





Hillside's Plan for Accessible Streets and Sidewalks

Draft Report

October 9, 2025

Chicago Metropolitan Agency for Planning

Table of Contents

		Page
1.	Introduction and purpose	4
2.	Americans with Disabilities Act policies and responsibilities	9
3.	The people and plans of Hillside	19
4.	Public input and access to information	23
5.	Self-evaluation	29
6.	Transition plan	51
7.	Schedule and implementation	60
8.	Best practices	71
9.	Appendix	85



VILLAGE OF HILLSIDE

Village of Hillside ADA Coordinator
Assistant Village Administrator Joseph Beckwith
425 Hillside Avenue, Hillside, IL 60162
708-449-6450 - jbeckwith@hillside-il.org

Chicago Metropolitan Agency for Planning

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

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Village of Hillside

- Mayor Joseph Tamburino
- Joseph Pisano - Village Administrator
- Joseph Beckwith - ADA Coordinator
- Paul Smith - Public Works
- Linda Gould - Village Clerk

Non-Village Steering Committee Members

- Jim Erlander - Citizen and Planning & Zoning Board of Appeals
- Maureen Sypkens - Library Board of Trustees

Local Organizations

- Hillside Public Library
- Hillside Police Department
- Hillside Fire Department
- Hillside School District #93
- Berkeley School District #87
- Memorial Park District

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- Jaemi Jackson - Principal Planner and Regional ADA Coordinator
- Gilton Cross - Planner and CMAP Project Manager
- Jack Ringness - CMAP ADA Program Consultant

Project consultants

Vitruvian Planning

Epstein

Project Sidewalk

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 — 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.

1. Introduction and purpose

Hillside's Plan for Accessible Streets and Sidewalks meets the requirements of the Americans with Disabilities Act (ADA) of 1990. This law requires public entities to identify barriers to accessibility. It also requires public entities with 50 or more employees to develop plans for improving streets and sidewalks for people with disabilities. This type of plan is referred to as a transition plan, as it outlines how a community will transition its facilities over time to make them accessible and comply with ADA requirements.

This type of plan is referred to as a transition plan, as it outlines how a community will transition its facilities over time to make them accessible and fulfill ADA requirements. It is funded and supported by the Chicago Metropolitan Agency for Planning (CMAP), the regional planning agency for the northeastern Illinois region. CMAP also funded the 2022 Prairie Path and Taft Avenue Corridor Plan for Hillside and its neighboring community of Berkeley.

Beyond helping Hillside comply with federal law, Access Hillside fulfills a goal established within the Prairie Path and Taft Avenue Corridor Plan to develop a transition plan. The corridor plan notes that a transition plan will identify "barriers...to access throughout both communities." Further, it recommended Hillside:

- "Ensure that sidewalks are well maintained and the area is accessible to people who use wheelchairs and other assistance devices for mobility."



Purpose

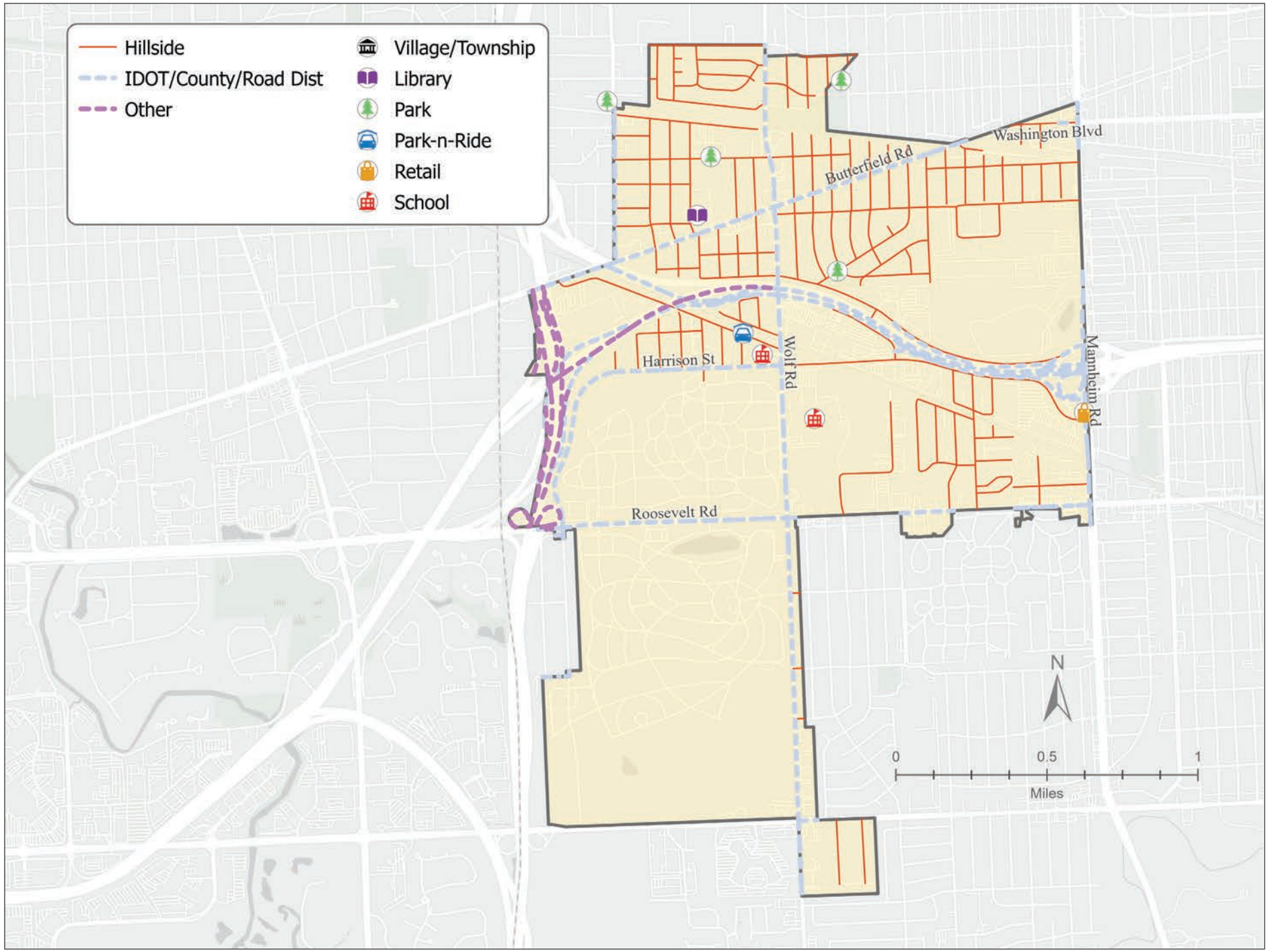
The Plan for Accessible Streets and Sidewalks identifies existing accessibility barriers in Hillside, along with recommendations to correct them. Street features addressed in the plan include sidewalks, curb ramps, pedestrian signals, parking, and crosswalks. These are the elements of a transportation 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.

Hillside's streets include local, county, and state roads. This plan focuses on the streets the village manages, since the village must ensure they are accessible. It does not address village-managed buildings or facilities. The Illinois Department of Transportation (IDOT) and Cook County manage other streets in Hillside, such as Mannheim Road, Butterfield Road, Roosevelt Road, Cermak Road, and Wolf Road. Figure 1-1 (next page) shows which agency manages the various streets in Hillside.

For streets managed by Hillside, this plan identifies the highest priorities to improve over the next 20 years. This does not include every street in the village due to financial constraints. Therefore, it is important for Hillside to monitor and report on progress made toward making streets and sidewalks accessible. While the village 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.

Figure 1-1

Hillside streets by jurisdiction



The Prairie Path and Taft Avenue are important routes for Hillside, and public input reflected this. The path runs east to west and is a major attraction for people who walk and ride bikes. Taft Avenue is currently scheduled for sidewalk infrastructure upgrades. This project is a joint effort between Hillside and Berkeley.

These are not the only priority routes the public identified for Hillside. Public input obtained through listening sessions, stakeholder interviews, and surveys identified Hillside Avenue, Frontage Road, and Oak Ridge Avenue as priorities. Some of these routes lack sidewalks altogether, which makes implementation challenging. To fully address the requirements of a transition plan, this input was combined with technical analysis to identify how Hillside can improve accessibility along these key routes over the next 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 village's resources.

The Plan identifies key routes and methods to rebuild or retrofit street features. These include sidewalks, curb ramps, pedestrian signals, and crosswalks. They help make activites easier for people with disabilities, and many others.

Why is this important?

Who benefits from accessible streets and sidewalks? Everyone! 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 (Figure 1-2 on page 8).

Implementing this plan's recommendations will enhance the lives of everyone in Hillside. This is because it emphasizes sidewalk upgrades on routes that connect neighborhoods to the most popular destinations, amenities, and services. For example, Hillside Commons, the Municipal Complex, and the Public Library are important destinations that should be accessible from many routes.



They are clustered in the same area along Hillside Avenue. This means improvements recommended in this plan for key routes that provide access to all three destinations, aiming to enhance the lives of everyone visiting these places.

Other destinations include the Prairie Pathway, businesses along Butterfield Road, the Social Security Administration building on Mannheim Road, and the Town Center shopping mall at the intersection of Harrison Street and Mannheim Road. Missing and inaccessible sidewalks on state– and county-managed streets are perhaps the most significant barriers for Hillside residents. This includes street fronting Mount Carmel and Queen of Heaven cemeteries.

IDOT is responsible for features such as curb ramps and pedestrian signals on state routes, but expects municipalities like Hillside to maintain the sidewalks along its routes. Cook County manages all pedestrian features on streets it controls. Public input provided for this plan had a heavy emphasis on challenges people face navigating, specifically, safely crossing state and county routes. The public input section summarizes these comments, and the village and CMAP can use this public input to guide future coordination with IDOT and Cook County to improve accessibility along state and county roads.



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 village-specific policies.

3. People and Plans of Hillside: This chapter summarizes key demographics and village 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 Hillside to remove barriers to accessibility and improve access on main routes.

7. Schedule and Implementation: The schedule shows when the Village will upgrade priority routes, change policies, and update programs.

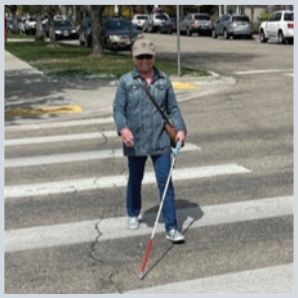
8. Best Practices: This includes recommendations for implementing the plan and funding infrastructure improvements. It also contains references to best practices for improving accessibility.

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.

Figure 1-2

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.



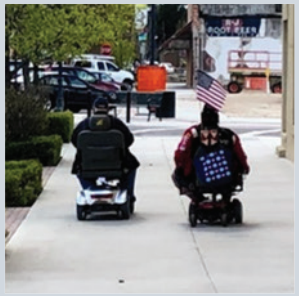


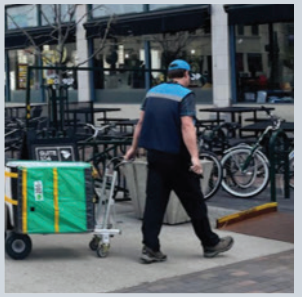






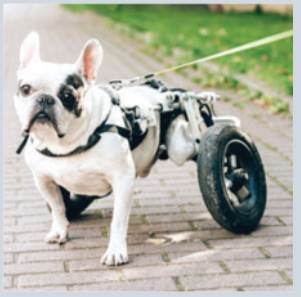






2. ADA policies and responsibilities

The core purpose of this plan is to address the requirements of the Americans with Disabilities Act (ADA). 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

The 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. Public agencies 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 village of barriers. Figure 2-1 provides more details.

The plan's consultants reviewed the village's programs and policies to determine how well they comply with Title II requirements. This review found Hillside is in substantial compliance with Title II policy requirements.



Figure 2-1

ADA Title II Requirements for a Transition Plan

- Designate an ADA Coordinator, the employee responsible for coordinating ADA compliance.
- Establish a grievance procedure for documenting and addressing accessibility issues; and post an ADA notice.
- Identify barriers to accessibility through a self-evaluation.
- Create a transition plan and schedule to identify how barriers will be removed.
- Keep documents related to the self-evaluation and transition plan for three years, including the consulted stakeholders and descriptions of areas examined, problems identified, and modifications made.

Hillside has designated an ADA coordinator and established a grievance procedure. Adopting this plan complies with the self-evaluation, transition plan, and schedule requirements.

The village is recommended to maintain public access to these documents for at least three years and develop a progress report on the plan's implementation every one to two years.

With the adoption of this plan, the village may adopt an updated version of these policies along with a non-discrimination notice. The village may consider an Effective Communication Policy to bolster its commitment to accessibility. A draft of these policies is in Figures 2-2, 2-3, and 2-4 on pages 12 through 14.

"State and local governments must provide people with disabilities an equal opportunity to benefit from all of their programs, services, and activities."

- U.S. Department of Justice
  Civil Rights Division

ADA Coordinator Designation

The ADA Coordinator makes sure the village follows and complies with Title II requirements.

- **The ADA Coordinator is Joseph Beckwith, Assistant Village Manager. He holds this position at the time of adoption of this plan.**

The person in this position investigates any complaints or grievances related to accessibility within the village. This includes assessing the nature of a complaint and routing it to the appropriate department.

For example, a complaint or request regarding a sidewalk issue is directed to the Public Works department. A complaint about accessibility on a playground goes to Parks and Recreation.

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 village-sponsored event should know how to contact the ADA Coordinator to make this request.

Grievance Procedure

The Grievance Procedure policy explains how the village addresses complaints about possible discrimination. It establishes a system to handle complaints about disability discrimination efficiently and justly.

All agency heads should be knowledgeable about the grievance procedure. Copies should be posted in public spaces of public buildings and on the municipality's website.

The next page includes the language contained within the recommended grievance procedure and ADA Coordinator designation policy for the village to consider (Figure 2-2, page 12)

Non-Discrimination Notice

A Non-Discrimination Notice aligns with the grievance procedure and the role of the ADA Coordinator. The policy shows the village's commitment to employment, clear communication, and updates to existing policies and procedures. It states that Hillside will not charge extra fees to individuals or groups with disabilities. This includes costs for reasonable accommodation or policy changes. (Figure 2-3, page 13)

Effective Communication Policy

Effective communication practices are a requirement of the ADA, referenced in the non-discrimination notice. The village is recommended to bolster the required statement with a more comprehensive, effective communication policy.

This policy establishes goals to make communication with people with disabilities as effective as it is for those who do not have a disability. These methods can include communication aids, sign language interpreters, and online meeting platforms.

If a request cannot be granted, every reasonable effort is made to find other services or equipment that are equally effective. (Figure 2-4, page 14)

Such a policy states:

- Effective communication is achieved through the use of auxiliary aids and services upon request of a qualified person with a disability.
- In choosing equipment or services, the individual requesting the service will first be asked what type of communication aid or service is the most effective.
- If the individual's request cannot be granted, the village will make every reasonable effort to find other services or equipment that will be equally effective.

It also says that you can find information about accessible services, activities, and facilities on posters in all public buildings managed by the Village of Hillside.

"The Village of Hillside will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities."

- Village of Hillside
Notice under the ADA policy



Figure 2-2

Grievance procedure under the ADA

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Village of Hillside. The Village's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Joseph Beckwitch
ADA Coordinator and Assistant Village Administrator
425 Hillside Avenue
Hillside, IL 60162
Phone: 708-449-6450
Email: jbeckwith@hillside-il.org

Within 15 calendar days after receipt of the complaint, the ADA Coordinator and Assistant Village Administrator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting the ADA Coordinator and Assistant Village Administrator 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 Village of Hillside and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator and Assistant Village Administrator or their designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Village Administrator or their designee.

Within 15 calendar days after receipt of the appeal, the Village Administrator or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, Village Administrator or their designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator and Assistant Village Administrator or their designee, appeals to the Village Administrator or their designee, and responses from these two offices will be retained by the Village of Hillside for at least three years.

Figure 2-3

Non-discrimination notice under the ADA

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

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

Effective Communication: Village of Hillside will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Hillside'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 Village of Hillside will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in Village of Hillside offices, even where pets are generally prohibited.

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 Village of Hillside, should contact the office of the *Assistant Village Administrator* as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Village of Hillside to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Village of Hillside is not accessible to persons with disabilities should be directed to the *Assistant Village Administrator*.

Village of Hillside 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 or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Figure 2-4

Effective communication policy

This Effective Communication policy is established to meet Americans with Disabilities Act (ACT) requirements that Title II entities (State and local governments) communicate effectively with people who have communication disabilities. The goal is to ensure that communication with people with these disabilities is equally effective as communication with people without disabilities.

The Village of Hillside will ensure that applicants, participants, and members of the general public who have disabilities are provided communication access that is as equally effective as that provided to people without disabilities, as outlined below:

- Effective communication will be achieved through the use of auxiliary aids and services upon request of a qualified person with a disability.
- In choosing equipment or services, the individual requesting the service will first be asked what type of communication aid or service is the most effective.
- If the individual's request cannot be granted, every reasonable effort will be made to find other services or equipment that will be equally effective.

If for some reason effective communication as requested by the individual cannot be provided, the following steps will be followed:

- The individual making the request will be told immediately why their request cannot be granted and the reason why the decision was made.
- When claiming fundamental alteration or undue burden, the Village of Hillside will document the basis for its decision in a written statement and demonstrate that all resources available for the funding and operation of the service, activity, or program were taken into consideration.
- The decision not to provide the service will be forwarded to the ADA Coordinator and Assistant Village Administrator by the appropriate department head for final approval or denial. A decision by the ADA Coordinator and Assistant Village Administrator may be appealed to the Village Administrator.

The following are examples of auxiliary aids and services:

- A qualified sign language interpreter. A qualified interpreter is someone who can interpret effectively, accurately, and impartially, receptively and expressively using any necessary specialized vocabulary. A person who takes a sign language class or knows some sign language is not a qualified interpreter. An interpreter should be used when complex or lengthy communication is occurring. Always ask the individual if they need an interpreter or another effective means of communication.
- The use of open or closed captioning in television and video productions.
- The use of a Telecommunications Device for the Disabled (TDD) or Relay service to provide telephone access for people who have hearing or speech disabilities. For emergency services, providers are required to have a TDD. They are encouraged to have a voice amplification device in the handset to assist with communications with individuals who are hard-of-hearing. General information listing the availability and location of accessible services, activities, and facilities is provided on posters located within all public buildings owned by the Village of Hillside.

Self-Evaluation

The self-evaluation looks at facilities, infrastructure, programs, and policies. The policy review was noted previously. For streets, this plan identifies where barriers to accessibility exist on village-managed routes. This includes assessment of the design and upkeep of streets and sidewalks. Included in this are features along sidewalks, curb ramps, crosswalks, and pathways.

To comply with self-evaluation requirements, the plan's consultants gathered data on Hillside's streets in the fall of 2024. The consultant looked over Hillside's policies, programs, and services for public streets. This assessment identified the degree to which they comply with ADA rules.

Figure 2-5 shows how the process starts with this step, with other efforts that follow.

Transition Plan

The transition plan must outline the changes necessary to make public infrastructure accessible, based on the findings of the self-evaluation. It sets priorities for programs, policies, and structural changes. The transition plan sections follow the rules provided in ADA.

It then incorporates guidance from the U.S. Access Board, the U.S. Department of Justice (DOJ), and the U.S. Department of Transportation (USDOT) to recommend ways to remove barriers to accessibility in public rights-of-way.

Beyond basic requirements identified in Title II, this plan recommends other actions to improve accessibility on the village's streets and sidewalks:

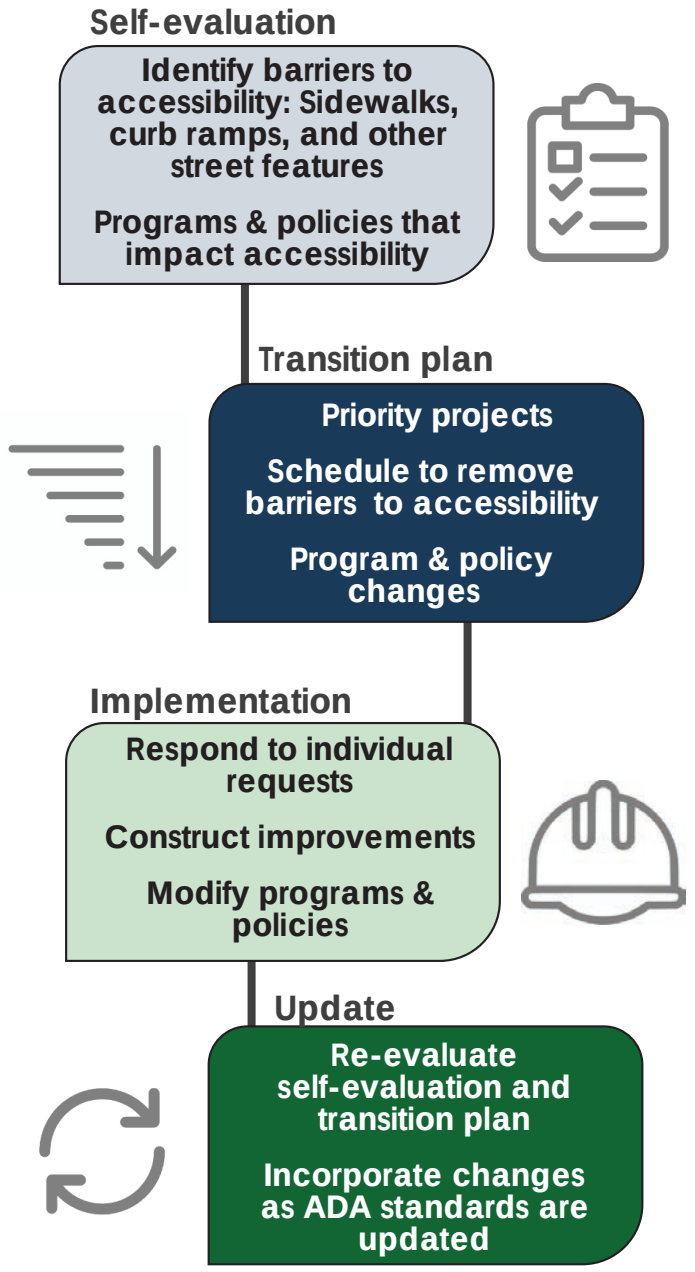
- Addressing missing sidewalks and pathways on major streets. Public input suggests these gaps in connectivity may pose a greater barrier to accessibility than existing sidewalks and ramps that are not fully compliant. While filling these gaps is not an ADA requirement, the vilalge may consider such improvements as a higher priority for overall access.
- Updating policies to go beyond baseline ADA requirements. This includes applying universal design principles, which means the street and sidewalk system is designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
- Documenting design exceptions if a street or sidewalk cannot be built to comply with ADA requirements fully.
- Improving programs that impact street accessibility, such as snow management and work zone practices.

