHWA, as well as through the American Road and Transportation Builders Association (ARTBA).

- Identify preferred work zone materials. Elgin may consider identifying its preferred materials for features like sidewalk barricades, audible devices, and temporary ramps. This creates consistent expectations for contractors working in the City's rights-of-way. The city may reference these preferred materials within its overall engineering forms and manuals, as well as within bid documents.

Projects to remove barriers to accessibility

A primary output of the Plan for Accessible Streets and Sidewalks is a list of priority projects for the city to implement to meet Title II requirements. The self-evaluation process and public input helped in identifying these projects.

Addressing these projects shows how the city will transition its sidewalk system to be more accessible by addressing these priorities. This recognizes that creating a fully accessible sidewalk system is practically impossible due to financial reasons.

- Elgin has an estimated $95 million worth of infrastructure upgrade needs to provide a fully accessible system on city-managed streets.

This estimate is generated from the findings of the self-evaluation, with 75% of that figure for sidewalks and 14% for curb ramps. Even if every accessibility barrier was addressed in 10- or 20-year timeframe, other needs will emerge due to infrastructure deterioration.

As a result, there are 20 priority projects along streets under the city's control. The next page includes a map of these projects, organized by three priority groups or tiers.

Priority projects

To remove barriers to accessibility, the city should first address Tier 1 projects (described later in this chapter). These five projects are located along streets where a set of factors helped identify them as the highest priorities. This is recommended to occur in the first five to seven years after the plan's adoption.

Within that timeframe, the city should also strive to address two additional needs:

- **Traffic signs:** Modifying traffic and other signs in the downtown area that create protruding objects.
- **Pedestrian signals:** Upgrading pedestrian pushbuttons at city-controlled traffic signals to include Accessible Pedestrian Signals.

Once complete, Elgin is recommended to address projects in other tiers and may reorder these projects to align with its street resurfacing schedule.

Project ranking

The consultant developed a method to evaluate the projects using a ranking process that incorporated various factors. The ranking criteria were based on technical guidance from the consultant and the results of the public input process, which identified routes and destinations that would receive higher scores based on their proximity to a specific route.

Accompanying each project is a total project score that was used to determine its priority ranking. The results of that ranking are included in the Appendix.

The criteria used for scoring included:

- **Population with a disability:** By percentage, based on the Census tract data where the project is located.
- **School, park, or public building access:** Estimated distance to one or more of these public facilities.
- **Population over age 65:** By percentage, based on Census tract data.
- **Vehicle access:** Households reporting access to no vehicles or one vehicle, based on Census tract data.
- **Transit access:** Estimated distance from the project to existing transit routes.
- **Traffic speed:** The posted speed limit on the street.
- **Traffic volume:** Estimated counts of daily traffic, if available. Count data is typically available only for major streets. It is assumed volumes on streets without data is low due to their function within the street system.
- **Public input and intangibles:** Results of the winter 2025 survey were used, along with input from city staff on factors that cannot be easily measured.

Project tiers

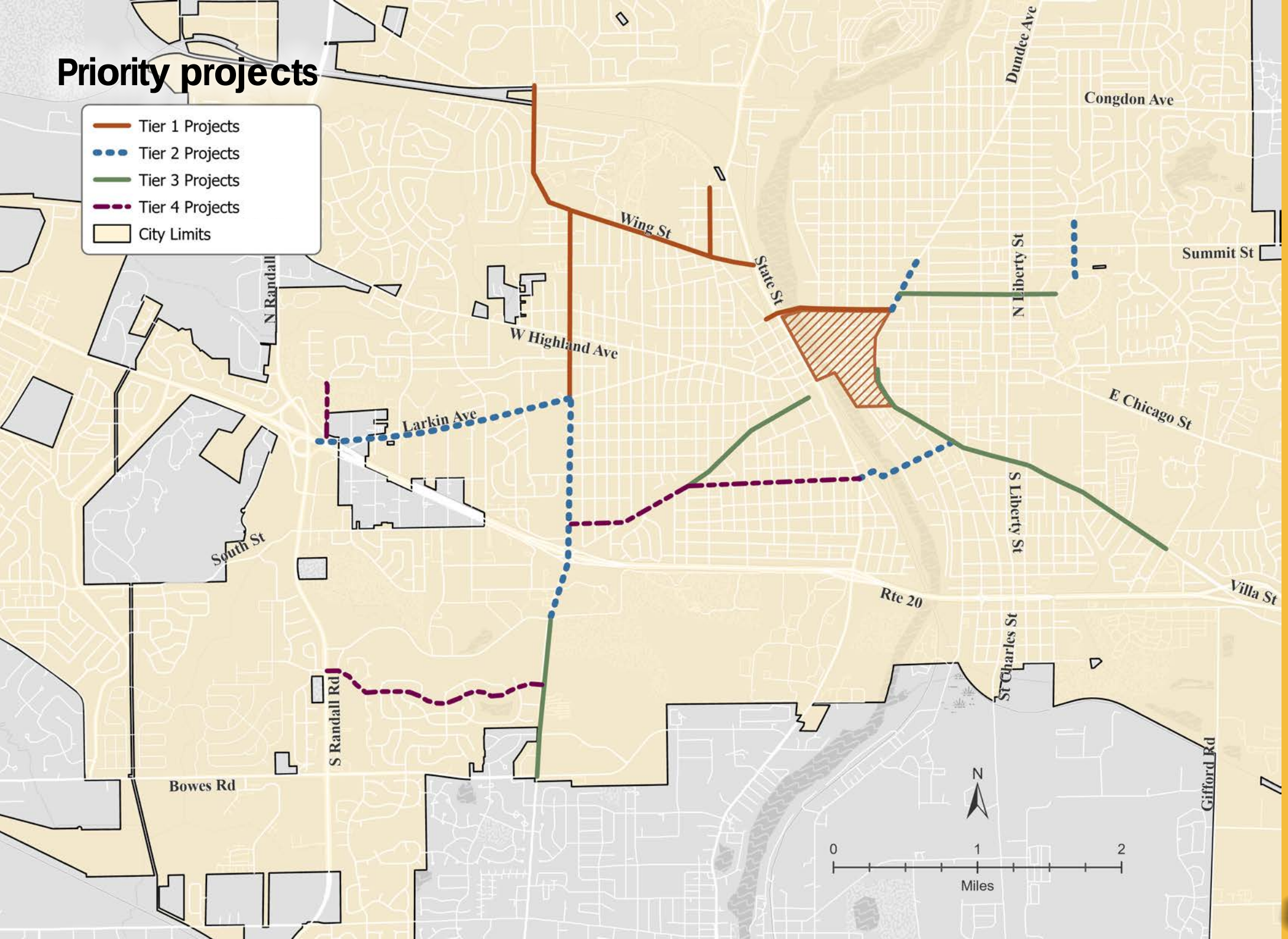
Three sets of projects, organized in Tiers 1 through 3, are identified for the city to implement over the next 10 to 20 years. The project ranking and tiers are incorporated into the transition plan schedule to guide these investments (see Chapter 7).

- Tier 1 projects are the highest priorities and recommended for implementation in the next five to seven years. These five projects have an estimated combined cost of $1.8 million. The additional projects to address traffic signs and upgrade signals to APS are estimated to cost up to $750,000.
- Tier 2 projects, of which there are six, have a combined estimated cost of $1.8 million and may be addressed once Tier 1 projects are complete.
- Tier 3 and 4 projects include the remaining 9 routes. They have an estimated combined cost of $1.75 million.

Accessible on-street parking. The city should evaluate on-street parking needs when resurfacing occurs on downtown streets. The city is recommended to examine how to include an access aisle alongside the space when diagonal parking is used. Upgrading already designated accessible parking spaces may consist of adding a dedicated ramp from the sidewalk to the access aisle.

Accessible spaces that require parallel parking may be located at the end of a block to provide access to the nearest corner curb ramp. Where possible, an access aisle should be considered in combination with a dedicated ramp.

Priority projects



Tier 1 Priority Projects

Street, from/to	Length (in miles)	Cost Estimate	Description
Kimball Street, Crystal Avenue to Dundee Avenue	**0.7**	**$500,000**	• Reconstruct pedestrian infrastructure on both sides of this route. This includes sidewalks, curb ramps, driveways, and pedestrian signals.
McLean Boulevard, Big Timber Road to Wing Street	**0.7**	**$122,500**	• Widen sidewalks to 5 feet, where possible. • Add a 5-foot-wide passing space every 200 feet where sidewalk widening is not feasible. • Improve the intersection at Big Timber Road to include APS and upgrade the railroad crossings. • Enhance the crossing at Mildred Avenue due to sidewalk gaps north of Mildred to Big Timber Road (PHB, pedestrian hybrid beacon preferred).
Wing Street, McLean Boulevard to State Street – Route 31	**1.0**	**$275,000**	• Upgrade driveways to improve cross slopes and widen sidewalks to 5 feet (or add 5-foot-wide passing spaces every 200 feet). • Consider replacing diagonal ramps with directional ramps where feasible. • Enhance crossing at Wing Park Boulevard to a flashing beacon or PHB and examine the need for similar upgrades at Crystal Avenue. • Add a paved walkway from the sidewalk to the curb at bus stops with buffered sidewalks. • Upgrade the railroad crossing near State Street.
McLean Boulevard, Wing Street to Larkin Avenue	**1.0**	**$175,000**	• Upgrade driveways to improve cross slopes and widen sidewalks to 5 feet (or add 5-foot-wide passing spaces every 200 feet). • Consider replacing diagonal ramps with directional ramps where feasible. Upgrade the flashing beacons at Demmond Street to make the push buttons accessible (consider converting to PHB). • Evaluate Lawrence Avenue crossing for crossing upgrades to flashing beacon or PHB. • Add a paved walkway from the sidewalk to the curb at bus stops with buffered sidewalks. • Upgrade signalized intersections to improve curb ramps and add APS.
McClure Avenue, Wing Street to Goethe Street/Wing Park	**0.4**	**$110,000**	• The city is planning to upgrade the street in 2026 to improve drainage and pavement conditions. • If full-scale sidewalk upgrades are not feasible on both sides of the street, prioritize the east side, as it provides the direct connection to the Wing Park entrance.
Accessible Pedestrian Signals (APS) upgrade	**N/A**	**$500,000**	• Upgrade city traffic signals at 46 locations (42 signals and 4 flashing beacons) to include Accessible Pedestrian Signals. Refer to PROWAG sections R307 and R308, notably at locations where two APS buttons are placed on a signal post due to right-of-way constraints. • Consider programming APS audible messages in English and Spanish. • Note: Other projects include APS recommendations in the event the city improves those locations before addressing citywide APS needs.
Downtown Signage Upgrade	**N/A**	**$20,000**	• Replace the horizontal folding stop signs at signalized intersections with vertical ones to eliminate protruding objects. • Locations with wayfinding and other signage that protrude will require substantial modification to existing posts to raise the sign's height or to add a new post to accommodate the sign(s) at an appropriate height.

Tier 2 Priority Projects

Street, from/to	Length (in miles)	Cost Estimate	Description
Downtown Elgin Zone – Multiple Streets	**3.1**	**$550,000**	• Sidewalks and curb ramps south of Division Street are substantially compliant, except for need for minor repairs. • Sidewalk infrastructure around municipal buildings and civil uses north of Dexter Street to Kimball Avenue will require reconstruction on several blocks and at several corners. • Consider adding signage directing motorists to accessible parking spaces in surface lots and parking garages, given the limited number of on-street spaces. • Address sidewalk cross-slopes at ingress/egress points, such as the garage exit at 50 South Grove Avenue, to provide accessible PAR.
Larkin Avenue, McLean Boulevard to Randall Road, via Foothill Road	**1.6**	**$800,000**	• Upgrade driveways to improve cross-slopes, where feasible. Alternative driveway designs may be considered depending on right-of-way constraints. • Upgrade sections of 4-foot-wide sidewalks to be 5 feet wide or add a passing space every 200 feet. • Improve the Lyle Avenue intersection to include directional ramps (where feasible) and APS. Add sidewalks and fill gaps west of Second Street (with the north side as priority). • Add a sidewalk to Foothill Road from Airlite Street to Brookside Drive (or Randall Road if pedestrian improvements are made at that intersection).
Dundee Avenue, Kimball Street to Seneca Street	**0.3**	**$55,000**	• Repair sidewalks and upgrade curb ramps and driveways along this segment. Improve the Dundee and Kimball intersection unless addressed sooner with the Kimball project. • Consider upgrading the crossing at Ann Street to a flashing beacon or PHB to improve access to the Boys & Girls Club of Elgin.
McLean Boulevard, Larkin Avenue to Spartan Drive	**1.2**	**$210,000**	• Repair or replace sidewalks and driveways that have deteriorated. • Improve the accessibility of push buttons at the Van Street flashing beacon, and consider upgrading to PHB. • Evaluate upgrading Erie Street crossing to a flashing beacon or PHB. Convert diagonal ramps to directional ramps. • Add a paved walkway from the sidewalk to the curb at bus stops. • Add APS at city-managed signals and request IDOT install APS and upgrade ramps/crossings at the U.S. Highway 20 interchange.
Hiawatha Drive, Jefferson Avenue to Lords Park	**0.3**	**$75,000**	• Upgrade sidewalks, curb ramps, and driveways to improve accessibility. Add a 5-foot-wide passing space every 200 feet where 4-foot-wide sidewalks are present (and where feasible). • Evaluate the potential for adding a pedestrian crossing with a flashing beacon or PHB north of Summit at the main driveway to the grocery store shopping center. • Extend the walkway south of Grand Avenue to the junction with the ring road in Lords Park.
National Street, State Street-Route 31 to Villa Street	**0.5**	**$125,000**	• Upgrade railroad and pathway crossings to improve accessibility. • Add APS and upgrade the ramp configuration at Grove Avenue and Raymond Street. • Add a sidewalk “wrap around” at the light post on the south side near Villa Avenue, where the post impedes the pedestrian access route.

Tier 3 Priority Projects

Street, from/to	Length (in miles)	Cost Estimate	Description
Villa Street, Chicago Street to Willard Avenue	**1.3**	**$490,000**	• Upgrade sidewalks, driveways, and curb ramps for accessibility. The city may need to reconstruct segments of the street to address curb heights and other street surface conditions. • Consider crossing upgrades at Prairie Street. Install APS at Gifford Street, National/St. Charles/Channing St, and Willard Avenue. • Request IDOT to add APS at Liberty Street (Route 25). Add accessible walkways at bus stops to connect the sidewalk to the curb where buffered sidewalks are present.
Villa Street, Willard Avenue to Varsity Drive/Dickie Avenue	**0.5**	**$90,000**	• Upgrade sidewalks, driveways, and curb ramps for accessibility. • Add accessible walkways at bus stops to connect the sidewalk to the curb where buffered sidewalks are present. • Upgrade diagonal ramps to directional ones where feasible. Consider adding a PHB at the Varsity/Dickie intersection.
Franklin Boulevard, Dundee Avenue to Lords Park	**0.7**	**$90,000**	• Improve sidewalks and upgrade curb ramps and driveways. Address signs that impede the pedestrian access route. • The section between Gifford Street and Hill Avenue is substantially compliant, except for minor sidewalk repair needs. • Work with IDOT to identify upgrades to Liberty Street crossings to improve safety and access from nearby neighborhoods to Lords Park. • Examine the feasibility of adding 5-foot-wide passing spaces on the north side between Liberty Street and the Lords Park entrance. • Add curb ramps at the intersection where the sidewalk currently terminates at the Lords Park ring road.
McLean Boulevard, Spartan Drive to Bowes Road	**0.8**	**$140,000**	• Fill the sidewalk gap on the west side and examine the feasibility of a sidepath. • Upgrade driveways and curb ramps. Improve accessibility of curb ramps and crossings, including APS, at College Green Drive and Bowes Road. • Evaluate the need for improved crossing or a future traffic signal at Crispin Drive.
South Street, Walnut Avenue to Crystal Avenue	0.8	$100,000	• Upgrading driveways is the primary need on this project, with some curb ramps and sidewalk segments requiring repair or minor upgrades. • Evaluate the feasibility of upgrading ramps at the Crescent Street T-intersection.

Tier 4 Priority Projects

Street, from/to	Length (in miles)	Cost Estimate	Description
Walnut Avenue, South Street to Villa Street– Route 31	**0.9**	**$115,000**	• Most sections are substantially compliant and require only repairs or upgrades to sidewalk panels, ramps, and driveways. • Consider upgrading the school crossing at Jewett Street and Billings Street to a flashing beacon. • Add an accessible walkway from the sidewalk to the curb at bus stops with buffered sidewalks. • Determine if detectable warning surfaces (DWS, aka truncated domes) require replacement at other accessible curb ramps. This is due to weathering and fading, to the point that the color contrast is degraded. • Request IDOT add APS to the signal at State Street and improve locations where traffic signal poles create inaccessible pedestrian access routes.
Lillian Street/South Street, McLean Boulevard to Walnut Avenue	**0.7**	**$85,000**	• Upgrade sidewalks, curb ramps, and driveways to improve accessibility. • Long, continuous driveway cuts may require additional consideration to create an accessible route by using rolled curbing or narrowing driveway widths. • Add walkway from sidewalk to curb at bus stops with buffered sidewalks.
Brookside Drive, Foothill Road to Knollwood Drive	**0.3**	**$300,000**	• Add sidewalk or pathway on west side to provide access from Foothill Road to neighborhoods and the Hawthorne Hill Nature Center. • Consider alternative facility designs with drainage swales or other treatments to avoid more costly drainage infrastructure.
College Green, Randall Road to McLean Boulevard	**1.2**	**$450,000**	• Upgrade sidewalks, curb ramps, and driveways. • Widen sidewalks to 5 feet or add a passing space every 200 feet. • Consider upgrading asphalt sidewalks to concrete. • This project may require additional research on available right-of-way and Homeowner Association responsibilities. • A portion of the walkway meanders behind housing units and is not adjacent to the street. The city may consider adding sidewalks in segments where the walkway is not adjacent to the street. Request Kane County to upgrade Randall Road signal to include APS.

