VILLAGE OF DOWNERS GROVE

Report for the Village Council Meeting

3/14/2017

SUBJECT:	SUBMITTED BY:
A motion to Approve the update to the Americans with Disabilities Act (ADA) Transition Plan	David Fieldman Village Manager

SYNOPSIS

A motion is requested to approve the update to the Americans with Disabilities Act (ADA) Transition Plan.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include *Steward of Financial, Environment and Neighborhood Sustainability* and *Exceptional Municipal Services.*

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the March 14, 2017 consent agenda.

BACKGROUND

In 1992, the Village of Downers Grove adopted the Village of Downers Grove ADA Transition Plan. That plan was created by staff after a self-evaluation was completed and satisfied the reporting requirements of Title II of the Americans with Disabilities Act. The plan addressed the structural changes needed to accommodate persons with disabilities related to the provision of Village services, programs and activities for the public. That plan provided a course of action to complete those structural changes by the required date of January 26, 1995.

The presented plan is an update to the original 1992 plan. It was developed using guidelines from various sources and the design standards set forth by the Illinois Department of Transportation.

After the updated plan was completed, a 60-day period of public comment was implemented. Those wishing to comment on the document could do so by emailing or calling the Village ADA Coordinator, Megan Miles. The updated plan was made available on the Village's website, and copies were also available at Village Hall or the Downers Grove Public Library. No public comments were received during this time. The ADA Grievance Form remains a source for the public and is also available on the Village website.

The updated ADA Transition Plan evaluates Public Buildings, Parking Lots and other Parking Facilities, On-Street Parking in the Downtown Business District, Village-Controlled Pedestrian Signals, and Rights-of-Way for Curb Ramps and Sidewalks. An executive summary of the findings is included in the beginning of

the report, followed by a detailed section on each item. The updated Plan will serve as a guide for staff to complete the identified projects.

Staff recommends approval of the updated ADA Transition Plan.

ATTACHMENTS

Updated ADA Transition Plan

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Manager (Name) **DATE:** March 14, 2017

RECOMMENDATION FROM: _____ (Board or Department) **FILE REF:** _____

NATURE OF ACTION:

__ Ordinance

__ Resolution

_X_ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to approve the updated Americans with Disabilities Act (ADA) Transition Plan.

SUMMARY OF ITEM:

Adoption of this motion shall approve the updated Americans with Disabilities Act (ADA) Transition Plan.

RECORD OF ACTION TAKEN:

_____

_____

_____

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VILLAGE OF DOWNERS GROVE
ADA TRANSITION PLAN

January 2017

The Village of Downers Grove's strategic goals include *Exceptional Municipal Services* and *Top Quality Infrastructure*. This document, which evaluates the Village's current compliance level with the infrastructure requirements of the Americans with Disabilities Act (ADA) and establishes a plan for making progress going forward, aligns with both goals.

This transition plan will guide the Village in establishing, maintaining and administering mobility and accessibility in Village-owned buildings, parking lots and other parking facilities, rights of way and intersections.

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I. EXECUTIVE SUMMARY

This section summarizes the key findings from the self evaluation, progress goals and available resources for each of the systems evaluated.

System	Magnitude of System	Key Finding	Goals/Available Resources
Facilities	Seven major public buildings	In general, spaces used for providing services to the general public have been retrofitted to meet accessibility requirements.	Address ADA as part of the Facility Sustainability Plan.
Parking Lots and Other Parking Facilities	18 parking lots and one parking deck	One of the four parking systems needs additional ADA parking spaces. Those additions are in the surface lots Downtown.	Use the Village's in-house resources to create the additional ADA parking spaces nearest to the accessible entrances of the lots and/or parking system overall.
On-Street Parking in the Downtown Business District (DBD)	15 blocks	Of the 15 blocks in the DBD, 10 blocks need additional ADA parking spaces.	Use the Village's in-house resources to create the additional ADA parking spaces on the appropriate blocks.
Village-Controlled Pedestrian Signals	18 intersections	No pedestrian signals meet current standard. Four need equipment upgrades, three need equipment upgrades and surface improvements, 11 need physical reconfiguration in addition to equipment upgrades.	Address downtown intersections through existing crosswalk program. Address future improvements through roadway maintenance program.
Rights-of-Way: Curb Ramps	3,500 curb ramps, mostly located at 990 roadway intersections.	Approximately 63% of all curb ramps meet the current standard or are close to the current standard. Approximately 33% do not meet standards (example: no detectable warnings) and approximately 4% have physical attributes impeding accessibility.	Address physically substandard intersections annually through line item in Community Investment Program (CIP). Bring other curb ramps up to standard through sidewalk repair and replacement program and resurfacing projects.
Rights-of-Way: Sidewalks	250 miles of public sidewalk.	Approximately 77% of curb ramp landings meet or are close to the standard. Approximately 81% of sidewalk meets standard or close to standard for cross slope. Approximately 96% of sidewalk meets standard for grade.	Make upgrades through road resurfacing program, sidewalk repair and replacement program, and accessibility line item in CIP. Projects will be evaluated and scheduled on an annual basis.

II. BACKGROUND, LEGAL REQUIREMENTS AND SCOPE

The Americans with Disabilities Act of 1990 (ADA) and subsequent interpretations by the U. S. Department of Justice require municipalities to have a written plan detailing how to make rights-of-way and public facilities accessible to people with disabilities. This plan is an update to the Village's original transition plan, written and approved in 1992. ***(See attached.)***

This transition plan is developed based on the information presented in ADA Accessibility Guidelines for Buildings and Facilities (ADA Guidelines), the Illinois Accessibility Code (Illinois Capital Development Board), Uniform Federal Accessibility Standards (UFAS), and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way. The Village of Downers Grove used the *ADA Best Practices Toolkit for State and Local Governments* to complete a self-evaluation of its programs and services, the results of which are incorporated into this plan.

In most cases, the Village will be following the Illinois Department of Transportation (IDOT) design standards as those are developed, monitored and routinely revised based on the ADA guidelines. As the federal guidance and other standards are updated, the Village adopts these latest regulations as the minimum standards for use on the public right-of-ways.