Schedule

The transition plan's recommendations are incorporated into the required schedule for removing barriers to accessibility. The schedule serves as a guide for the village to address the barriers, considering the municipality's capabilities to address them. The transition plan and schedule are living documents that will be updated as conditions change and accessibility upgrades are completed.

The transition plan component of Hillside's Plan for Accessible Streets and Sidewalks includes a list of priority projects, organized by tier. It aligns with what the village feels it can accomplish over the next 10 to 20 years. The schedule is in Chapter 7.

Figure 2-5
Making streets and sidewalks accessible



Other ADA-related Laws & Requirements

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

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, Hillside may use federal funds from the Community Development Block Grant and Transportation Alternatives Programs. Therefore, in accessing these funds, the law requires the village to comply with the ADA in all its projects, programs, and policies. If the village 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 village should strive to comply to the maximum extent feasible.



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. Hillside's transition plan for its parks and recreation facilities is an example of an effort that utilizes the ADA Standards as the foundation for identifying accessibility barriers.

The ADA Standards do include technical details that can apply to sidewalks and curb ramps; however, 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. 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 Hillside'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 features such as detours for pedestrians when sidewalks are under construction.

If the village designs streets that incorporate PROWAG, it means they will substantially meet the requirements once PROWAG becomes a standard. This is why the village is recommended to meet or exceed the guidelines established in 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. Figure 2-6 provides additional information and links.

Figure 2-6
Comparing the 2010 ADA Standards for Accessible Design and PROWAG

ADA Standards

Standards for physical access requirements to ensure the civil right to access the goods and services of public buildings and sites for most people with disabilities. Agencies may not adopt local standards that deviate from these. More info.

vs.

PROWAG

Guidelines for physical access for elements located within the public right-of-way. The public right-of-way is the roads, sidewalks, and shared-use paths controlled by a public entity. Agencies may adopt PROWAG as their own standards. More info.

Source: Rocky Mountain ADA Center

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.

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; forthcoming).

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.

IDOT has substantially incorporated PROWAG into its design standards, and in some cases, may have more stringent design standards than what is contained in PROWAG. The village is recommended to defer to IDOT standards if they contain requirements that exceed PROWAG guidelines.

"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 construction of sidewalks and/or curbs and gutters."

- Illinois DOT Local Roads and Streets Manual, Section 8.1.

3. The people and plans of Hillside

Everyone in Hillside, which includes more than 8,000 residents, benefits from accessible streets and sidewalks, as do local businesses and visitors. Accessible streets and sidewalks are also a key component of a healthy community. They help people of all ages and walks of life get around the community, whether they have a disability, are pushing a child or pet in a stroller, or benefit from 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 sidewalks rather than in the street, on walkways free of major cracks and other obstructions.

Since many destinations in Hillside are close to its neighborhoods, walking is often a desirable option for many people who live in areas that have sidewalks. It also means people do not always need to drive to parks, pathways, schools, and the library.

The Prairie Path is also easily reachable by walking for people who live in adjacent cities. Accessibility could be further improved by making additional connections to the path from adjacent neighborhoods and collaborating with Cook County to enhance access to the path from sidewalks along Wolf Road.

The People of Hillside

Improving accessibility means more than upgrading sidewalks. It requires understanding the people of Hillside and their needs. Knowing the rate of people with disabilities, the proportion of the population within different age groups, and the number of people lacking convenient access to a vehicle informed the plan's recommended priorities.

Hillside's population was relatively unchanged from 2013 to 2023, as was the number of residents reporting a disability. More than 850 people, or 10.5% of Hillside's population, reported having a disability. Of those, roughly 350 residents report having more than one disability.

The proportion of Hillside residents with a disability is slightly lower than Cook County's rate of 12%. It is similar to the rate of approximately 10% of people reporting a disability in the CMAP service area of northeastern Illinois.

Figure 3-1, on the right, shows additional 2023 data from the Census Bureau's American Community Survey. While some of this data may represent a relatively small proportion of the overall population, any barrier for a person with disabilities also affects their family, friends, and coworkers, by extension.

Older adults are a population group that is increasingly reliant upon accessible streets and sidewalks. The proportion of Hillside's population aged 65 and over rose from 15% in 2013 to 18% in 2023. As the population ages, accessible streets allow greater options for people to age in place in their own neighborhood and remain physically active and independent.

Figure 3-1
Select Census data for Hillside



8,133
PEOPLE LIVE IN HILLSIDE

1 in 10
HAVE A DISABILITY
- 854 PEOPLE

3 out of 5
PEOPLE REPORTING A DISABILITY
ARE AGE 65 AND OVER -498PEOPLE

1 in 5
ARE AGE 65 AND OLDER
- 1,469 PEOPLE

2 in 5
HOUSEHOLDS HAVE
ACCESS TO 0 OR 1 VEHICLE -
1,311 HOUSEHOLDS

Source: Census, American Community Survey (5-year average, 2023)

Approximately 60% of the 854 Hillside residents who report having a disability are aged 65 and over, which is notable, especially given the increasing share of the population in this age group.

Figure 3-2 below includes additional Census data on the types of disabilities reported by Hillside residents. More than 350 people report an ambulatory difficulty, meaning they use a mobility device. Nearly 300 people report vision difficulties, which may indicate that they are blind, have low vision, or have another type of vision impairment. More than 300 Hillside residents have independent living difficulties. This means they can't do many errands by themselves.

These figures are self-reported and do not incorporate all possible disabilities. This likely means that the percentage of Hillside residents with a disability is greater than the 10.5% reported in the Census.

Figure 3-3 (next page) is a map that illustrates the percentage of the population, by census tract, who report having a disability. The neighborhoods south of I-290 and north of Cermak Road have the highest rate of people with disabilities. Nearly 40% of the population is age 65 and over in this area, and 46% of the households have no or limited vehicle access.

Figure 3-2

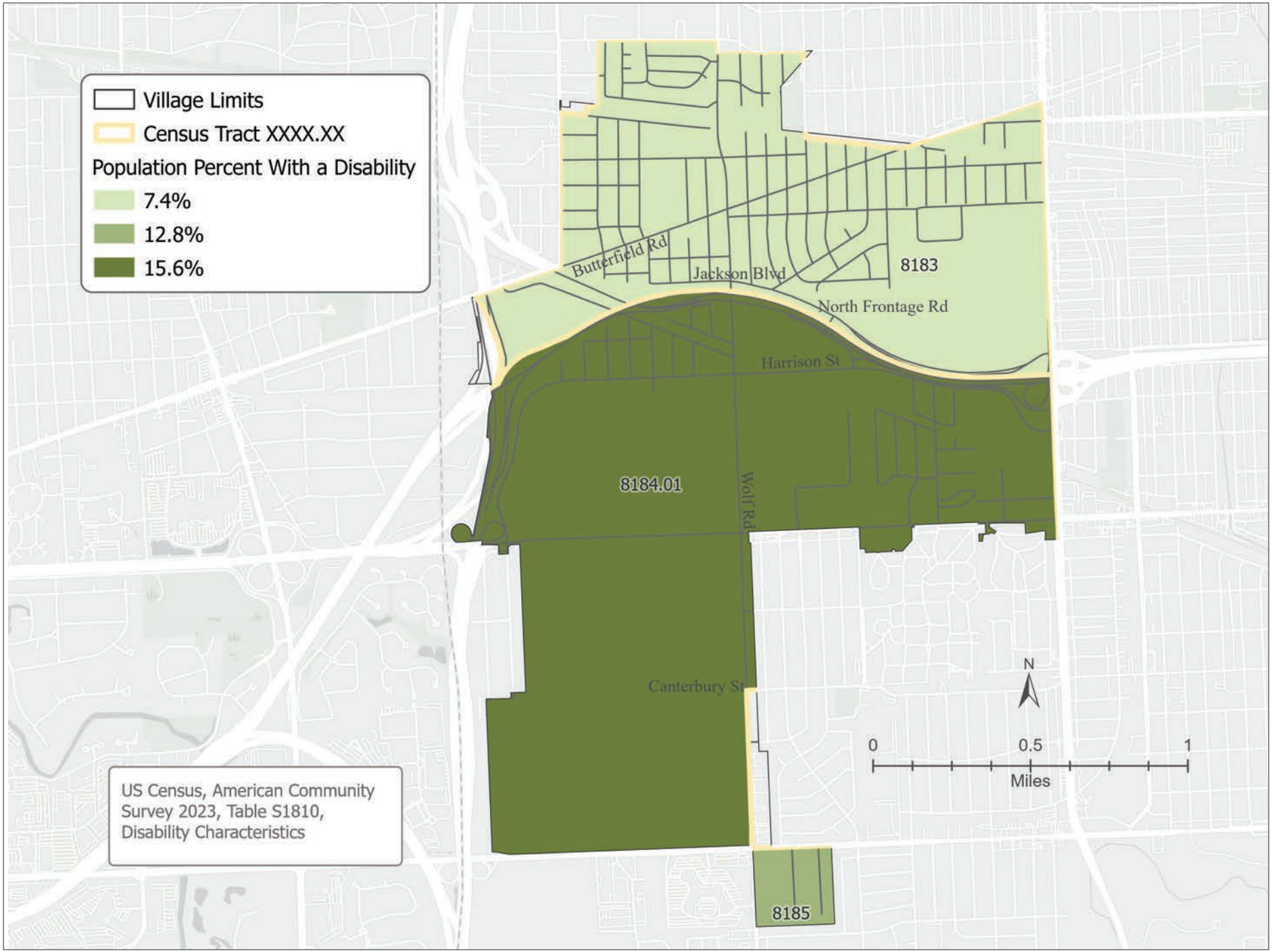
Select Census data for Hillside

Reported Disabilities	Total	Age 65 & Over	% Age 65 & Over
Hearing difficulty: Deaf, Hard of Hearing, or other hearing impairment	636	494	77.7%
Vision difficulty: Blind, Low Vision, or other vision impairment	284	176	62.0%
Cognitive difficulty: Difficulty remembering, concentrating, making decisions, or other cognitivive difficulty	412	226	54.9%
Ambulatory difficulty: Requires wheelchair, walker, cane assistance, or other mobility device	1,213	901	74.3%
Self-Care: Difficulty bathing or dressing	325	231	71.1%
Independent Living: Difficulty doing errands alone such as visiting a doctor's office or shopping	694	452	65.1%
Intellectual disability: Autism, Down Syndrome, or other intellectual impairment		- No Data -	
Emotional disability: Emotional disturbance, Schizophrenia, or other emotional difficulty		- No Data -	
Learning disability: Dyslexia, Dysgraphia, or other learning impairment		- No Data -	
Chronic illness: Heart disease, Asthma, Diabetes, Arthritis, Depression, Cancer, or other health difficulty		- No Data -	

Source: US Census, American Community Survey (5– year average; 2023)
Note: Figures may not equal 100% due to people reporting more than one difficulty.

Figure 3-3

Percentage of people reporting a disability, by Census tract



The Plans of Hillside

CMAP is providing technical assistance to municipalities to develop their ADA transition plans. This helps communities like Hillside realize the vision and goals established in its own plans. It also enables CMAP to achieve its goal of improving accessibility for the people of northeastern Illinois.

Hillside is one of the first seven municipalities in the Chicago region to participate in CMAP's effort. This demonstrates the village's dedication to achieving its overall community goals. CMAP previously supported a joint effort by the villages of Hillside and Berkeley to develop a corridor plan for the Prairie Path and Taft Avenue. It was adopted by each community in 2022 (see Figure 3-4). wThe plan served as an impetus for Hillside to pursue CMAP's support for developing its Plan for Accessible Streets and Sidewalks, as it highlighted the need for each community to make such an effort.

Taft Avenue is the dividing line between the two communities' village limits and provides direct access to the path at its intersection with Electric Avenue.

At the time Hillside's Plan for Accessible Streets and Sidewalks was underway, CMAP was leading the West Cook Bicycle and Pedestrian Plan. It includes the communities of Bellwood, Berkeley, Broadview, Hillside, and Westchester. Even though this plan was not yet finalized, the consulting teams on the two efforts coordinated recommendations for Hillside. This included incorporating streets both plans identified as candidates for addressing missing sidewalks.

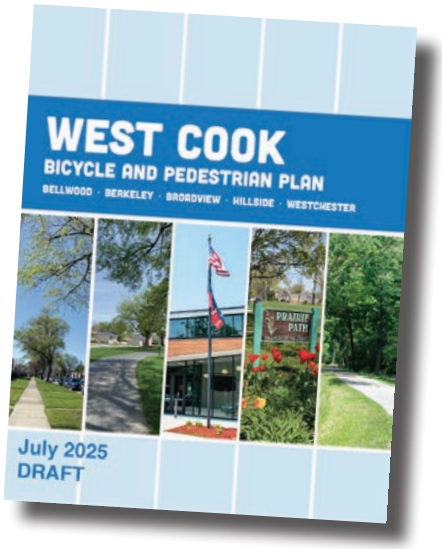
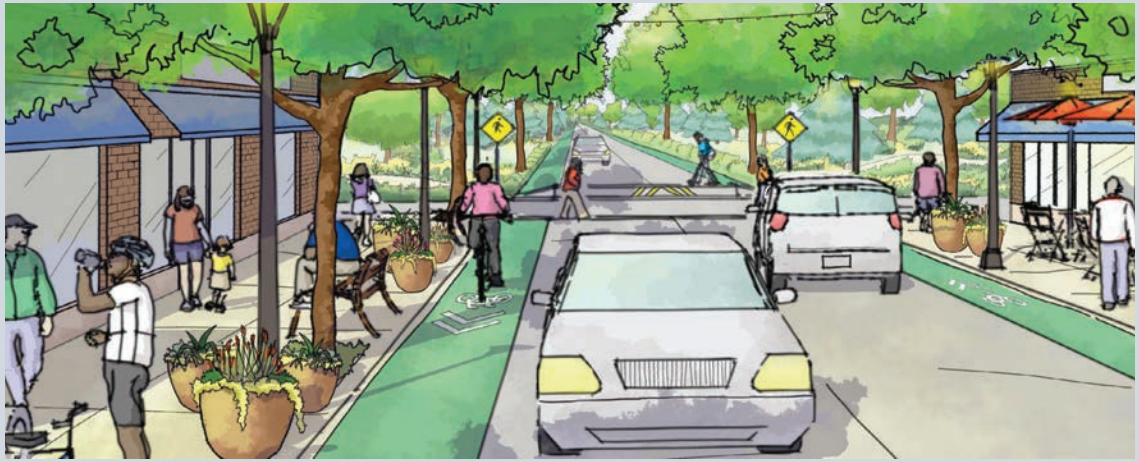


Figure 3-4

2022 Prairie Path and Taft Avenue Corridor Plan

Hillside's Prairie Path and Taft Avenue Corridor Plan documents what the pathway and walkways connecting mean for the communities. This includes accessibility for residents, as well as the economic development of Hillside and nearby Berkeley.



- A robust transportation connection to the study area, and safer ways to bike and get around are essential for attracting residents and visitors to the Illinois Prairie Path and the Taft Avenue corridor. (page 17)
- Residents are interested in seeing safety and visual improvements along Taft Avenue, and want to see more diverse programming in the study area. (page 24)
- Ensure that sidewalks are well maintained and are accessible to people who use wheelchairs and other assistance devices for mobility. (page 27)
- There are opportunities to increase and improve access to open space for residents of the study area. (page 33)

4. Public input and access to information

Public input is essential for developing ADA transition plans and is a requirement of Title II. People with disabilities must have equal access to public input opportunities. The plan should be accessible online after it is adopted. The village should consider incorporating its findings into future community plans.

More than 360 people were engaged in the process through various outreach methods. The illustration at right summarizes participation in these methods (Figure 4-1).

Overview

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

- Two public input meetings.
- Two online surveys.
- A project website.
- Four steering committee meetings.
- Eight stakeholder interviews.

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 following sections summarize the results of this public input.



Figure 4-1

Public outreach: Total connections, by overall and by method

364 Total Connections

207 Website views

83 Surveys completed

39 Social media comments & shares

17 Public meeting attendees

8 Organization / agency interviews

10 Social media posts

Online Input Opportunities

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

- **EngageHQ Website:** CMAP provided a dedicated website for posting information on the plan. It included a map that allowed people to pinpoint specific areas of concern or interest. It was written in both English and Spanish.
- **Village of Hillside Website and Social Media:** The village created a page for the plan on its website. The village used it to provide updates and direct people to online input opportunities. The village promoted the plan's input opportunities via seven posts on its Facebook page and via community newsletters. Figure 4-2 shows one examples and a full listing of social media posts and village newsletter sections are included in the Appendix.
- **Two Online Surveys:** In fall 2024, 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 spring 2025 survey sought input on priority projects.

Public Input Meetings

The planning process included two public input meetings. The first meeting was in November 2024 at the Municipal Complex Auditorium. The goal was to collect thoughts and feedback on the goals of the Plan for Accessible Streets and Sidewalks. The second meeting was in May 2025, also at the Auditorium. The goal of this meeting was to narrow down potential sidewalk routes for accessibility upgrades.

Each meeting included two drop-in sessions, a daytime session that spanned the lunch hour and an evening session. A total of 19 people attended the two meetings. During the fall 2024 public input meetings, the organizers identified two Hillside residents who expressed interest in serving on the steering committee. One was able to serve on the committee.

Stakeholder Interviews

The village, CMAP staff, and project consultants identified public agencies, non-profit organizations, and business groups that serve the people of Hillside. 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 interviews via online meeting platforms, and each lasted 30 to 60 minutes. The consultants provided interview participants with the opportunity to join the steering committee and recommend others for inclusion.

Steering Committee

A steering committee of five people met four times from fall 2024 through fall 2025. The steering committee met via virtual meeting. It included staff members from the Village of Hillside, a citizen from the first public input meeting, a representative from the Hillside Planning & Zoning Board of Appeals, and CMAP. The committee reviewed the plan and gave feedback on different aspects as it developed. This included public input results, project identification, and recommendations.

Figure 4-2
Sample social media posts



Public Input Results

The first survey was submitted by 27 participants. It was provided in English and Spanish. Of the respondents, 25% have a disability or know someone who does. Roughly 71% of respondents did not report having a disability, nor indicated they know someone with a disability. Nearly 90% of survey respondents indicated they are residents of the Hillside. The table below summarizes the key themes of individual survey comments (Figure 4-3).

The following pages include and summarize the results of the community engagement.

- **Figure 4-4** (page 26): Outreach methods and number of connections, by method.
- **Figure 4-5** (page 27): Map of input on specific locations.
- **Chapter 9: Appendix*:*** More details about the public input process, like survey questions and detailed responses.

Figure 4-3

Public and stakeholder input: Key themes

Sidewalks—Overall

- 8 comments: Noted the absence of sidewalks on major routes and along neighborhood streets. These comments identified Roosevelt Road and Harrison Street, which are managed by IDOT. Village-managed streets mentioned included Clayton Road and Oak Ridge Avenue.
- 6 comments: Identified the condition of the sidewalks being a challenge for people with disabilities, and other sidewalk users.
- 5 comments: Noted locations where curb ramps could be added or improved.
- 3 comments: Suggested lighting could be improved for pedestrians.
- 1 comment, each about upgrading bus stops, a blocked sidewalk, and snow/water ponding on sidewalks.

Other Themes

- Prairie Pathway: Several surveys noted the value of the Prairie Pathway and a desire to have more frequent and convenient access points. Of note was the gap between Taft Avenue and Wolf Road for accessing neighborhoods to the north.
- Illinois DOT Routes: There were several comments regarding the need for additional and safer sidewalks and crossings of Harrison Street, Roosevelt Road, and Butterfield Road.

Crossings & Pedestrian Pushbuttons

- 3 comments: Addressed a desire for improved crossings to access schools in Hillside. This included the intersection of Wolf Road and Harrison Street.
- The intersection of Wolf Road and Butterfield Road was identified as one in need of Accessible Pedestrian Signals (APS).
- The Butterfield Road and Elm Street pedestrian crossing, which currently has yellow flashing lights, was listed as one where an upgrade is desired.

Notable Comments, quoted directly

- “On Oak Ave and Division, there are no sidewalks among the blocks. I’ve lived here for two years. As a mom, I would love to go on walks with my kids but I have not because my toddlers would have to walk in the street where there are cars passing by. Nor do we participate in trick or treating in this neighborhood for that reason.”
- “We would love to have sidewalks around my house area! Maple Avenue is my residence. For walking and kids playing. Also to help kids walk to and from school.”
- “Can we get more of [pushbuttons]? I’m thinking about the crosswalk at Elm and Butterfield. It would make it easier to access Q’s and other restaurants, but right now it’s quite dangerous to cross.”
- “On Taft Ave and Electric Ave people have the tendency to blow the stop while people are trying to cross the street. About a month ago my fiancé and daughter almost got hit by a car until I yelled for everyone to stop. Since, I haven’t taken my children that way and I don’t feel comfortable with anyone who has a disability and who must cross that street.”
- “Some way, somehow, we need to make the community aware of autistic children and adults. Autistic children’s sensors can be very high due to sounds and can cause them to scream, cry and pull away.