7. Schedule and implementation

This chapter outlines a schedule for addressing the recommendations identified in the transition plan. It includes other sections to help the city address requirements established under Title II of the ADA.

The recommended timelines for implementing individual items in the schedule are a starting point for the city's efforts to transition its system to be more accessible. Some action items, such as adopting this plan and revising ADA policies, are relatively easy to accomplish and can be done within months of the completion of this effort. Other projects may require several years to complete.

The officials responsible for the implementation of this schedule are, at the time of this plan's adoption:

- **ADA Coordinator and Human Resources Director Tim Bennett, or his designee.**
- **Public Services Director Mike Pubentz, or his designee.**

Using the schedule

The schedule serves as a roadmap for implementing this plan. It indicates to the public that Elgin is committed to transitioning its system to be more accessible. The schedule may evolve as annual investment programs and project implementation factors influence when a specific barrier is addressed.

Changes are prompted by numerous influences within the public services budget, such as addressing other city priorities and adjusting for budget and project cost constraints. The city should document why these changes occur.

Projects identified in the priority tiers can be evaluated each year as the city begins its budget process. The city may determine if a project is moved from one tier to another, or if other capital projects are a higher priority than an accessibility-based project.

Other accessibility projects, such as upgrades to a park or shared-use pathway, may be evaluated to determine if they serve a greater need for the people of Elgin than a street project.

The schedule is on pages 57 and 58.

Transition plan schedule, part 1

Action item	Timeline	Notes	Status (complete as part of progress report)
A. Adopt ADA policies and update ADA Coordinator information	**2026**	The city should adopt updated ADA Grievance, Notice, and ADA Coordinator Designation policies concurrent with this plan. This will supplement the existing grievance procedure and include an update to the personnel named as the ADA Coordinator (current Human Resources Director).	
B. Adopt this plan.	**2026**	The city council is scheduled to adopt this plan in March 2026.	
C. Update the city's website.	**2026**	Create an ADA-specific page within the city's website to house the ADA policies, this plan, and other accessibility-related items. Ensure the website complies with Web Content Accessibility Guidelines (WCAG).	
D. Implement Tier 1 priority projects.	**2026-2032**	Proceed with scheduling Tier 1 projects. If changes occur, document why in recommended progress report.	
E. Develop self-evaluation and transition plan for city parks, buildings and facilities, and other programs.	**2027/2028**	The city must conduct a similar self-evaluation and transition plan for other programs to fully comply with ADA Title II requirements. This includes city-owned buildings, parks, other public facilities, and other programs.	
F. Adopt PROWAG as city's preferred design standards.	**2027**	Designate PROWAG as the city's standards for accessibility through updates to city code and department manuals.	
G. Develop annual implementation funding goal.	**2027**	Affirm commitment to the annual goal of $500,000 during an upcoming budget process. Track expenditures for accessibility upgrades that occur in city-maintained rights-of-way to apply to this goal.	

Transition plan schedule, part 2

Action item	Timeline	Notes	Status (complete as part of progress report)
H. Document snow management procedures.	**2027/2028**	Consider mapping and providing reason and justification for sidewalk routes subject to city-led snow removal. Evaluate routes to destinations and priority corridors when revising the map. Document where other organizations are responsible for snow management on city streets (e.g. downtown area).	
I. Update City Code in consideration of policy recommendations.	**Next code update**	Work among city departments on the next code update to consider which policy recommendations are most suitable to include in the next update. Track these changes for use in the progress report. If some recommendations are not pursued, then document the reasons why in the next progress report.	
J. Develop progress report.	**By 2031**	Document the progress made in implementing the recommendations of this plan, as well as other city-led projects to address accessibility in its buildings, parks, and other facilities. This report is recommended to be produced at least every two years, but may be done at least once every five years to comply with ADA requirements.	
K. Implement Tier 2 priority projects.	**2033 - 2037**	Once Tier 1 projects are budgeted for and/or complete, determine the order in which Tier 2 efforts are implemented and which funding sources are applied.	
L. Update self-evaluation and transition plan.	**2036/2037**	This plan is recommended to undergo a comprehensive update approximately every 10 years. This will account for accessibility upgrades already completed, any changes in the ADA Standards and PROWAG, and the impacts that 10 years of weathering and other factors have on the accessibility of streets and sidewalks.	
M. Implement Tier 3 & 4 priority projects	**After 2037**	Pursue implementation of additional priority projects once Tier 2 projects are complete. Tier 3 and 4 routes may be re-evaluated and ranked when the transition plan is updated.	

Project-based schedule modifications

This section recommends a process for determining how project modifications should occur when circumstances require the city to adjust a project's scope. This may include modifying the overall schedule of a priority project or altering the project design to accommodate budgetary constraints or feasibility issues.

One instance in which this could occur is upgrading a priority route for accessibility improvements. The city may determine that making the route fully accessible is cost-prohibitive and removing specific barriers is infeasible.

The city is not expected to double or triple the cost of a project to accomplish this and overcome such constraints. Instead, it is expected to make an informed and rational decision on which upgrades are most essential and document the reasoning behind it.

The bullets below outline the priority order for considering modifications. Following this process helps serve the people who need the upgrades most and reduces liability.

- **Priority 1:** Serve areas where a specific accessibility request or need has been identified by persons with disabilities.
- **Priority 2:** Serve places such as public service facilities, transportation hubs, hospitals, medical care, schools, public housing, parks, and areas with a high concentration of people with disabilities.
- **Priority 3:** Serve facilities such as shopping malls, supermarkets, strip retail centers, major employment sites, and multi-family housing complexes.
- **Priority 4:** Serve industrial areas, single-family residential areas, and other areas not classified as a higher priority.

Developing a progress report & documenting changes

Title II requires a public entity to document progress on its transition plan. The city is recommended to do this at least every two years to more easily track accessibility upgrades. By law, the city must provide this report at least every five years.

A progress report enables the city to document its transition to compliance. The report also serves as a scheduled update or amendment to the transition plan. It is also crucial for the city to document when an improvement was made in the event of a grievance being filed.

This progress report can be compiled by the ADA Coordinator, with each department

providing input on its progress since the previous reporting period. It is recommended that the city council adopt the report since it serves as an update to the transition plan.

The progress report should address project, program, and policy changes. Links to two sample progress reports are included in Chapter 9: Appendix.

Project modifications

Progress made on Elgin's streets includes new and repaired sidewalks, curb ramps, and other accessibility upgrades constructed by developers and the city in public rights-of-way. Accessibility upgrades to public buildings, parks, and other city-managed facilities should also be tracked.

Program modifications

Program-related modifications could include:

- Updating work zone and snow management practices,
- Modifying websites to comply with accessibility guidelines,
- Changing contract requirements to require consultants and others to produce documents in accessible formats.
- Any accessibility-related training in which staff participates
- Specific outreach to the disabled community on topics such as project designs, bus route changes, and the like.

Restating the grievance procedure in the progress report, or providing links to it, is a good practice if people are accessing it for the first time. A paragraph describing program-related changes should suffice.

Policy modifications

Changes to policies and design standards, as recommended in the transition plan, should be documented in the progress report. These may include recommended policy changes included in this transition plan or other actions, such as closed captioning of live-stream Board meetings.

Developing the progress report

This progress report serves as an update to the transition plan and showcases the city's commitment to its implementation. It can include summaries of:

- **Annual budget allocation** by the city from its implementation fund, resurfacing projects, sidewalk repair programs, and other capital improvement projects.
- **Estimates of annual value of upgrades** from other projects that include ADA-related upgrades. This may consist of non-public investments, such as sidewalks replaced by a new development due to subdivision or zoning policies.
- **Catalog of upgrades by type and amount** (e.g., 40 curb ramps, 2 pedestrian buttons, 30 sidewalk segments, 2 playgrounds, 1 building access ramp, etc.).
- **List of projects** by location, by table, and/or map, with a short description.
- **Summary of individual requests or complaints (if applicable)** submitted to the ADA Coordinator or other departments, and how they were addressed.
- **New curb ramps and sidewalk segments added to streets where they did not exist previously.** Summarize by table and/or by map and denote who was responsible for adding them (e.g., the city, developers, others).

Incorporating citizen requests and public input

Addressing individual requests from citizens with disabilities aligns with the spirit of the ADA. This includes requests from caretakers and/or organizations that represent the needs and interests of people with disabilities.

Even if a request is made informally rather than through a grievance or complaint, Elgin is recommended to determine how it can address the request within its current or upcoming budget.

For example, it is conceivable that a resident notifies the city of specific sections of sidewalk or a set of curb ramps that, if upgraded, allow them the freedom of mobility to take part in daily life activities. The city is recommended to view such a request as a higher priority than projects identified in the transition plan.

If the city can demonstrate that it is not only removing barriers to accessibility through the implementation of the transition plan but is also accommodating individual requests, it indicates a clear and reasonable course of action. This also helps reduce liability.

Public input

The public should have regular and meaningful input into project implementation, program and policy changes, and updates to the transition plan. The city may determine the scale of projects that it feels warrant project-specific input from the surrounding neighborhoods.

Elgin may desire to incorporate public input on transition plan projects into other public outreach events. This could include setting up a booth at a public fair or market to gather public feedback on a variety of city-led initiatives.

Another way to raise the profile of accessibility-related investments is to add a section to the city's budget documents. Information can include a listing of anticipated accessibility-related projects pending in that year's budget, as well as an estimated cost and summary statement on the progress of transition plan implementation.

The city may add a summary table to its ADA-specific website to highlight recent and planned investments, with links to the progress report and other related documents.

Including accessibility in other planning efforts

Once complete, the Plan for Accessible Streets and Sidewalks will become one of the city's many adopted plans. It should be integrated into other plans as they are updated. These include, but are not limited to:

- Comprehensive plans
- Neighborhood, redevelopment, and small area plans
- Strategic plans
- Transportation plans
- Parks, recreation, and open space plans
- Trails and pathways plans
- Corridor plans or studies

The city should ensure that agencies such as IDOT, Kane County, and Cook County incorporate the plan's findings and recommendations into their own plans for streets that bisect Elgin. CMAP should also incorporate and reference this plan in its own studies that include Elgin.

Design guidance and standards

There is no single accessibility guide or standard that can fully address Elgin's accessibility needs and context.

Like how IDOT substantially incorporates PROWAG into its own standards, the city is recommended to adopt PROWAG as its own standard. This may occur through amendments to the city code and changes to any internal procedures and contracts led by the Public Services Department.

The Appendix to this plan includes links to several other design guides published by federal and state organizations. Collectively, they may be used to address Elgin's accessibility needs and context better.

Documenting design exceptions

Design exceptions occur across all facets of street and facility design. Outside the realm of accessibility, it is common that redesigning streets and sidewalks, or remodeling buildings, does not result in a fully compliant outcome.

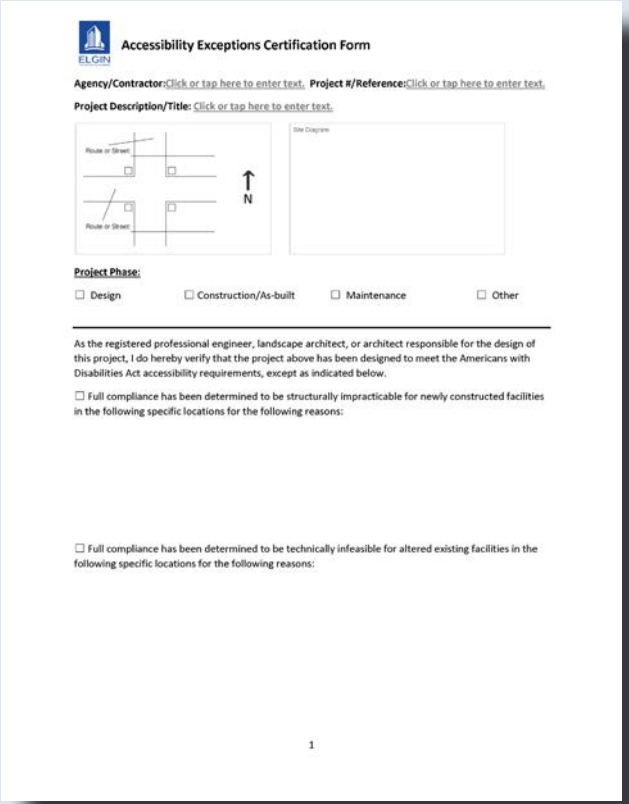
The US Department of Justice (DOJ) notes that projects should be constructed to the "maximum extent feasible," and this language is reflected in PROWAG and the ADA Standards. This is especially relevant for projects or redevelopment projects in older areas of the city. Factors such as right-of-way and underground utilities, as well as existing infrastructure such as traffic signals, utility poles, and traffic signal controls, will influence if a project can be fully compliant.

It is recommended that the city adopt and incorporate an Accessibility Exceptions Certification Form into its policies and procedures. A full version of this form is included in the Appendix, and a screenshot is shown on the right.

The form documents how the city designed a project to the maximum extent feasible for streets, public buildings, parks, and other facilities. Completing this form and including it in the project files helps reduce legal liability should the city be subject to a complaint about a facility that is not fully compliant.

Attaching relevant project drawings to the form, including design and as-built drawings, shows that a purposeful and informed attempt was made to achieve compliance to the maximum extent feasible. It also helps facilitate discussions among designers to determine the best way to make facilities accessible in challenging environments.

Design exceptions form



Accessibility Exceptions Certification Form

ELGIN

Agency/Contractor: Click or tap here to enter text. **Project #/Reference:** Click or tap here to enter text.

Project Description/Title: Click or tap here to enter text.

Route or Street

Route or Street

N

Site Diagram

Project Phase:

☐ Design ☐ Construction/As-built ☐ Maintenance ☐ Other

As the registered professional engineer, landscape architect, or architect responsible for the design of this project, I do hereby verify that the project above has been designed to meet the Americans with Disabilities Act accessibility requirements, except as indicated below.

☐ Full compliance has been determined to be structurally impracticable for newly constructed facilities in the following specific locations for the following reasons:

☐ Full compliance has been determined to be technically infeasible for altered existing facilities in the following specific locations for the following reasons:

1

Accounting for design exceptions is a common practice when designing for accessibility. Streets and buildings constructed more than 100 years ago did not account for accessible design needs. Even on new streets buildings there may be site constraints or terrain that limits making the design fully compliant with ADA or PROWAG.

This form may be used when the city encounters such constraints and cannot achieve full accessibility. The city may utilize this form during the design and construction phase of a project. Contractors can be encouraged to document changes during the construction engineering process or when as-built drawings are developed when work is complete.

Agencies such as IDOT have their own design exception forms and will require their use on projects funded through IDOT's programs.

Funding

Financing for implementing this plan may be obtained from local, state, and federal sources. The city should seek state and federal funding whenever possible to help maximize its ability to fulfill the plan's recommendations.

Annual investment program

The recommendation in the transition plan to establish an annual funding goal of $500,000 serves as the starting point for implementing this plan. This fund should be applied to upgrading accessibility features on priority routes. The city may pursue funding via outside sources to help meet this goal.

Any upgrades to priority routes made through resurfacing, sidewalk repair, or property redevelopment could have the estimated cost of those features applied toward this annual goal.

Grants

There are various grant programs administered by IDOT and CMAP that the city may consider in implementing priority upgrades and improvements. At right is a summary of some of the major grant programs, which include specific program language provided by the funding agency.

This is not a comprehensive list. CMAP, IDOT, and other agencies have additional information available and provide their own technical support to help guide communities on applying for grants from these sources.

Fee-in-lieu of sidewalk construction

A sidewalk fee-in-lieu program allows the city to collect a fee when properties are redeveloped, rather than requiring property owners to construct sidewalks. This could help address sidewalk gaps on major streets when redevelopment occurs on a secondary street without an existing sidewalk connection.

This program is unlikely to be a substantial source of funding, but may bolster the city's required match funds for IDOT and CMAP grants, or help fill small sidewalk gaps on higher-priority routes.

Grant Opportunities

- **Illinois Transportation Enhancement Program (IDOT):** On– and off-road pedestrian and bicycle facilities are eligible for funding under this program, including increasing safety and accessibility for pedestrians. Pedestrian crossings do not qualify as standalone projects but may be incorporated into an overall sidewalk or pathway project. A municipality is required to pay 20% of the project cost using local funds; 80% of the project costs are funded by the grant.
- **Safe Routes to School (IDOT):** Sidewalks and pathways serving public grade schools, middle, junior high schools, high schools, and grade centers that serve these ages are eligible. The funding limit is $250,000 per project and covers construction costs only. Design and right-of-way acquisition are not eligible expenses, but no local funds are required for construction. The city may apply for both infrastructure and non-infrastructure projects and should coordinate with the school district to pursue these funds.
- **Surface Transportation Program Shared Fund (CMAP):** Projects eligible for the STP Shared Fund make significant and lasting contributions to regional transportation priorities and are derived from a variety of planning activities. The fund intends to encourage collaboration between municipalities and advance projects that local councils cannot readily fund on their own. Eliminating pedestrian barriers is an eligible project under this program.
- **Surface Transportation Program Local Program (CMAP):** Each local Council of Mayors administers an STP Local Program according to locally established methodologies. Communities that wish to participate in the STP Local Program must do so through their designated subregional council, in accordance with that council's methods and deadlines. Every local methodology incorporates regional planning factors and must be implemented in accordance with the region's active program management policies. Elgin is part of the Kane/Kendall Council.
- **Regional Transportation Authority (RTA) Access to Transit Program:** The RTA's Access to Transit Program provides grant funding for small capital projects that improve accessibility for transit riders across the region and that fill gaps between transit riders and transit facilities. Through its biannual solicitation of proposals, Access to Transit prioritizes projects that create safer, more efficient connections while also improving the transit rider experience.

Partnership projects IDOT, Counties, and Transit Agencies

Several projects in the transition plan recommend requests to IDOT and Kane County to improve accessibility on their routes, notably upgrades to signalized intersections. Given that these routes are principal arterials that serve as bus routes and provide access to major destinations, the city can be a voice for accessibility when IDOT or County routes are undergoing study, design, and construction.