References:

- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
- Illinois Department of Transportation – Bureau of Design and Environmental Manual Chapter 58 – Special Design Elements
- IDOT Policies Bureau of Local Roads and Streets Chapter 41, Section 6 - Requirements for Accessible Public Rights of Way
- Illinois Department of Transportation – Highway Standards
- Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (Published in the *Federal Register* on July 26, 2011)
- State of Illinois Capital Development Board (1997, April 24). Illinois Accessibility Code
- United States Access Board - Policies & Highway Standards
- Federal Highway Administration - Policies & Highway Standards

III. DOWNERS GROVE COMPLIANCE WITH ADA REQUIREMENTS

Title II of the ADA requires that the Village ensure equal access to its programs and services. The Village of Downers Grove has a multi-departmental team to ensure compliance with ADA requirements. The team consists of the following members:

Staff	Department	Area of Responsibility
Megan Miles	Village Manager's Office	ADA Coordinator and Public Meeting Accommodation
Dawn Didier	Legal Department	Grievances, Overall Compliance
Naneil Newlon	Public Works Department	Oversight of Construction Projects
Mary Pratt	Village Manager's Office	Emergency Management Shelters and Special Events
Will Lorton	Public Works Department	Intersections and Pedestrian Signals
Emily Logan	Public Works Department	Curb Ramps and Sidewalks
David Hankes	Information Technology	Website
Doug Kozlowski	Communications	General Information and Effective Communications
Jennifer Rizzo	Police Department	Emergency Communications

The Village also complies with the following general requirements:

Public Notice of ADA Requirements: Notice under the Americans with Disabilities Act is published and accessible to the public on the Village of Downers Grove website: http://www.downers.us/govt/village-managers-office/americans-with-disabilities-act-ada

Establishment of a Grievance Procedure: A grievance procedure under the Americans with Disabilities Act is published and accessible to the public on the Village of Downers Grove website at: http://www.downers.us/public/docs/vlg_mgr_office/ADA_Grievance_Policy.pdf

IV. PUBLIC INPUT

The draft plan will be posted on the Village website and additional copies for viewing will be available at Village Hall, the Downers Grove Public Library, and the Public Works Facility.

A 60-day period of public comment and input on the draft of the ADA Transition Plan will begin on September 15, 2016, concluding on November 13, 2016. The Village will notify key stakeholders including SEASPAR of this public comment period.

The public comment period will be noticed via the Village's Facebook, Twitter and NextDoor social media accounts, as well as the Village website and weekly Village Corner ad in the local paper. Comments about the draft ADA Transition Plan may be submitted via email or phone to the ADA Coordinator, whose information can be found here:
http://www.downers.us/govt/village-managers-office/americans-with-disabilities-act-ada

ADA Grievance Policy
In addition to the public comment period, the ADA Grievance form will always be available on the Village website at:
http://www.downers.us/govt/village-managers-office/americans-with-disabilities-act-ada.

Complaints or grievances can be also filed directly with the ADA Coordinator. An ADA grievance should be submitted as soon as possible, but must be filed no later than 60 days of the date the alleged violation occurred. Details of the Village grievance policy can be found here:
http://www.downers.us/public/docs/vlg_mgr_office/ADA_Grievance_Policy.pdf/

V. PUBLIC BUILDINGS

This section refers to Village-owned buildings.

Applicable Standards

There are two types of standards that govern the Village's buildings:

- ***Architectural Upgrades***: The Village is required by state law to make accessibility upgrades if it undertakes renovation, alterations or reconstruction. The accessibility of Village-owned buildings is governed by the Environmental / Barriers Act. The specific design requirements are found in the Illinois Accessibility Code. The Village is required to make upgrades to facilities undergoing alterations, additions, historic preservation, restoration, or reconstruction in whole or in part. The extent of the required upgrades varies depending on the scope of work and the overall alteration cost as a percentage of the reproduction cost of the facility.
- ***Program and Services Accessibility***: Title II of the ADA requires the Village to make its programs, services and activities accessible. Therefore, even if the Village is not required by the Accessibility Code to make architectural upgrades, the activities and services of the Village should be provided to the public in accessible spaces within its facilities.

Self Evaluation and Inventory

The Village owns and maintains seven buildings. Below is a table that shows the upgrades identified in a 2012 Facility Condition Assessment of all major Village facilities for compliance with ADA requirements.

Facility	Upgrade	Cost
Village Hall	Knob Hardware on Doors and Directional Signage	$66,801
	Handrails on Stairs	$9,332
	Elevator Access	$312,566
	Wheelchair Lift/Stair Climber	$37,427
	Service Counter Height	$4,226
	Locker Rooms	$70,120
	Drinking Fountain replacement	$11,434
	Total Village Hall:	**$511,906**
Police Station	Knob Hardware on Doors and Directional Signage	$45,965
	Handrails on Stairs	$6,585
	Booking Room Service Counter	$4,226
	Elevator Installation	$216,754
	Locker Rooms and Restrooms	$125,997
	Drinking Fountain Replacement	$10,319
	Total Police Station:	**$409,846**

Fire Department		
Station #1	Knob Hardware on Doors and Directional Signage	$10,585
	Drinking Fountain Replacement	$2,580
Station #2	Drinking Fountain Replacement	$2,580
Station #3	Knob Hardware on Doors and Directional Signage	$15,330
	Handrails on Stairs	$2,703
	Elevator Installation	$216,754
	Drinking Fountain Replacement	$2,580
Station #5	Knob Hardware on Doors and Directional Signage	$20,391
	Handrails on Hose Tower Stairs	$3,882
	Elevator Installation	$312,566
	Locker Rooms and Restrooms	$76,549
	Drinking Fountain Replacement	$14,014
	Total Fire Department:	**$680,514**
Public Works	Drinking Fountain Replacement	$2,580
	Directional Signage	$6,338
	Total Public Works:	**$8,918**
	TOTAL ALL VILLAGE FACILITIES:	**$1,611,184**

Prioritization and Progress Goals

The Facility Sustainability Plan was adopted by the Village Council on May 17, 2016. This plan called for an addition and renovation of the Police Station with a budget of up to $14.6 million. On November 1, 2016, Council directed staff to release a call for offers/RFP seeking interest in the purchase and development of a portion of the Civic Center property. The Facility Sustainability Plan page contains an up-to-date schedule on this plan.

Available Resources

Funding in the Major Buildings Fund and Asset Forfeiture Fund. A financing plan will also be developed if the Village Council approves a development plan.

VI. PARKING LOTS AND OTHER PARKING FACILITIES and ON-STREET PARKING IN THE DOWNTOWN BUSINESS DISTRICT (DBD)

PARKING LOTS AND OTHER PARKING FACILITIES

This section refers to the parking lots the Village owns and also those leased from Metra. This section also includes the one parking deck in the Village's downtown.