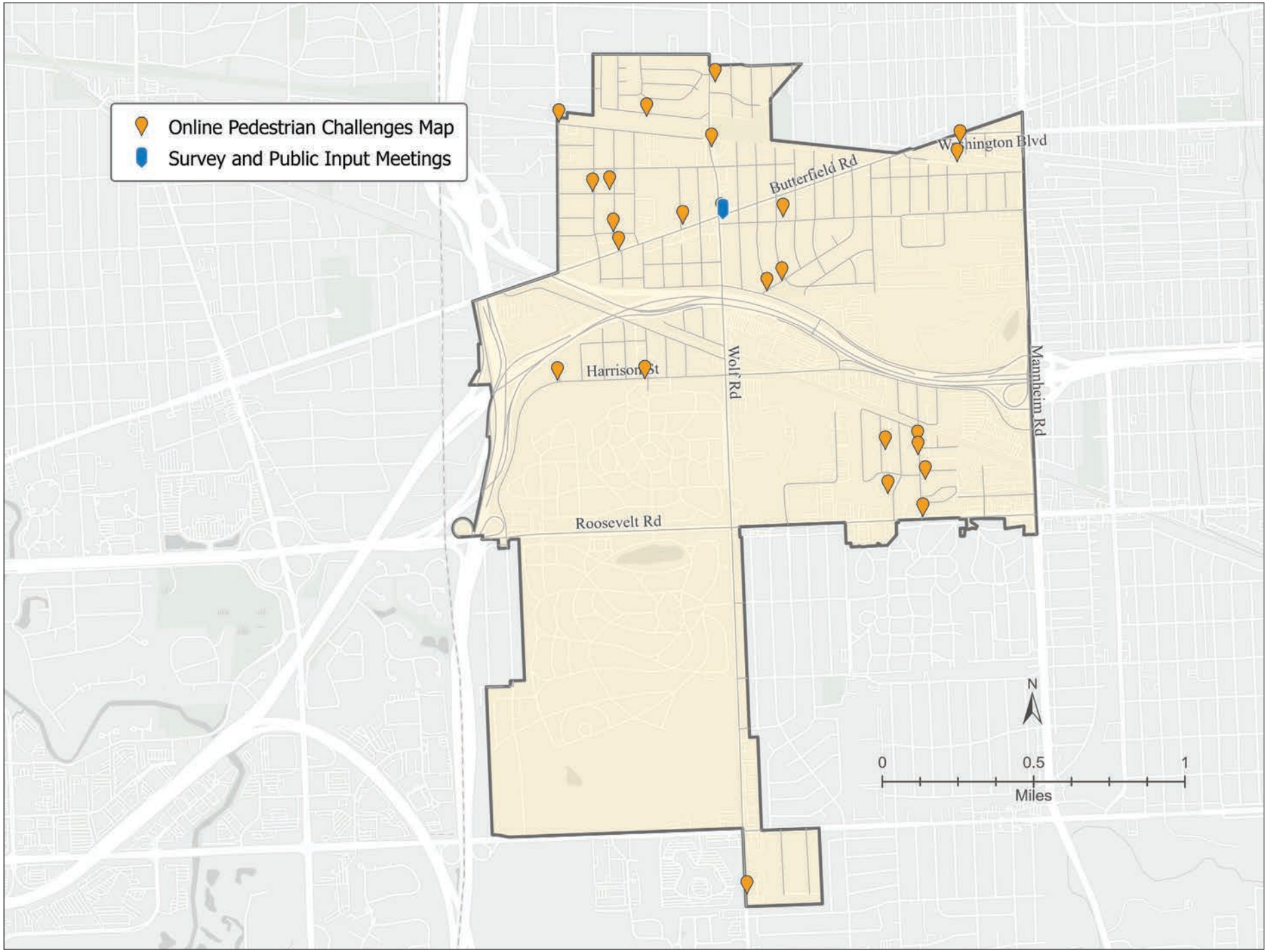
Figure 4-4

Detailed public outreach and input information

Outreach method	Number of connections
EngageHQ Website CMAP hosted a website for the plan via its EngageHQ platform. The website included project information, a schedule, links to the survey, and an interactive map where participants could place virtual pins at locations they felt were in need of accessibility improvements. URL: https://engage.cmap.illinois.gov/Hillside-ada (site may not remain active after plan adoption) Spanish version: https:// engage.cmap.illinois.gov/transicion-ada-prow-de-hillside	Total views: 207 Map pins: 1
Public Input Meetings Two public input meetings were held for the plan. For each meeting there were two drop-in sessions—one each during the daytime and early evening. The meetings were held at the Hillside Municipal Complex Auditorium. **Public Input Meeting #1 - November 13, 2024:** Initial ideas and priority destinations. **Public Input Meeting #2 - May 13, 2025:** Feedback on priority projects.	Total attendees: 17 Meeting #1: 11 Meeting #2: 6
Online Surveys **Survey #1:** Posted in fall 2024 to gather initial ideas on people's individual interest in the plan, the types of destinations they felt were important to make accessible, and comments on specific sidewalk routes. **Survey #2:** Posted in spring 2025 to coincide with Public Input Meeting #2 to gather feedback on specific projects being considered for the transition plan.	Total completed surveys: 83 Survey #1: 29 Survey #2: 54
Stakeholder Interviews Virtual interviews or discussions occurred in fall/winter 2024/2025 with the following organizations: Hillside Public Library, Hillside Public Works, Hillside Fire Department, Hillside School District #93, Berkeley School District #87, Memorial Park District.	8 agencies/organizations
Additional Public Outreach **Village Website:** URL: https://www.hillside-il.org/hillside-home-page/news/hillside-ada-prow-self-evaluation-and-transition-plan **Social Media:** The village promoted the plan via its Facebook site and in its village newsletter. A total of 10 posts appeared in 2024 (October 15, October 29, November 4, and November 12) and 2025 (March 6, May 1 - newsletter, two on May 6 - English and Spanish, May 13, and June 6).	Village website views: N/A Social media comments: 8 Shares: 31

Figure 4-5

Map of location-specific public comments



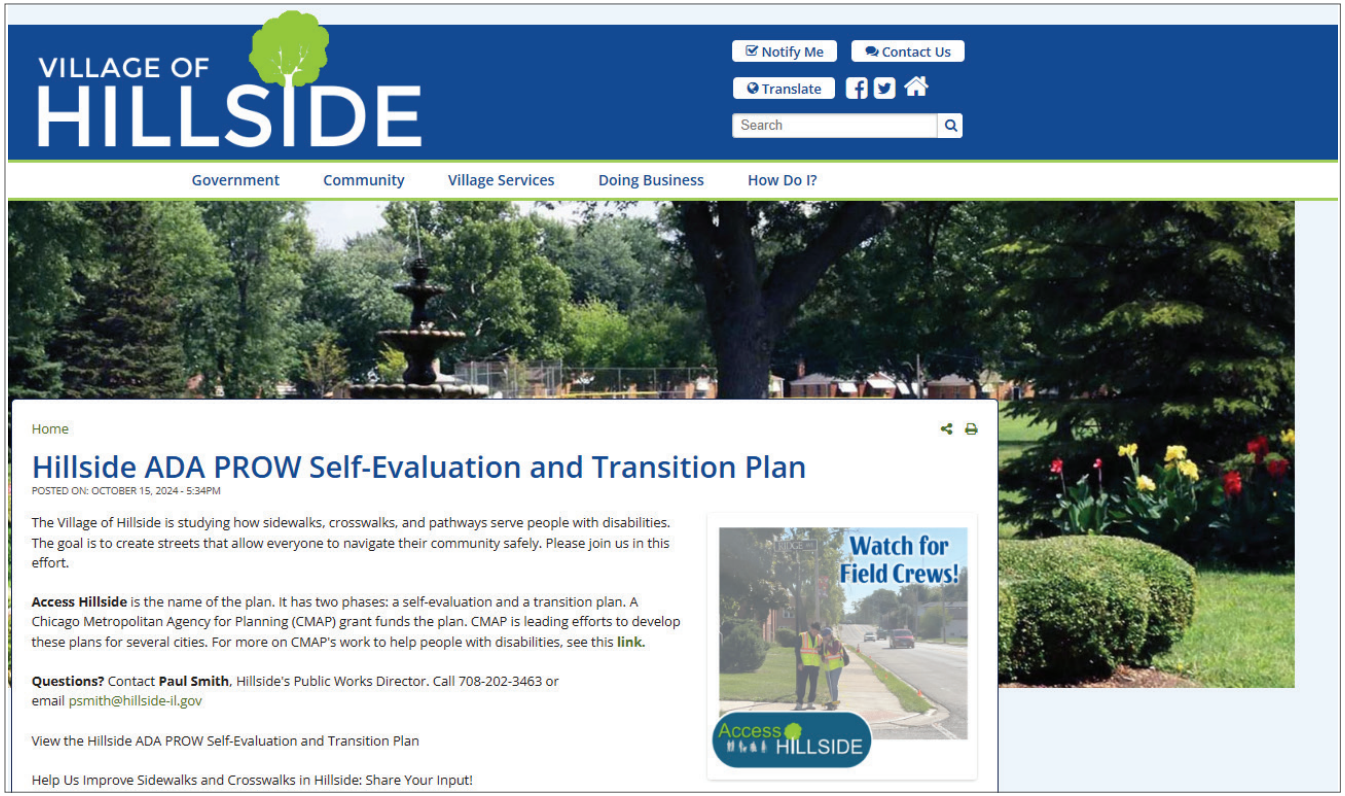
Access to Information

People need to access documents developed for Access Hillside. This includes the plan itself and other related materials. The village 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 individuals who were unable to attend.

The village created a plan-specific website to serve as a portal for the plan's development. The village plans to maintain the website or a similar version of it. It will house the final plan, related reports, and future updates on progress and plans. This site may serve as an extension of the website that contains ADA policies and the ADA Coordinator's contact.

The Village of Hillside's website complies with the Web Content Accessibility Guidelines (WCAG). These guidelines ensure that people with disabilities can access information online. The PDF version of the plan includes fonts and color schemes to assist people who are colorblind or have low vision. This document also includes alt-text for images.

The village may develop guidelines to enhance the accessibility of online documents. This might include Board meeting materials, the village budget, and key plans, such as the Strategic Plan and the Comprehensive Plan. Chapter 7: Schedule and Implementation provides details on this topic and identifies best practices for enhancing accessibility.



5. Self-evaluation

The self-evaluation is the first step in addressing Title II requirements for streets and sidewalks. The result is the identification of the barriers to accessibility present along the village's streets. This self-evaluation process meets Title II requirements by identifying barriers that limit accessibility and identifying solutions to address these barriers. This plan addresses only the facilities that are part of streets and sidewalks managed by the village. It doesn't cover public buildings, parks, or private streets inside the village limits.

Additional self-evaluation steps involve reviewing policies and programs that impact the accessibility of streets and sidewalks. These actions include work zone practices, as well as 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, inclusive of shared use pathways.
- Curb ramps.
- Driveway crossings and alleys (where applicable).
- Blocks with marked, on-street parking stalls.

The self-evaluation of Hillside's streets applies the Public Right-of-Way Accessibility Guidelines (PROWAG). While these are guidelines, not standards, they are considered the best practice and are incorporated into the Illinois DOT state design standards. PROWAG is nearing adoption by the U.S. Department of Justice (DOJ) as the federal ADA standards for streets, but no timetable has been established for when this will occur.



"A self-evaluation is a public entity's assessment of everything, including its programs, services, and activities; facilities; and current policies, practice and procedures."

- ADA National Network

This effort identified areas of Hillside that lack sidewalks altogether. While adding sidewalks to streets is not a requirement of the ADA, the absence of sidewalks can be a barrier to accessibility for the community. Even so, adding sidewalks is not an easy undertaking. It requires more analysis and public input from the village than this effort provided.

Methodology

Hillside has an estimated 19 miles of sidewalks along roughly 101 miles of village-managed streets. The consulting team conducted a detailed field evaluation to inventory the entire sidewalk system. This assessment took place in Fall 2024 and involved approximately 250 hours of work by field crews. Figure 5-1 on the next page summarizes some considerations of this assessment.

A second phase of the evaluation utilized the crowdsourcing program Project Sidewalk to evaluate the sidewalks along IDOT-managed streets

so that the village would have general knowledge of the conditions on the sidewalks IDOT expects it to maintain. Google Street View images were used for this assessment.

These results help determine priority routes that are part of the recommendations included in Chapter 6: Transition Plan.

Additional data was collected for streets with marked on-street parking stalls to determine if the village has the minimum number of stalls designated for parking by people with disabilities. The design of these parking spaces is evaluated to determine what changes may be needed to align with PROWAG guidance.

Signalized intersections with crosswalks and dedicated pedestrian crossings equipped with flashing signals are crucial components of the street system. Here, ADA requirements must be followed. PROWAG requires crosswalks at signals to have accessible push buttons. Agencies must time the walk signal, as well as the ‘don’t walk’ and countdown signals, to give people with disabilities enough time to cross.

The village manages none of the traffic signals within the Hillside Village limits. IDOT and Cook County manage the signalized intersections in the village and are not part of this self-evaluation. More details on the assessment method can be found in the Appendix (forthcoming).



Assessment Results

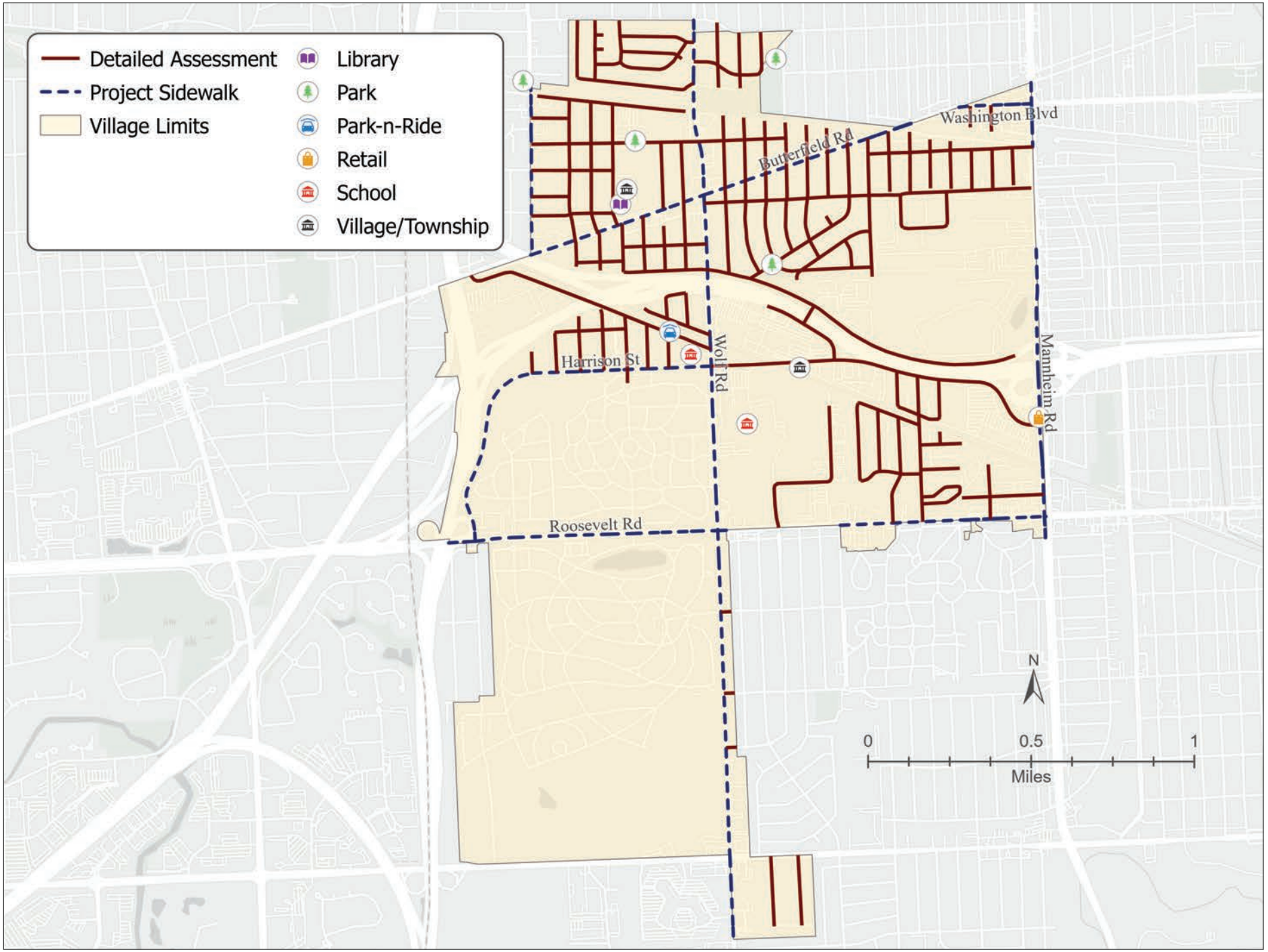
The following pages summarize the field assessment results. They are organized by sidewalk features and street crossing conditions. Figure 5-2 (page 32) provides a summary of the features inspected in the village’s public rights-of-way.

This report aims to provide a snapshot of the conditions measured during the fall 2024 field assessment. Conditions may change from year to year based on various factors, including weather and wear and tear on the sidewalk infrastructure.

These individual features are mapped, with summary tables for each feature to show the overall needs.

Figure 5-1

Map of self-evaluation, by assessment type



The ADA-related features are combined into one dataset. Figure 5-3 at right provides an overview of how to interpret these results.

This dataset is used to create the "heat map" on the next page, in Figure 5-4. This heat map illustrates the relative magnitude of street and sidewalk conditions that can limit accessibility. . Chapter 6: Transition Plan (forthcoming) addresses the priority routes that were used to identify them.

- **HIGH** accessibility needs mean many features may limit access in that area of the city.
- **LOW** accessibility needs mean that few features are inaccessible. It may include streets that lack sidewalks. The absence of a sidewalk is not considered an ADA-specific issue, although it can create accessibility barriers.

Figure 5-2

Assessment summary

Features	Number Assessed
Sidewalks (miles)	**18.9**
No Sidewalks (miles)	25.9
Curb Ramps	**519**
Driveways with Accessibility Needs	**363**
Sidewalk Obstructions	**472**
Heaving/Cracking	94
Surface Deterioration	122
Vegetation	60
Immovable	1
Movable	21
Terminating Sidewalk	15
Other	159
Designated On-Street Parking Spaces	**181**
Total Features Inventoried (excluding sidewalk miles)	**1,535**

Figure 5-3

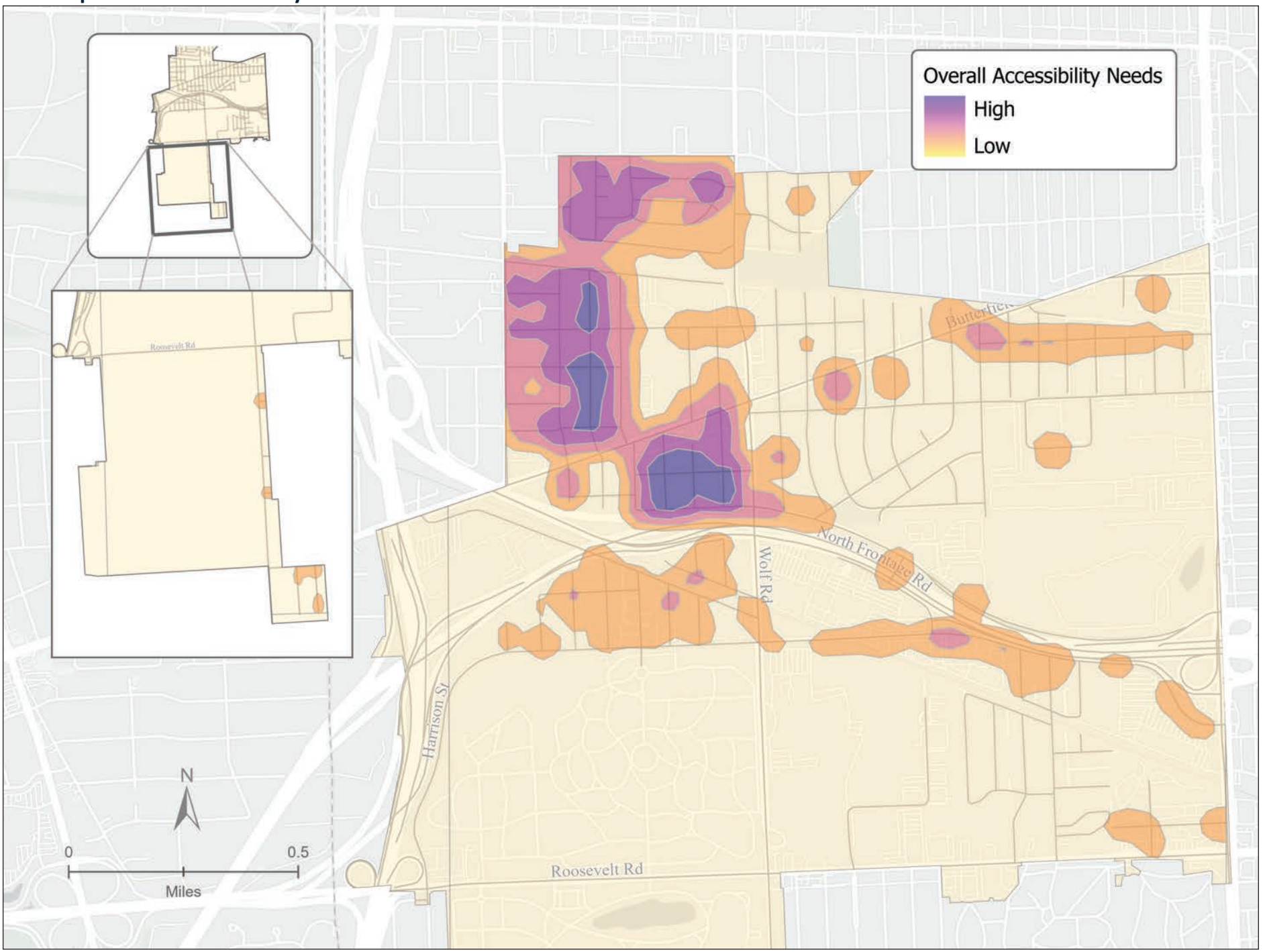
Interpretting assessment results

Note that the results of the assessment represent a snapshot in time of street and sidewalks conditions in fall 2024. The findings are based on PROWAG guidance. Below are more notes about these results:

- If features do not fully meet PROWAG measurements, it does not mean they are inaccessible.
- Few features meet PROWAG guidelines. Full compliance is often challenging to achieve due to street constraints, topography, and other factors.
- Results are organized based on the relative severity of the feature's condition to guide the village in determining priorities. A feature that fails to meet PROWAG in six areas might be more important than one that falls short in three areas.
- Conditions will change over time, as weather and other factors can degrade the conditions of the sidewalk and street system. This means a measurement taken in fall 2024 may be different than if it is taken in fall 2025 or thereafter.

Figure 5-4

Heat map of overall accessibility needs



Sidewalks

The sidewalk assessment identified various design features contained in PROWAG. Figure 5-5, on the right, shows a summary of key measurements pertaining to sidewalk accessibility.

Identifying sidewalk segments

The sidewalk segments mapped for the self-evaluation typically consist of one block of sidewalks on one side of a street. Some blocks may be divided into more than one segment if the prevailing conditions within a block change dramatically. Figure 5-6 on page 35 includes a summary of sidewalk segments and estimated length of those segments, sorted by degree of accessibility need. About six miles of existing sidewalks likely require rebuilding to meet accessibility needs. Almost eight miles are shown to need repairs (Figure 5-8 on page 36).