For projects such as upgrading signalized intersections to include Accessible Pedestrian Signals (APS), the city may consider a much larger funding initiative to upgrade city, IDOT, and county signals to include these features.

Recommended upgrades within the priority routes include Pace bus stops. These upgrades consist of adding a paved, accessible walkway between the sidewalk and curb. This is at bus stops where there is a buffer between the sidewalk and the street. These connectors, sometimes called “carriage walks,” allow bus riders to board and alight the bus at an accessible location. The image on the left is an example of where this connector was added.

Sidewalks that cross rail crossings with Metra Service and other railroads would benefit from accessibility upgrades. Less costly upgrades include adding detectable warning surfaces at rail crossings. More substantial upgrades include adding sidewalk width and addressing rail crossing gates that create protruding objects. These improvements may be coordinated with the proposed changed to create a quiet zone at railroad crossings in Elgin.

Accessible documents

The city has incorporated the Web Content Accessibility Guidelines into its website. While this ensures the site’s static content is accessible to people with disabilities, there may still be PDF documents that are inaccessible to individuals who use screen readers and other assistive technologies. Elgin’s Plan for Accessible Streets and Sidewalks includes accessibility features in the PDF version of the report.

The city is recommended to add language to its contracts requiring the incorporation of accessibility features into public documents developed by consultants and other vendors. This ensures documents produced for the city are accessible and reduces the burden on city staff. For existing records, the city may identify the most viewed documents and add accessibility features to them.

Maps and engineering drawings are challenging to make accessible. Therefore, the city should offer anyone wishing to access those documents and other reports the option of having city staff assist them in discussing and summarizing their content.

8. Best practices guide

This chapter includes design-related best practices that go beyond baseline ADA and PROWAG design treatments. Considering these best practices in street management and project design helps achieve a safer and more universally accessible pedestrian network.

The human design vehicle and accessibility

PROWAG guidelines establish minimum dimensions for sidewalks, curb ramps, and other street features. A community that builds a pedestrian network that complies with only these minimums can limit its legal liabilities if it is subject to a formal complaint under the ADA. However, building infrastructure to meet only those minimums does not guarantee universal accessibility or safety for everyone.

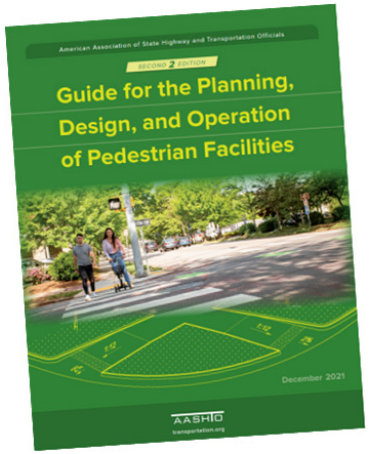
Achieving this requires a higher level of design consideration beyond what is recommended in PROWAG and the ADA Standards. For example, building a 4-foot-wide sidewalk with a 5-foot-wide space every 200 feet meets the technical guidance for ADA compliance. However, it is not considerate of the space needed for most sidewalk users, especially people who desire to travel side by side along the sidewalk. A 4-foot wide sidewalk is not wide enough for two people to walk side-by-side. It is like building a brand new one-lane bridge, which is now considered an outdated practice.

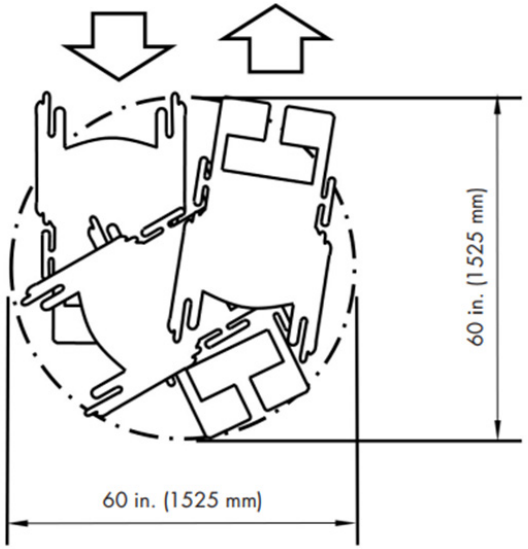
Constructing sidewalks of at least 5 feet in width will allow a family, under most conditions, to converse with one another rather than having to walk single file. It means if two people using a wheelchair or other mobility device pass each other in opposite directions, one will not have to wait for the other or backtrack to the nearest spot where the sidewalk is wider.

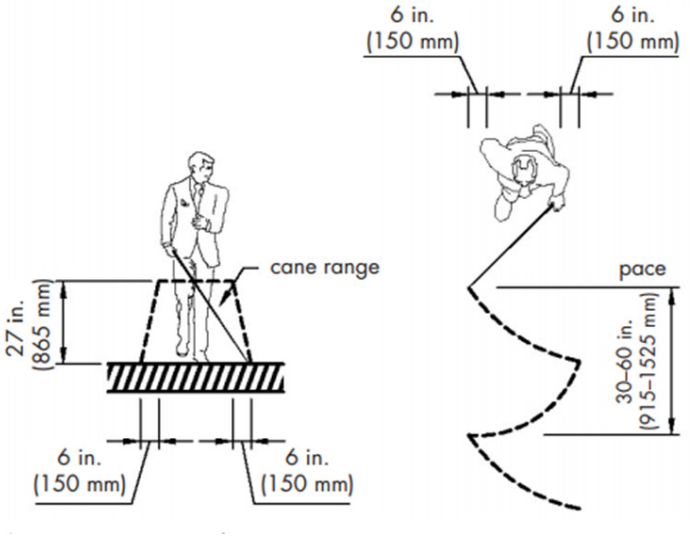
Another design practice analogous to this is the design of streets and highways for motor vehicles. Engineers will oftentimes design streets and highways for what is referred to as the “design vehicle.” The design vehicle is seen as a frequent user of the street, for which the minimum street dimensions should accommodate. The diagrams on the next page highlight the concept of a “human design vehicle.”

When sidewalk users are considered in the same way, designers recognize that there are a variety of design users who have various dimensional needs when traveling along a sidewalk. The diagrams on the next page are from the American Association of State Highway and Transportation Officials (AASHTO) pedestrian design guide.

AASHTO: Wheelchair turning space and cane traveler operating space





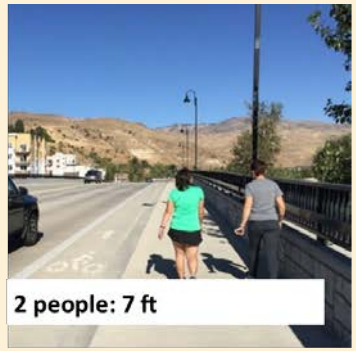


Minimum clearance width for sidewalk users


Cane traveler: 4 ft


Wheelchair user: 5 ft

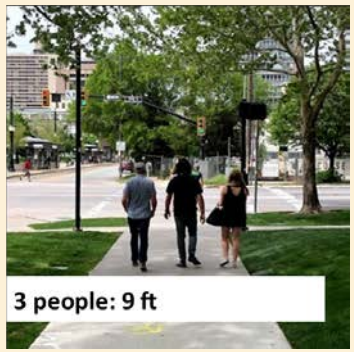

Jogger: 5 ft


2 people: 7 ft


Wheelchair user + friend: 8 ft


Cane traveler + friend: 8 ft


2 wheelchair users: 9 ft


3 people: 9 ft

Functional sidewalk width

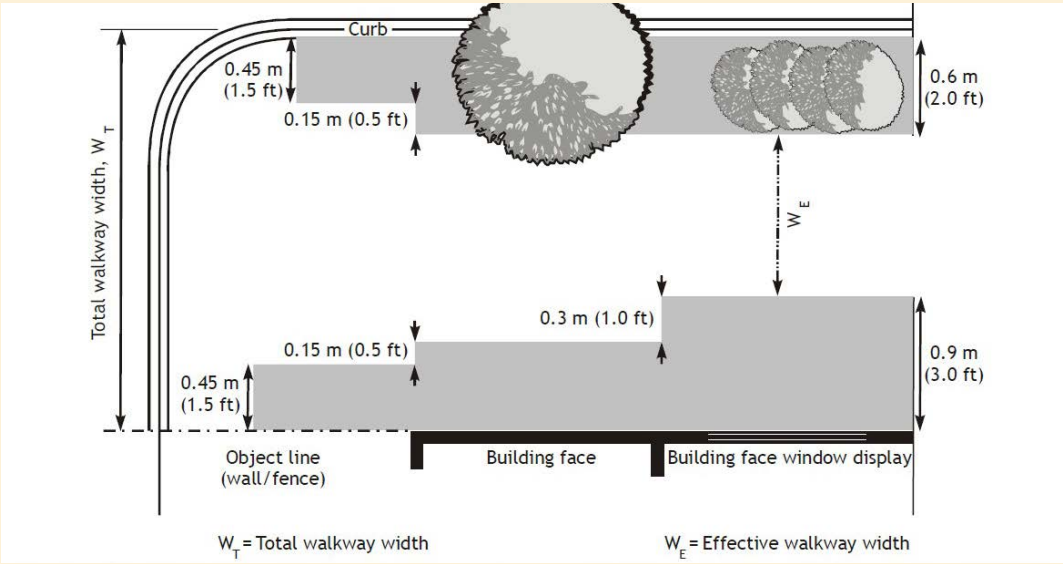
The physical width of a sidewalk does not represent its functional (or effective) width. Motor vehicle travel lanes on the street are designed to account for shy distances from things like bridge railings and people in the adjacent or opposing travel lane. This ensures there is an adequate and safe operating distance between these road users. While the width of a passenger SUV can be between 7 and 8 feet, the lanes on which those vehicles are asked to operate are often 11 or 12 feet wide. The same philosophy should be applied to sidewalk widths.

The Federal Highway Administration's guide, The Highway Capacity Manual, addresses functional widths for both motor vehicles and pedestrians. As shown in the diagram below, factors such as the presence or lack of a buffer from the street, vertical elements like fences and buildings, and other features like trees and landscaping reduce the functional width of a sidewalk. Most notable are:

- Sidewalks that lack a buffer from the street have a reduced function width of 1.5 feet, as measured from the sidewalk side of the curb.
- The presence of a building, fence, or other vertical feature adjacent to the sidewalk can reduce the functional width from 1.5 feet to 3 feet.

The images on the right show an example of a sidewalk with 4 feet of surface width, lacking a buffer from the street, and having a bridge railing on the backside of the sidewalk. This sidewalk has a functional width of only 1 foot when accounting for these factors. If this pedestrian came across another pedestrian, especially one using a mobility device like a wheelchair, there would be little or no space to maneuver.

Clearances required to maintain effective walkway width



Example of reduced functional width

Why does functional width matter?

Walking is a social endeavor. A narrow sidewalk means that walking is not a viable form of transportation or recreation, as people cannot travel side by side comfortably. Just as motor vehicle lanes are designed for the width of two people sitting side by side in a vehicle, even if someone chooses to drive alone, the same can be a goal for sidewalks.

When sidewalks are designed in consideration of minimum widths for ADA compliance and overlook the functional width, then the value of that sidewalk is diminished. The sidewalk may be used only by people who must use it, or they may choose to walk in the street if they feel traffic speeds and volumes pose little threat. The images on the right show two different contexts with sidewalks of the same width.

Most shared-use pathways already have a suitable functional width because they are designed for bi-directional traffic for two different modes—walking and bicycling. That same philosophy can be applied in different areas of a community based on the expected number of sidewalk or pathway users.

Best practices for sidewalk design, especially when incorporated through zoning or subdivision policies, recommend varying widths for different land use contexts. A town center area likely justifies a wider sidewalk, as does a street that connects neighborhoods to a shared-use pathway. A street in an industrial park may not require the same width and may be built on only one side of the street.

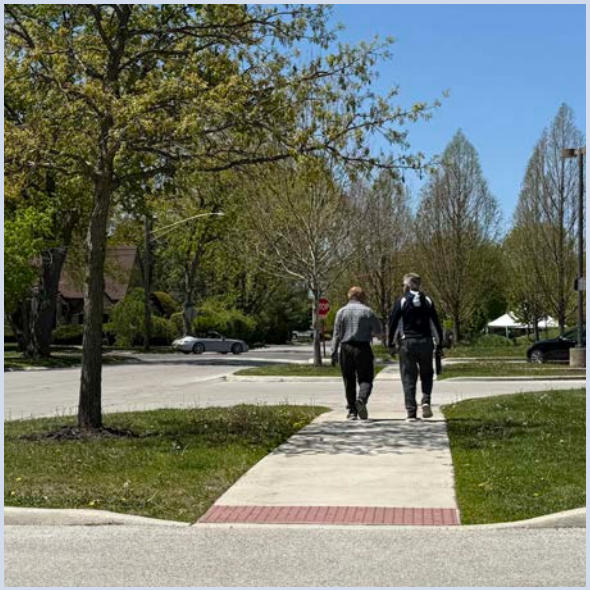
Designing for constraints

Achieving a desirable functional width is not always feasible when trying to create better sidewalks along streets that were designed decades ago. The limitations created by available right-of-way, utilities, trees, and other fixed objects will limit what can be built. Therefore, alternative design approaches can be considered.

A sidewalk does not have to be designed as a straight line. As the image on the right shows, a sidewalk can be meandered to help preserve a tree. Similarly, a sidewalk can be extended for a short distance into a parking lane, like a bumpout (or neckdown/curb extension) at a corner, to avoid an obstacle and limit property impacts. It may require removing parking spaces.

Comparing functional width

These two sidewalks have the same pavement width, yet their functional width is very different. In the image on the left, the functional width is reduced due to the lack of a buffer from moving traffic and the presence of vertical features on the backside of the sidewalk.



While two people walk side by side, it is not a comfortable environment. In the image below, the sidewalk's pavement width and functional width are the same. This is because there is a buffer from the street and no vertical features that reduce the functional width.

Additional treatments include creating a pedestrian lane within the street by replacing a parking lane on one side. This is possible on some low-speed, low-volume streets. ADA requirements related to cross-slope can be challenging to address in this setting, and a community should consider the trade-offs in creating a safer pedestrian route versus not achieving full ADA compliance.

Curb ramps

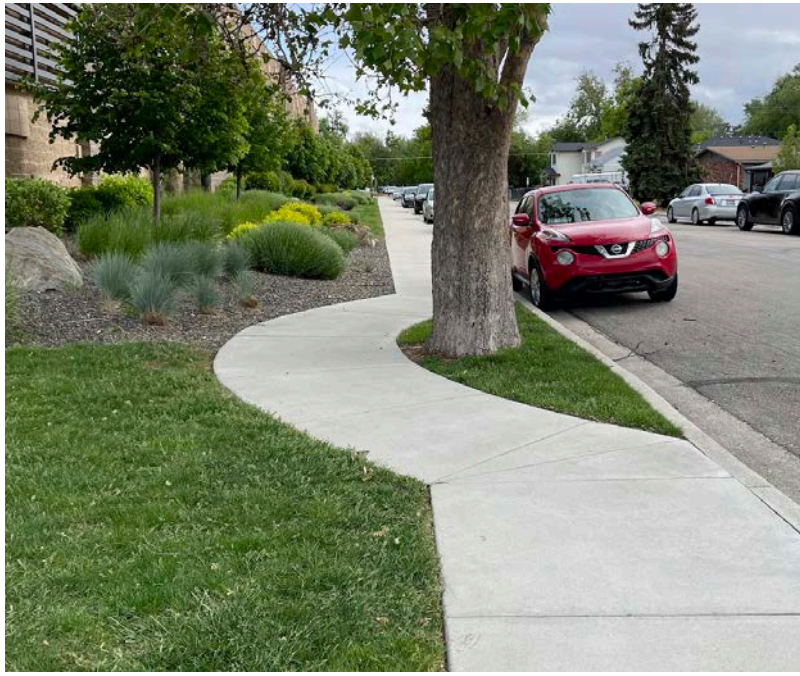
Illinois DOT's Highway Standards and District Specific Standards are utilized by most agencies in the state and include design standards for a variety of curb ramps. These include (with links, current as of December 2025):

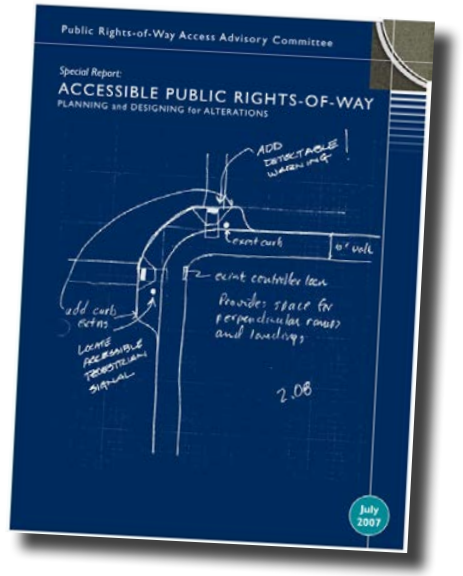
- Perpendicular curb ramps
- Corner parallel curb ramps
- Mid-block curb ramps
- Depressed corner curb ramps
- Diagonal curb ramps

These standard drawings are a great starting point to determine which curb ramp is the best fit for a particular intersection or mid-block crossing. A limiting factor in the use of IDOT's standard drawings is that they are best used when streets or intersections are widened and there are few constraints to constructing them. These standard drawings are not as useful to communities trying to retrofit older streets, determine how to achieve an accessible design when buildings are located close to a corner, or when a corner has a tight radius.

To assist communities in building more compliant ramps in constrained and atypical settings, the U.S. Access Board developed a special report titled "Accessible Public Rights-of-Way: Planning and Designing for Alterations." The IDOT standards require more space to achieve compliance than the US Access Board's example in a more constrained setting.