Applicable Standards

- ***The Illinois Accessibility Code (IAC)***

Minimum Number of Accessible Parking Spaces		
2010 Standards (208.2)		
Total Number of Parking Spaces Provided in Parking Facility (per facility)	(Column A) Minimum Number of Accessible Parking Spaces (car and van)	Mininum Number of Van- Accessible Parking Spaces (1of six accessible spaces)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2
301 to 400	8	2
401 to 500	9	2
500 to 1000	2% of total parking provided in each lot or structure	1/6 of Column A*
1001 and over	20 plus 1 for each 100 over 1000	1/6 of Column A*
*one out of every 6 accessible spaces		

- ***U.S. Department of Justice*** - 2010 ADA Standards for Accessible Design
  The 2010 ADA Standards for Accessible Design standards require the Village to provide accessible parking in Village parking lots as described below in the Parking System (Lot) Analysis Table.

Self Evaluation and Inventory

The Village operates three networks of surface lots; one located Downtown, another at the Belmont Train Station and the third at the Fairview Train Station. These networks include 17 parking lots, of which five are leased and seven are owned by the Village, and the Parking Deck. The usage of these lots vary, but generally are occupied by commuters, downtown shoppers, and Village employees. Below is a table that shows the upgrades needed for compliance with ADA guidelines in all Village-maintained facilities.

Overall, the self-evaluation shows that the Village is required to add additional ADA parking in the Downtown Surface Lots, but meets the requirements for Belmont, Fairview, and the Parking Deck. For purposes of the calculations, all of the spaces at Belmont are considered to be one system because the train station is the sole destination for all lots. The accessible spaces are consolidated in two of the lots. The same method was used for Fairview.

For the surface lots in the downtown business district, each lot is evaluated separately because the lots serve multiple destinations. A photo sample of each system's ADA spaces are included below this table.

Table: Parking System (Lot) Analysis

Table: Parking System (Lot) Analysis

Parking System	Lots	Number of Total Spaces	Number of Required ADA Spaces	Number of Existing ADA Spaces	Number of Additional ADA Spaces Needed for Compliance
Compliant Systems					
Belmont Train Station	Chase Avenue, G, H, J, K	905	19	19	0
Fairview Avenue	I (Main, North, West)	286	7	7	0
Parking Deck	Parking Deck	787	16	16	0
Non-Compliant System (non-compliant lots in yellow)					
Downtown Surface Lots	F (Warren & Washington)	90	4	0	4
	L (Burlington adjacent to Police Station)	86	4	0	4
	A (Warren & Main)	47	2	0	2
	C (Warren between Highland & Washington)	66	2	0	2
	Forest (Burlington & Main)	84	4	2	2
	Warren Avenue (on-street)	16	1	0	1
	B (adjacent to Main St. Metra Station on Burlington)	66	3	9	0
	D (Gilbert Avenue)	78	4	4	0
	V, 801 & 825 Burlington (Village Hall employee parking, Village Hall & Police Station)	180	6	6	0
	Library	78	4	4	0

Belmont Train Station:

Fairview Avenue:

Parking Deck (Level 1):

Downtown Surface Lots:

Forest Avenue

Lot B

Lot D

Village Civic Center, 801 & 825 Burlington Avenue

Library Lot

See Appendix A for System Maps of Belmont, Fairview and Downtown Surface Lots.

Prioritization and Progress Goals

The Village will address the parking lots as part of its regular parking lot maintenance program. The process will include:

- Completing engineering and other technical studies as necessary
- Following the guidelines for location of accessible parking spaces outlined by the 2010 ADA Standards for Accessible Design

Available Resources

The Village has in-house resources to address these requirements.

ON-STREET PARKING IN THE DOWNTOWN BUSINESS DISTRICT

This section refers to the on-street parking maintained by the Village within the Downtown Business District (DB) area. There are 15 blocks in this area.

Applicable Standards

- ***The Illinois Accessibility Code (IAC)***
- ***Draft Public Rights-of-Way Accessibility Guidelines (PROWAG)***

The draft PROWAG standards require the Village to provide accessible on-street parking as shown below:

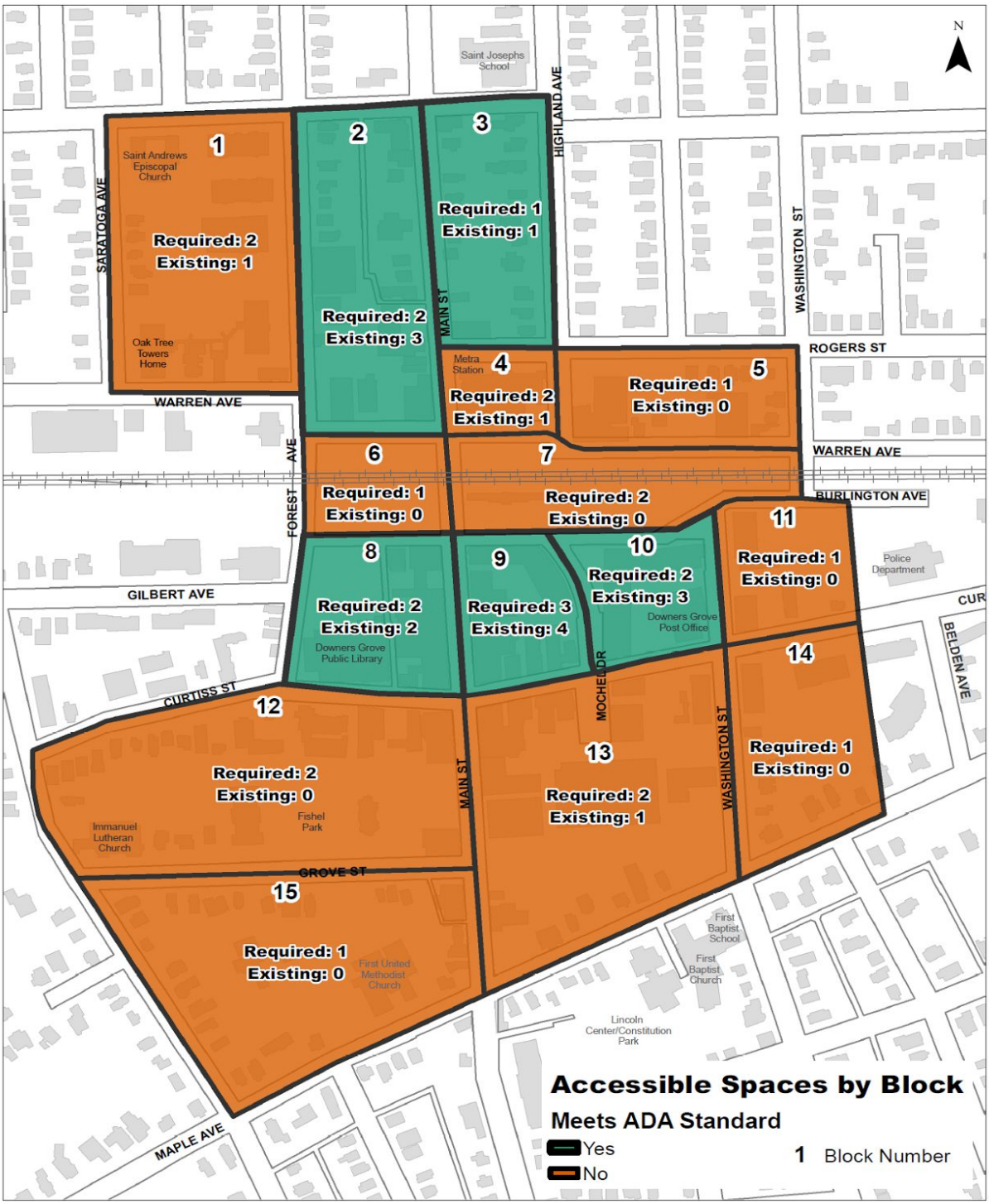
Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