A single block of sidewalk may be divided into more than one segment. This typically occurs when one section of sidewalk within a block is older than another and surface conditions are noticeably different. It can also occur if the Village more recently repaired one part of a sidewalk block due to cracks or heaving while the other portion was not repaired or reconstructed. The newer section of sidewalk may be deemed fully accessible while the other portion of the block may have noticeable needs.

Missing Sidewalks

The absence of a sidewalk is not considered out of compliance with ADA and PROWAG. However, a missing sidewalk can be a greater barrier for residents than the conditions of the existing sidewalk. There are an estimated 26 miles of streets managed by the village that were constructed without sidewalks.

Chapter 6: Transition Plan identifies some streets in Hillside that lack sidewalks. They were determined through this planning effort as segments that could improve accessibility for residents and businesses. Although the recommended routes would improve accessibility, there may be costs and other constraints that limit their implementation.

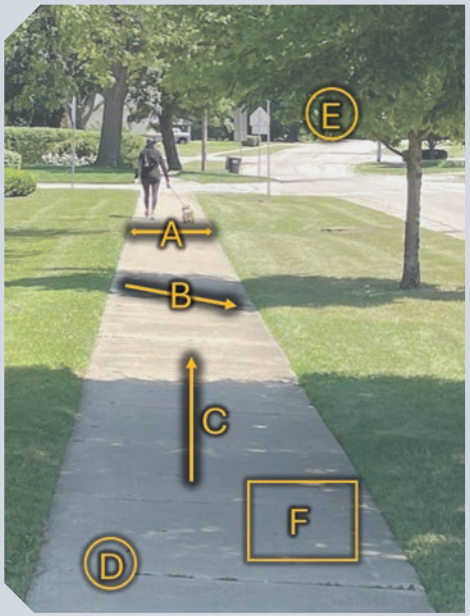
Repair versus reconstruction

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. Figure 5-7 on the next page contains more information on these different conditions.

A designation of “possible repair” means conditions are such that the Village may be able to correct cracks, heaves, and other issues without having to fully replace the full segment. Likely reconstruction means that the segment’s condition likely require full replacement, including trimming of tree roots and correcting notable cross slope issues.

Figure 5-5

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 the Village’s 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.

Figure 5-6
Sidewalks summary

Condition*	Segments	Percent	Length (miles)	Percent
Significant Accessibility Issues	156	20%	6.1	13%
Minor Accessibility Issues	202	26%	7.9	18%
No Sidewalk Deficiencies	144	18%	4.9	11%
No sidewalk/sidewalk gap	286	36%	25.9	58%
Total	**788**	**100.0%**	**44.8**	**100.0%**

* These figures represent only those sidewalk miles subject to the detailed field assessment. They do not include the Project Sidewalk data, as the sidewalk element of that assessment did not evaluate full-length sidewalk segments; rather it tagged spot-specific and identifiable sidewalk conditions that appeared problematic from an accessibility standpoint.

Figure 5-7
Sidewalk conditions and determining level of repair/replacement

Sidewalk segments that have "significant accessibility issues" likely require reconstruction, like the image below on the left that has an excessive cross slope. Other conditions that likely warrang full reconstruction are deteriorated surface conditions and major cracks and heaves throughout an entire segment.

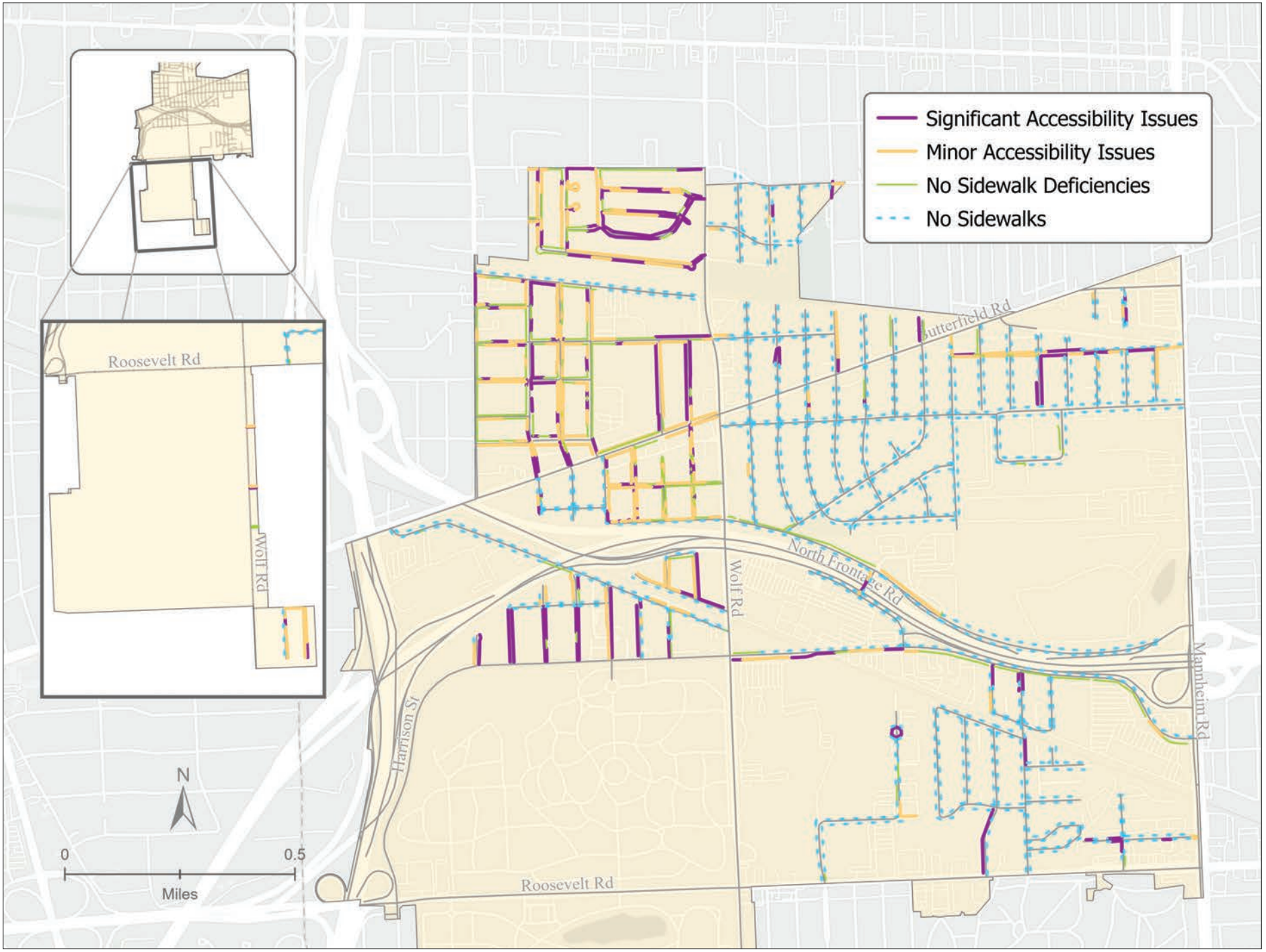
Some sidewalk segments with "minor accessibility issues" may be candidates for repairs, like shown on the right.





Figure 5-8

Map of sidewalk conditions



Sidewalk Obstructions

Sidewalk obstructions vary by type and location. The consultants identified obstructions based on specific conditions and the kind of obstruction. They may include surface issues such as cracks, overgrown foliage on the sidewalk, and the placement of movable or immovable objects within the sidewalk.

The illustration on the right contains images of different sidewalk obstructions. (Figure 5-9)

There were 472 obstructions identified on Hillside's system. These are categorized and summarized in the following sections, as shown in Figure 5-10. The next page includes a map showing the locations of these obstructions (Figure 5-11).

- **Heaving/Cracking** shows where vertical and horizontal offsets exceed PROWAG limits.
- **Spalling/Surface Deterioration** indicates where surfaces fail to meet PROWAG guidance for smoothness.
- **Vegetation** means thick shrubs that block the pedestrian access route (PAR) or tree branches that hang below the PROWAG clearance minimum.
- **Immovable** features, such as trees, utility poles, and traffic signal boxes, narrow the PAR to less than 4 feet.
- **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.
- **Terminating Sidewalk** is where a sidewalk ends, creating gaps in the middle of a block.
- **Other** includes items not mentioned above that also reduce PAR width. This can consist of utility covers or objects protruding from buildings that create accessibility issues.

Figure 5-9

Types of sidewalk obstructions



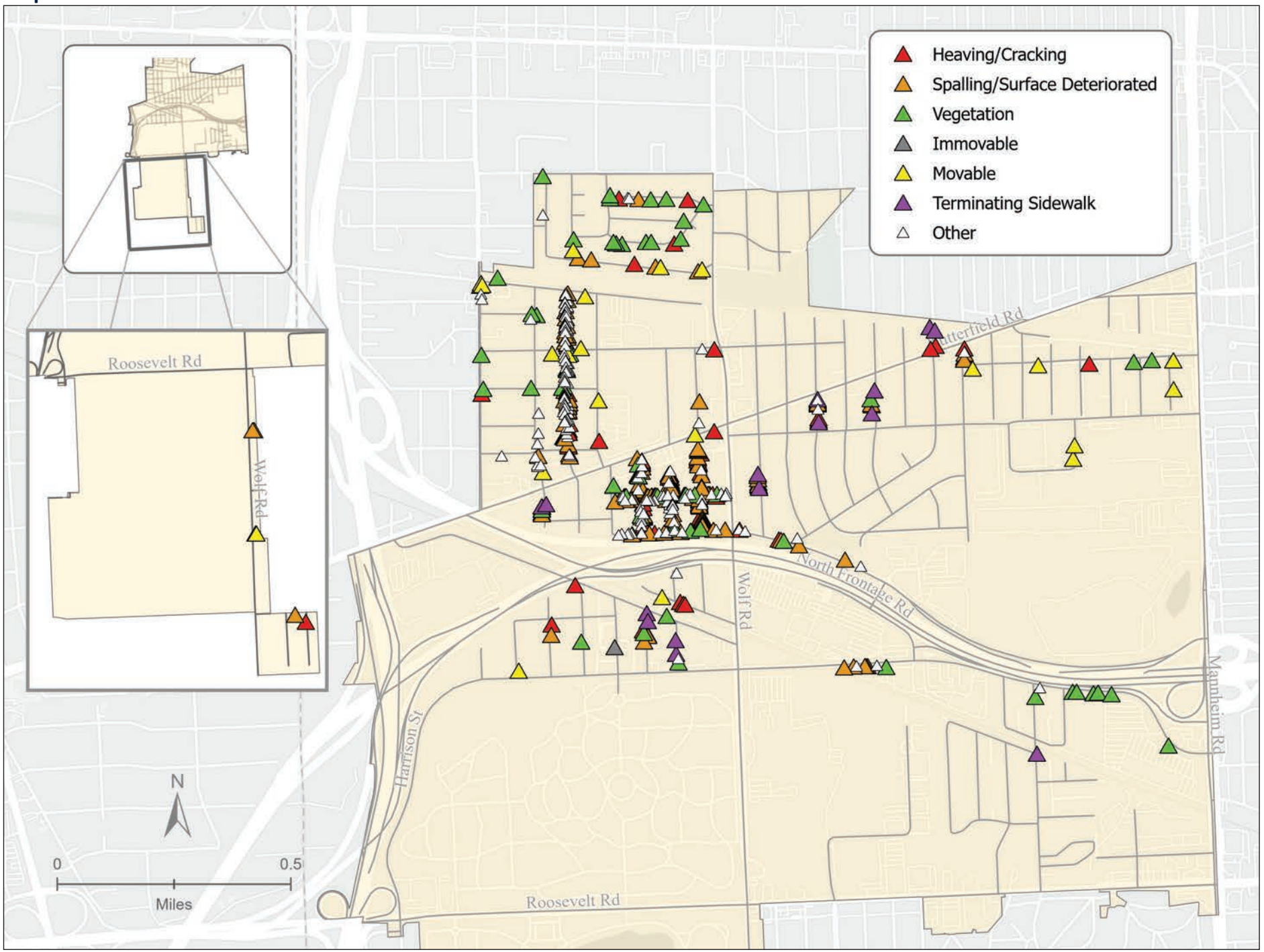
Figure 5-10

Obstructions summary

Type of Obstruction	Count	Percent
Heaving/Cracking	94	20%
Spalling/Surface Deterioration	122	26%
Vegetation	60	13%
Immovable	1	0%
Movable	21	4%
Terminating Sidewalk	15	3%
Other	159	34%
Total Obstructions	**472**	**100%**

Figure 5-11

Map of sidewalk obstructions



Driveways

For this assessment, driveways with accessibility needs are present where concrete sidewalks cross a driveway and:

- Do not include curb ramps on either side of the driveway.
- Do not include a pedestrian access route (PAR) of at least 4 ft in width and having a cross slope of ≤2.1%.

Therefore, the assessment category for driveways reflects those places where an identifiable sidewalk continues across a driveway but is not accessible as per PROWAG.

Figure 5-12 illustrates two examples of sidewalks that continue across driveways but do not have curb ramps. As noted, these routes have a sidewalk across the driveway, whereas a driveway with curb ramps on either side is more akin to an intersection.

The two examples shown in Figure 5-12 lack an accessible PAR—one with a width of at least 4 feet and a cross-slope of ≤2.1%. Sidewalks that cross a driveway and have an accessible PAR weren't identified as driveways during the assessment.

If there are surface conditions or other obstructions, they are included in the sidewalk inventory. Access points with clear curb ramps or curb returns are included in the evaluation of curb ramps. They are not considered driveways for this evaluation.

The driveway assessment results are presented in the table to the right (Figure 5-13) and on the map on the following page (Figure 5-14).

There are 363 driveways identified under these two categories.

- **Narrow Pedestrian Access Route (PAR), with 87 driveways:** This applies to driveways where part of the sidewalk crossing has a PAR width between 3 feet and 4 feet. The cross slope must be less than 2.1%.
- **Probable Reconstruction, with 276 driveways:** Driveways where the sidewalk has no section greater than 3 ft in width and a cross slope <2.1%. These are the most severe. Without a flat area wide enough for assistive devices, users can be pulled toward the street due to the cross slope. This puts them at risk of falling or tipping over.

Figure 5-12
Primary driveway features

A. Narrow Pedestrian Access Route (PAR)
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.



B. Probable Reconstruction
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.

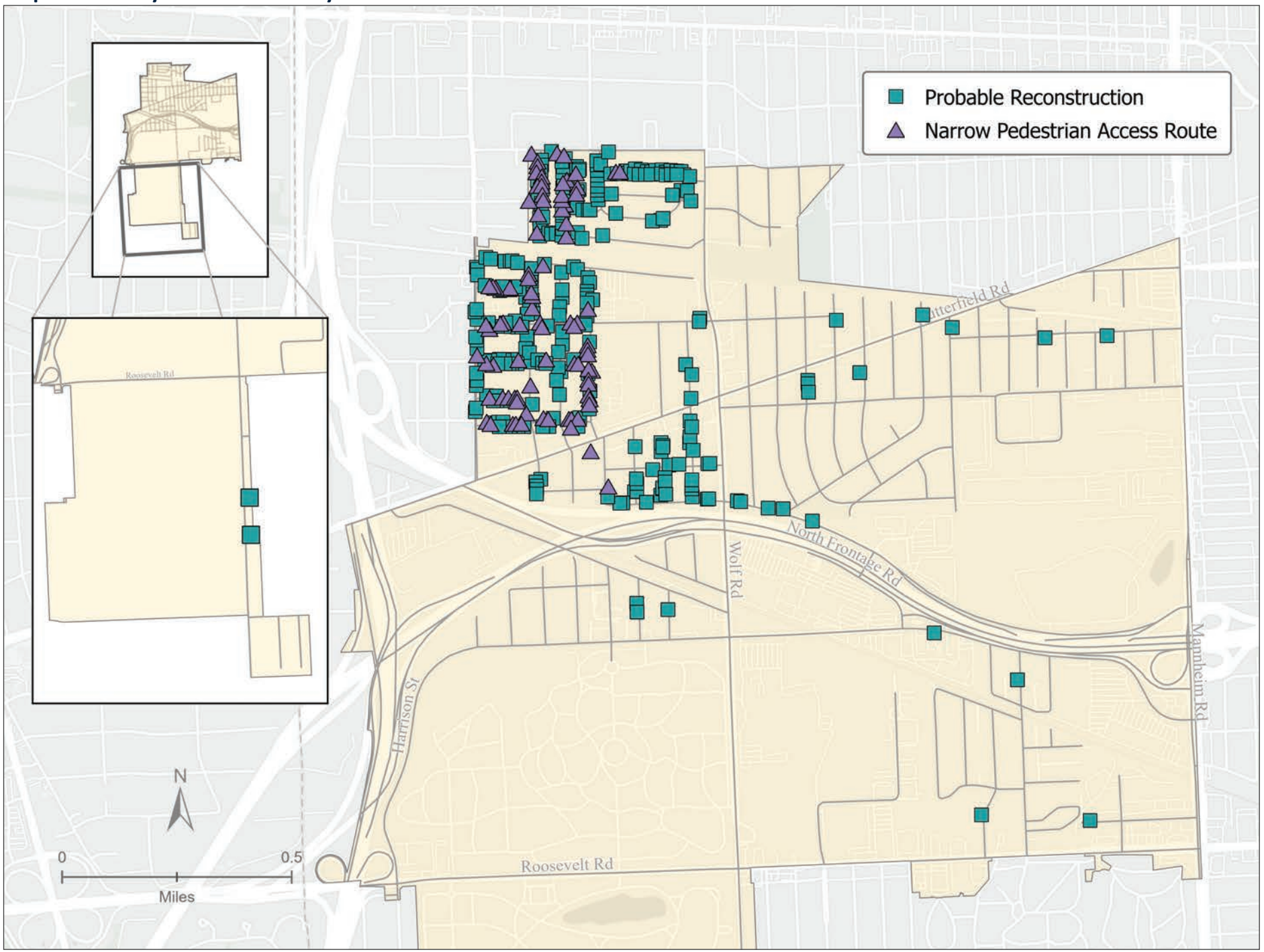


Figure 5-13
Driveways summary

Condition	Count	Percent
Narrow Pedestrian Access Routes	87	24%
Probable Reconstruction	276	76%
Total Driveways with Accessibility Needs	**363**	**100%**

Figure 5-14

Map of driveways with accessibility needs



Curb Ramps

The curb ramp inventory evaluated more than 500 curb ramps and identified 13 locations where ramps should be placed but do not yet exist.

A scoring method was used to sort curb ramp needs based on conditions. The illustration at right showcases some of the key measures (Figure 5-15).

It is estimated that 40 existing ramps on Hillside streets will likely require full reconstruction due to their condition. The 33 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. T-intersections are addressed in greater detail in Chapter 8: Best Practices.

Figure 5-16 (next page) summarizes the number of ramps, sorted by five levels of likely upgrades. It indicates that nearly 55% of Hillside's ramps may require minor repairs to enhance accessibility.

Key Measurements

The field assessment measured 26 to 32 features for each ramp. The number of measurements varies by the type of ramp. To help streamline the results, the six categories listed below were identified for each ramp. These six features have the most significant impact on curb ramp accessibility. They are (with the PROWAG threshold in parentheses):

- Ramp landing area cross slope (≤2.1% in all directions).
- Ramp cross slope (≤2.1%).
- Ramp running slope (≤8.3%).
- Detectable warning (Present, with a minimum 2 ft x4 ft footprint and gaps <6 inches on both sides).
- Gutter slope (≤5%).
- Smooth transition and free of abrupt level changes (≤1/4-inch).

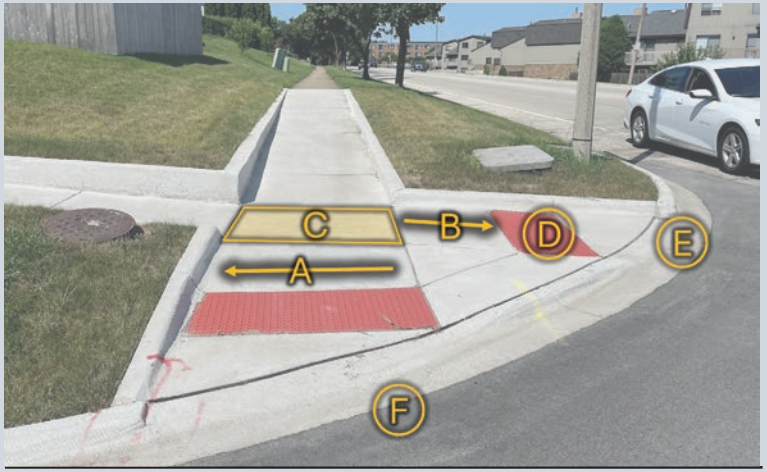
This helps to sort curb ramps based on the relative severity of accessibility needs. It is used to inform the projects in Chapter 6: Transition Plan. This method differs from typical self-evaluation practices, which often assign a simple "pass or fail" score to curb ramps based on PROWAG measurements. The method applied in this plan provides the village with a more informed transition plan and strategies to address curb ramps based on the degree of severity of each ramp's conditions.

Figure 5-17 (page 43) displays the locations of ramps based on the level of accessibility need.

Since curb ramp design is very complex, the conditions of an individual street corner often mean that making a ramp fully compliant with PROWAG guidance is practically infeasible. This is more likely to occur when streets are being retrofitted with new curbs and ramps, and factors such as drainage, utilities, and right-of-way impact how a curb ramp is constructed.

Figure 5-15

Primary 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.