Public works engineers or design consultants should be encouraged to utilize both the IDOT standard drawings and the US Access Board's guide for alterations to address the unique circumstances. If funding for a project comes from an IDOT grant, they may require a design exception to be granted before using a curb ramp design that is not part of their standard drawings. Design exceptions are addressed later in this chapter.





Access the report, **current as of July 30, 2025.**

Avoid using diagonal ramps

The diagram and pictures on the right illustrate what is called a diagonal curb ramp. Diagonal curb ramps are single curb ramps installed at the apex of a corner to serve two street crossings. They are sometimes the preferred treatment because they cost less than providing a separate ramp at a street corner to serve each crossing direction.

This design can be problematic since it forces pedestrians attempting to cross the street to proceed into the intersection before turning left or right to cross. This puts them in danger of being hit by turning cars.

Because of this, both the US Access Board and FHWA have recommended that they not be used, except as a last resort when there are major constraints to building other types of curb ramps when streets are subject to alterations (e.g., resurfacing).

FHWA noted in Designing Sidewalks and Trails for Access that, “Diagonal curb ramps are not desirable in new construction but might be effective in retrofitting if there is not enough space for two accessible perpendicular curb ramps.” PROWAG notes that they are to be used only with alterations and only when other ramps are infeasible.

Therefore, municipalities should ensure diagonal ramps are not allowed as part of a development approval process when new streets are built and are not included in major corridors or alteration projects. If diagonal ramps are determined to be the only option, designers need to recognize that they have design requirements beyond what other ramps are subject to when making them accessible.

Making driveways accessible

Driveways can be overlooked when upgrading sidewalk routes for accessibility. If a street resurfacing project addresses only the curb ramps, a person using a mobility device may be able to access a street corner but find a driveway only a few feet away inaccessible. This is why a best practice recommendation is to include driveway upgrades with resurfacing projects.

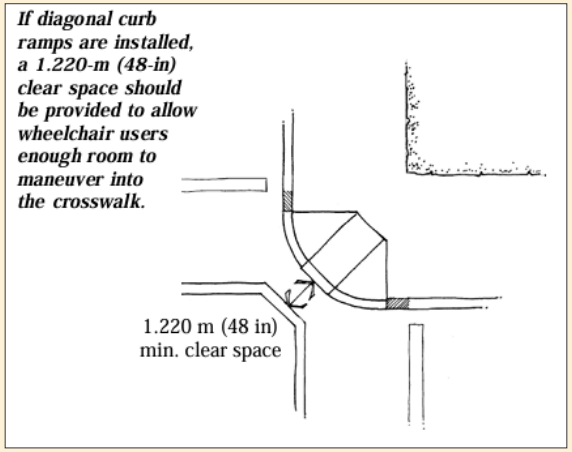
That, however, can be easier said than done when there are right-of-way issues, drainage concerns, and a lack of a buffer between the curb and sidewalk. When a driveway is not fully accessible, designing the Pedestrian Access Route (PAR) through it, achieving a “maximum extent feasible” design, helps people with disabilities navigate the street more safely.

When a PAR cannot be made fully compliant, then a municipality is recommended to use a design exceptions form to document the constraints. This may be done on a per-street rather than per-driveway basis if conditions along the street are similar for each driveway cut. This is applicable in many residential settings where the driveways were built the same for each property.

Diagonal curb ramps

Diagonal ramps require additional design features to be made accessible. This includes a 48-inch clear space at the bottom of the ramp where it transitions to the street. This is to allow a person using a mobility device to turn and travel in their desired direction. This turning space cannot be placed where it is in within a bike lane or motor vehicle lane.

► FHWA Designing Sidewalks and Trails for Access



There are numerous ways to retrofit a driveway with a design that addresses accessibility needs, notably by ensuring a PAR of at least 4 feet in width and a cross slope of less than 2.1%.

The diagram on the right shows a few of these examples. If a fully compliant PAR cannot be achieved, a narrower route at least 3 feet wide with a compliant cross-slope may be considered. This can be used to account for right-of-way constraints or to reduce impacts on adjacent private property. The design exceptions form should be used when a narrower route is applied.

Avoiding out-of-direction travel

Closing access to crosswalks creates out-of-direction travel for people with disabilities. In the scenario shown below, the installation of a grass/unprepared surface or raised concrete barrier does not close that crosswalk to a sidewalk user who is able to cross at that location. Directing people with disabilities to a nearby, accessible crossing provides comparable access. Only in a situation where a crosswalk closed sign is installed does it make it illegal for anyone to cross at an unmarked crosswalk.

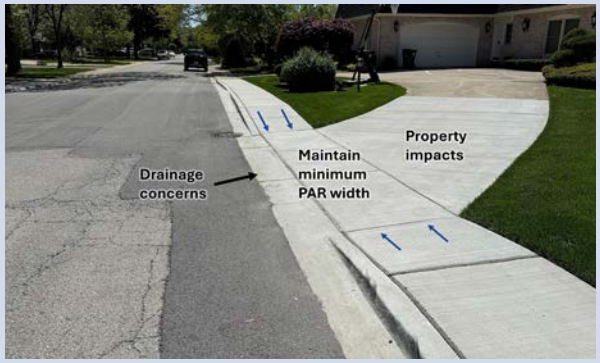
If an agency desires to channelize pedestrians to a more suitable crossing, it should be done in consideration of the time it takes for out-of-direction travel. Within a residential area, directing sidewalk users to the next block or to the opposite side of a street is not a concern.

If the crosswalk is closed and it requires out-of-direction travel of more than 600 feet, then it becomes a concern regarding safety. AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities provides clear direction:

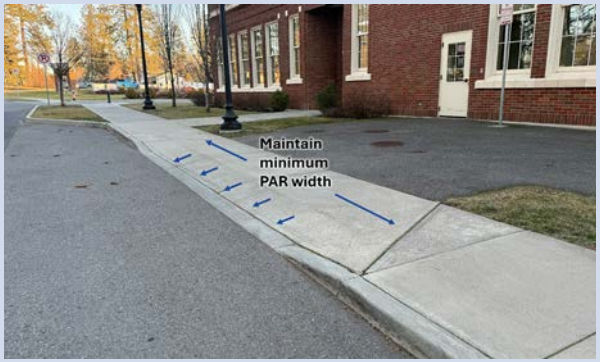
- Pedestrians "do not want to go out of their way any more than necessary to reach their destination...Unlike motor vehicles, pedestrians cannot be expected to go more than half a block out of their way to take advantage of a controlled intersection." This is defined as 300 feet in urban areas and up to 600 feet in other settings.

Retrofitting driveways

Wrapping the driveway around the back of the sidewalk can help mitigate slope issues when the sidewalk lacks a buffer from the street. This allows a compliant PAR to be achieved, but can require right-of-way acquisition or an easement. This is a design to apply when properties are redeveloped and are subject to policies requiring upgrades to street frontage.



Another option is changing the sidewalk grade at the driveway. This includes lowering the grade to street level and using a valley gutter or rolled curb to address drainage concerns. In the example above, the designer was dealing with grade challenges on the adjacent driveway. The result was the reconstruction of a portion of the driveway.



When the sidewalk width is at least 5 feet, it is possible, in some situations, to reconfigure the space to allow for vehicle transitions while maintaining a PAR. The example above shows a 2-foot-wide transition area from the street to sidewalk level for vehicles. The back side of the sidewalk includes the PAR. This is when a 3-foot wide PAR may be considered.

The example above combines several design options. The sidewalk grade is lowered, but not to the street level. There is a transition area between the street and sidewalk for vehicles. Adjacent property impacts are minimized by reducing the grade change in the sidewalk.

Electric Vehicle charging stations

Electric vehicle (EV) charging stations are subject to ADA requirements to ensure they are accessible to people with disabilities. In general, they are covered under the ADA Standards that apply to the general category of Operable Parts and requirements for Pedestrian Access Routes (PAR). Operable Parts include items such as elevator buttons, drinking fountains, and gas pumps. Pedestrian pushbuttons are also a type of operable part. PAR requirements are like sidewalks and access routes to public buildings.

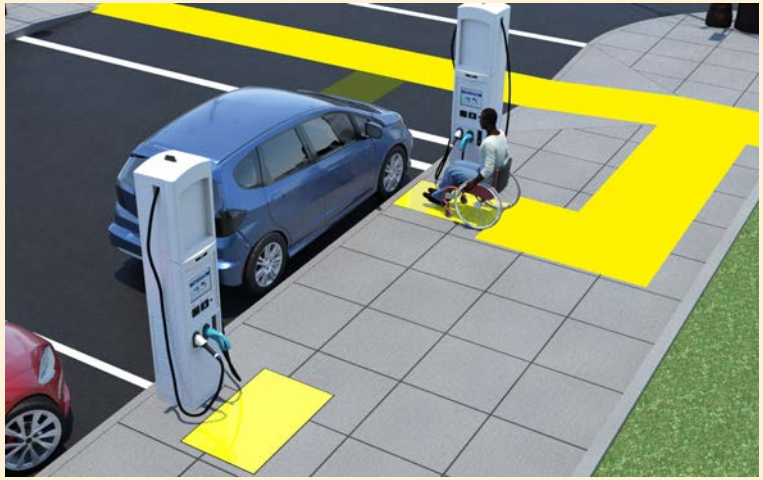
The US Access Board provides information on the requirements for accessible EV charging stations (link provided on the right). The image on the right is a US Access Board illustration for a curbside EV charging station accessed from a parallel parking space. The images below show an EV charging station at the Pace I-90/Barrington Road park-and-ride. It showcases what is considered a best practice in accessible EV charging station design.

Accessible EV chargers must be located on an accessible route and provide:

- A vehicle charging space at least 11 feet wide and 20 feet long.
- Adjoining access aisle at least 5 feet wide.
- Clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach.
- Accessible operable parts, including those on the charger and connector.

These mobility features provide sufficient space for a person using a mobility device to exit and maneuver around the vehicle, retrieve the EV connector, and plug the connector into the electric vehicle charging inlet. Since EVs do not have a uniform vehicle charging inlet location, a larger vehicle charging space is needed to maneuver around all sides of the electric vehicle.

Accessible EV charging in a streetside setting



US Access Board: Design Recommendations for Accessible Electric Vehicle Charging Stations

Link current as of December 2025.

Accessible EV charging stations

Work zones (Temporary Traffic Controls)

The federal MUTCD, Section 6, addresses work zones under "Temporary Traffic Controls (TTCs)." Common work zone or construction zone applications include signs, signals, pavement markings, barricades, and channelizing devices. MUTCD states:

- **The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on a site roadway open to public travel (...including people with disabilities) through a TTC zone shall be an essential part of highway construction, utility work, [and] maintenance operations.**

Section 6C.02 addresses pedestrian considerations, notably, "If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided." This means sidewalks and crosswalks cannot be abruptly closed without continuous access provided through the work zone via temporary facilities or on an alternate route.

Regarding accessibility, Section 6C.03 states:

- **When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.**

Further, Section 6N.04 includes:

- **Pedestrian detours should be avoided since pedestrians rarely observe them, and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Whenever possible, work should...not create a need to detour pedestrians from existing routes or crossings.**

The table on the right includes several statements from MUTCD. It is advisable to understand MUTCD Section 6 in its entirety to properly address accessibility requirements for work zones. The 11th edition of MUTCD is the latest version and was adopted in 2023 by FHWA. It can be accessed at the link provided below (current as of December 2025):

- MUTCD Part 6 - Temporary Traffic Control.

IDOT has adopted a supplement of MUTCD that applies within Illinois. It has sections that deviate from the federal MUTCD, but nothing in the current version deviates from the federal MUTCD regarding work zone treatments for pedestrians.

It is advised that work zone plans be developed during the design phase of a major project rather than being left up to the contractor to deploy. This helps establish consistent treatments for work zones and requires designers to think through the steps of pedestrian detour routes, just as they do when developing construction plans for motorist detour routes.

MUTCD and Work Zone Accessibility

MUTCD Section 6C.02 guidance on pedestrian considerations in work zones
• Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC plan.
• Access to transit stops should be maintained.
• A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to pedestrians with disabilities.
• The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility.
• Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with vision disabilities by providing devices such as audible information devices or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have vision disabilities.
• When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it.
• Signs and other devices mounted lower than 7 feet above the temporary pedestrian pathway should not project more than 4 inches into accessible pedestrian facilities.

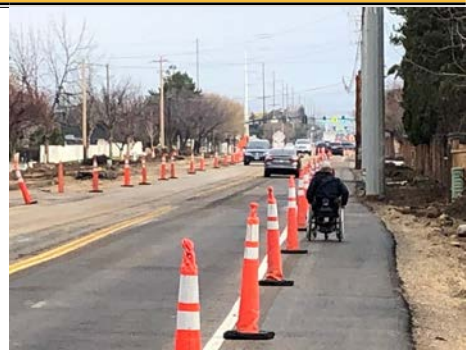
Getting it right

Work zone compliance is a challenging undertaking, given the nature of projects and the constant challenges of managing all modes of travel through a construction zone. Work zones are constantly evolving, meaning plans for pedestrian routes designed at the project's onset may not be applicable a few weeks into the project as activities shift. The table below and on the following pages include several examples.

Local disability advocacy organizations and people with disabilities whose routes are affected can serve as sounding boards to help identify priorities and best management practices. There is also a learning curve for contractors who are not accustomed to providing this level of accessibility in work zones.

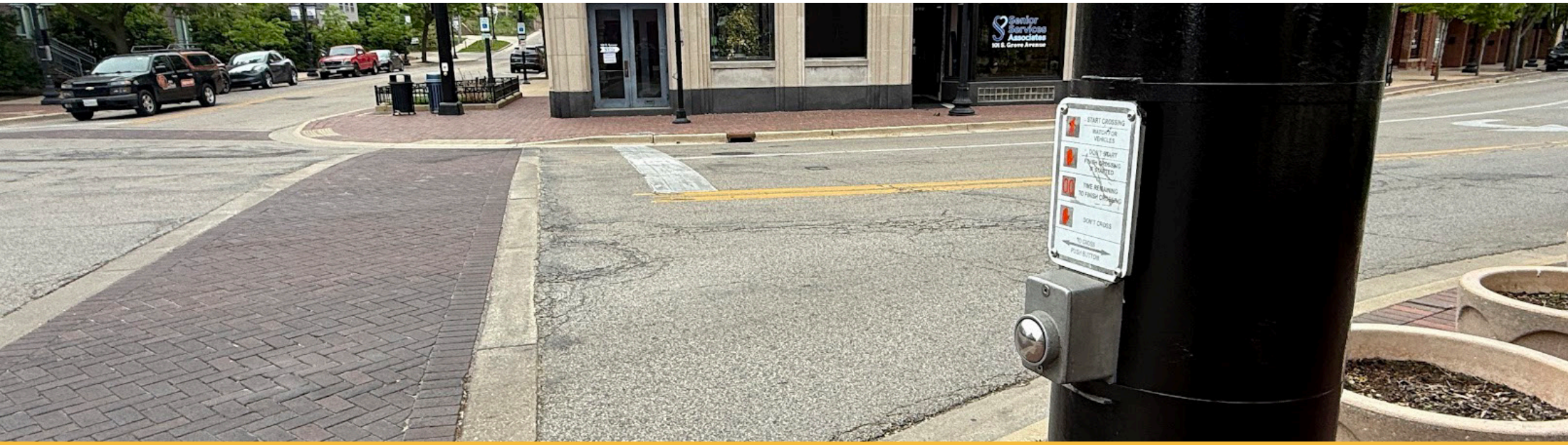
Municipalities should test different treatments to meet local needs and conditions. Identifying a pilot project to try out different applications is one way to do this. Conducting training for staff and local contractors is also advised.

Do this	Work Zone Treatments	Not this
	**Detour Routes** Avoid requiring sidewalk users to cross a street, if possible. Detours must have accessible features comparable to pre-construction conditions. Direct pedestrians along logical detour routes that require the least amount of out-of-direction travel. Detour routes may have to be altered as construction phases change.	
	**Comparable Access** If people are directed along detour routes, then features like pedestrian crossings must be comparable in accessibility features as the pre-construction route. If ramps were present, then ramps must be included in the detour route. Temporary ramps can be used.	
	**Mid-block Crossings** If people are directed to cross at mid-block locations, then they must be provided with an accessible ramp to cross. Adding temporary crossing devices, like Rectangular Rapid Flashing Beacons (RRFBs), alerts drivers to the presence of pedestrians at locations where they are not always expected.	

Do this	Work Zone Treatments	Not this
	**Temporary Access Routes** Temporary routes should have adequate protection from adjacent vehicular traffic. Cones or tubular markers alone do not provide access routes comparable to a sidewalk. Barricades or other devices, such as jersey barriers, may be used to designate temporary routes. More substantial barriers should be used when the temporary route is placed along higher-speed or higher-volume streets.	
	**Pushbutton Access** Ensure push buttons are not blocked by fencing, barriers, or other materials. If buttons must be blocked or removed, then temporary push buttons should be used, or traffic signals should be placed in recall mode for the duration of construction. Accessible Pedestrian Signals (APS) should remain active in work zones.	
	**Sidewalk Barricades** Tape or rope strung between cones or other devices is not a detectable barrier. Work zones where pedestrians are prohibited should be fully barricaded with cane detectable devices that cover the full tread width of the walkway and excavated work areas.	
	**Sign Placement** Construction signage cannot block sidewalks. Signs should be placed in the buffer or at the back of the sidewalk. Consider post-mounted signs instead of x-base signs to prevent accidental placement in the sidewalk. Even x-base signs placed at the edge of the sidewalk often create protruding objects at the sign's points that are undetectable to people with vision disabilities.	