Self Evaluation and Inventory

The Village has 15 blocks with on-street parking in the DBD. Below is a table that shows the current status of ADA Accessible Spaces by block in the DBD. Overall, 10 of the blocks require additional ADA parking spaces.

Block Number	Total Spaces	Required ADA Spaces	Existing ADA Spaces	Number of Additional ADA Spaces Needed for Compliance
1	33	**2**	1	**1**
2	33	**2**	3	**0**
3	25	**1**	1	**0**
4	26	**2**	1	**1**
5	21	**1**	0	**1**
6	9	**1**	0	**1**
7	31	**2**	0	**2**
8	48	**2**	2	**0**
9	68	**3**	4	**0**
10	36	**2**	3	**0**
11	12	**1**	0	**1**
12	33	**2**	0	**2**
13	40	**2**	1	**1**
14	11	**1**	0	**1**
15	9	**1**	0	**1**
Blocks Not Meeting Standard		**10**		
Additional ADA Spaces Needed		**16**		

Map: On-Street Parking by Block



Prioritization and Progress Goals

The Village will address on-street parking as part of its annual roadway and sidewalk maintenance program. The process will include:

- Presenting findings to the Downtown Management Corporation
- Soliciting public input on potential locations
- Completing engineering and other technical studies as necessary

Available Resources

The Village has in-house resources to address this requirement.

VII. PEDESTRIAN SIGNALS

The Village of Downers Grove is responsible for the operation and maintenance of 18 intersections. At intersections where there are pedestrian signals, the signals should meet accessibility standards. In general, accessible intersections should have pedestrian push buttons placed to activate the signals within easy reach of pedestrians who are intending to cross each crosswalk. It should be obvious which push button is associated with each crosswalk. Also, the poles for push buttons should be in optimal locations for installation of accessible pedestrian signals.

Both PROWAG and MUTCD define an *Accessible Pedestrian Signal* as a device that communicates information about pedestrian timing in non-visual format. Examples include audible tones, verbal message or vibrating surfaces.

In general, an intersection should have the following:

- Two push buttons on two separate poles (one for each crossing direction) 10 feet apart to easily distinguish which pedestrian signal is being activated or, audible signals if the push buttons are located on the same pole.
- A push button that meets the standard i.e. large enough that it can be activated with a fist and not requiring significant force to push.

EXAMPLE: Accessible Pedestrian Signal Intersection

Examples of Village Pedestrian Signals

Applicable Standards

Listed below are the standards that govern accessibility for pedestrian signals.

- Manual on Uniform Traffic Control Devices (MUTCD)
- Draft Public Rights-of-Way Accessibility Guidelines (Draft PROWAG)
- ADA Accessibility Guidelines (ADAAG)
- National Cooperative Highway Research Program (NCHRP) Document 150
- National Cooperative Highway Research Program (NCHRP) Document 117B