Figure 5-16

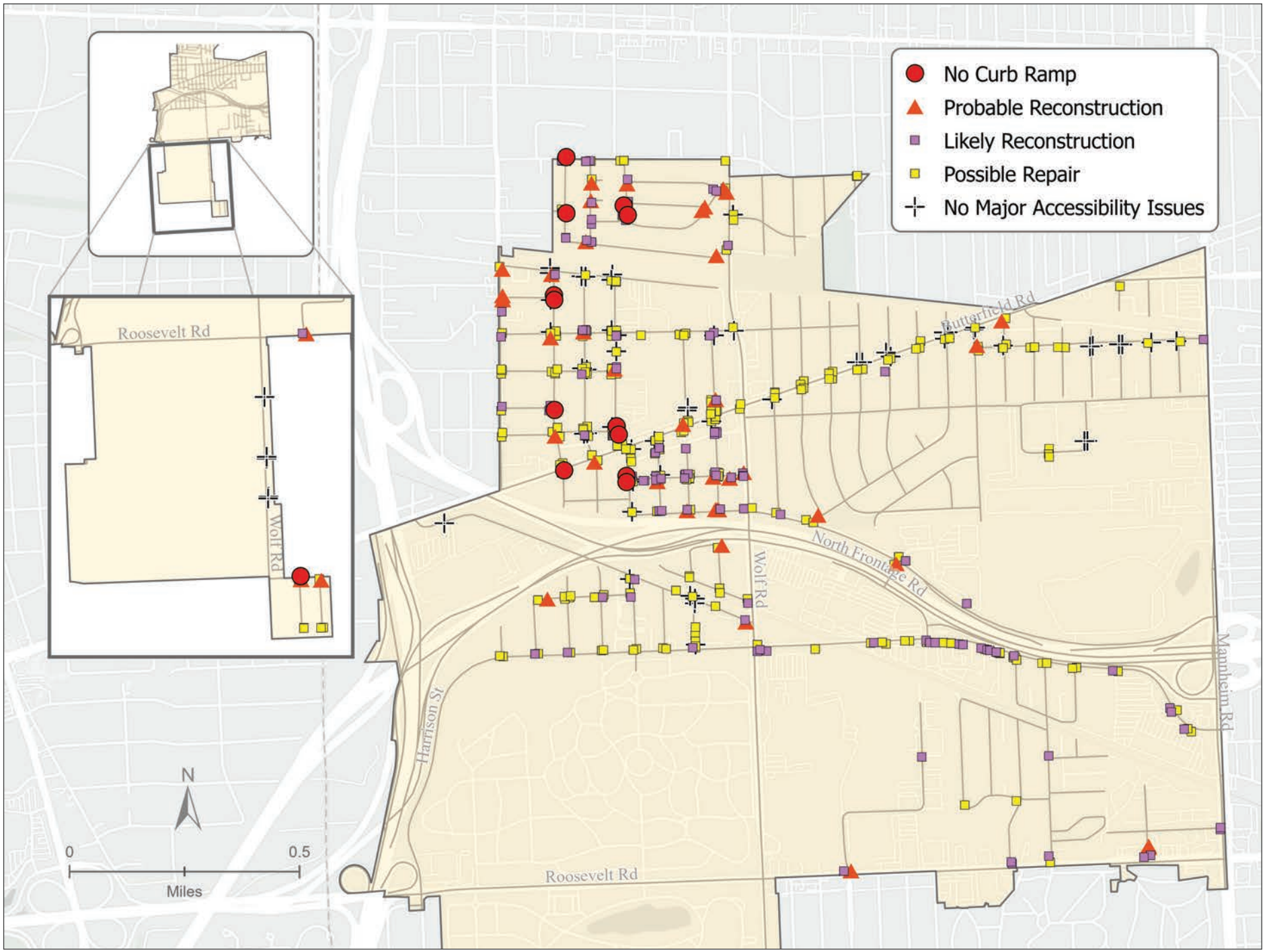
Curb ramps summary

Condition*	Total	Percent
No Curb Ramps Field assessment indicated there were no curb ramps to provide an accessible street crossing at an intersection where required. These are located primarily at T-intersections (an intersection where one street intersects, but dead ends, with another).	13	1%
Probable Reconstruction Field assessment indicated inaccessible features are of a magnitude that ramps require reconstruction to make them accessible.	40	5%
Likely Reconstruction Field assessment indicated these ramps have between four (4) and six (6) of the features listed in Figure 5-15 and limit accessibility. Correcting them likely requires reconstruction but repairs may be possible.	110	23%
Possible Repair Field assessment indicated these ramps have between one (1) and three (3) of the features listed in Figure 5-15 and limit accessibility. Correcting them may occur through spot repairs, such as grinding or adding Detectable Warning Surfaces (DWS).	287	56%
No Major Accessibility Issues Field assessment indicated these ramps have no significant issues that limit accessibility.	69	15%
Total Curb Ramp Locations	**519**	**100%**

* Note these categories are NOT scoping recommendations. Detailed evaluation should occur during project design and construction phases. This design determines the degree of design and construction needed for ensure new ramps address accessibility requirements to the maximum extent feasible.

Figure 5-17

Map of curb ramps, by condition



On-Street Parking

ADA requirements for designating accessible on-street parking spaces apply when there are marked parking stalls. The requirements do not apply when street parking is allowed, but spaces are not marked, such as along most residential streets.

PROWAG assigns 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. Figure 5-18 includes these ratios.

For this analysis, a block perimeter is used to calculate the ratio of accessible parking. This applies to partial blocks where parking is not present on all four sides, or the street network is not a complete grid.

The ratios must be met within all the marked parking spaces along the defined block perimeter. They may be concentrated in one area or spread throughout the block's perimeter segments, also known as block faces. Figure 5-19 shows the general concept of a block perimeter.

The marked, on-street parking spaces in Hillside are located along Butterfield Road, which is Illinois Route 56. The block perimeters include segments of Butterfield Road combined with portions of the side streets between Butterfield Road and the first alley north or south of Butterfield.

The village is responsible for designating and maintaining the on-street parking on Butterfield Road, even though IDOT manages this route.

A summary of the findings and recommendations for on-street parking is included in Figure 5-20 (on the next page).

Two examples of recommended upgrades to accessible parking spaces are shown in Figure 5-21 (page 46).

Additional Considerations

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 required parking ratios shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces specified is provided.

Hillside may designate parking as reserved for adjacent uses where on-street parking is intended primarily for use by multi-family housing, industrial, or office sites.

This would address accessibility requirements by ensuring that these developments have accessible parking on-site and that on-street parking is used to address additional parking demand.

Figure 5-18
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

Figure 5-19
Identifying block perimeter

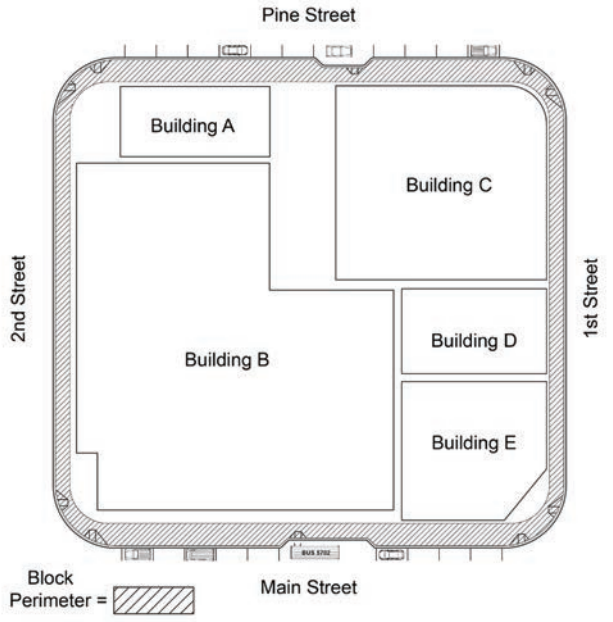


Figure 5-20

On-street parking analysis

Block or Block Perimeter	Number of Spaces	Number of Accessible Spaces	Meets Minimum Ratio?	Accessible spaces address design requirements?
Butterfield Road, Hillside Avenue to Elm Street - North Side Elm Street, Butterfield Road to alley - West Side	62	3	Yes	
Butterfield Road, Hillside Avenue to Lind Avenue - South Side Lind Avenue, Butterfield Road to alley - West Side	29	2	Yes	
Butterfield Road, Lind Avenue to Elm Street - South Side Lind Avenue, Butterfield Road to alley - East Side	17	0	No	Businesses fronting Butterfield and on the Elm Street side (parking lot) have designated spaces on private property. Add accessible on-street spaces if property redevelopment results in removal of designated on-site spaces.
Butterfield Road, Elm Street to Laverne Avenue - North Side Elm Street, Butterfield Road to alley - East Side Laverne Avenue, Buttefield Road to alley - West Side	27	2	Yes	
Butterfield Road, Elm Street to Laverne Avenue - South Side Laverne Avenue, Butterfield Road to alley - West Side	26	1	No	Consider converting parking space on east end of Butterfield block to accessible parking. Space has existing
Laverne Avenue, north of Butterfield Road to alley - East Side	8	0	No	Adjacent business has designated on-site parking. This is the only block face with marked spaces. Designated
Laverne Avenue, south of Butterfield Road to alley - East Side	11	1	Yes	Restripe parking space and access aisle to better delineate accessible parking space.
Elm Street, approximately 350 feet north of Washington Avenue - Designated space on west side near bleachers	1	1	Yes	Add access ramp and painted access aisle area in front of parking space where ramp is located.

Figure 5-21
Sample parking recommendations

Accessible parking on the south side of Butterfield Road, mid-block between Elm St. & Laverne Ave

Adding a ramp from the painted access aisle to the sidewalk. This allows for easier access to the sidewalk rather than requiring someone to go to the nearest street corner to utilize a ramp.

Ensure that access aisle and parking space designs follow standards and guidance for width, slopes, and other features.

PROWAG does not suggest detectable warning surfaces (truncated domes) be provided at ramps that only serve accessible parking.





Accessible parking on Elm Street, adjacent to Hillside Commons

Individual parking spaces reserved for people with disabilities should have ramps connecting the parking space to the adjacent sidewalk. This is especially important if the spaces are at a mid-block location rather than adjacent to a street corner with curb ramps.

This location would be improved with four features:

- Striping the designated parking space.
- Adding a painted access aisle in the street in front of the designated parking space.
- Paving an access route from the sidewalk to recommended ramp.
- Construct a ramp to connect access aisle to access route.

Policies and Programs

The Village of Hillside's policies were reviewed to see if they affect street and sidewalk accessibility. The policies studied include ADA-specific rules under Title II, such as the ADA Notice and Grievance Procedure, the village code, and private property owner duties for maintenance and snow removal.

ADA Title II requirements

The review revealed that the village has adopted resolutions for its Grievance Procedure and designation of an ADA Coordinator. The village may consider updating these policies once the Plan for Accessible Streets and Sidewalks is complete. It is recommended that such policy updates be adopted concurrently with the plan's adoption or soon thereafter.

Village Code

The Village of Hillside's municipal code was reviewed to identify sections relevant to the accessibility of streets and sidewalks. The chapters and appendices reviewed are: Chapter 74, "Streets, Sidewalks, and Other Public Places," Chapter 90, "Traffic and Vehicles," and Appendix A, "Zoning." The results of this review of these sections of the village code indicated:

- The policies regulating on-street parking and parking that obstructs sidewalks appear to be in conflict and may result in creating accessibility issues.
- Code language addressing public right-of-way accessibility when construction or other activities impact sidewalks could be updated. Currently, much of the code's language focuses on impacts to motor vehicle movement and access. Strengthening it to address pedestrian-specific needs, including ADA-related requirements, would provide greater clarity to utility companies and other contractors doing work in the right-of-way.

Chapter 8: Best Practices suggests ways for the village to update its policies. These updates will help align with best practices.



Property redevelopment, as shown here on Taft Avenue, provides an opportunity for the developer to upgrad Property redevelopment, as shown here on Taft Avenue, provides an opportunity for the developer to upgrade sidewalks, driveways, and curb ramps on streets fronting the property. This means having policies in place that require this upgrade as a condition of development approval. These policies can be waived or alternative arrangements made if the street, such as Taft Avenue, is already planned for a village-led project.

Parking on Streets and in Driveways

Chapter 90 of the code has three policies that may create challenges for maintaining sidewalk accessibility due to motor vehicles parked on the sidewalks. There also appear to be elements of these three policies that contradict each other. The policies are (emphasis added):

- **Sec. 90-231. Stopping, standing and parking prohibited in specified places.** Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall: …
  - (1) Stop, stand, or park a vehicle: ...b. On a sidewalk.
- **Sec. 90-233. Parking in private driveway so as to obstruct pedestrian traffic.** No vehicle shall be parked on a private driveway on any day of the week between the hours of 7:00 a.m. and 11:00 p.m. in such a manner as to block or hinder pedestrian traffic using the intersecting public sidewalk.
- **Sec. 90-237. All-night parking.** No person shall park any vehicle on any street for a period of time longer than 30 minutes between the hours of 2:00 a.m. and 6:00 a.m. of any day, except physicians on emergency calls.

Policy 90-231 appears to prohibit any parking of a vehicle on the sidewalk. However, Policy 90-233 permits parking in a driveway that blocks the intersecting public sidewalk, provided it is done between 11:00 p.m. and 7:00 a.m. Policy 90-237 prohibits on-street parking except for limited exceptions, forcing people to park in their driveways.

Policies 90-233 and 90-237 were likely adopted before the implementation of the ADA. The United States Code of Federal Regulations (CFR) states that a public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility (28 CFR §35.133). This is included in the section of that law on “Nondiscrimination on the basis of disability in state and local government services.”

- **Recommendation #1:** Determine if policy 90-231 contradicts the other two policies about prohibiting parking so that it blocks a sidewalk.
- **Recommendation #2:** Evaluate the best way to prohibit vehicles parked in driveways from being parked in a way that blocks the sidewalk. This may require reconsidering Policy 90-237, which effectively bans overnight on-street parking. It may be a policy that applies only during certain major snow events, when having no vehicles on the street allows for more efficient plowing operations.

Property Owner Duties for Sidewalks & Snow Management

The village code outlines the requirements for property owners regarding sidewalks in Chapter 74, “Streets, Sidewalks, and Other Public Places.” Hillside’s policies specify:

- It shall be unlawful to deposit on any public sidewalk or public street any snow which accumulates upon and is removed from any adjacent private property.
- The surface of the sidewalk over any such structure shall be kept free of snow and ice, and free from all dirt and obstruction of any kind, by the person holding the permit, and such person must keep the sidewalk over such structure in good repair.



Policies aimed at keeping streets clear of parked vehicles may inadvertently cause people to block sidewalks. This occurs primarily when driveways do not have sufficient space outside the sidewalk’s footprint to accommodate the vehicle.

Further, the village's Snow Removal Guidelines, posted on its website for the Public Works Department's seasonal services, state:

- Do not shovel or blow snow into or across any public street or sidewalk. Icy patches and frozen blocks of ice can form, which are a danger to pedestrians and can cause accidents.
- Shovel your sidewalk so school children, neighbors, and mail carriers can walk safely, but please always keep snow on your own property and parkway.

These policies are consistent with the requirements of most municipalities.

Helping to ensure these policies are followed can be challenging when trying to proactively enforce them rather than waiting for individual complaints. However, the same CFR section cited under the parking section applies to snow management.

- **Recommendation #1:** The village may consider partnerships or programs for residents with disabilities and older adults who are not able to clear their sidewalks. The village can help reinforce property owner responsibilities each year through social media and other announcements.
- **Recommendation #2:** Enforcing property owner sidewalk policies: This helps keep sidewalks clear, and property owners can be reminded of these responsibilities each year through social media and other announcements. The village may consider partnerships or programs for residents with disabilities and older adults who are not able to clear their sidewalks.
- **Recommendation #3 -** Keep crosswalks clear**.** The village must ensure access to crosswalks and curb ramps. Snow left on the street, blocking curb ramps and crosswalk access, should be removed after primary plowing operations are complete. This is not viewed as the property owner's responsibility, as this snow remains within the curb-to-curb section of the street.
- **Recommendation #4:** The village already plows sidewalks along certain streets. Evaluating this list of streets periodically and adjusting the routes enables these practices to evolve in response to changing community needs. Priority routes identified in this plan can be considered for addition to the list if they are not already included.

Construction Affecting Pedestrian Routes

Agencies must maintain open pedestrian routes in work zones. These areas are called Temporary Traffic Control (TTC) zones. ADA policies, such as those outlined in the federal Manual on Uniform Traffic Control Devices (MUTCD), mandate that pedestrian routes remain accessible. These are specified in Section 6 of that manual. They should have features similar to those that were present before construction. Sidewalks and paths need signs for closures, just like detour signs for drivers when streets are closed.

Chapter 74 of Hillside's Code includes several sections that address work zone practices. They include section 74-10, which addresses the requirement for barricades when excavation or repair work impacts a sidewalk. This is to ensure that sidewalk users do not come into conflict with areas under repair.

Sections 74-241 to 74-264 address the requirements for constructing utility facilities in public rights-of-way. It includes references to Illinois' version of the MUTCD and is focused primarily on the impact on motor vehicle access to the right-of-way.

"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 persons with disabilities—through a Temporary Traffic Control zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents."

- Manual on Uniform Traffic Control Devices (MUTCD, 11th ed.) Section 6A.01

- **Recommendation #1:** The village may consider bolstering Section 74-10 to cite federal MUTCD, Section 6, about proper barricades that comply with ADA. These are typically referred to as “cane detectable” barricades, which span the full width of the sidewalk or curb ramp and have a bottom railing that meets ADA requirements for individuals with visual disabilities.
- **Recommendation #2:** The village could strengthen the section of code regulating the construction of utility facilities to include a section on sidewalk impacts, pedestrian detours, and other features of the federal MUTCD that lead to the creation of accessible work zones for sidewalk users.

Other Work Zone Considerations

Construction projects that impact pedestrian routes include:

- **Street resurfacing projects:** Maintain pedestrian routes, including crosswalks, to keep them open and accessible. Work crews can assist people through the work zone during periods when access is not maintained and work is in progress.
- **Sidewalk repair and replacement projects:** Even replacing a single segment of sidewalk requires proper barricades to prevent access to areas where excavation has occurred and where pedestrians might encounter equipment. Detours should be marked and signed. They must also include similar accessibility features on the impacted route. This can be done through temporary applications.
- **Major street and intersection improvements:** Big construction projects affect pedestrians the most. They can cause lengthy detours and put pedestrians in challenging situations. Detour routes should stay accessible. Access to businesses must remain open from nearby sidewalks.

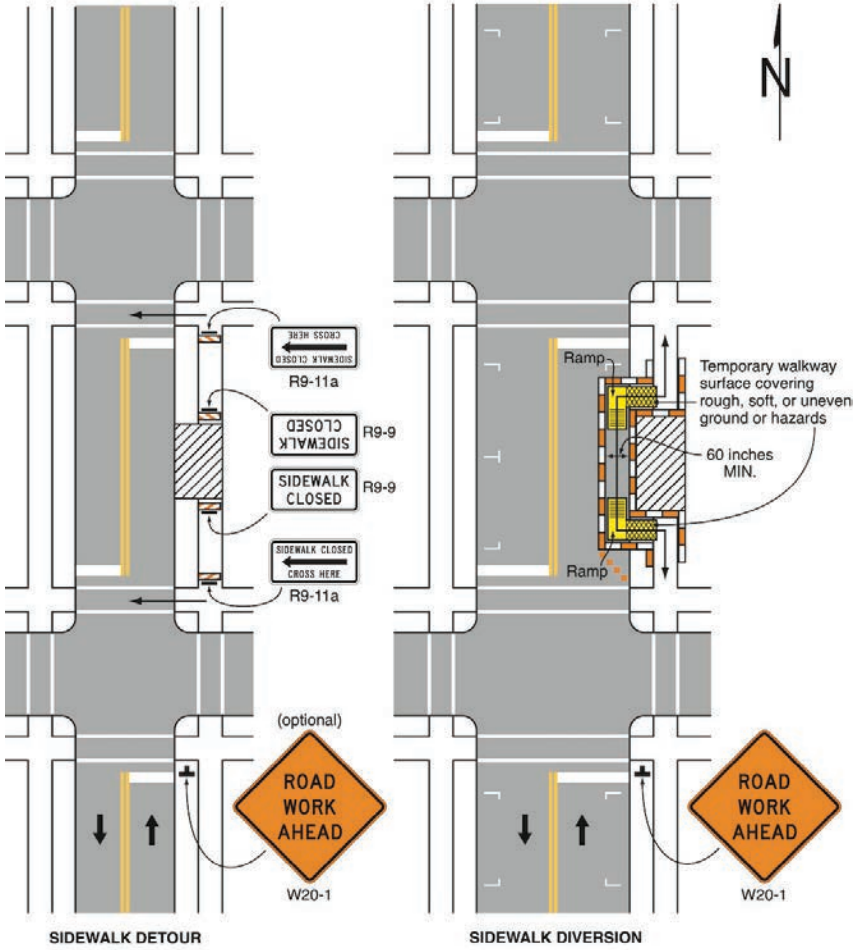
A review of work zone practices in Hillside revealed a need to consider enhanced enforcement and inspection of pedestrian access routes in work zones. Improvements can be made in these areas:

- Ensure curb ramps that remain open for pedestrian travel during construction are free of obstructions or abrupt edges.
- Designate detour routes with signage and ensure they are similar to the impacted route in terms of accessibility.
- Use barricades that cane travelers can detect. These will help keep people from entering the work zone by mistake.
- Ensure crosswalks (marked and unmarked) impacted by street repairs include a firm and stable surface during construction, especially when crews are not on-site to assist someone through the work zone.

Note that these findings are not unique to Hillside. These requirements have been historically overlooked, despite being included in the MUTCD as early as the 2000 edition. Therefore, there is an increased emphasis on work zone accessibility from agencies like the Illinois DOT and the Federal Highway Administration. Figure 5-20 shows an MUTCD illustration for work zones. Chapter 8: Best Practices covers methods to improve work zones. It provides examples of typical accessible work zone applications.

Figure 5-21

MUTCD: Sidewalk detour and diversion



Source: MUTCD, Figure 6P-28. Sidewalk Detour or Diversion (TA-28)

6. Transition Plan

The transition plan component of Hillside's Plan for Accessible Streets and Sidewalks serves as a playbook for the village to address accessibility barriers. These barriers are identified in the self-evaluation. While the transition plan emphasizes street and sidewalk upgrades, the village should also pursue policy and program changes to support overall accessibility.

While it is easy to notice infrastructure changes, such as fixing a sidewalk, improving a pedestrian crossing, or reconstructing a curb ramp, program and policy changes are not as readily apparent. Yet programs and policies create the expectation that streets will be managed in an accessible manner after projects are completed.

For example, an annual transition plan budget is a program that substantiates the village's commitment to making its streets more accessible. Programs and policies that improve work zone accessibility may not be recognized by residents as a major change. However, it can greatly impact the freedom and mobility of people with disabilities when they must travel through work zones.

Using the transition plan

Like the self-evaluation, the transition plan is a snapshot in time of what is recommended for Hillside to remove barriers to access. Over the next 10 to 20 years, the village should update its transition plan to reflect changes in the street system, redevelopment, and overall capital improvement needs. The village can consider a full update to this plan approximately 10 years from now to account for changes, and periodic updates can occur through the recommended progress report.

The transition plan is a snapshot in time of what is recommended for Hillside to remove barriers to access. As things change over the next decade, the Village should update the plan to reflect changes in the street system, redevelopment of properties, and how accessibility fits within Hillside's overall capital improvement needs.