Do this	Work Zone Treatments	Not this
	**Curb Ramp Transition** Resurfacing projects often result in the creation of a vertical lip at curb ramp transitions. While the work zone is occupied by workers, they may assist someone with a disability through the work zone. Inaccessible edges cannot remain overnight, and when workers are not present. Requiring temporary asphalt transitions helps maintain accessibility.	
	**Curb Ramp Closures** Closing more than one curb ramp at an intersection is not allowed if there is no alternative route to allow access across the intersection. This may mean reconstructing only one ramp at a time to maintain accessibility. One treatment is a curb ramp bypass, created by closing part of the street (such as a parking lane, bike lane, or motorist lane) to maintain an access route.	
	**Fencing** Fencing placed along a sidewalk for adjacent property development should be free of trip hazards on the fence supports. Beveled supports at the base reduce this risk. Trip hazards in these locations are especially problematic for people with vision disabilities who tend to travel along the back side of the sidewalk and seek consistent edges to help them navigate the route.	
	**Edge Treatments** Lateral barriers provided along sidewalks must be cane detectable. This means having hard materials, like plastic or concrete, to help people recognize the edge and prevent encroachment into the work zone. Plastic mesh fencing is not an allowable treatment, as a cane may get caught in the mesh, and it does not work as well to prevent encroachment into the work zone.	

9. Appendix



Appendix A - ADA policy templates

Policy templates provided by CMAP. Additional information is available at CMAP's ADA Templates website. **RED** text indicates a footnote or fields to be completed by the city.

Notice under the Americans with Disabilities Act

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

Employment: The City of Elgin does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations overseen by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective communication: The City of Elgin will generally, upon request, provide appropriate aids and services to facilitate effective communication for individuals with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.*

Modifications to policies and procedures:** The City of Elgin will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to participate in its programs, services, and activities.

Anyone who requires an auxiliary aid or service*** for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Elgin should contact [insert name and contact information for ADA coordinator] as soon as possible but no later than *[5 business days****]* prior to the scheduled event to ensure sufficient time for acquisition or modification of equipment or devices. Complaints that a program, service, or activity of the City is not accessible to persons with disabilities should be directed to Tim Bennett, ADA Coordinator, or his designee.

The City of Elgin will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/ services, reasonable modifications of policy, barrier removal, or alternatives to barrier removal required to ensure individuals can participate in all services and programs.

Tim Bennett
ADA Coordinator and Human Resources Director
tim.bennett@elginil.gov
(847) 931-6076
150 Dexter Court
2nd Floor (South)
Elgin, IL 60120-5570

Notes:

* Recommend identifying service providers for accessible communications (sign language, Braille, etc.) in advance

** § 35.130 requires public entities to make reasonable modifications in policies, practices, or procedures when the modifications are necessary to avoid discrimination on the basis of disability. For example, individuals with service animals are welcome in the City of Elgin's offices, even where pets are generally prohibited.

*** Provide budget for these services

**** Although the ADA does not provide a legal timeframe requirement for the public to submit requests for policy or procedure modifications, 5 business days is recommended to ensure municipalities have sufficient time to prepare for requests and procure requested accommodations. Municipalities should ensure programs, services, programs are in accessible locations and formats far in advance of a scheduled event.

Grievance Procedure under the ADA

The City of Elgin is committed to upholding the Americans with Disabilities Act of 1990 (ADA) and specifically the Title II regulations which prohibits discrimination against individuals with disabilities in accessing public services, programs, and activities. Recognizing the importance of ensuring equal access for all, this grievance procedure is established to address complaints related to accessibility and public facilities, services, programs, and activities.

Who may file an ADA grievance: Any person who believes that they have been excluded participation in, denied the benefits of, or otherwise subjected to discrimination because of a disability under any City facility, service, program, or activity, may file a grievance. A grievance may also be filed on behalf of another person.

How to file an ADA grievance: Grievances should be submitted in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the issue. Grievances can be submitted through the following options:*

- In-person: Grievances may be submitted in-person at the following address: 150 Dexter Court; 2nd Floor (South); Elgin, IL 60120-5570
- Email: Grievances may be submitted by filling out the ADA Accessibility Complaint Form and emailing to tim.bennett@elginil.gov
- Phone: Grievances may be submitted by calling (847) 931-6076
- Online form: Grievances may be submitted via online, fillable ADA Accessibility Complaint Form [descriptive link]
- Mail: Grievances may be submitted by filling out the ADA Accessibility Complaint Form and mailed to the following address: 150 Dexter Court; 2nd Floor (South); Elgin, IL 60120-5570
- Alternative means of filing complaints — such as someone filling on behalf of the complainant, personal interviews, or a tape recording of the complaint — will be made available upon request.

The grievance should be submitted by the complainant and/or by their designee as soon as possible, but no later than *[60 days**]* after the alleged violation to:
Tim Bennett, ADA coordinator tim.bennett@elginil.gov; (847) 931-6076;
150 Dexter Court, 2nd Floor (South); Elgin, IL 60120-5570

ADA grievance processing: Within 15 calendar days after receiving the complaint, the City of Elgin ADA coordinator, or their designee, will meet with the complainant to discuss the grievance and possible resolution. Within 15 calendar days*** of the meeting, the City's ADA coordinator, or their designee, will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

ADA grievance appeals: If the response by the City does not satisfactorily resolve the issue, the complainant or their designee may appeal the decision within 15 calendar days after receipt of the response to the *[city manager/mayor/other appropriate high-level official]* or their designee.
Within 15 calendar days after receipt of the appeal, the *[city manager/county commissioner/ other appropriate high-level official]* or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the *[city manager/mayor/ other appropriate high-level official]* will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.****

[Insert name of city manager/mayor/ other appropriate high-level official]
[Title]; [Email address]; [Phone number]; [Mailing address]

ADA complaint record retention: The ADA coordinator will keep a record of all complaints filed for non-compliance with the ADA and Section 504 of the Rehabilitation Act of 1973 for a minimum of three years following the date of case closure provided all audits have been completed and no litigation is pending or anticipated.

Notes

* Providing a variety of grievance submission options is recommended to ease the burden of submission on the complainant. You may choose to add or subtract from this list based on available submission options for your organization. You may also provide additional details for each option, such as listing a specific email address or phone number.

** §35.170 requires grievance submission no later than (180) days after alleged incident, unless the time for filing is extended by the designated agency for good cause shown. However, many public entities recommend grievance submission no later than 60 days after the incident to ensure timely grievance processing and correction.

*** While the ADA does not explicitly state the number of days required between each grievance procedure step, public entities are required to specify the time period in which corrective actions will be taken to address grievances. Per the recommendation of the Department of Justice, a 15-day interval is strongly recommended between each step of the grievance procedure.

**** § 35.172 requires public entities to fully investigate each complete complaint and attempt informal resolution. If resolution is not achieved, public entities may issue a Letter of Findings that shall include — (1) Findings of fact and conclusions of law; (2) A description of a remedy for each violation found; and (3) Notice of the rights available under paragraph (b) of this section. (b) If the designated agency finds noncompliance, the procedures in §§ 35.173 and 35.174 shall be followed. At any time, the complainant may file a private suit pursuant to section 203 of the Act, whether or not the designated agency finds a violation.

ADA Coordinator Designation

As required by Title II of the Americans with Disabilities Act (ADA), all public entities that employ 50 or persons must designate at least one employee, commonly referred to as an ADA coordinator, to coordinate its efforts to comply with and carry out its responsibilities under this act. The ADA coordinator is responsible for ensuring compliance with ADA Title II regulations, facilitating accessibility initiatives, and addressing concerns or grievances related to the ADA within municipal programs and services.

This role involves coordinating efforts to promote equal access and inclusivity for individuals with disabilities, as mandated by Title II of the ADA. The ADA coordinator acts as a liaison between the City of Elgin and the public, fostering communication and collaboration to enhance accessibility. The appointment of an ADA coordinator underscores the City of Elgin's commitment to upholding the principles of non-discrimination and accessibility outlined in the ADA. Contact information for the City's ADA coordinator is listed below:

Tim Bennett
ADA Coordinator and Human Resources Director
tim.bennett@elginil.gov
(847) 931-6076
150 Dexter Court
2nd Floor (South)
Elgin, IL 60120-5570

Appendix B - ADA Coordinators for other agencies in Elgin

Illinois Department of Transportation (IDOT)

IDOT Headquarters

Erin Emmett
Bureau of Civil Rights, ADA Coordinator, EEO/AA Officer
2300 S Dirksen
Springfield, Illinois 62703
Phone: 217-782-9103
Email : erin.emmett2@illinois.gov

IDOT Region 1

Amruta Mate, P.E.
Project Manager/ADA Coordinator
201 West Center Court
Schaumburg, IL 60196-1096
Phone: 847-705-4330
Email: DOT.D1.ADA@Illinois.gov
Website

Cook County Department of Transportation & Highways

Andrew Werner, P.E.
ADA Coordinator
Cook County Department of Transportation and Highways
69 W. Washington Street
Chicago, Illinois 60602
Phone: 312-603-1598
Email: ADA.Coordinator@cookcountyil.gov
Website

Kane County Department of Transportation

Gretchen Klock
ADA Coordinator and Bicycle/Pedestrian Coordinator
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Phone: 630-444-2957
Email: kdotada@co.kane.il.us
Website

Elgin Community College

1700 Spartan Drive
Elgin, IL 60123
Website

For employees and visitors:
Lesia Gemelli, Senior Director of Employee Benefits
Phone: 847-214-7125
Email: lgemelli@elgin.edu

For students:
Pietrina Probst, Director of ADA and Student Disabilities Services
Phone: 847-214-7417
Email: pprobst@elgin.edu

School District U-46

Specialized Student Services
355 E. Chicago St.
Elgin, IL 60120
Phone: 847-888-5000, x5065
Email: cheryldomokos@u-46.org
Website

Central Unit School District 301

275 South St. / PO Box 396
Burlington, IL 60109
Phone: 847-464-6005
Website

Appendix C - References (links current as of December 2025)

CMAP Resources	
Planning: Accessibility & the Americans with Disabilities Act	Accessibility compliance resources
ADA Training Resources	Design stage ADA statement of maximum extent practicable form
Federal Policies, Standards, and Resources	
Americans with Disabilities Act of 1990	ADA Update: A primer for state and local governments
Public Right-of-Way Accessibility Guidelines (PROWAG)	ADA Guide for Small Towns
2010 ADA Standards for Accessible Design (the ADA Standards)	Manual on Uniform Traffic Control Devices, 11th Edition
Questions and answers about ADA/Section 504	FHWA: Memo on snow removal on sidewalks built using federal funds
ADA Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing	ADA National Network: Federal agencies and resources
Illinois Policies, Standards, and Guidelines	
Illinois Accessibility Code	IDOT: Local Roads and Streets Manual
IDOT: Accessibility in the public right-of-way	IDOT: Local Roads and Street Manual— Public Right-of-Way Accessibility Transition Plan
IDOT: Statement of maximum extent practicable	IDOT: PROWAG training slides - 2024
Other Design Guides	
IDOT: Accessible Public Right-of-Way Field Guide	FHWA: Pedestrian Accommodations in Work Zones - A Field Guide
FHWA: ADA resources	FHWA: Small Town and Rural Multimodal Networks
FHWA: Designing Sidewalks and Trails for Access, Part 1 and Part 2	US Access Board: Planning and Design for Alterations
FHWA: bicycle and pedestrian program	AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition (for purchase)
ADA Transition Plan Progress Report Examples	
Evanston, Illinois ADA transition plan annual update	Lewiston, Idaho ADA transition plan annual report

Appendix D: Glossary of terms

The definitions used in this Glossary are for use with this Transition Plan and related to street and sidewalk facilities. These definitions may not coincide with definitions found in other documents.

Definitions marked with an asterisk (*) are terms found in the formal definitions established in the 2023 Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Accessibility: Refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Accessible*: A pedestrian facility or element in the public right-of-way that complies with these guidelines.

Accessible Crossing (also referred to as accessible street crossing): The portion of the pedestrian walkway that provides a connection between the roadway and the pedestrian walkway. This allows people operating wheeled devices to have access between the road and sidewalk.

Accessible Pedestrian Signal*: A device that communicates information about pedestrian signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces.

Alteration or altered*: A change to or an addition of a pedestrian facility in an existing, developed public right-of-way that affects or could affect pedestrian access, circulation, or usability.

Blended Transition*: A wraparound connection at a corner, or a flush connection where there is no curb to cut through, other than a curb ramp.

Block Perimeter*: The near side of the streets surrounding a block. For example, on a square block bounded by Main Street to the south, Pine Street to the north, 1st Street to the east, and 2nd Street to the west, the block perimeter includes the north side of Main Street, the south side of Pine Street, the west side of 1st Street, and the east side of 2nd Street.

Boarding Platform*: A platform raised above standard curb height used for transit vehicle boarding and alighting.

Building*: Any structure used or intended for supporting or sheltering any use or occupancy.

Companion Ramp or Receiving Ramp: A curb ramp or means of access that serves one end of a crosswalk, to be matched by another ramp at the other end of the crosswalk, unless there is no curb or sidewalk at the other end.

Crosswalk*: That part of a roadway located at an intersection included within the connections of the lateral lines of the pedestrian circulation paths on opposite sides of the highway measured from the curbs. Crosswalks at intersections may be marked or unmarked. In the absence of curbs, from the edges of the traversable roadway, and in the absence of a pedestrian circulation path on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the pedestrian circulation path at right angles to the center line; or at any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface.

Cross Slope*: The slope that is perpendicular to the direction of pedestrian travel.

Curb*: A raised feature along the side of a street that delineates the edge of the roadway or pedestrian circulation path.

Curb Line*: A line at the face of the curb that marks the transition between the curb and the gutter or street.

Curb Ramp*: A sloped connection that is cut through or built up to a curb. Curb ramps may be perpendicular or parallel to the curb or to the street they serve or be a combination thereof.

Detectable Warning Surface*: A standardized surface feature built in or applied to pedestrian circulation paths and other pedestrian facilities to warn of hazards. Sometimes called Truncated Domes, which are used on transit platforms and at the edge of curb ramps, detectable warning surfaces can be used in other settings and with other designs to help delineate pedestrian space from other traveled ways.

Developed*: Containing buildings, pedestrian facilities, roadways, utilities, or elements.

Element*: An architectural or mechanical component of a building, pedestrian facility, space, site, or public right-of-way.

Facility: All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade*: See Running slope.

Grade Break*: The line where two surface planes with different running slopes meet.

Highway*: A general term denoting a public way for purposes of vehicular travel, including the entire area within the public right-of-way.

Maintenance: Activities intended to preserve existing features or facilities and maintain usability while not altering structural elements.

Marked Crosswalk or Crossing: A painted or striped, identified route intended for pedestrian use in crossing a vehicular way/street.

Median*: The area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges, and at opposite approaches of the same intersection.

Operable Part*: A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element, or to interact with the element.

Parallel Curb Ramp*: A curb ramp with a running slope that is parallel to the curb or street it serves.

Passenger Loading Zone*: An area that is specifically designed or designated for loading and unloading passengers, but that does not primarily serve vehicles on a fixed or scheduled route.

Pedestrian*: A person on foot, traveling by wheelchair or other mobility device, on skates, or on a skateboard.

Pedestrian Access Route*: An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.

Pedestrian Activated Warning Devices*: Devices that are installed in conjunction with a warning sign and are activated to alert vehicle operators to the presence of a pedestrian, such as rectangular rapid flashing beacons.

Pedestrian Change Interval*: An interval during which the flashing upraised hand (symbolizing “don’t walk”) signal indication is displayed.

Pedestrian Circulation Path*: A prepared exterior or interior surface provided for pedestrian use in the public right-of-way.

Pedestrian Facility*: A structure, route, or space for pedestrian circulation or use located in the public right-of-way.

Pedestrian Hybrid Beacon*: A special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street at a marked crosswalk.

Pedestrian Refuge Island*: A defined area 72 inches (1828 mm) long minimum in the direction of pedestrian travel located between traffic lanes for pedestrian refuge within a median, splitter island, or channelizing island.

Pedestrian Signal Head*: A device containing the walking person symbol (symbolizing “walk”) and the upraised hand symbol (symbolizing “don’t walk”), that is installed to direct pedestrian traffic at a crosswalk.

Perpendicular Curb Ramp*: A curb ramp with a running slope that is perpendicular to the curb or the street it serves.

Public Facility: A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to Title II of the ADA and 28 C.F.R. part 35 or to Title II of the ADA and 49 C.F.R. 37.41 or 37.43.

Public Right-of-Way*: Public land acquired for or dedicated to transportation purposes, or other land where there is a legally established right for use by the public for transportation purposes.

Push Button*: A button to activate a device or signal timing for pedestrians, bicyclists, or others crossing a roadway.

Push Button Locator Tone*: A repeating sound that informs approaching pedestrians that a push button exists to actuate pedestrian timing or receive additional information and that enables pedestrians who are blind or have low vision to locate the push button.

Qualified Historic Building or Facility*: A building or facility that is listed in or eligible for listing in the National Register of Historic Places or designated as historic under an appropriate state or local law.

Ramp*: A sloped walking surface with a running slope steeper than 1:20 (5.0%) that accomplishes a change in level and is not part of a pedestrian circulation path that follows the roadway grade. A curb ramp is not a ramp.

Reasonable Accommodation: Modifications or adjustments to a program, work environment, or job description improving access for a person with a disability.

Rectangular Rapid Flashing Beacon (RRFB): A traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled intersections through the use of yellow flashing lights activated by a pushbuttons and located below the pedestrian crossing sign.

Roadway*: That portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder.

Roundabout*: A circular intersection with yield control at entry, which permits a vehicle on a circular roadway to proceed, and with deflection of the approaching vehicle counterclockwise around a central island.

Running Slope*: The slope that is parallel to the direction of pedestrian travel.

Shared Use Path*: A multi-use path designed primarily for use by bicyclists, pedestrians, and other authorized motorized and non-motorized users, for transportation purposes, and that may also be used for recreation. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the highway or other public right-of-way.

Sidewalk*: That portion of a highway between the curb line, or the lateral line of a roadway, and the adjacent property line, or on easements of private property, that is paved or improved and intended for use by pedestrians.

Splitter Island*: A median island used to separate opposing directions of traffic entering and exiting a roundabout.

Stair*: A change in elevation comprised of at least one tread and riser. A curb is not a stair.