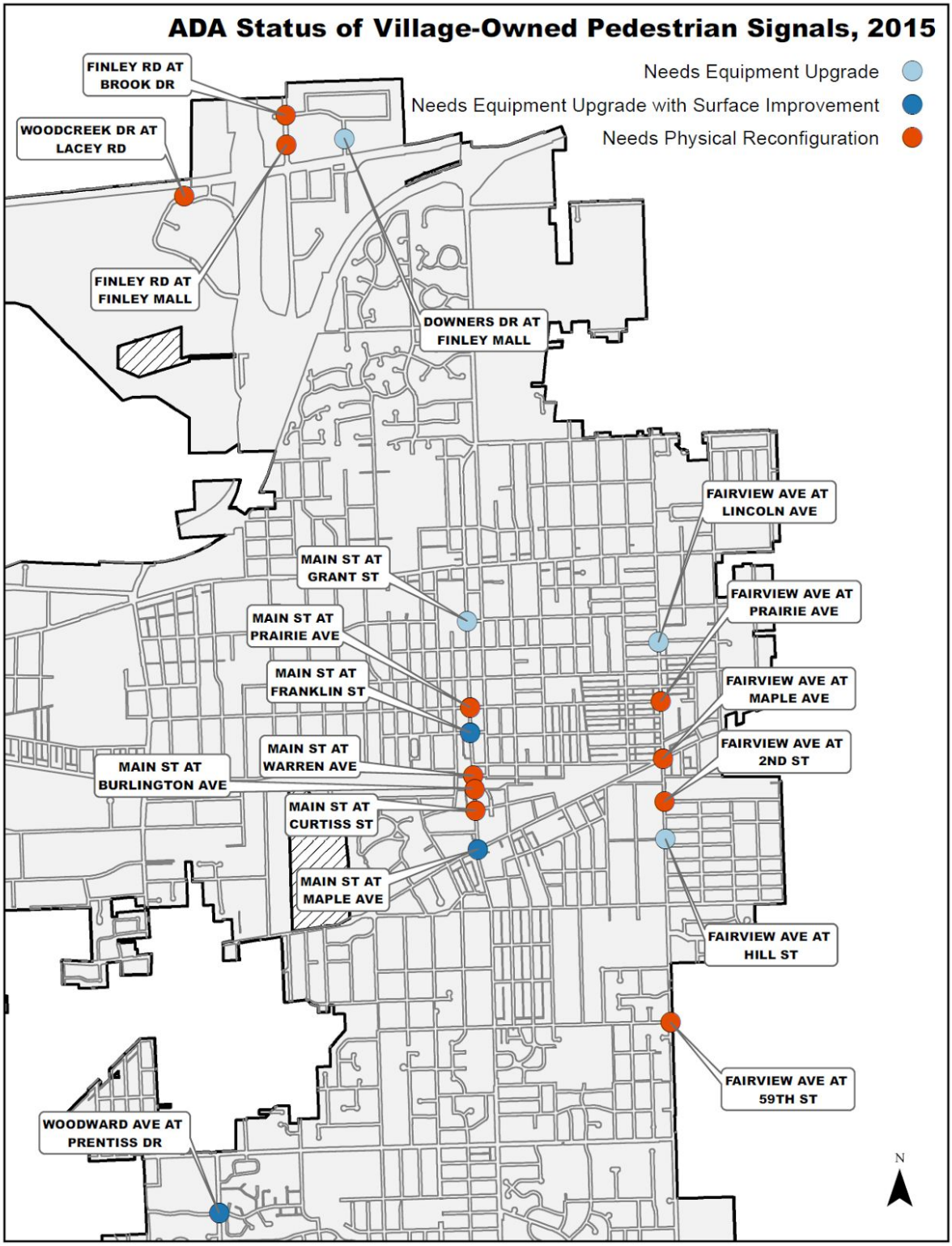
Self-Evaluation and Inventory

The Village completed a self-evaluation and inventory for each of the 18 signalized intersections for which the Village is responsible. None of the Village intersections meet the the standard. Approximately seven intersections require an equipment upgrade and 11 intersections require physical reconfiguration in addition to an equipment upgrade.

Table: Pedestrian Signals

Intersection	Needs Equipment Upgrade	Needs Equipment Upgrade with Surface Improvement	Needs Physical Reconfiguration
Prentiss and Woodward		X	
Prairie and Main Street			X
Warren at Main Street			X
Burlington at Main Street			X
Downers at Finley Mall	X		
Lincoln at Fairview	X		
Hill at Fairview	X		
Franklin at Main Street		X	
Curtiss at Main Street			X
Maple at Main Street		X	
Woodcreek at Lacey Road			X
Brook Drive at Finley Road			X
Finley at Finley Mall			X
Prairie at Fairview			X
Maple at Fairview			X
2nd at Fairview			X
59th at Fairview			X
Grant at Main	X		

Map: Pedestrian Signals



Prioritization and Progress Goals

The Village's highest pedestrian volume is in the downtown business district. Intersections in the downtown will be the highest priority and will addressed through CIP project titled Downtown Business District (DBD) Crosswalk and Accessibility Upgrades. The Village will also address other intersections through the roadway maintenance program.

Available Resources:
The FY16 budget includes $175,000 for the DBD Crosswalk and Accessibility Improvements project.

VIII. RIGHTS-OF-WAY (SIDEWALKS AND CURB RAMPS)

This section refers to pedestrian facilities in the right of way under the Village's jurisdiction. There are approximately 166 miles of roadway under the Village's jurisdiction. Pedestrian facilities consist generally of sidewalks and curb ramps. Curb ramps refer to the cuts in the curb that make intersections accessible to people with disabilities by providing a transition between the street level and the sidewalk. There are 250 miles of public sidewalk located within rights-of-way under the Village's jurisdiction.

In Downers Grove, 103 miles of roadway have sidewalk on both sides of the street, 56 miles have sidewalk on one side, and 7 miles have no sidewalk. The streets with no sidewalk are primarily due to insufficient right-of-way, or significant physical barriers that preclude sidewalk construction. There are 3,500 curb ramps, mostly located at 990 roadway intersections. Eighteen of these ramps are located within Village maintained signalized intersections.

Applicable Standards
The standards that govern curb ramps and sidewalks are:

- Draft Public Rights-of-Way Accessibility Guidelines (Draft PROWAG)
- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
- The Illinois Accessibility Code (IAC)
- Illinois Department of Transportation – Highway Standards
- Village of Downers Grove Standard Details
- Village of Downers Grove Subdivision Code

Self Evaluation and Inventory
The Village of Downers Grove conducted a self-evaluation process to determine the current level of accessibility of its right-of-way infrastructure. The Village uses a robust geographic information system (GIS) to inventory and manage the infrastructure. The Village completed the evaluation by reviewing system-level data, through field assessments and focused surveys for specific pedestrian-heavy areas. The self evaluation was conducted by trained engineering and technical professionals.

Barrier Assessments
The 250 miles of public sidewalk within Downers Grove have been constructed over the past century under a wide variety of design standards and regulations. A good percentage of these were built as a result of the community growth and development which occurred from the late 1970s through today. Most of these "modern era" streets and neighborhoods included five-foot wide fronting sidewalks along both sides of the street and curb ramps at street corners.

As accessibility standards evolved, such as the specific criteria for detectable warnings, maximum longitudinal and transverse slopes, etc, these and other features were incorporated into the design and implementation of projects. The result is that many of the common obstacles to accessibility were diminished in the original construction. The sidewalk gap sections and streets without any sidewalks which exist today, are comprised largely of neighborhoods constructed in the 1950s or before, and along roadways not under the jurisdictional authority of the Village.

Over the past twenty years, the Village has been committed to improving the sidewalk network and bringing existing sidewalks up to modern accessibility standards. Since 2000 alone, the Village has constructed 29 miles of new sidewalk, primarily on streets that previously had no sidewalk. In addition, the Village routinely partners with the DuPage County Division of Transportation and the Illinois Department of Transportation to assess conditions and implement improvements to sidewalks located within rights-of-way. The Village complies with ADA requirements to update curb ramps when it performs road improvement projects.