Suppose the village needs to divert funds within its annual projects budget to respond to emergency repairs on a water or sewer line. This could mean accessibility projects are delayed. That's okay. Simply document the reasons why the change occurred in the progress report and adjust the schedule accordingly.

Responding to residents' requests for accommodation is another justifiable reason to modify the order in which projects are implemented. Hillside may respond to individual citizen requests to improve sidewalks or curb ramps, even if they are not on priority routes. This allows a person with a disability, their caretaker, and/or their family greater mobility along routes that affect their routine activities.

Accommodating such requests aligns with the ADA's principles and could delay accessibility upgrades on other priority routes if the budget to address individual requests necessitates a budget adjustment.

The village will have other accessibility needs unrelated to streets and sidewalks. Places like the Village Municipal Complex and Hillside Commons may have accessibility needs that the staff leadership or Board determines are a higher priority than a specific street. The village may choose to advance these projects before street upgrades. It should do so with confidence and without fear of legal repercussion, provided the reasons and justification are well documented.

Conversely, the village may find it needs to build a project on a street ahead of those in Tier 1. This could result from the need to replace underground utilities on a street, and the village finds it more economical to construct accessibility upgrades concurrently. Documenting the reasons for this and updating the transition plan's progress report is advised if this occurs.

Ultimately, the goal is to continually move forward in transitioning the system to compliance and demonstrate to the public how this is being achieved.

Programs and policies to remove barriers to accessibility

Addressing accessibility needs begins with programs and policies that direct the necessary resources to upgrade the sidewalk system and incorporate program-related practices to mitigate temporary barriers to accessibility.

Commitment to annual implementation

Hillside should set an annual investment goal for implementing the transition plan. Given the identified priority routes, a goal of $75,000 per year would allow the village to make substantial progress in removing accessibility barriers on its existing sidewalks.

- **Recommendation #1—Create a Transition Plan Implementation Goal within the village budget:** Establishing a goal between $75,000 per year showcases the village's commitment to implementing the transition plan. This goal can be achieved over a five-year period, with a corresponding annual goal that aligns with the programmed amounts.

  For example, a five-year allocation would be $375,000. Achieving this goal over this period enables the village to adjust its annual budget to reflect the project's overall public works priorities. It also allows the village to plan for individual transition plan projects whose costs exceed the annual goal. The village may pursue funding from other sources and apply those



Cracks and heaves in the sidewalk may be repaired and the transition beveled if the crack or heave has less than 1/2-inch of surface change. Otherwise, the full sidewalk panel may need replaced. The image above shows a sidewalk heave that is rougly 1-inch above the grade of the adjacent panel. This means it likely requires full reconstruction to remedy the issue.

funds to its annual goal, allowing its local funds to be used to address other accessibility needs or public work priorities. For example, the already-planned improvements on Taft Avenue will address a priority route and, regardless of the funding source, should count toward achieving this implementation goal.

- **Recommendation #2—Track investments for progress report.** Tracking annual expenditures on accessibility upgrades meets the requirements of transition plans to monitor progress. It shows the village's commitment to the public and can help shield Hillside from liability. CIP projects are one of several ways Hillside's streets are subject to accessibility upgrades. A progress report should document upgrades that occur through the sidewalk repair program and street resurfacing projects that include curb ramp upgrades (in addition to CIP projects). These expenditures help remedy 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.
- **Recommendation #3—Go beyond minimum requirements on resurfacing projects.** When the village 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. This is especially true along Tier 1 priority routes and within the two Tier 2 priority zones.

Building new infrastructure

The ADA requires that all new infrastructure be accessible upon construction. 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.

As noted, several streets identified in this plan lack sidewalks, creating barriers to access for the broader community. ADA does not require Hillside to fill these sidewalk gaps, but the village may choose to improve them to make its streets safer and more accessible.



The recommendations listed below outline ways in which the village can pursue projects and policies that lead to adding sidewalks to some of these routes.

- **Recommendation #1 – Explore options for building new sidewalks on priority routes.** There are five priority routes that emerged during the development of this plan that lack sidewalks altogether (some routes have sidewalk segments but are not fully connected). While the absence of sidewalks is not an ADA compliance issue, the public input and destinations along or near these routes indicate that the absence of connected sidewalks poses a broader barrier to access for the people of Hillside. These routes are considered "optional" for the village to pursue, as implementation will involve more in-depth analysis and public input to determine feasibility. In some cases, building sidewalks on only one side of these streets may be the most feasible option.
- **Recommendation #2—Update village code language on accessibility upgrades.** The village may strengthen its property development policies by clarifying the requirements for reconstructing existing sidewalks along a property's public street frontage. This means that property developers replace existing sidewalks, curb ramps, and driveways if they do not already comply with PROWAG design guidelines. The village can allow properties to request a hardship or design exception if the developer can prove that full compliance is infeasible.
- **Recommendation #3—Explore sidewalk fee-in-lieu policy.** A sidewalk fee-in-lieu policy can be considered to avoid having sidewalk "islands." Islands are where a property on a street that lacks sidewalks is required to build them, even if they don't connect to other sidewalks. Municipalities in Illinois may allow a developer to forego the requirement to build a sidewalk and instead require the developer to pay the village an amount similar to the value of that sidewalk. The funds collected by charging this fee in lieu of constructing the sidewalk can be allocated to a separate village fund that upgrades or builds new sidewalks along higher-priority routes. This policy could be very effective in a community like Hillside, where many streets lack sidewalks. The fees collected under this policy could be used for new sidewalks on routes identified in this plan or through CMAP's West Cook Bicycle and Pedestrian Plan.



Improving snow management for 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, Hillside averages around 36 inches of snow per year, which often takes several days or weeks to melt away after a storm.

Federal law requires that sidewalk access be maintained in all conditions, with only temporary disruptions caused by events like 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 Hillside's major routes, like Pratt Avenue, have segments that lack sidewalk buffers.

Plow operators should avoid plowing snow onto sidewalks. This can be mitigated by slowing plow speeds when the sidewalk is adjacent to 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 and is mounded to block access to a curb ramp and crosswalk is a 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.

Recommendations. Stemming from this, the village may consider certain practices to maintain access during snow events. They include:

- Active engagement with property owners' requirements to clear snow from sidewalks. This can include outreach efforts to remind them that snow must be cleared within a reasonable timeframe and that it must be shoveled or plowed to avoid blocking access to curb ramps and crosswalks. The village may consider hardship cases from residents who are older adults or have disabilities that make it difficult for them to comply with the village code.
- Ensure the village is clearing sidewalks along the frontage of village-owned properties (e.g., parks, public buildings, shared use paths), as well as on any village-maintained infrastructure like bridges or culverts.
- Map sidewalk routes the village currently plows, and accompany the map with a summary of when this occurs in relation to other snow plowing. Document how the routes were chosen. These materials can be posted online, if desired, and should be included in the recommended progress report.
- Clear snow that remains within the curb-to-curb section of the street and blocks curb ramps and crosswalks. Additionally, clear snow around pedestrians' pushbuttons at crossings with traffic signals and flashing beacons. Crews may return to these locations to clear these obstructions once primary plowing operations are complete.

"Snow removal and treatment for ice on sidewalks is also a pedestrian accessibility issue, for which FHWA has oversight responsibility...Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets...The FHWA's role is to assure that reasonable snow removal efforts are provided to make facilities safe and traversable, considering local conditions."

- FHWA Memorandum: Snow Removal on Sidewalks Constructed with Federal Funding, August 27, 2008

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 alignment 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.

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, 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:

- **Recommendation #1—Work zone training.** Village 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).
- **Recommendation #2—Identify preferred work zone materials.** Hillside 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 village's rights-of-way. The village may reference these preferred materials within its overall engineering forms and manuals, as well as within bid documents.



Projects to remove barriers to accessibility

The self-evaluation identified the overall system needs to remove barried to accessibility.

- **Hillside has an estimated $4.5 million worth of infrastructure upgrade needs to provide a fully accessible system on village-managed streets.**

Note that this estimate reflects streets with existing sidewalk infrastructure. It does not include the costs of building new sidewalks where none yet exist.

- **Recommendation:** To remove barriers to accessibility on existing sidewalks, the village should address projects in Tiers 1 and 2. Overall, achieving this will address almost all of the streets with existing sidewalks. Tier 1 consists of four routes, while Tier 2 consists of two separate zones. The two zones are comprised of streets that have sidewalks and are within the area north and south of Butterfield Road, west of Wolf Road to the village limits. Figure 6-5 is a map of these projects.

Project identification

The results of the self-evaluation were used to identify Tier 1 priority routes and Tier 2 zones through the following methods:

- Input from Hillside staff and the steering committee.
- Public input from the fall 2024 and spring 2025 public meetings and surveys.
- Consultant input, stemming from field observations and examining the heat map of accessibility needs created from self-evaluation data.
- Proximity to Prairie Pathway, Municipal Complex, and Hillside Commons.

The Tier 1 projects are summarized in Figure 6-1 and mapped in Figure 6-2. The improvements recommended on these routes consist primarily of the following:

- Reconstructing sidewalks where surface conditions, cracks and heaves, and cross slopes are substantial enough that repairing the existing concrete is not feasible to achieve compliance.
- Replacing curb ramps where the self-evaluation determined that repairing the existing ramp is not feasible.
- Repairing curb ramps that have minor accessibility flaws, such as cracks, heaves, and surface transitions where the existing concrete and asphalt can be fixed without full replacement.
- Addressing driveways that have excessive cross slopes and deteriorated surface conditions.

Routes within the Tier 2 zones require similar upgrades but may be subject to less intensive reconstruction if conditions allow repairs. The village may evaluate these streets on a case-by-case basis when resurfacing or pursuing accessibility-only upgrades to determine the highest-priority improvements along each route. The village's goal should be to make them accessible to the maximum extent feasible.

Project tiers

Two tiers of priority investments are identified for implementation over the next 10 years. These tiers are incorporated into the transition plan schedule (see Chapter 7).

- **Tier 1 projects** are the highest priorities and recommended for implementation. They have an estimated combined cost of roughly $425,000.
- **Tier 2 zones** are the second-highest priority for implementation. They have an estimated combined cost of approximately $490,000. That figure is for fully upgrading these routes.

Overall priorities are subject to change as project schedules, funding sources, and other intangibles influence implementation. The village may revisit these projects to account for such changes, as well as other factors that impact its ability to implement them. Changes should be documented in updates to the transition plan and in the recommended progress report (see Chapter 7: Schedule and Implementation).

Projects labeled as New Sidewalks in Figure 6-2 show those routes the village may consider for adding sidewalks to improve safety and accessibility, but they are not a requirement to fulfill the village's ADA responsibilities. These routes do not include cost estimates.

Tier 1 project summaries

Projects in Tier 1 were subject to more detailed field evaluation than was done in the self-evaluation. Using the self-evaluation findings as a starting point, engineers conducted a more thorough review to determine what would be required to meet the PROWAG guidelines. In some cases, full compliance could be limited by factors such as terrain or utilities. These additional project details helped create project profiles shown in Figures 6-1.

The project summaries are not intended to be scoping documents. Detailed design and engineering should occur before the village proceeds with implementation. Summaries can serve as a starting point for budgeting improvements, pursuing additional funding through grants, and determining investment program goals.



Upgrading ramps along Harrison Street, as well as adding paved walkways from the sidewalk to the curb at bus stops, comprise the majority of recommendations along this priority route.

Figure 6-1

Tier 1 project summaries

Harrison Street, Wolf Road to Mannheim Road



Length: 1.1 miles

Estimated Cost: $165,000

Harrison Street has sidewalks on the south side along the full length from Wolf to Mannheim. Upgrading these sidewalks requires replacing or correcting ramps at driveway crossings, repairing and replacing sidewalk panels, and adding access routes from the sidewalks to the curb at Pace bus stops. The route serves Proviso Township offices, Proviso West High School, Hillside Elementary School, and the Hillside Town Center shopping center.

Taft Avenue, Butterfield Road to Elecric Avenue



Length: 0.5 miles

Estimated Cost: $100,000*

*Estimate reflects accessibility needs only. Hillside's cost estimates may be higher due to other pedestrian and street upgrades.

The village is already planning to reconstruct sidewalks on the east side of Taft. The west side is within the Village of Berkeley. Several sidewalk segments and driveways exhibit excessive cross-slopes and require reconstruction. Most curb ramps require upgrades, and many require full replacement. Maintaining or adding sidewalk buffers is preferred, but may not be feasible to ensure that sidewalk and driveway cross slopes are corrected. The route serves the Prairie Pathway and businesses along Taft.

Washington Street, Taft Avenue to Wolf Road



Length: 0.5 miles

Estimated Cost: $70,000

Washington is an east-west route through Hillside that connects neighborhoods directly to Hillside Commons. Intersecting streets provide connections to the Prairie Pathway and the Hillside Municipal Complex. Upgrades on this route include sidewalk repairs and replacements, driveway reconstruction due to surface conditions and cross-slopes, and the addition of ramps at alley crossings (as shown above).

Hillside Avenue, Butterfield Road to Electric Avenue



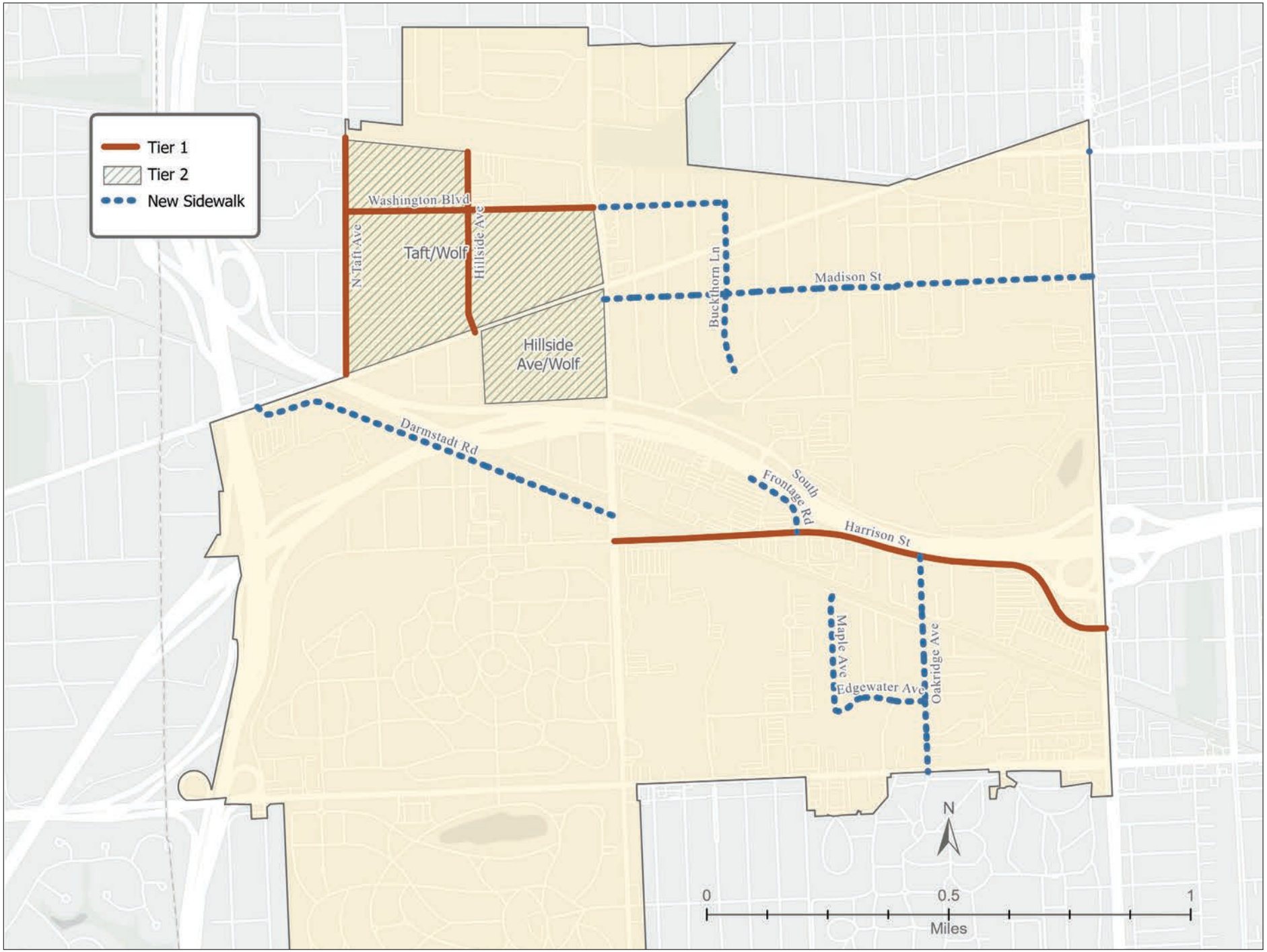
Length: 0.4 miles

Estimated Cost: $90,000

Hillside Avenue is a primary pedestrian connection between the business district along Butterfield Road and the Prairie Pathway. It provides direct links to Hillside Commons and the Hillside Municipal Complex. The village recently constructed new access ramps to the Prairie Pathway at the intersection of Electric Avenue and Hillside Avenue. This project includes replacing sidewalks in several sections, including driveway crossings. Several segments have surface deterioration and excessive cross-slopes that likely necessitate full reconstruction.

Figure 6-2

Priority Projects Map



7. Schedule and Implementation

This chapter provides a schedule for addressing the recommendations identified in the transition plan and other requirements established under Title II of the ADA. The recommended timelines for implementing individual items in the schedule are a starting point for the village's effort to transition its system to remove accessibility barriers.

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 items, such as establishing an annual transition plan implementation fund, may not occur until the village and its Board feel it can be integrated with the budget.

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

- **ADA Coordinator and Assistant Village Administrator Joseph Beckwith, or his designee.**
- **Public Works Director Paul Smith, or his designee.**

Using the schedule

The schedule is intended as a roadmap for implementing this plan. It indicates to the public that the village 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 can be prompted by numerous influences within the capital improvements budget, such as addressing other village priorities and adjusting for budget and project cost constraints. The village should document why these changes occur.

Priority projects or zones should be considered when the village updates its budget or capital improvements plan. The village may then determine whether a project is moved from one tier to another or whether other public works projects are higher priority than accessibility projects.



Other accessibility projects, such as upgrades to a park or village-managed building, may be evaluated to determine if they serve a greater need for the people of Hillside than a street project.

The schedule is shown in Figure 7-1 on pages 62 and 63.

Project-based schedule modifications

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

For example, Hillside officials may determine that remedying some accessibility barriers in an area is infeasible, thereby making the route fully accessible cost-prohibitive. The village is not expected to double or triple the cost of a project to accomplish this and overcome such constraints. Rather, it is expected to make an informed and rational decision on which upgrades are most important and document the reasoning behind it.

The bullets below outline the priority order for modifying projects when such issues occur.

- **Priority 1:** Serve areas where a specific accessibility request or need has been identified by persons with disabilities.
- **Priority 2:** Serve facilities 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.

Following this process helps serve the people who need the upgrades most and may reduce liability if the village is subject to an ADA complaint.

Developing a progress report & documenting changes

A requirement of Title II is to document progress in implementing the transition plan. This must occur at least every five years, but the village is recommended to produce a progress report at least every two years to more accurately track upgrades that occur on its street system.

This progress report enables the village to document its transition to compliance while serving as an update or amendment to the transition plan. It is also important for the village to document the year a specific improvement was made in the event of a complaint or grievance. Tracking these investments shows that the village is thoughtful and intentional in implementing its transition plan, which can help counter a complaint that Hillside is failing to comply with ADA requirements.

This progress report should be compiled by the ADA Coordinator, with each department providing input on its progress since the previous reporting period. It is recommended that the Village Board adopt the report. Links to sample progress reports are included in Chapter 9: Appendix.

Prioritizing project schedule changes

- **Priority 1:** Serve areas where a specific accessibility request or need has been identified by persons with disabilities.
- **Priority 2:** Serve facilities 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.

Figure 7-1
Schedule

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
A. Adopt the plan.	2025	The Village Board should adopt the plan in 2025, via resolution.	
B. Update ADA policies.	2025/2026	Update the ADA Grievance, Notice, and ADA Coordinator Designation concurrent with, or soon after adoption of this plan. Reference this plan and its adoption in corresponding resolution.	
C. Update village website.	2025/2026	Add plan to Village website. Ensure the website follows Web Content Accessibility Guidelines (WCAG). Consider training for staff on making web content and documents accessible.	
D. Implement Tier 1 priority projects.	2026-2032	Proceed with scheduling Tier 1 projects. Schedule may be dictated by funding and completion of the Taft Avenue project. If changes occur, document why in recommended progress report.	
E. Establish Accessibility Advisory Committee	2026/2027	The Mayor has indicated a desire to establish this committee. Meeting schedules and roles may be determined based on when it is establish and who serves on it.	
F. Develop progress report.	Starting in 2027/2028	Document village-led projects, as well as any changes to this schedule. Report is recommended to be produced annually or every two years, but may be done at least once every five years. Include all upgrades made to public rights-of-way, as well as access improvements at the Village's public buildings.	
G. Adopt PROWAG as village's preferred design standards.	2026/2027	Designate, through updates to Village policy or department manuals, PROWAG as the village's standards for accessibility.	
H. Formalize commitment to annual implementation fund/goal.	2026/2027	Affirm commitment to the annual goal of $75,000 during an upcoming budget process. Track expenditures for accessibility upgrades that occur in Village-maintained rights-of-way to apply to this goal.	

Figure 7-1, continued

Schedule

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
I. Update Village Code to address on-street parking restrictions.	2026/2027	Organize staff to discuss the purpose and outcomes of the on-street parking restrictions. Determine the proper course of action to amend the policy and affected programs/ enforcement.	
J. Document snow management procedures.	2027/2028	Consider mapping and providing reason and justification for sidewalk routes subject to Village-led snow removal. Evaluate routes to destinations and priority corridors when revising the map.	
K. Implement Tier 2 priority zone upgrades.	2032 or after	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.	2035/2036	This plan is recommended to be updated approximately every 10 years after its adoption. 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. Submit requests to IDOT and the counties for accessibility upgrades on streets under their jurisdiction.	2026 and beyond	Use the results of this plan the West Cook Bicycle and Pedestrian Plan to pursue upgrades to IDOT and Cook County routes. Showcase how public input identified these routes as barriers to accessibility for the people of Hillside. This includes filling sidewalk gaps, upgrading curb ramps, and installing Accessible Pedestrian Signals.	
N. Identify projects to address streets without sidewalks	TBD	The result of the West Cook Bicycle and Pedestrian Plan, as well as this plan, may serve as the starting point for identifying which streets are best-suited for adding new sidewalks. Additional feasibility studies and public input may be required.	