Standard Curb Height*: The typical height of a curb according to local standards for a given road type, but usually between 3 inches (75 mm) and 9 inches (230 mm) high relative to the surface of the roadway or gutter.

Street*: See Roadway.

Technically Infeasible: In relation to streets and sidewalks, Technically Infeasible means the instances when accessible features, such as sidewalks or curb ramps, cannot be installed during alteration to existing pedestrian facilities because of physical or site constraints.

Temporary Traffic Control Zone: An area of a highway, pedestrian or bicycle facility where road user conditions are changed because of a work zone or incident by the use of temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel.

Traffic Control Device: All signs, signals, markings, channelization devices, or other devices that use colors, shapes, symbols, words, sounds, and/or tactile information for the primary purpose of communicating a regulatory, warning, or guidance message to road users on a street, highway, pedestrian facility, bikeway, pathway, or site roadway open to public travel.

Transit Shelter*: A structure provided at a transit stop to provide passengers protection from the weather.

Transit Stop*: An area that is designated for passengers to board or alight from buses, rail cars, and other transportation vehicles that operate on a fixed route or scheduled route, including bus stops and boarding platforms. This definition does not include intercity rail except where a stop is located in the public right-of-way.

Transitional Segment*: The portion of a pedestrian circulation path that connects adjacent surfaces with different slopes or dimensions to provide a smooth transition.

Traveled Way*: The portion of the roadway for the movement of vehicles, exclusive of the shoulder, berm, sidewalk, and parking lane.

Truncated Domes: A type of detectable warning surface consisting of raised, truncated (flattened) domes, typically installed on pedestrian pathways to alert visually impaired individuals to potential hazards like street crossings or changes in elevation.

United States Access Board: An independent federal agency that advances accessibility through leadership in accessible design and the development of accessibility guidelines and standards. The Access Board develops and maintains design criteria for the built environment, transit vehicles, public right-of-way, information and communication technology, and medical diagnostic equipment under the Americans with Disabilities Act of 1990 (ADA) and other laws.

Unmarked Crosswalk or Crossing: A crosswalk not indicated by painted lines or other markings on the roadway. It exists at intersections where sidewalks on opposite sides of the street would connect if extended across the road. While unmarked, pedestrians still have the right-of-way when in this type of crosswalk.

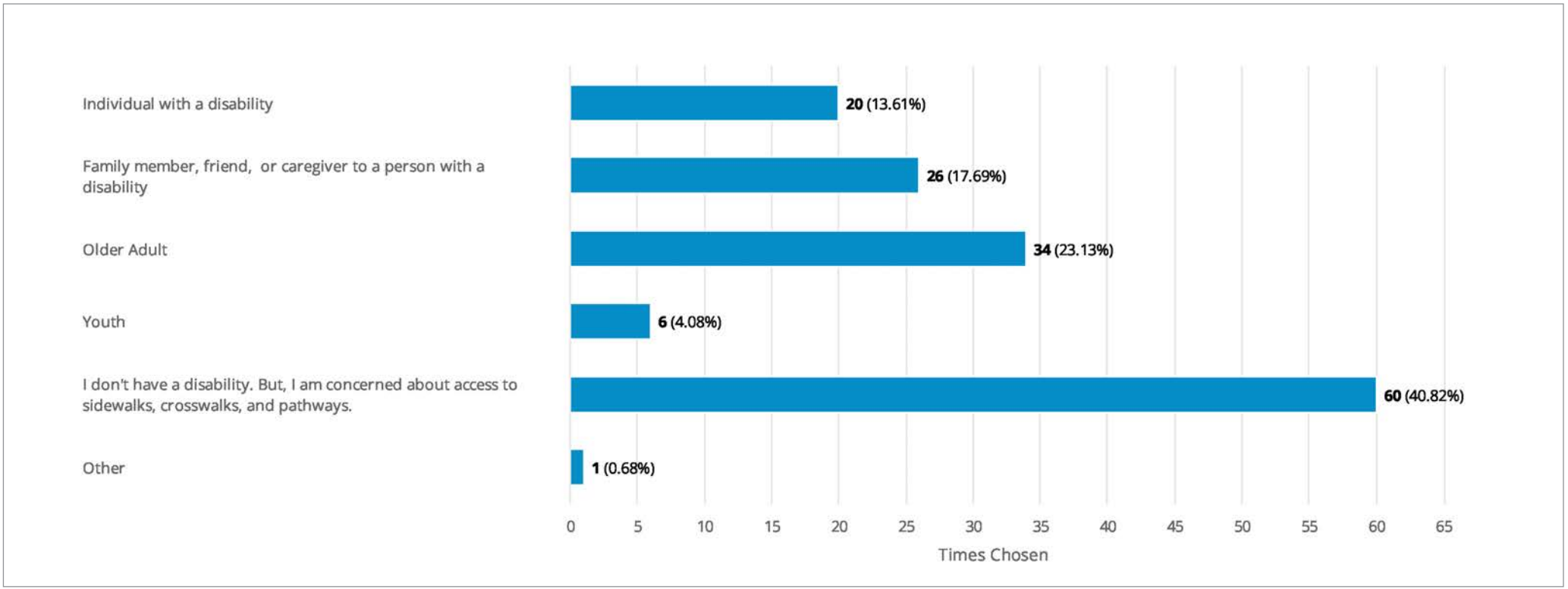
Vibrotactile*: A method of communicating information by touch using a vibrating surface.

Appendix E: Survey results summary

Survey #1 - Focus on People, Destinations and Preferences

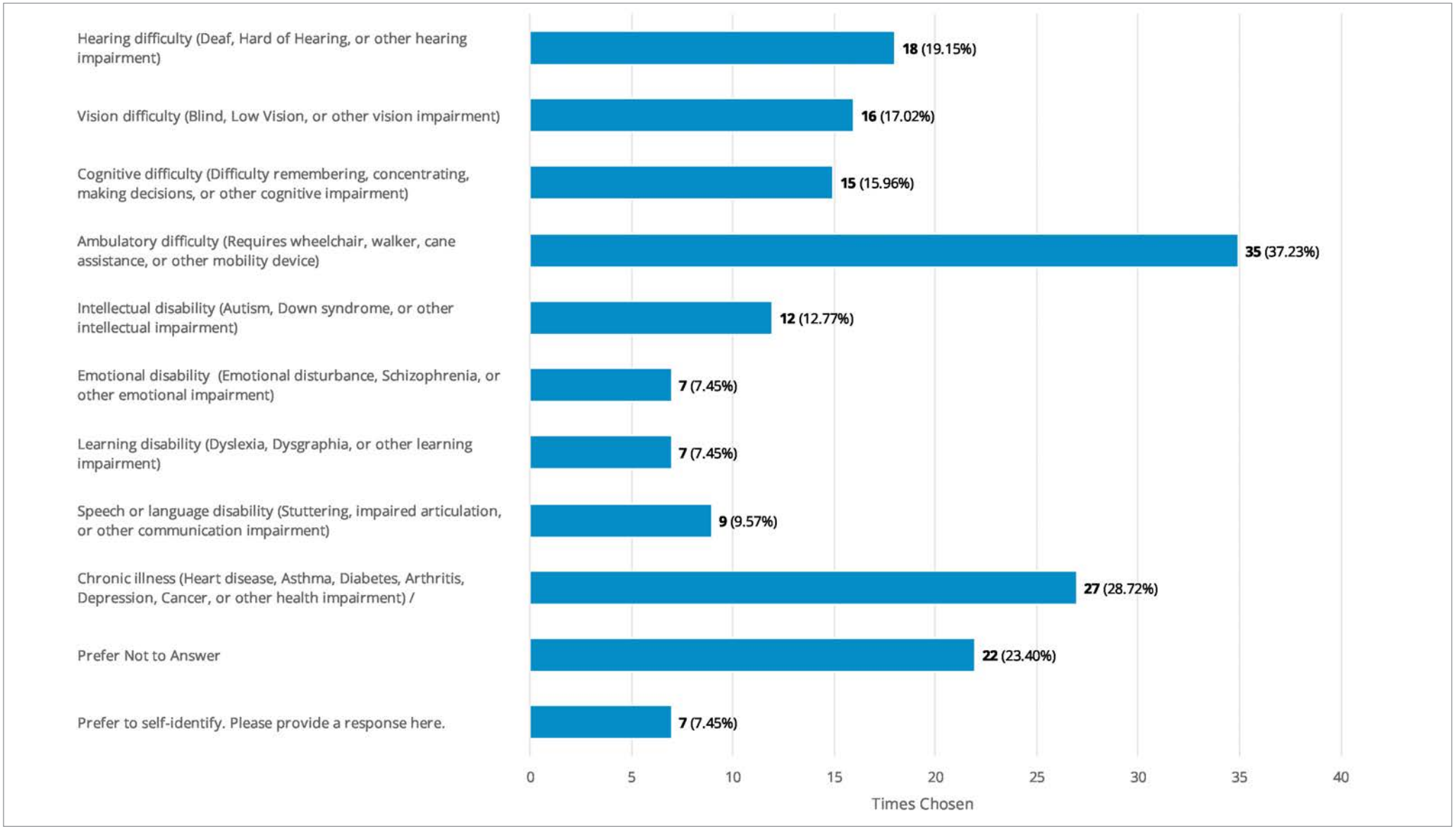
The following pages contain the results of questions in survey #1 that asked participants to choose among one or more answers. There were more than 500 individual written response to this survey, which are summarized in Chapter 4: Public input and access to information.

Question 1: Which of the following best describes you?

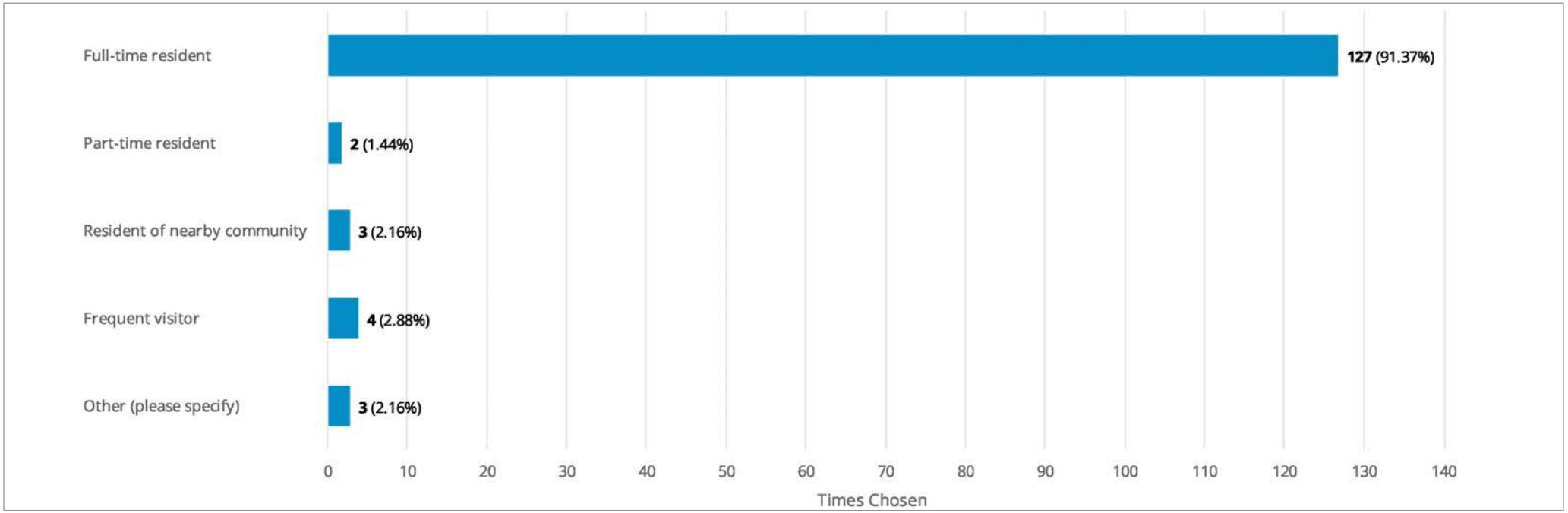


Question 2: If you identified as a person with disability, or are a caregiver for someone with a disability, please select all that apply:

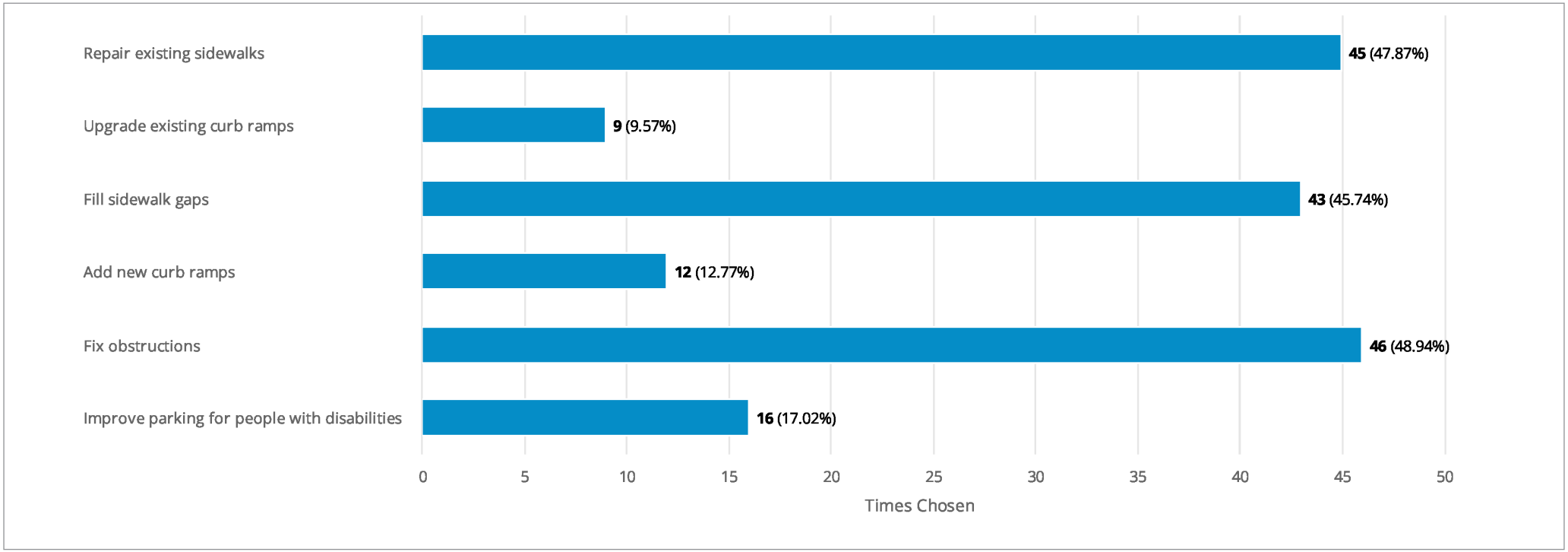
People were asked to choose among different types of disabilities, such as hearing, vision, cognitive, ambulatory, intellectual, emotional, learning, speech or language, chronic illness.



Question 3: Which of the following best describes the time you spend in Elgin?



Question 5: Which type of street feature is a priority to upgrade in Elgin? Pick your top two.



Survey #2 - Focus on projects and asking people to priority them within geographic groupings

The following pages contain the results of questions in survey #2 that asked participants to rank projects within three geographic groupings.

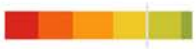
Group #1: East Elgin, east of the river

Rank	Choice	Distribution	Score	Times Ranked
1.	E. Downtown Elgin Zone, various streets		379	77
2.	A. Kimball, from Crystal to Dundee		367	74
3.	B. Dundee, from Kimball to Seneca		287	73
4.	F. Villa, from Chicago Street to Willard		277	73
5.	C. Franklin, from Dundee to Lord's Park		273	73
6.	D. Hiawatha, from Jefferson to Lord's Park		250	74
7.	G. Villa, from Willard to Varsity/Dickie		199	73
		Lowest  Highest		

Group #2: Northwest Elgin

Rank	Choice	Distribution	Score	Times Ranked
1.	K. McLean, from Wing St to Larkin Ave		309	79
2.	L. Larkin, from McLean to Randall Road (via Foothill Rd).		309	79
3.	H. McLean, from Big Timber to Wing St		302	77
4.	I. Wing St, from McLean to State St (Route 31)		291	75
5.	J. McClure, from Wing to Goethe/Wing Park Entrance		190	75
6.	M. Brookside, from Foothill to Knollwood (Nature Center area)		171	77
	Lowest  Highest			

Group #3: Southwest Elgin

Rank	Choice	Distribution	Score	Times Ranked
1.	N. McLean, from Larkin to Spartan		296	73
2.	O. Lillian and South St, from McLean to Walnut		274	69
3.	Q. Walnut, from South St to State St (Rte 31)		248	70
4.	R. McLean, from Spartan to Bowes		239	74
5.	P. South St, from Walnut to Crystal		218	69
6.	S. College Green from Randall to McLean		186	70
		Lowest  Highest		

What else would you like to tell us about making Elgin's Sidewalks and Streets more accessible? (Responses not edited for grammar or spelling.)

I have a deaf son. I tried multiple times to have a sign indicating precaution due to the impairment. I have a parking pass, I obtained it through the Secretary of State. Now, as far as a neighborhood sign the city of Elgin has stated in at least two occasions that they are nor responsible for that. Yet, the Secretary of State told me the sane thing. Who can and should help?

Do people with disabilities not go out in winter? What about a snow clearing ordinance or city provided snow clearing on major routes (like the ones in your survey)

You are doing a great job, but Dundee Ave. is horrible. From 90 to Villa. It's horrible!!! It's a main route for Elgin residents. It should be a top priority.

We asked the City to fix the uneven sidewalks out front of our house and instead of fixing them like they said they would, they patched the differences with asphalt which creates a temporary fix. This "fix" has actually decreased the accessibility by creating a larger issue as the asphalt crumbles and has creating a worse tripping/wheeling hazard. As for the winter weather... the City needs to shovel the sidewalks downtown. They seem to take care of certain areas while turning their backs on accessibility on the sidewalks, leaving to the property owners. Some properties do not take care of their sidewalks, even when they are linked to the City... Artspace lofts. The City also needs to ticket vehicles parked in spaces that impede/block the sidewalk for walking/wheelchairs. If they want to help the citizens they must create sidewalks where they do not exist, and maintain those sidewalks.