In reviewing the existing sidewalk network, curb ramps, sidewalk landings, cross-slopes and grades have been classified into the following four categories:

- Meets Current Right-of-Way Standard
- Meets Previous Right-of-Way Standard
- Needs Upgrade
- Need Physical Reconfiguration

The different components of the sidewalk network can be defined as follows:

1. Sidewalk landing - Square at the top of the curb ramp
2. Sidewalk cross-slope - Slope across
3. Sidewalk grade - Uphill/downhill slope of the sidewalk

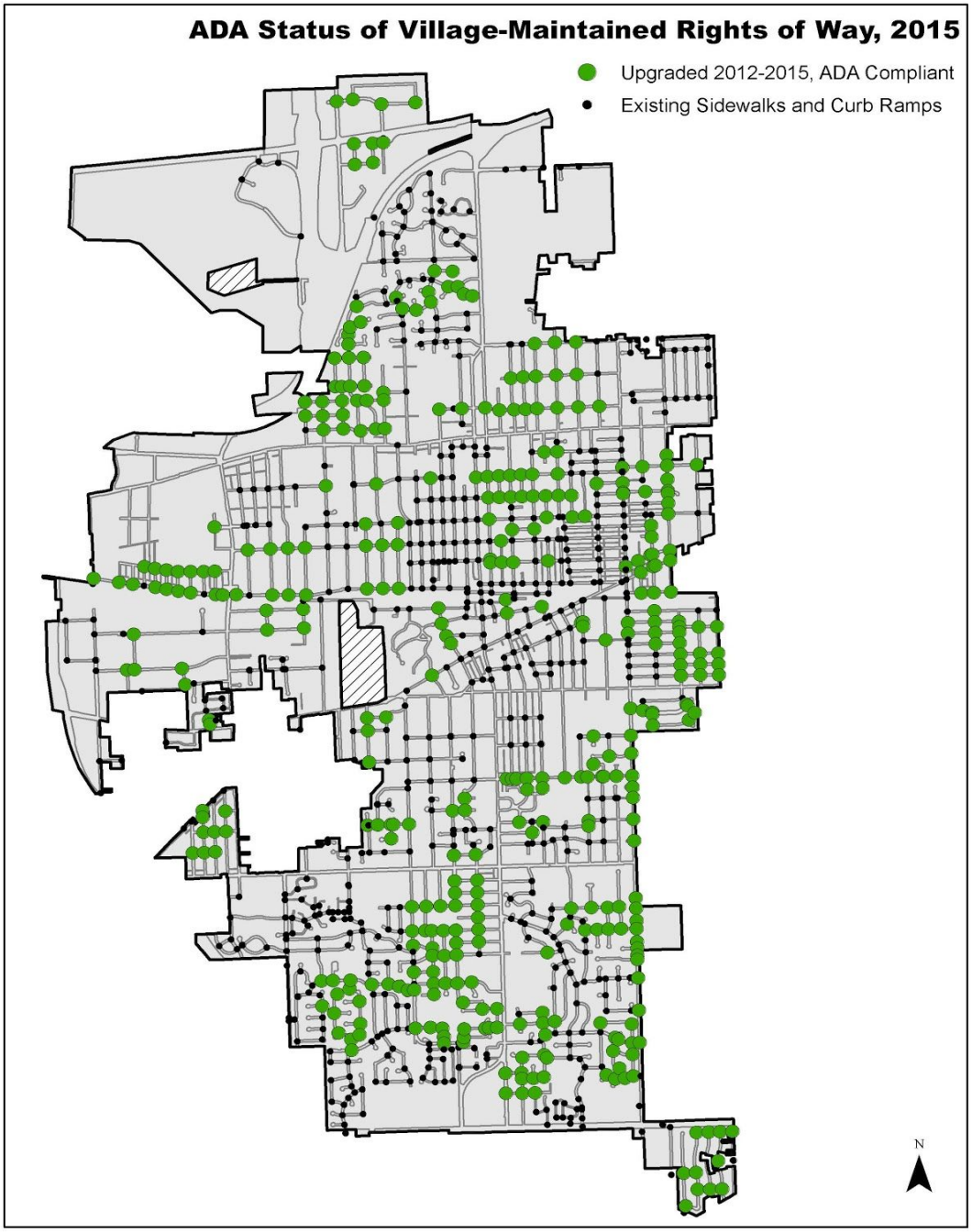
The standards for the cross-slope and grade are:

1. Cross-slope: Less than 2%
2. Grade: Less than 5%

Table: Curb Ramps

Category	**Description**	**Percent of Curb Ramps in Category**	**Estimated Number of Curb Ramps**
Meets Current Standard	Meets standard as required by PROWAG	26.4%	924
Meets Previous Standard	Generally accessible, but not 100% compliant with current standards (Example: a sidewalk slope of 2.5% instead of the required max. slope of 2.0%; or obsolete detectable warnings)	36.4%	1,274
Needs Ramp Update	Not fully accessible and not substantially compliant with current standards. (Example: no detectable warnings at the end of a curb ramp)	33.6%	1,176
Needs Physical Reconfiguration	Not fully accessible due to barriers or deteriorated conditions (Example: a 6” high barrier curb in a pedestrian crossing or missing ramp)	3.6%	126

Map: Curb Ramps



The Village's self-evaluation of curb ramps had the following key findings:

- Most curb ramps either meet the standard or are generally accessible
- Accessibility barriers like sidewalk width, obstructions in the sidewalk clear path, surface material, and running grade are minimal in frequency
- Accessibility barriers like non-traversable curb ramps, non-standard detectable warnings, gratings, traffic signal push button access, and landing deficiencies are more prevalent
- The Village complies with the ADA requirement to update crosswalks and curb ramps when it completes road construction projects

Table: Sidewalk Landings

Category	**Description**	**Percent of Sidewalks Landings in Category**
Meets Standard	Meets current standard (cross slope 2% or less in all directions)	35.3%
Meets Previous Standard	Generally accessible, but not 100% compliant with current standards (cross slope between 2% and 4% in all directions)	41.4%
Needs Upgrade	Not fully accessible and not substantially compliant with current standards. (cross slope between 4% and 6% in all directions)	15.8%
Needs Physical Reconfiguration	Not fully accessible due to barriers or deteriorated conditions (cross slope of 6% or greater in all directions)	7.5%