Documenting project modifications

Progress made on Hillside's streets includes new and repaired sidewalks, curb ramps, and other accessibility upgrades constructed by developers and the village in public rights-of-way. Upgrades made to parks, public buildings, and other facilities managed by the village should also be included as part of the village's overall efforts to remove barriers to accessibility.

This documentation can include:

- Estimated annual budget allocation by the village from its implementation fund, resurfacing projects, sidewalk repair programs, and other capital improvement projects.
- Estimated annual value of upgrades from other projects that include accessibility upgrades. This may include non-public investments, such as sidewalks replaced by a new development under the village's development policies.
- Cataloging upgrades by type and amount (e.g., 30 sidewalk segments, 20 curb ramps, 1 pedestrian push button, 2 playgrounds, 1 building access ramp, etc.).
- Listing projects by location, by table and/or map, along with a short description of what occurred;
- Summary of individual requests or complaints (if applicable) submitted to the ADA Coordinator or other departments, and how they were addressed; and
- Any 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 village, developers, others).

Documenting 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 livestream Board meetings.

Documenting program modifications

Program-related modifications could include updating work zone and snow management practices, updating websites to comply with accessibility guidelines, and changing contract requirements to require consultants and others to produce documents in accessible formats.

The progress report can also include any training staff participated in to improve accessibility, as well as specific outreach to the disabled community on topics such as project designs, bus route changes, and the like. A paragraph describing the process will suffice.

Incorporating citizen requests and public input

Hillside may respond to individual requests from its citizens with disabilities for sidewalk upgrades. This includes requests from their 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 formal complaint, Hillside is recommended to determine how it can address the request within its current or upcoming budget.

Transition plan progress report

- An update to the transition plan and schedule.
- Indicates the progress made toward removing barriers to accessibility.
- Summarizes annual investments, both project location and features, as well as cost estimate of upgrades.
- Incorporates projects done by the Village and private development.
- Documents any changes in project schedules, including delays, changes in overall scope, and cost estimates.
- Developed at least once every five years (every one to two years, preferred).

For example, it is conceivable that a resident notifies the village 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 village may view this as a higher priority than projects identified in the transition plan.

Beyond being the right thing to do, accommodating individual requests helps the village avoid liability if there is a formal complaint about its practices and procedures in complying with ADA requirements.

If the village 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. This can occur through a variety of methods.

Hillside 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 village-led initiatives.

Another way to raise the profile of accessibility-related investments is to add a section to the village'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 village 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.



Accessibility advisory committee

Hillside is in the process of establishing an accessibility advisory committee. This group may serve as an input and review committee for the implementation of the transition plan. It may also be used in lieu of formal public input meetings, since efforts like transition plan implementation are unlikely to attract many participants to traditional public meetings.

The village may consider several roles for the advisory committee, including:

- Review and approve annual accessibility-related projects.
- Provide input on policy changes, such as addressing on-street parking restrictions to reduce or eliminate parked vehicles blocking sidewalks.
- Review and recommend approval of the transition plan progress report.
- Make recommendations on modifications to the schedule and priorities.
- Provide input on how the village addresses challenging designs, such as the new curb ramps on older streets or connections to the Prairie Pathway.
- Gather public input through testimony provided at its meetings.

The committee should be comprised of individuals with disabilities, caretakers of people with disabilities, local organizations that serve and represent the needs of people with disabilities, and older adults who are increasingly reliant on accessible facilities. The village should assign an elected official to be a liaison to the committee.



An accessibility advisory committee can meet on an ad hoc basis to provide the Village with input on projects, priorities, and investment goals.

Including accessibility in other planning efforts

Once complete, Hillside's Plan for Accessible Streets and Sidewalks will become one of the village's many adopted plans. The village should strive to integrate its findings and recommendations into other plans.

These include, but are not limited to:

- Comprehensive Plans.
- Neighborhood, Redevelopment and Small Area Plans.
- Strategic Plans.
- Transportation Plans.
- Trails and Pathways Plans.
- Corridor Plans or Studies.

One example of this already occurring is the coordination between consultants working on the Plan for Accessible Streets and Sidewalks and CMAP's West Cook Bicycle and Pedestrian Plan. Because of this coordination, there is alignment in the recommendations across the plans, notably the recommendation to add new sidewalks to select streets in Hillside.

The village should ensure that agencies like IDOT and Cook County incorporate the plan's findings and recommendations into their own plans for streets that bisect Hillside. CMAP is encouraged to incorporate and reference this plan in its own studies that include Hillside.

Design guidance and standards

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

Like how IDOT substantially incorporates PROWAG into its own standards, the village is recommended to adopt PROWAG as its own standard. This may occur through amendments to the village code and changes to any internal procedures and contracts led by the Public Works Department. IDOT standards should also be referenced in any such policy updates, as some IDOT requirements exceed the design guidelines established in PROWAG.

The Appendix to this plan (Chapter 9) includes links to several other design guides published by federal and state organizations. Collectively, they may be used to better address the accessibility and context of Hillside.

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 infill or redevelopment projects that encounter various constraints. These may include right-of-way constraints, the location and depth of underground utilities, and the placement of infrastructure such as traffic signals, utility poles, and traffic signal controls.

It is recommended that the village 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 in Figure 7-2 on the right.

The form documents how the village 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 village be subject to a complaint about a facility that is not fully compliant.

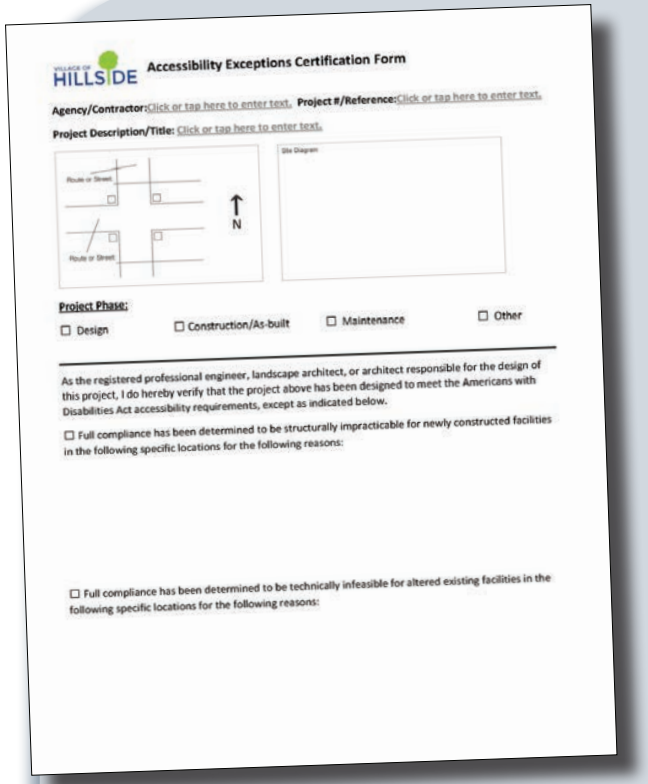
Attaching relevant project drawings to the form, including design and as-built drawings, shows that a purposeful and informed attempt was made to achieve compliance to the maximum extent feasible. It also helps facilitate discussions among designers to determine the best way to make facilities accessible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

Accessible documents

The village has incorporated the Web Content Accessibility Guidelines onto 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. Hillside's Plan for Accessible Streets and Sidewalks includes accessibility features in the PDF version of the report.

Figure 7-2

Accessibility Exceptions Certification Form



VILLAGE OF HILLSIDE

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.

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:

Use of this form shows how the Village addressed accessibility to the maximum extent feasible on a project when full compliance is not achievable.

The village 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 village are accessible and reduces the burden on village staff.

For existing documents, the village may determine which are most viewed and add accessibility features to them. Maps and engineering drawings are challenging to make accessible. Therefore, the village should offer anyone wishing to access those documents and other reports the option of having village staff assist them in discussing and summarizing their content.

Funding

Financing the implementation of this plan may be obtained through local, state, and federal funding. The village should seek state and federal funding sources whenever possible to help maximize the effectiveness of its local funding. Below is a summary of existing programs the village may consider.

Annual investment program

Hillside is recommended to allocate $75,000 per year to transition plan implementation, totaling $375,000 over five years. The village may determine how to best allocate these funds to accessibility upgrades, which can include the priority projects, as well as:

- Bolstering its sidewalk repair program.
- Supplementing its road resurfacing program to address accessibility needs beyond curb ramp upgrades. This includes sidewalk repair/replacement, driveway upgrades, and crosswalk enhancements.
- Applying the funds to filling sidewalk gaps if the village deems them a higher priority to improve access when compared to replacing existing infrastructure.



- Partnering with IDOT and Cook County DOT on accessibility upgrades to routes they manage, providing Hillside has already addressed its priority routes and zones or the village feels committing funds to these projects is a higher priority for Hillside.

Grants

There are various grant programs administered by IDOT and CMAP that Hillside may consider to implement priority upgrades and improvements on IDOT routes. The following are summaries of some of the major grant programs, which include specific program language provided by the funding agency.

Figure 7-3 below provides some examples of potential funding sources for transition plan implementation and efforts to build new sidewlks on streets that currently lack them.

This is not a comprehensive list. IDOT and CMAP have additional information available and are providing their own technical support efforts to help guide communities on these funding programs.

Figure 7-3

Funding Opportunities for Accessible Streets and Sidewalks

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 are not eligible as a standalone project but may be incorporated as part of 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 through the grant program.	**Safe Routes to School (IDOT)** Sidewalks and pathways serving public grade schools, middle or junior high schools, high schools, and grade centers that serve these ages are eligible. There is a funding limit of $250,000 per project, and it covers construction costs only. Design and right-of-way acquisition are not eligible expenses, but no local funds are required for construction. The Village 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 large and lasting contributions to regional transportation priorities and are derived from a variety of planning activities. The fund's intention is to encourage collaboration between municipalities and advance projects that local councils cannot readily fund on their own. Pedestrian barrier elimination 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, according to the methodology and deadlines of that council. Every local methodology incorporates regional planning factors and must be implemented in accordance with the region's active program management policies. Hillside is a member of the North Central Council of Mayors.
Regional Transportation Authority (RTA) Access to Transit 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 bi-annual solicitation of proposals, Access to Transit prioritizes projects that create safer and more efficient connections while also improving the transit rider experience.	**Fee-in-lieu of sidewalk construction** The policy section of the transition plan suggested that the village consider a sidewalk fee-in-lieu program. It would allow the village to collect a fee when properties are redeveloped rather than requiring the property owner to construct sidewalks. This could help address sidewalk gaps on major streets when the redevelopment occurs on a secondary street. This program is not likely to be a substantial source of funding but may bolster the village's required match funds for IDOT and CMAP grants or help fill small sidewalk gaps on higher priority routes.

Partnership projects with Illinois DOT and Cook County

Public input on this plan pointed to a desire to improve the accessibility and safety of sidewalks and street crossings managed by IDOT and Cook County. The West Cook Bicycle and Pedestrian Plan will contain additional, and sometimes more specific, recommendations for state and county routes within Hillside.

Recommended improvements on IDOT and Cook County routes include:

- **Accessible Pedestrian Signals and Curb Ramps at Signalized Intersections:** Upgrade all signalized intersections to include accessible curb ramps. There are several such junctions within Hillside that would benefit from improving these features. They may need to be standalone projects rather than alterations included in resurfacing. This is due to a lower likelihood that concrete-paved routes are subject to traditional resurfacing or alterations that prompt the need to upgrade ramps (versus what occurs with asphalt-paved routes).
- **Filling sidewalk gaps on IDOT and Cook County DOT routes:** There are notable segments on state- and county-managed routes that lack sidewalks and create barriers to accessibility for Hillside residents. Most notable are Roosevelt Road and Wolf Road along the frontage of the large cemeteries. Butterfield Road is planned for improvements that will fill sidewalk gaps and extend connections to the Prairie Pathway. Adding and upgrading sidewalks along the west side of Mannheim Road, from Butterfield Road to the Social Security Administration office, would greatly improve accessibility to this public destination within Hillside.

The village should work with the state and county to prioritize where sidewalks should be added and where segments of shared-use sidepaths should be added instead of sidewalks to better accommodate pedestrian and bicyclist traffic. The frequency of crossings should be evaluated to consider destinations and neighborhoods that need access to cross these routes between signalized intersections. This is especially important if sidewalks or a sidepath exist on only one side of a street.





"All new and altered pedestrian signal heads installed at crosswalks must include 'accessible pedestrian signals' (APS), which have audible and vibrotactile features indicating the walk interval so that a pedestrian who is blind or has low vision will know when to cross the street."

- U.S. Access Board, Preamble to the Final Rule for Pedestrian Facilities in the Public Right-of-Way (PROWAG, 2023).

8. Best Practices

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.

This is illustrated, in practice, in the image shown at right. 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. 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.

For example, the design of a low-speed, residential street does not necessarily have to accommodate a wide variety of large vehicles like semi-trucks. These vehicles are not frequent users of these streets. Compare that to the lanes on an interstate highway, where there is a higher percentage of larger vehicles moving at higher speeds, which prompt wider lane widths.

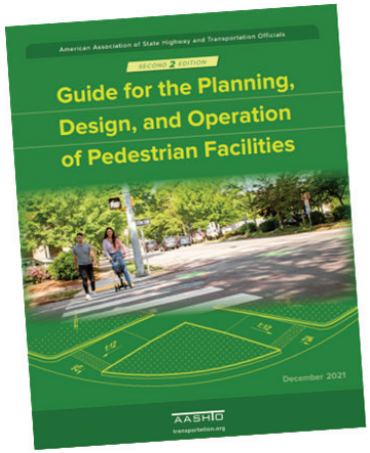
When sidewalk users are considered in the same way, designers recognize that there are a variety of design users who have various dimensional needs when traveling along a sidewalk. The figures on the next page show diagrams from the American Association of State Highway and Transportation Officials (AASHTO) pedestrian design guide and the varying operating widths for a diverse set of sidewalk users (Figures 8-1 and 8-2, page 74).

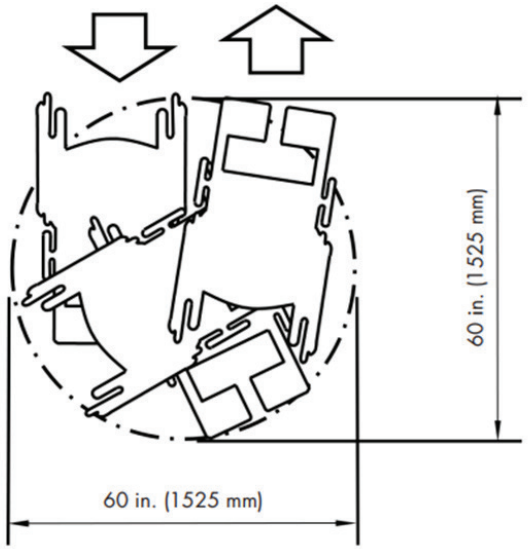


Adding a 5-foot-wide "passing area" every 200 feet along an otherwise 4-foot-wide sidewalk complies with PROWAG. However, it is not recommended as a default design and should be applied only in constrained situations.

Figure 8-1

AASHTO: Wheelchair turning space and cane traveler operating space





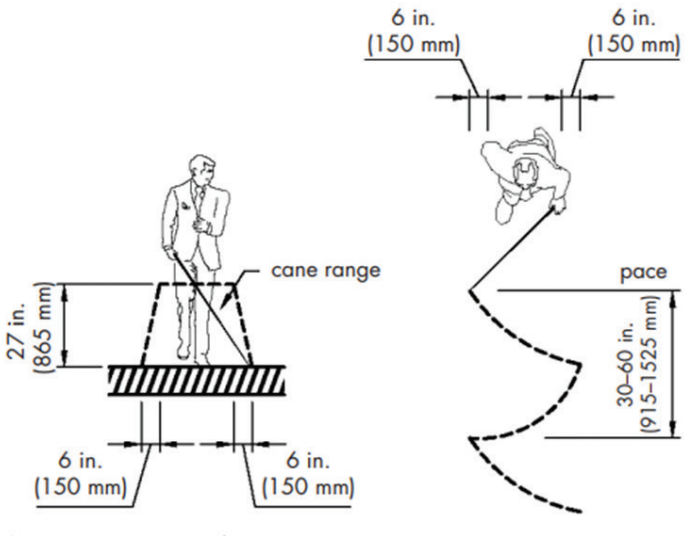
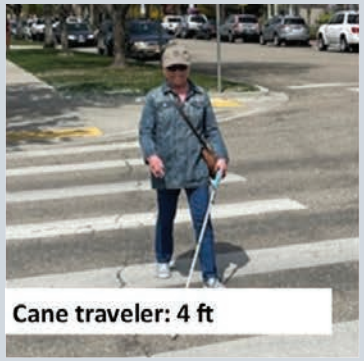


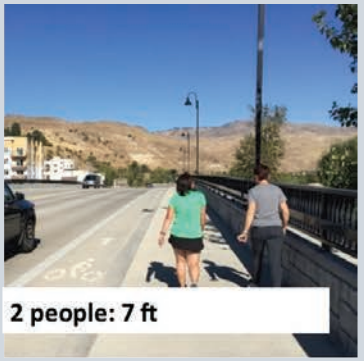
Figure 8-2

Minimum clearance width for sidewalk users



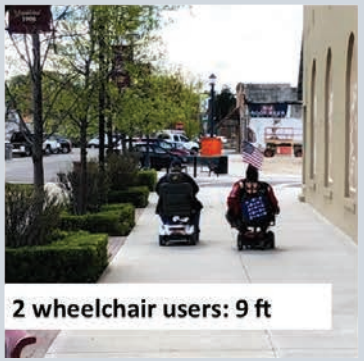














Functional sidewalk width

The physical width of a sidewalk does not represent the functional (or effective) width of a sidewalk. 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 in Figure 8-3, 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.

Figure 8-4 is 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.

Figure 8-3

FHWA: Example clearances required to maintain effective walkway width

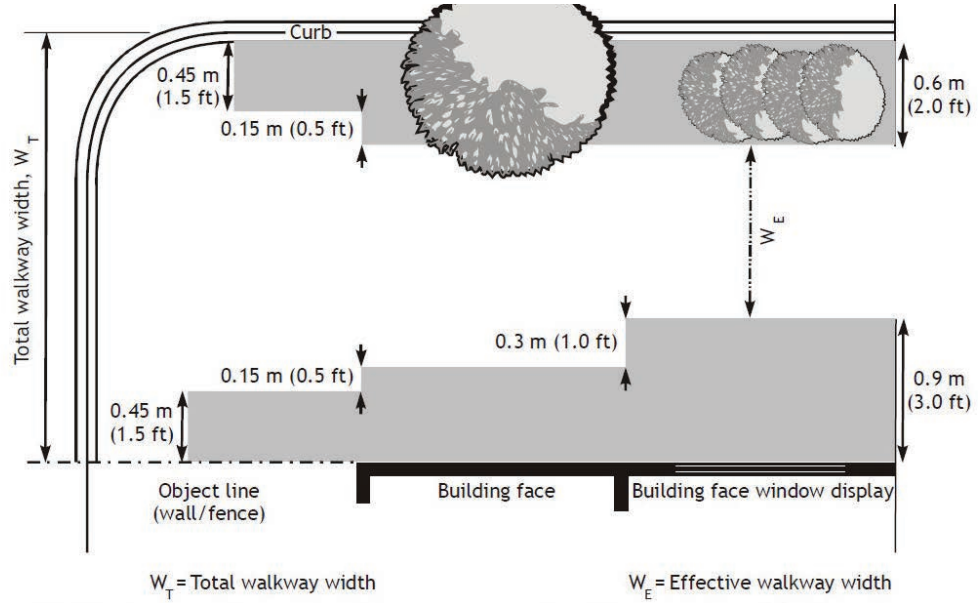


Figure 8-4

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. Figure 8-5 shows 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.

Figure 8-5

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 on the right, 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.

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.



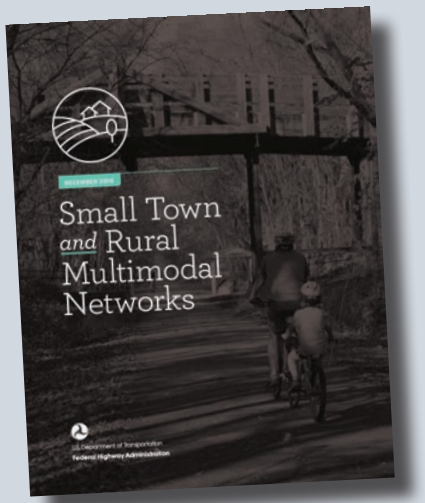
Additional treatments include creating a pedestrian lane within the street by replacing a parking lane on one side. This is possible on some low-speed, low-volume streets. ADA requirements related to cross-slope are challenging to address in this setting, and a community should consider the trade-offs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

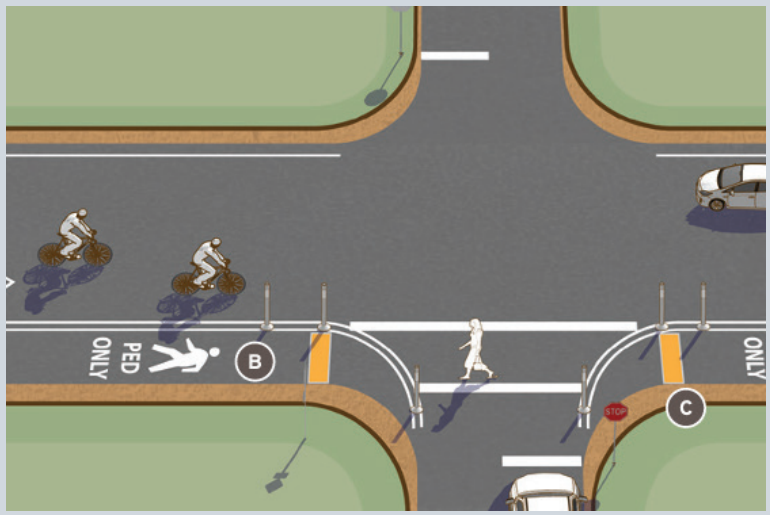
FHWA's Small Town and Rural Multimodal Networks Guide

In 2016, FHWA endorsed a design guide to help agencies improve safety and accessibility for pedestrians and bicyclists with alternative designs not found in common design guides. The Small Town and Rural Multimodal Networks Guide illustrates more than a dozen treatments for mixed traffic facilities, visually separated facilities, and physically separated facilities (Figure 8-6).