All this is a waste since 90% of sidewalks are impassable due to the snow we have received. I'd recommend hiring someone qualified to coordinate the cleaning of streets of leaves and snow instead of the maggot we have now. We are a low class city because of the gross ignorance and lack of character city hall.

Please, for the love of all things HOLY, figure out a way to let 35k homes know what you are doing. PLEASE LET PEOPLE KNOW!

Parking laws regarding parking across driveways must be enforced. Especially on weekends and evenings. Crossings that have had snow plowed into must be cleared. ALL sidewalks must be monitored for large cracks, tree roots pushing up the sidewalk and other uneven surfaces. Have someone rolling around in a wheelchair thru the neighborhoods on a regular basis. More crosswalks on Liberty with flashing pedestrian crossing signs. Requiring traffic to stop

By national st where Royal plant care is located we need crossing signs for kids crossing the street as well a slow down sign for people driving down hill and up hill. Many signs needed in national st by train tracks.

Hello, thank you for the survey. A big concern of mine is people walking on Randall Road. Cars are driving fast and there is no sidewalk. Please create a side walk and a barrier.

Better signage. Add flashing red lights to stop signs and ADA compliance which you do well but do in all areas. Thanks!!

Rt31 at Walnut St down to the Train Station on Chicago St.

To not allow parking of vehicles on shoulder of Ramona Ave.

Improve/remove the brick walkways downtown. They cause havoc on vehicles crossing and could be a trip hazard for pedestrians which would be a huge liability to the City.

I think prioritizing the sidewalks and areas around schools would be smart since there are many students who walk / bike to schools. Adding smooth sidewalks to areas where there aren't any is also important, but there are plenty of existing sidewalks that need to be smoothed out or entirely replaced.

Keeping sidewalks free of excess vegetation and leaves. These cause extremely slippery conditions. For example: Varsity drive over Poplar Creek. There are no residents, but it is a highly trafficked area because of the high school. Much of the sidewalk is not safely walkable and the curves of the road make if unsafe at times to walk along the roadway.

Make the priority where people are walking, biking to access businesses, medical care, school.

Especially in areas where kids walk to school many of the sidewalks are inaccessible because of snow. Go down liberty on many school day and watch kids walking in the streets the sidewalks are inaccessible. If a city the size of Green Bay can do it then so can Elgin . What is more important, I would think our children

Sidewalks on Fleetwood and Berkley, walking g to the college and in the Pads area

Parking on only one side of streets in Elgin . People are parking on both sides of the streets making it difficult to drive on those streets.

Harlan Ave. does not need sidewalks. There are seldom any vehicles or pedestrian's here.

Main roadways need to be fixed first. However many neighborhood sidewalks need repairs as well. Children need to walk to school and some areas have no sidewalks at all.

I live at 967 Ford Ave. Elgin. Some years ago I took part in a survey and requested that one sidewalk in here needs attention. It slopes down and this creates a dangerous condition when Ice forms. I asked for repair and nothing was done. I don't want someone slipping and injuring themselves.

This is the most ridiculous survey yet. Elgin is a big pail of fail

I think it's important to ensure that the improved paths we create connect. Fixing a tiny slice of one street, will not result in much overall improvement, as the streets leading to improved zones are still challenging.

This may have been addressed in a different survey, but Highland Ave needs actual sidewalks installed from Thomas More Drive to Airlite, at a minimum (and ideally all the way to Randall). The absence of a sidewalk doesn't stop people from walking along the roadside on this very busy street. There's literally a pathway worn into the grass, proving how much foot traffic happens here. Additionally, the high school students in this area live too close to Larkin to be eligible for bus service, which means lots of walking students and further necessitates a safer way for them to get to/from school. Lastly, why oh why don't we have sidewalks up and down Randall Road, especially in the big commercial areas? These sad little patches of sidewalk here and there don't do anything because there's no continuous safe way to get around for people on foot. And there are plenty of people on foot in that area!

Shakes Pkwy to Chicago St needs sidewalks so the Summerhill Subdivision residents may safely travel to the corner plaza of Chicago St & Shales Pkwy

I would like sidewalks or bike trails along Randall to Highland. I live in the Tall Oaks subdivision but have no access with sidewalks to Highland or to the Nature preserve.

Make crossing Wing Street safer to the entrance of Wing Park.

Route 31 From Walnut to 20 is hard to cross for those with mobility issues.

Sidewalks are too narrow, on Larkin Ave just past Melrose ave going east towards downtown.

Perhaps redo the handi-capped sidewalks to actually be useful for wheelchairs

Asphalt patches for uneven sidewalks is a waste of money. Most patches destroyed after first snowfall.

Eliminate sidewalks next to streets. Also, eliminate the dips on downtown brick crosswalks

My dad is in a wheel chair and I live in downtown Elgin for the last 13 years. He visits me weekly and we often walk downtown. The bricks create terrible discomfort for him. We often have to end our walks because of how much the bricks hurt him with the bumps. Hope this helps as you're planning ways to support this with disabilities

I am not personally disabled, but I fully support accessibility improvements with my tax dollars.

There are so many times I've seen people walking in the streets due to sidewalks not being available or not cleared off in the winter. Safety first.

Weed control is something else that needs to become a priority

I like the addition of signs and lights like the addition to larking by the high school. I would like more of this to keep kids safe

Make all the sidewalks and streets accessible in Elgin especially walking to and from trail areas

Businesses in residential areas need to take care in the winter of sidewalks and hydrants located adjacent their property. Especially when they are close to schools

Power wash all sidewalks.

Stay within budget please!

Nothing at this point. However, is the changing of all lead pipes still on-going even while you're spending $ for this project? Lead pipes need first priority.

Downtown Elgin NEEDS better accessible parking THROUGH OUT! - especially for events. And, should be easily found or communicate for events.

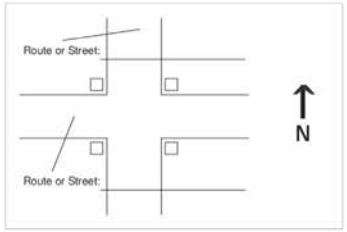
I am sure we have an ordinance against this but I have almost been hit twice by a motorized bike and a motorized skateboard. I hope EPD gives tickets for an infraction. Explain to the public what the yellow triangle signs mean for the bike and pedestrian crossings at National St, on bike path. Make sure there is enough time to cross on foot, some stoplights give pedestrian very little time. South State Street is very hard to cross south of Walnut. We need a specific pedestrian crossing at S. State and Oak, where bus stop is. Thanks for all you are doing to improve accessibility in Elgin.

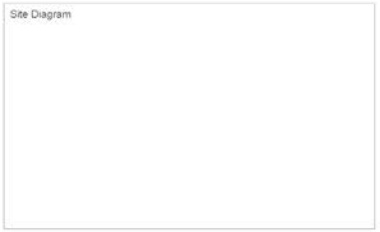
Appendix F: Design exceptions form

Accessibility Exceptions Certification Form

Agency/Contractor: Click or tap here to enter text. **Project #/Reference:** Click or tap here to enter text.

Project Description/Title: Click or tap here to enter text.





Project Phase:

☐ Design ☐ Construction/As-built ☐ Maintenance ☐ Other

As the registered professional engineer, landscape architect, or architect responsible for the design of this project, I do hereby verify that the project above has been designed to meet the Americans with Disabilities Act accessibility requirements, except as indicated below.

☐ Full compliance has been determined to be structurally impracticable for newly constructed facilities in the following specific locations for the following reasons:

☐ Full compliance has been determined to be technically infeasible for altered existing facilities in the following specific locations for the following reasons:

Accessibility Exceptions Certification Form

☐ Full compliance would create an unsafe situation in the following specific locations for the following reasons:

☐ Other modifications are necessary to improve or address accessibility needs in the following specific locations for the following reasons:

Additional supporting documentation, including drawings, calculations, as-built diagrams, or other information as appropriate, is attached.

Name: Click or tap here to enter text. **Signature:** Click or tap here to enter text.

License Number: Click or tap here to enter text. **Date:** Click or tap here to enter text.

Appendix G:
Traffic Signals, accessibility features

Downtown Core: Is the signal located within the downtown core? Downtown core is defined as the river on the west, Villa Street/Dundee Ave on the east, Kimball Street on the north, and Prairie Street on the south.

Pedestrian Signals: Does the traffic signal have signalized pedestrian crosswalks (or ped heads)?

- **None:** There are no signalized crosswalks present
- **Partial:** Some intersection approaches of the intersection have them, but not all.
- **All:** All intersection approaches have them.

Countdown Signals: Does the traffic signal have pedestrian countdown signal heads?

- **None:** There are no countdown heads present
- **Partial:** There is a mix of countdown versus traditional non-countdown.
- **All:** All signalized pedestrian crosswalks present have countdown heads.

APS: Does the traffic signal have Accessible Pedestrian Signals (APS)?

- **No:** There are no APS devices present
- **Yes:** All signalized pedestrian crosswalks have APS.

Major Street	Minor Street	Downtown Core	Pedestrian Signals	Countdown Signals	APS
Airport	Tollgate	No	None	None	No
Big Timber	Lyle	No	Partial	All	No
Center	Division	Yes	All	All	No
Chicago	Riverside	Yes	Partial	All	No
Chicago	Douglas/Grove	Yes	All	All	No
Chicago	Spring	Yes	All	All	No
Chicago	Center/Villa	Yes	All	All	No
Chicago	Gifford	No	All	All	No
Chicago	Channing	No	All	All	No
Dundee	Park	Yes	Partial	All	No
Dundee	Summit	No	All	All	Yes
Dundee	Slade	No	All	None	No
Grove	Prairie	Yes	All	All	No
Highland	Riverside	Yes	Partial	All	No
Highland	Grove	Yes	All	All	No
Highland	Douglas	Yes	All	All	No
Highland	Spring	Yes	All	All	No
Highland	Center	Yes	All	All	No
Kimball	Grove	Yes	All	Partial	No
Kimball	Douglas	Yes	All	Partial	No
Kimball	Spring	Yes	All	All	No
Kimball	Center	Yes	All	Partial	No
Kimball	Dundee	Yes	All	None	No

Major Street	Minor Street	Downtown Core	Pedestrian Signal	Countdown Signals	APS
Larkin	Lyle	No	All	None	No
Larkin	Edison	No	All	None	No
McLean	College Green	No	Partial	Partial	No
McLean	Spartan	No	Partial	Partial	No
McLean	Fleetwood	No	All	All	No
McLean	Lillian	No	All	All	No
McLean	Larkin	No	All	Partial	No
McLean	Highland	No	All	None	No
McLean	Wing	No	All	None	No
McLean	Royal	No	All	None	No
McLean	Big Timber	No	Partial	None	No
McLean	Forest	No	All	PARTIAL	No
McLean	Holmes	No	All	None	No
National	Grove	No	All	All	No
National	Raymond	No	All	None	No
National	St. Charles/Village	No	Partial	Partial	No
Spring	Division	Yes	All	All	No
Spring/Grove	Fulton/Grove	Yes	All	All	No
St Charles	Arlington/May	No	All	Partial	No
Villa	Willard	No	All	All	No
Villa	Gifford	No	All	Partial	No

Appendix H:
Flashing beacons, accessibility features

Downtown Core: Is the signal located within the downtown core? Downtown core is defined as the river on the west, Villa Street/Dundee Ave on the east, Kimball Street on the north, and Prairie Street on the south.

Button access: Are the pushbuttons accessible, based on PROWAG? This includes turning space, side reach, and height.

APS: Do the beacon's buttons have Accessible Pedestrian Signals (APS)?

Major Street	Minor Street	Downtown Core	Button Access	APS
Dundee	Lovell	No	No	No
Larkin	at 1555 Larkin	No	Yes	No
McLean	Demmond	No	No	No
McLean	Van	No	No	No
River	Ranch	No	Yes	No

Appendix I: Priority projects and ranking method - DRAFT (awaiting final ranking)

	Rank	Priority Project	Total Points (max. 100)	Cost Estimate	A. Pop. with a Disability (20 points)	B. Proximity to Schools, Parks, Public Bldgs (20 points)	C. Over Age 65 (15 points)	D. Vehicle Access (10 points)	E. Proximity to Transit (10 points)	F. Traffic Speed (5 points)	G. Traffic Volume (5 points)	H. Public Priority & Intangibles (15 points)	*Length (mi.)*
Tier 1- Highest Priority	1	Kimball, Crystal to Dundee	90	$500,000	20	20	5	10	10	5	5	15	*0.7*
	2	McLean, Big Timber to Wing St	88	$122,500	20	15	15	10	3	5	5	15	*0.7*
	3	Wing St, McLean to State St (Rte 31)	86	$275,000	15	20	12	7	7	5	5	15	*1.0*
	4	McLean, Wing St to Larkin	85	$175,000	15	20	15	7	3	5	5	15	*1.0*
	4	McClure, Wing to Goethe/Wing Park	85	$110,000	20	15	15	10	3	1	1	20	*0.4*
Tier 2	6	Downtown Elgin Zone	81	$542,500	15	20	5	10	10	1	5	15	*3.1*
	7	Larkin, McLean to Randall (via Foothill)	79	$800,000	10	15	12	10	7	5	5	15	*1.6*
	8	Dundee, Kimball to Seneca	77	$52,500	20	15	5	10	7	5	5	10	*0.3*
	9	McLean, Larkin to Spartan	76	$210,000	10	20	7	7	7	5	5	15	*1.2*
	10	Hiawatha, Jefferson to Lords Park	70	$75,000	15	20	5	5	7	3	5	10	*0.3*
	10	National Street, State St (Rte 31) to Villa	70	$137,500	15	15	5	10	10	5	5	5	*0.5*
Tier 3	12	Villa, Chicago St to Willard	64	$487,500	15	10	5	7	7	5	5	10	*1.3*
	13	Villa, Willard to Varsity/Dickie	62	$87,500	15	15	5	5	7	5	5	5	*0.5*
	14	Franklin, Dundee to Lords Park	61	$87,500	10	20	5	7	3	3	3	10	*0.7*
	15	McLean, Spartan to Bowes	59	$140,000	10	15	5	7	7	5	5	5	*0.8*
	15	South St, Walnut to Crystal	59	$100,000	20	10	5	10	5	1	3	5	*0.8*
Tier 4	17	Walnut, South St to State St (Rte 31)	58	$112,500	15	10	5	10	7	3	3	5	*0.9*
	18	Lillian/South St, McLean to Walnut	55	$87,500	10	10	5	7	7	3	3	10	*0.7*
	19	Brookside, Foothill to Knollwood	54	$225,000	5	15	12	10	1	3	3	5	*0.3*
	20	College Green, Randall to McLean	44	$450,000	10	10	5	5	3	3	3	5	*1.2*

Ranking criteria

Each project was assigned points for each of the following criteria based. Projects that span multiple census tracts or are along boundary assigned score highest possible point total.

A. Population with a Disability (maximum 20 points)

- 20 points: Within tract with highest percentage of population reporting 1 or more disabilities.
- 15 points: Within tract with second percentage population reporting 1 or more reported disabilities.
- 10 points: Within tract with third level of population reporting 1 or more disabilities.
- 5 points: Within tract with lowest percentage of population reporting 1 or more disabilities.

B. Proximity to Schools, Parks, Public Buildings (maximum 20 points)

- 20 points: Direct route to more than one school, park/trail, or public building.
- 15 points: Direct route to at least one school, park/trail, or public building.
- 10 points: Secondary route to more than one school, park/trail, or public building.
- 5 points: Secondary to at least one school, park/trail, or public building.

C. Population over age 65 (maximum 15 points)

- 15 points: Included in tract with highest percentage tier of population aged 65 or higher
- 12 points: Included in tract with second highest percentage tier of population aged 65 or higher
- 7 points: Included in tract with third highest percentage tier of population aged 65 or higher
- 3 points: Included in tract with lowest percentage of population aged 65 or higher

D. Vehicle Access (maximum 10 points)

- 10 points: Within tract with highest percentage population reporting 0 or 1 vehicle access in household.
- 7 points: Spans portion of tract with medium level of population reporting 0 or 1 vehicle access in household.
- 5 points: Spans portion of tract with lowest level of population reporting 0 or 1 vehicle access in household.