Meets Standard

Meets Standard

Meets Previous Standard

Meets Previous Standard

Needs Upgrade

Needs Upgrade

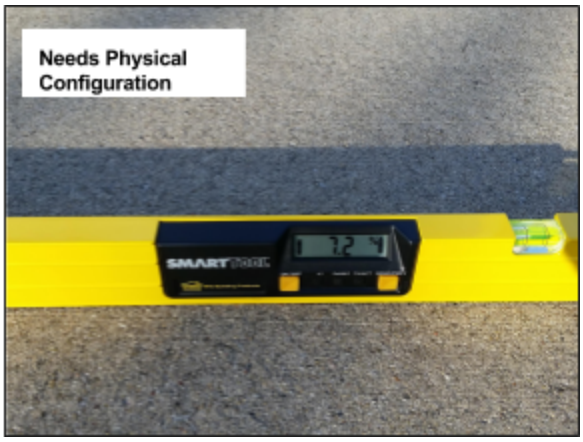


Table: Sidewalk Cross Slope

Category	**Description**	**Percent of Sidewalks in Category**
Meets Standard	Meets current standard (cross slope 2% or less)	44.3%
Meets Previous Standard	Generally accessible, but not 100% compliant with current standards (cross slope between 2% and 4%)	36.9%
Needs Upgrade	Not fully accessible and not substantially compliant with current standards. (cross slope between 4% and 6%)	16.3%
Needs Physical Reconfiguration	Not fully accessible due to barriers or deteriorated conditions (cross slope of 6% or greater)	2.5%

Meets Standard

Meets Standard

Meets Previous Standard

Meets Previous Standard

Needs Upgrade

Needs Upgrade

Table: Sidewalk Grade

Category	**Description**	**Percent of Sidewalks in Category**
Meets Standard	Meets current standard (sidewalk grade less than 5% or meets the general grade of the roadway)	96.3%
Meets Previous Standard	Generally accessible, but not 100% compliant with current standards (sidewalk grade between 5% and 8.33%)	3.6%
Needs Upgrade	Not fully accessible and not substantially compliant with current standards. (sidewalk grade over 8.33%)	<1%
Needs Physical Reconfiguration	Not fully accessible due to barriers or deteriorated conditions	0%

Meets Standard

Meets Standard

Meets Previous Standard

Meets Previous Standard

Needs Upgrade

Needs Upgrade

Prioritization and Progress Goals

- Road and other right-of-way construction projects, including new sidewalk construction, when the Village upgrades existing curb ramps to ensure compliance.

Year	Project	Amount	Curb ramps upgraded
2012	Annual Roadway Resurfacing	$164,000	154
2013	Annual Roadway Resurfacing	$251,000	280
2014	Annual Roadway Resurfacing	$174,000	188
2015	Annual Roadway Resurfacing	$129,000	87
2012	Replacement Sidewalk Program	$18,000	45
2013	Replacement Sidewalk Program	$19,000	30
2014	Replacement Sidewalk Program	$8,200	10
2015	Replacement Sidewalk Program	$9,000	7
2012	New Sidewalk Program	$25,000	38
2013	New Sidewalk Program	$37,000	45
2014	New Sidewalk Program	$27,000	31
2015	New Sidewalk Program	$0	0
2012	Street Reconstruction Projects	$63,600	94
2013	Street Reconstruction Projects	$42,000	61
2014	Street Reconstruction Projects	$66,000	70
2015	Street Reconstruction Projects	$48,600	44
2012	Other projects (storm sewer)	$27,000	26
2013	Other projects (storm sewer, LAFO)	$5,000	4
2014	Other projects (storm sewer, SRST, LAFO)	$21,500	20
2015	Other projects (storm sewer, LAFO)	$64,000	47

- Annual ADA upgrade and replacement program, through which the Village upgrades curb ramps that do not meet current standards and will not be upgraded as part of a construction project.

Year	Project	Amount	Curb ramps upgraded
2013	Right of Way Accessibility Improvements (design)	$9,600	Design only, no construction during this time
2014	Right of Way Accessibility Improvements	$82,000	6
2015	Right of Way Accessibility Improvements	$45,000	7

Available Resources

The following projects/programs were identified to include corrective sidewalks and curb ramp work:

- Annual Roadway Maintenance Program
- Annual Sidewalk Replacement/Rehabilitation Program.
- Annual Right-of-Way Accessibility Improvements Project
- DBD Crosswalk and Accessibility Updates
- Future Roadway Resurfacing (LAFO) Projects
- Future Roadway Reconstruction Projects