E. Proximity to Transit (maximum 10 points)

- 10 points: Within 1/2-mile of a Metra station or along Pace route
- 7 points: Along a Pace bus route or secondary connection to a Metra station
- 5 points: Secondary connection to a bus route
- 3 points: No direct or secondary connect

F. Traffic Speed (maximum 5 points; posted speed limit)

- 5 points: >=30 mph
- 3 points: 25 mph
- 1 point: 20 mph

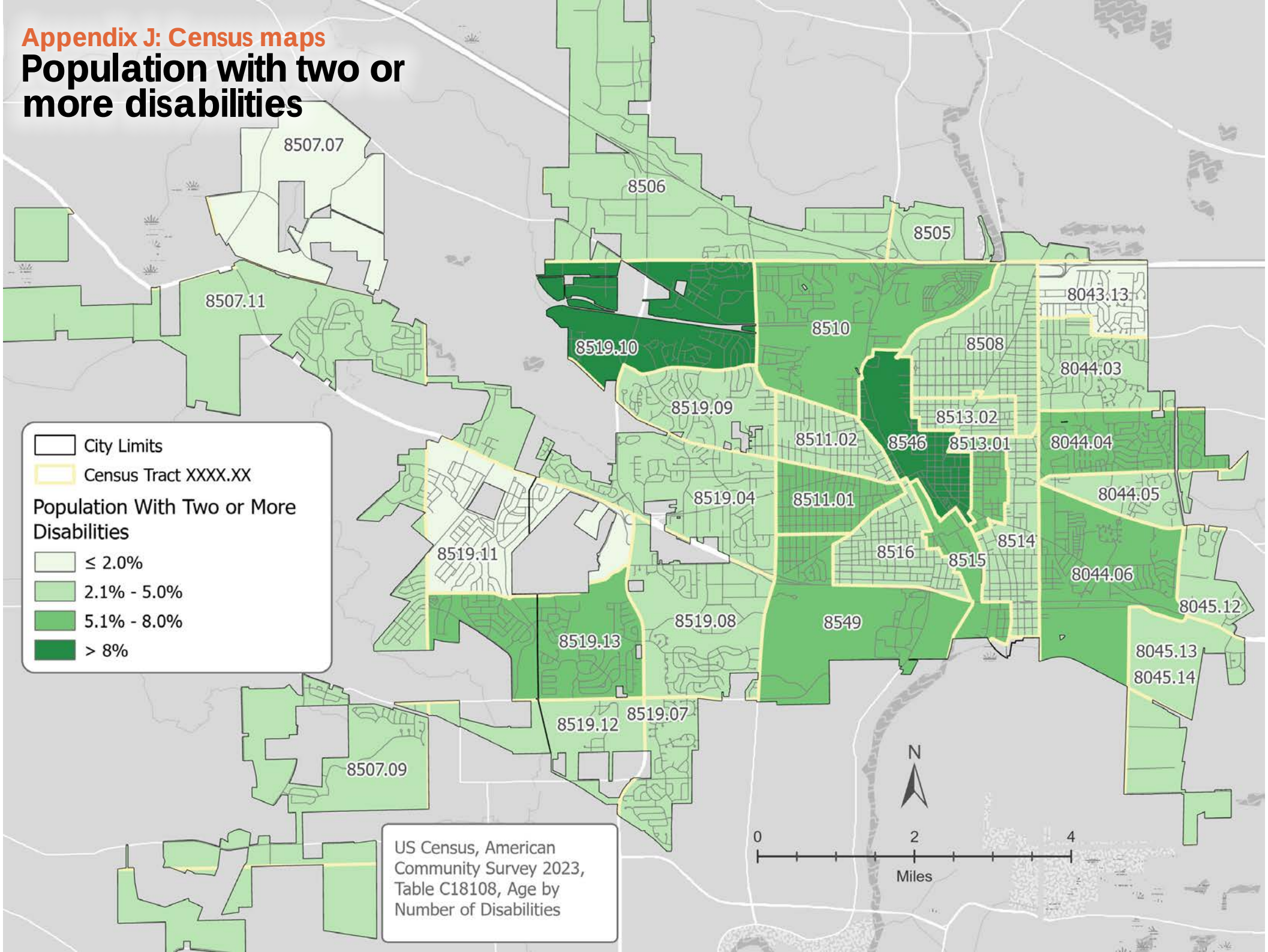
G. Traffic Volume (maximum 5 points; based on daily traffic counts, where available)

- 5 points: >4,000 average daily traffic
- 3 points: 2,000 to 4000 average daily traffic
- 1 point: <2,000 (assumed, due to lack of traffic data)

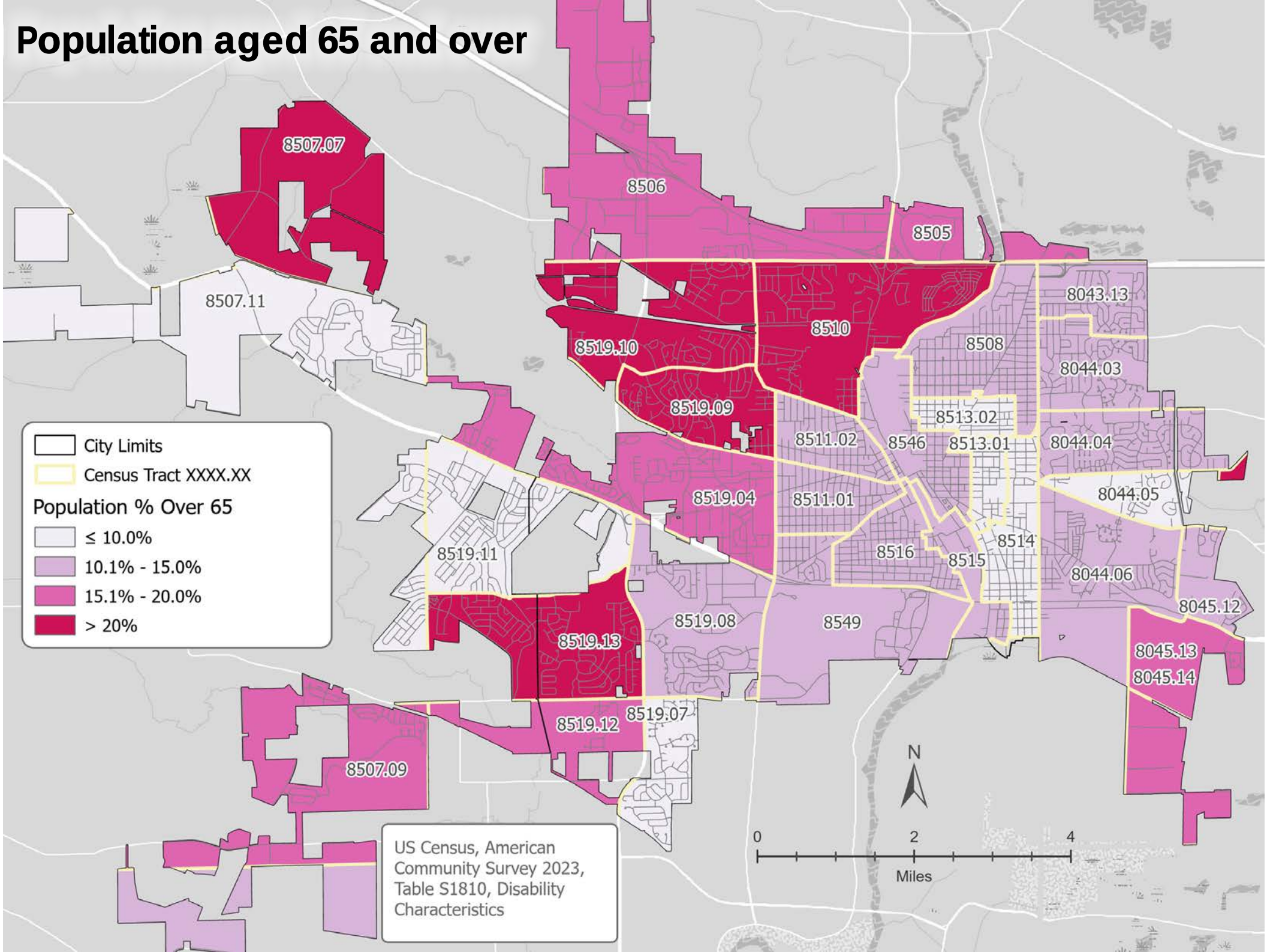
H. Intangibles (maximum 15 points)

- Points assigned based on public input during the second survey, which asked survey participants to rank the importance of individual projects.
- Points may be assigned (or subtracted) based on other factors identified by the project team or village staff. This includes factors such as relative complexity or feasibility of the project, if a project is already planned along the route, and other factors that are not measurable.

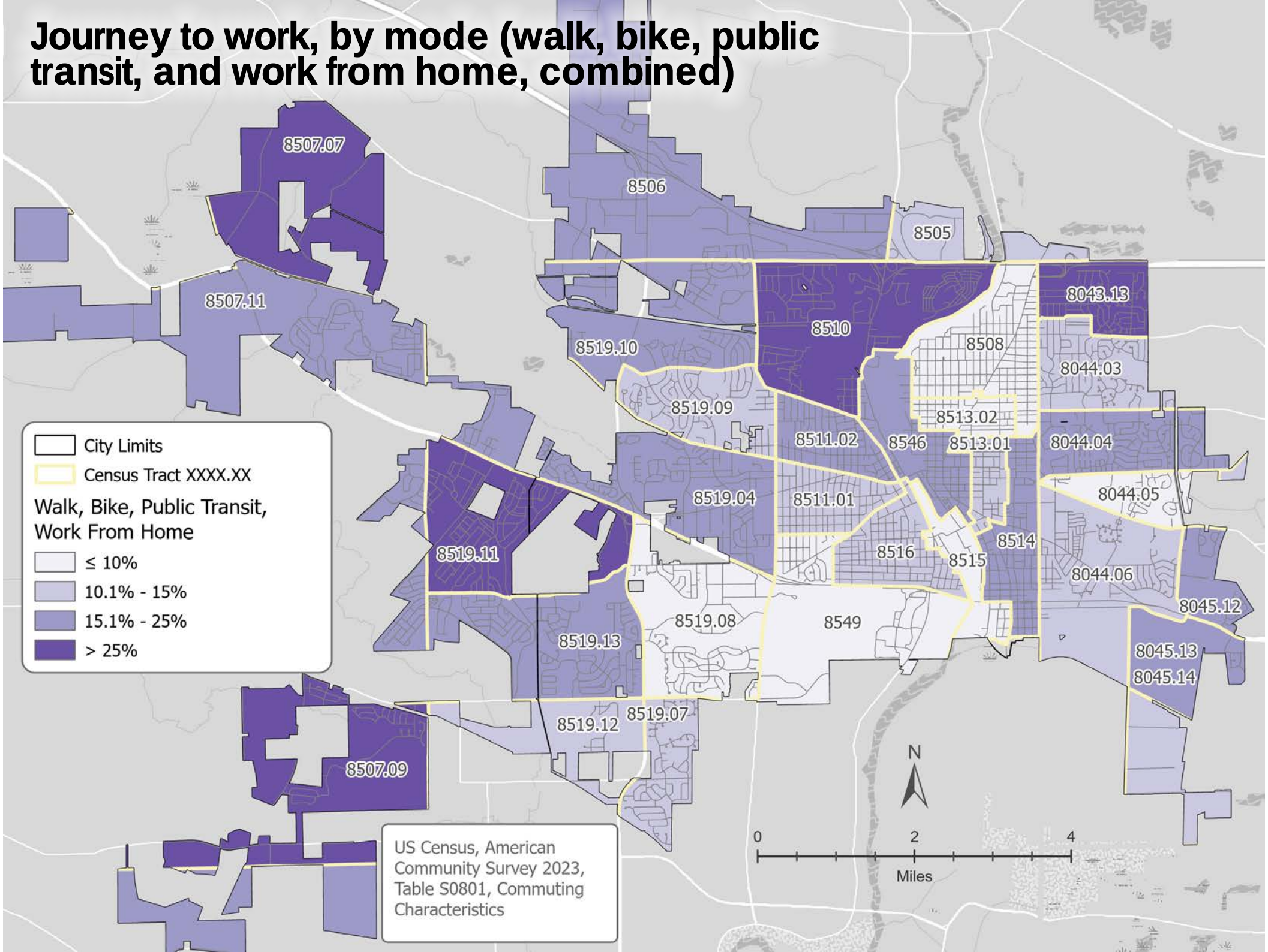
Population with two or more disabilities



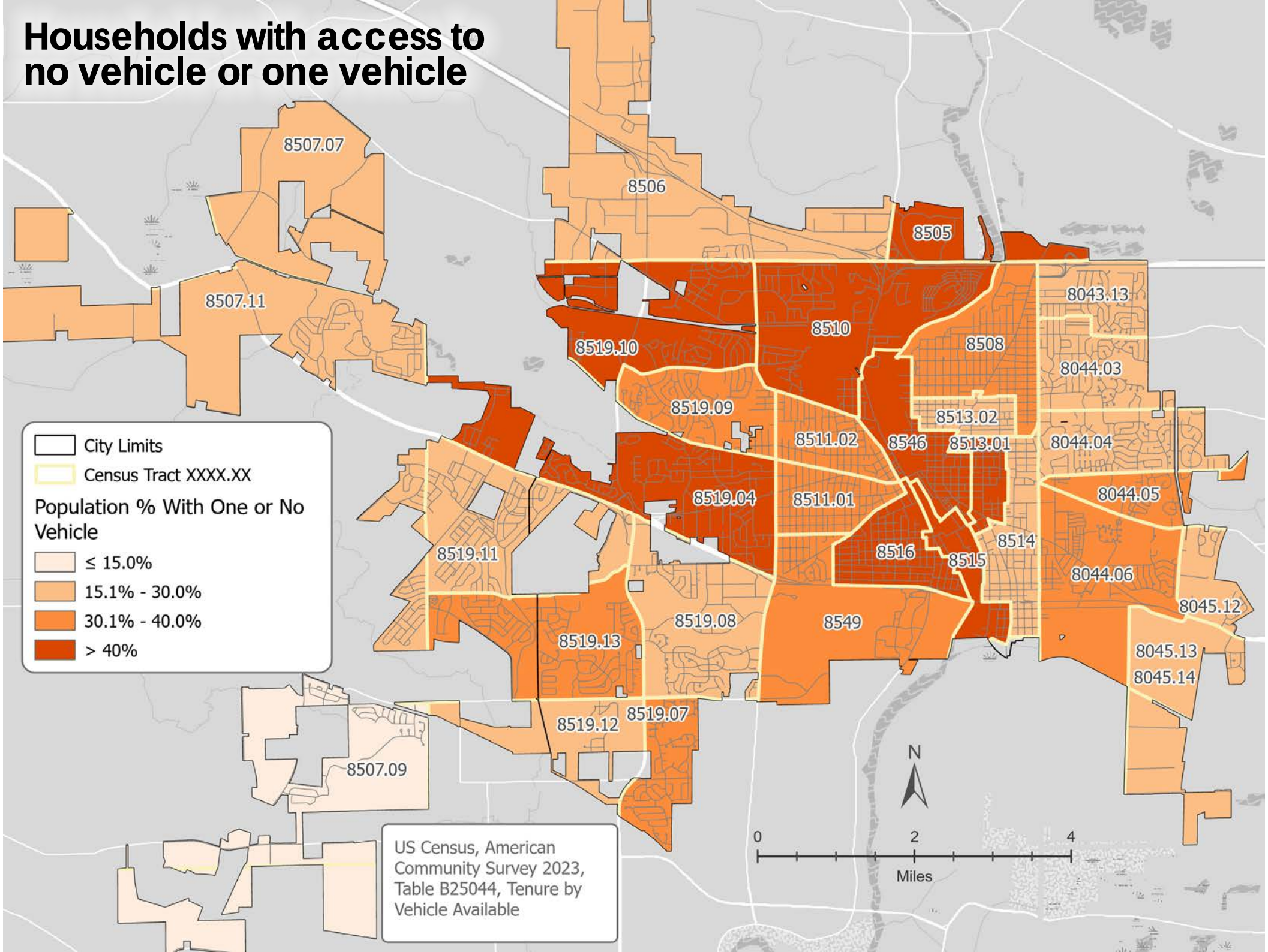
Population aged 65 and over



Journey to work, by mode (walk, bike, public transit, and work from home, combined)



Households with access to no vehicle or one vehicle



Appendix K: Self-evaluation - methodology for data collection

The technical specifications for the self-evaluation of street features were generated from the Architectural and Transportation Barriers Compliance Board (also known as the United States Access Board) Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). These were published as a final rule in the Federal Register on August 8, 2023.

Justification for using PROWAG

While PROWAG is not yet finalized as the federal standard and remains classified as guidance, the US Department of Justice and US Department of Transportation deem it to be best practices for public rights-of-way. PROWAG is substantially incorporated into the Illinois Department of Transportation's (IDOT) standard drawings.

The US Access Board states, "These guidelines contain scoping and technical requirements to ensure that pedestrian facilities located in the public right-of-way (including a public right-of-way that forms the boundary of a site or that lies within a site bounded by a property line), are readily accessible to and usable by pedestrians with disabilities."

Phases

The data analysis of the public right-of-way utilized mobile LiDAR imagery generated by Cyclomedia for the City of Elgin in 2022. Cyclomedia generated raw data files with technical measurements for PROWAG-related features that could be identified with this imagery.

GIS analysts with Vitruvian Planning processed this data to align it with deliverables contained in the self-evaluation chapter. A database containing the results of data collection is on file with CMAP and was delivered to the Village for their own storage and use.

Phase 1 – Identifying routes. All streets under the jurisdiction of the city were identified using street jurisdiction data provided by the Chicago Metropolitan Agency for Planning (CMAP) in a GIS format.

Phase 2 – Detailed data analysis. The second phase consisted Cyclomedia producing data tables for different public right-of-way features and producing data based on PROWAG metrics. These features include: sidewalks, curb ramps, driveways, crosswalks, obstructions, and pedestrian signals/pushbuttons.

- **On-street parking.** This data was collected manually using smartphone apps. Technicians identified where marked parking spaces (e.g., individual stalls marked by painted lines or other markings) existed within the public right-of-way. They counted the total number of marked spaces and identified, where applicable, parking spaces designated for use only by people with disability parking placards. Designated spaces were measured based on PROWAG and ADA standards. This included parking stall dimensions, cross slope, access aisle features (width, cross slope), and the presence of a curb ramp to access the space.
- **Pedestrian signal timing.** The city's traffic engineering firm produced a database of traffic signals under the city's control, including information on the presence of pedestrian signals, pushbuttons, APS, and crossing times allowed during the walk intervals and pedestrian change intervals (e.g., countdown phase).

Modeling

The alignment of a particular feature (e.g., sidewalk, curb ramp, push button) with PROWAG specifications can have multiple parts. Each of those parts is measured for consistency or alignment with the PROWAG specification.

It is often the case that some parts of a feature are consistent with PROWAG, and others may not be. This is why many agencies that assess ADA compliance often use a rating system to determine the relative degree of alignment. This approach is used to summarize the results of the various features within the self-evaluation chapter.

The actual field conditions can change from the time the data was collected to when a municipality designs or implements a project. Therefore, the results of the self-evaluation are not intended to be used as design recommendations or scoping documents. The municipality is recommended to field verify conditions during the design and construction phase to fully determine if and how to align what is built with PROWAG guidelines.