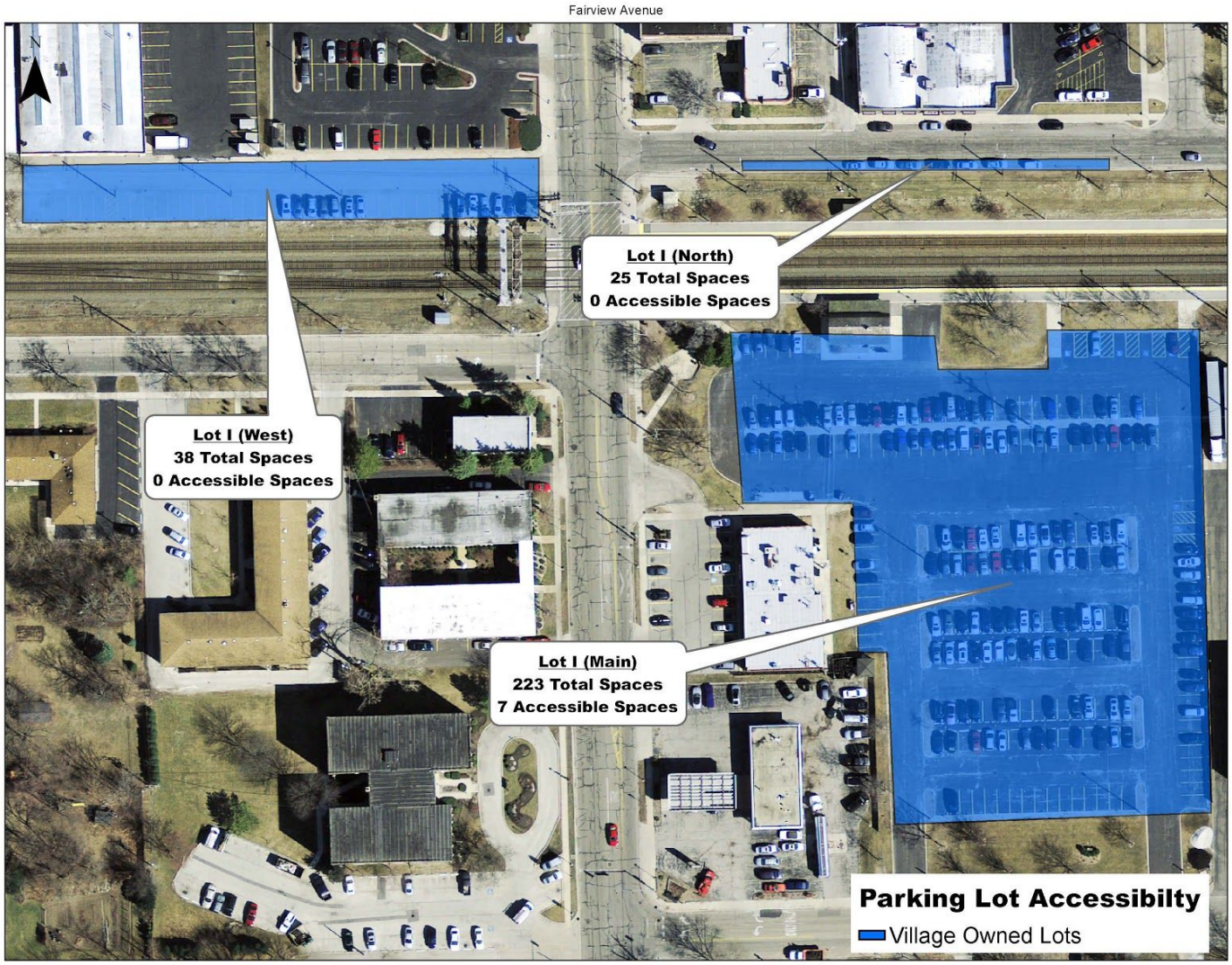
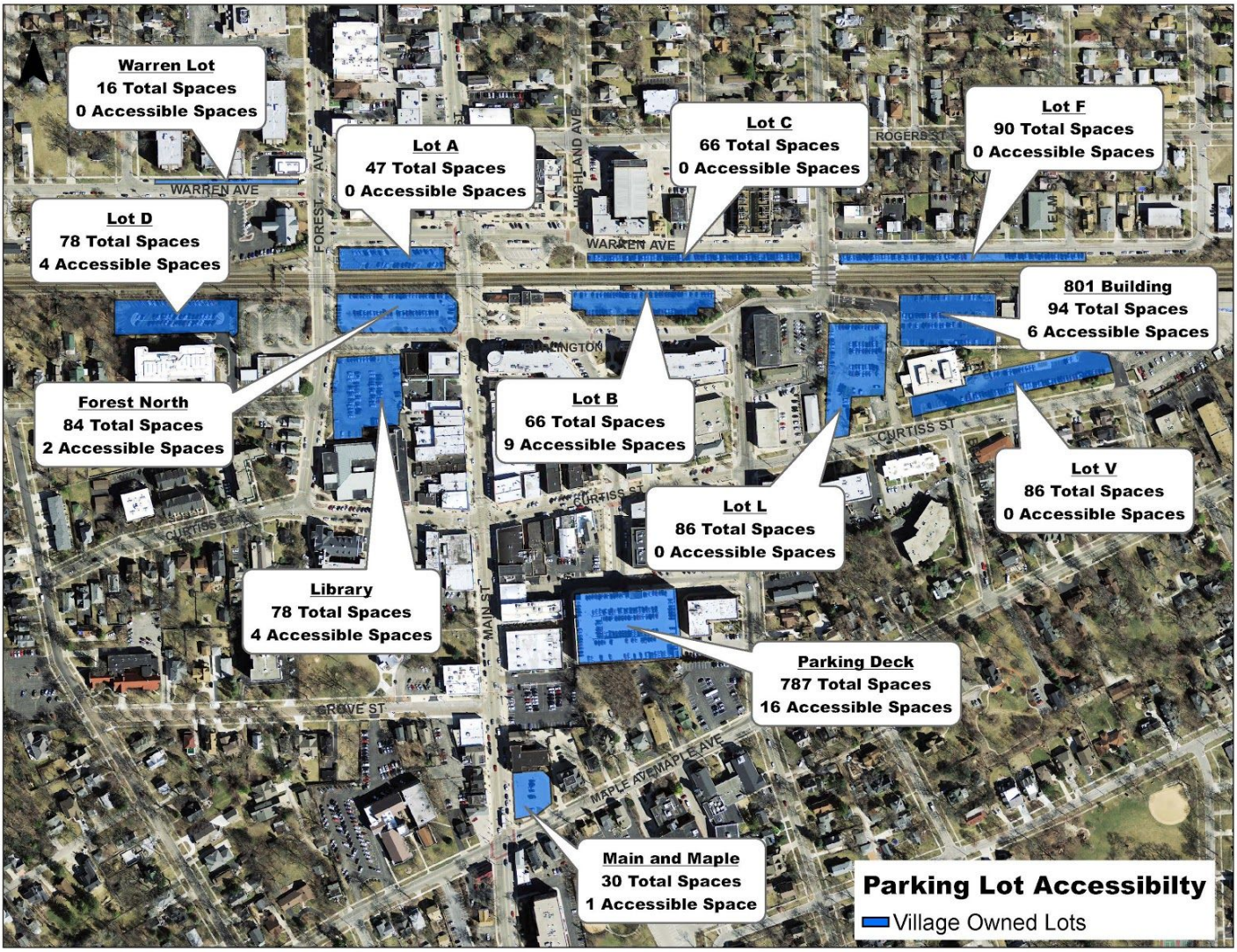
The Village's Community Investment Plan has two projects for 2016 that allocate funds for rights of way improvements. A total of $100,000 is planned for 2016 Rights of Way Accessibility Improvements and $175,000 for DBD Crosswalk and Accessibility Improvements, including professional services and infrastructure improvements. Another $221,000 is budgeted towards annual Sidewalk Replacement/Rehabilitation Program.

IX. APPENDICES

Appendix A. System Maps of Belmont, Fairview and Downtown Surface Lots

Appendix A

System Maps of Belmont, Fairview and Downtown Surface Lots


Fairview Avenue
N
Lot I (North)
25 Total Spaces
0 Accessible Spaces
Lot I (West)
38 Total Spaces
0 Accessible Spaces
Lot I (Main)
223 Total Spaces
7 Accessible Spaces
Parking Lot Accessibilty
Village Owned Lots

Downtown Surface Lots