The guide includes information on the appropriate street settings in which to consider these alternative design treatments. Given it was developed by FHWA, designers should feel comfortable using these designs, and agencies can cite its use when pursuing grants through agencies like IDOT.

Figure 8-6
Pedestrian lane example from the FHWA Small Town and Rural Multimodal Networks Guide





ACCESSIBILITY

A pedestrian lane is an on-roadway facility intended for use by pedestrians and must meet accessibility guidelines for walkways. Any deficiencies in meeting ADA guidelines during implementation as a restriping project should be identified in the ADA transition plan and be corrected in the next resurfacing.

Pedestrian lanes are a interim facility, and a full sidewalk construction should be planned for future implementation.

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

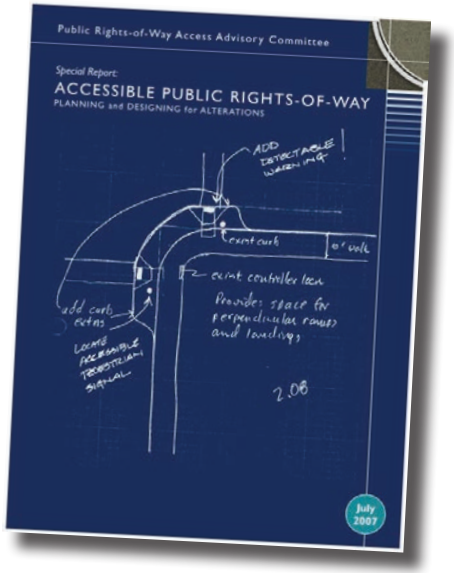
Curb ramps

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 July 31, 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.

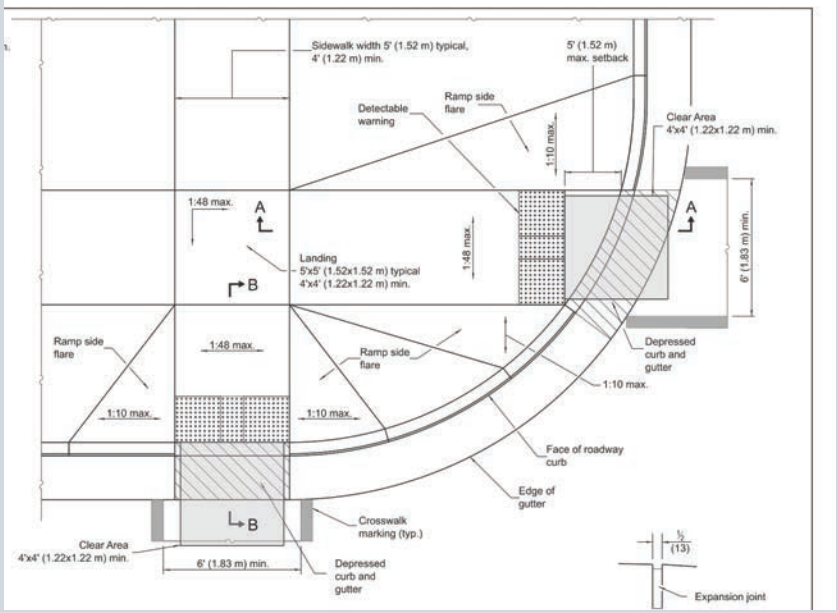
To assist communities in building more compliant ramps in constrained and atypical settings, the U.S. Access Board developed a special report titled "Accessible Public Rights-of-Way: Planning and Designing for Alterations." The examples in Figure 8-8 show the IDOT standard drawing for a perpendicular ramp. The IDOT example requires more space to achieve compliance than the US Access Board's example in a more constrained setting.

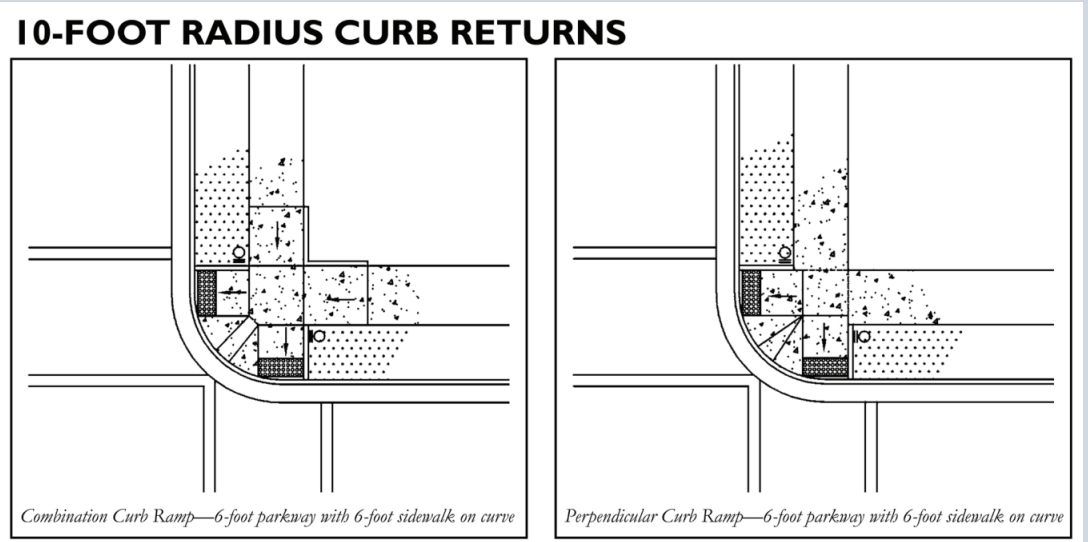


Access the report, current as of July 30, 2025.

Figure 8-7

IDOT perpendicular ramps (left) vs. US Access Board combination and perpendicular ramps for 10-foot radius (right)





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.

Avoid using diagonal ramps

Figure 8-8 illustrates 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 new development, 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 must recognize they have design requirements beyond what other ramps are subject to when making them accessible.

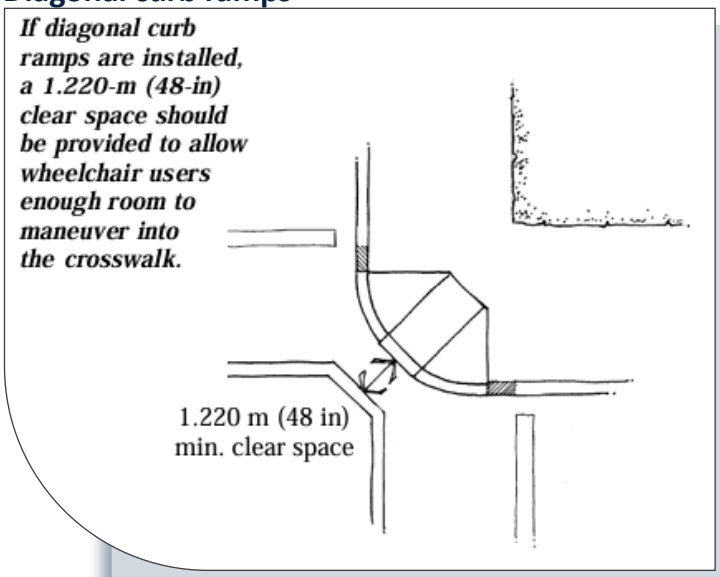
Unmarked crosswalks and T-intersections

There are two types of crosswalks: marked and unmarked. Identifying a marked crosswalk is easy since it is painted on the street. Unmarked crosswalks are not as intuitive, yet they are present in every community. Under Illinois code, every intersection that has sidewalks automatically creates a crosswalk across all legs of the intersection, even if a crosswalk is not striped across the street

Therefore, pedestrians have a right to cross at an intersection within a marked or unmarked crosswalk. And motorists have a responsibility to yield to them. This law is in place, in part, to allow sidewalk users to move freely within their own neighborhoods. If people were allowed to cross streets only at marked crosswalks, then cities would have to paint them at every intersection within residential neighborhoods. Figure 8-9 shows one example.

This is also why the resurfacing of a street requires upgrading the adjacent curb ramps for every crosswalk—marked and unmarked—that the project impacts. If municipalities were required to upgrade only the marked crosswalks, then most neighborhood sidewalks could remain inaccessible for a longer period.

Figure 8-8
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

T-intersections

Unmarked crosswalks are frequently overlooked when resurfacing and other street and sidewalk projects impact a place where one road joins another, but does not cross it. This is called a T-intersection or T-junction. Under the law, there are three crosswalks created at these junctions, including two across the street that crosses the perpendicular route.

In a strict sense, ADA requires curb ramps to be constructed across all the marked and unmarked crosswalks at a T-intersection. Given the increased costs of constructed ramps for all such crossings, the US Access Board has clarified that agencies can construct only one ramp across the through street.

The graphic in Figure 8-10 (page 81) was included in an IDOT training on PROWAG to address acceptable treatments when ramps are not included across all legs of a T-intersection. These applications are applied when there is no buffer from the street, which means one must be created by a small patch of landscaping or a vertical barrier.

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.

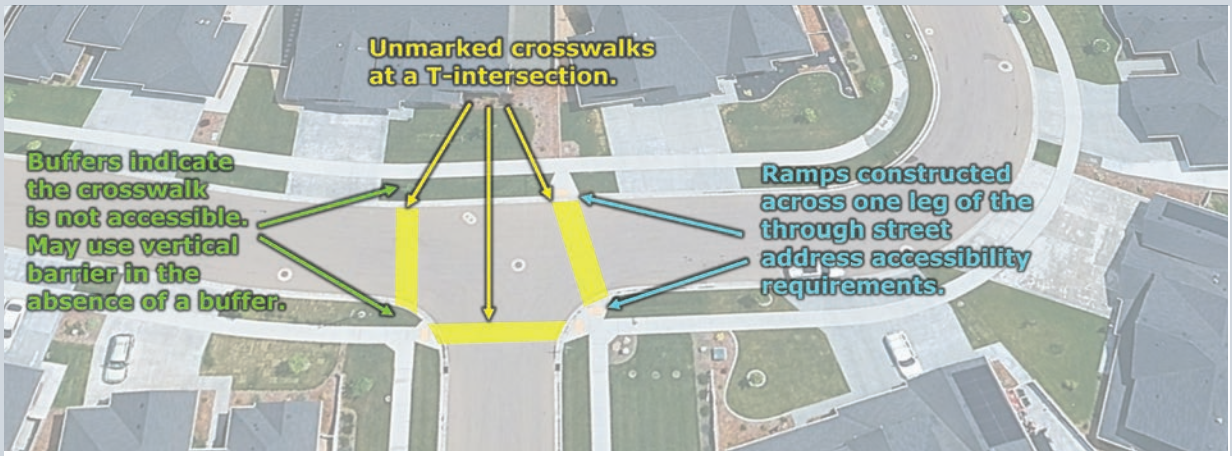
Directing people with disabilities to a nearby, accessible crossing provides comparable access. Only in a situation where a crosswalk closed sign is installed does it make it illegal for anyone to cross at an unmarked crosswalk.

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.

Figure 8-9

Accessibility at T-intersections

The diagram shows a typical situation where a T-intersection is created. There are three unmarked crosswalks, as shown in yellow. To meet accessibility requirements, ramps must be constructed across at least one leg of the through street. The leg that lacks the ramp connection must have a landscaped buffer or vertical element that is detectable by someone with a vision disability.



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.

Work zones (Temporary Traffic Controls)

The federal MUTCD, Section 6, addresses work zones under "Temporary Traffic Controls (TTCs)." These are the common work zone or construction zone applications typically found in many street projects. They 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.



Figure 8-10

T-intersections and PROWAG

IDOT confirmed with the U.S. Access Board the proper treatments to comply with accessibility requirements when a crosswalk is closed. The diagrams shown on the right were used in a PROWAG training led by IDOT in 2025.

The metal railing shown in the bottom image can be used if the bottom edge is no more than 15 inches high. This ensures it is detectable by a cane traveler to indicate the crosswalk is closed.

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 be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.

Figure 8-11 on the right includes several statements contained in MUTCD. It is advisable for project managers, inspectors, and contractors to understand MUTCD Section 6 in its entirety to properly address accessibility requirements for work zones. At the time this plan is written, the 11th edition of MUTCD is the latest version. It was adopted by FHWA in 2023, and all states are required to adopt it by January 2026. It can be accessed at the link provided below (current as of July 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.

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. Figure 8-12 includes 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 public works crews and local contractors is also advised.

Figure 8-11
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.

Figure 8-12

Common work zone treatments

This figure, spanning three pages, outlines some common applications used to manage pedestrian movements through work zones. This does not represent all situations that contractors encounter in work zones, but it does include typical applications that can easily leave pedestrians in confusing or unsafe situations if not done properly. Several of the best practices shown in this figure show post-mounted signs and more substantial barricades than what is typically applied. Using materials that are difficult to move helps maintain work zone compliance, reducing the need for contractors and inspectors to reset pedestrian traffic controls.

Do this	Applications	Don't do 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.	

Figure 8-12, continued

Common work zone treatments

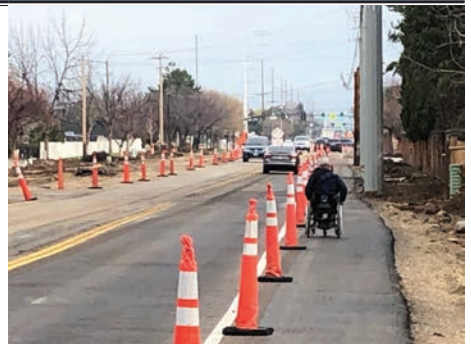
Do this	Applications	Don't do this
	**Temporary Access Routes** Temporary routes should have adequate protection from adjacent vehicular traffic. Cones or tubular markers alone do not provide access routes comparable to a sidewalk. Barricades or other devices, such as jersey barriers, may be used to 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.	

Figure 8-12, continued

Common work zone treatments

Do this	Applications	Don't do 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.	

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 in-depth information on the requirements for accessible EV charging stations. A link to this page is provided in the figures. The image on the right (Figure 8-13) is a US Access Board illustration for a curbside EV charging station accessed from a parallel parking space.

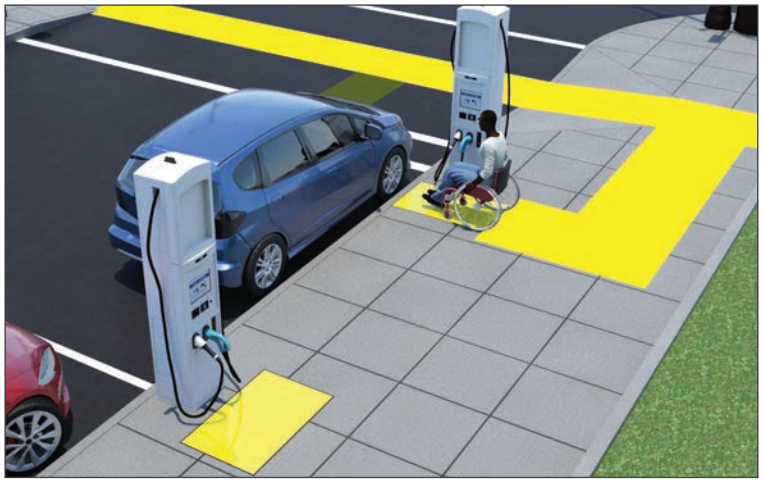
The images below in Figure 8-14 show an EV charging station at the Pace I-90/Barrington Road park-and-ride. It showcases what is considered a best practice in accessible EV charging station design.

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.

Figure 8-13
Accessible EV charging in a streetside setting



US Access Board: Design Recommendations for Accessible Electric Vehicle Charging Stations
Link current as of July 31, 2025.

Figure 8-14
Accessible EV charging stations





9. Appendix

A. References

B. ADA coordinators for other agencies in Hillside

C. Glossary of terms

D. Accessibility exceptions certifications form

E. Public and stakeholder input: Detailed information

F. Self-evaluation: Methodology for data collection

G. Census tract maps

Appendix A: References (links current as of September 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 B: ADA Coordinators for other agencies in Hillside

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, PE
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

Memorial Park District

Eisenhower Center
700 Speechley Blvd
Hillside, IL 60162
Phone: 708-547-3900
Email: MEMPARK@MSN.COM
Website

Hillside School District #93

4804 W Harrison St
Hillside, IL 60162
Phone: 708-449-6490
Website

Proviso Township High School D209

8601 W. Roosevelt Road
Forest Park, IL 60130
Phone: 708-338-5900
Website

Appendix C: 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, travelling 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.

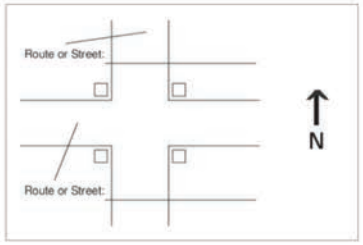
Vibrotactile*: A method of communicating information by touch using a vibrating surface.

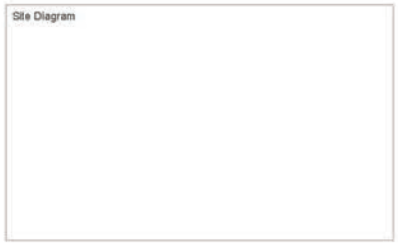
Appendix D: Accessibility exceptions certification form

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 E: Public and stakeholder input - detailed information

Steering committee members

Steering Committee Member	Organization
Paul Smith	Village of Hillside
Joseph Beckwith	Village of Hillside
Linda Gould	Village of Hillside
Gilton Cross	CMAP
Jim Erlander	Citizen/Village Planning Board
Maureen Sypkens	Hillside Library Board

Stakeholder interviews

Stakeholder	Date
Hillside School District #93	1/7/2025
Hillside Public Library	1/8/2025
Memorial Park District	1/8/2025
Proviso West High School	1/15/2025
Aspire	4/14/2025
Proviso Township	4/28/2025
Berkeley School District #87	5/1/2025
Hillside Senior Social Club	5/8/2025

Public Input Meeting Attendees - November 13, 2024

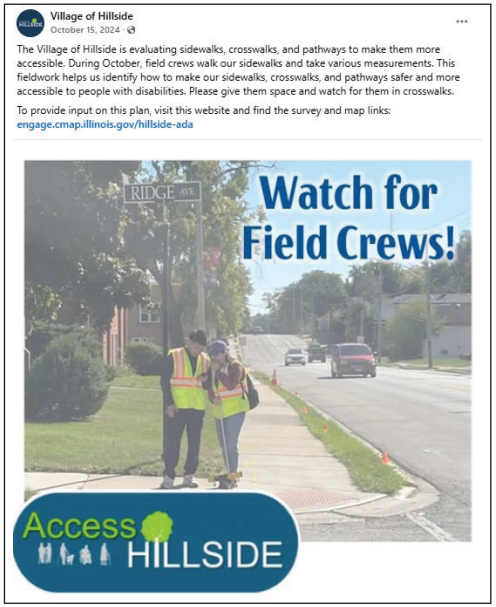
Name	Citizen/Organization
Joseph Tamburino	Mayor, Village of Hillside
Marvin Watson	Board of Trustees Member
James Erlander	Citizen/Village Planning Board
Linda Gould	Village of Hillside
Anthony Jimenez	Citizen
Janet Dubsky	Citizen
Julia Guillen	Citizen
Irene Guillen	Citizen
Roger Romanelli	Citizen

Public Input Meeting Attendees - May 13, 2025

Name	Citizen/Organization
Marvin Watson	Board of Trustees Member
Linda Gould	Village of Hillside
Juan Guillen	Citizen
Paul Guillen	Citizen
Joan Cribano	Citizen

Social Media Posts

October 15, 2024



November 4, 2024



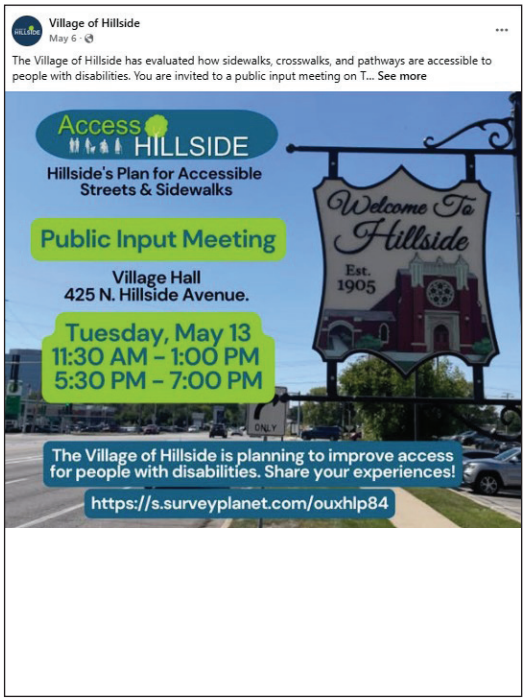
November 11, 2024



March 6, 2025 (English and Spanish)



May 6, 2025 (English and Spanish)



May 13, 2025 (English and Spanish)

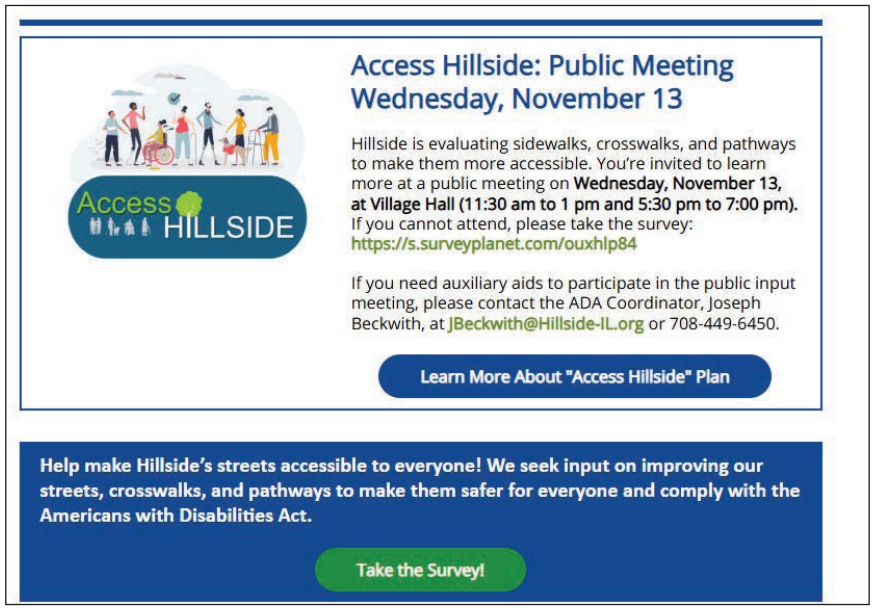


June 6, 2025 (English and Spanish)

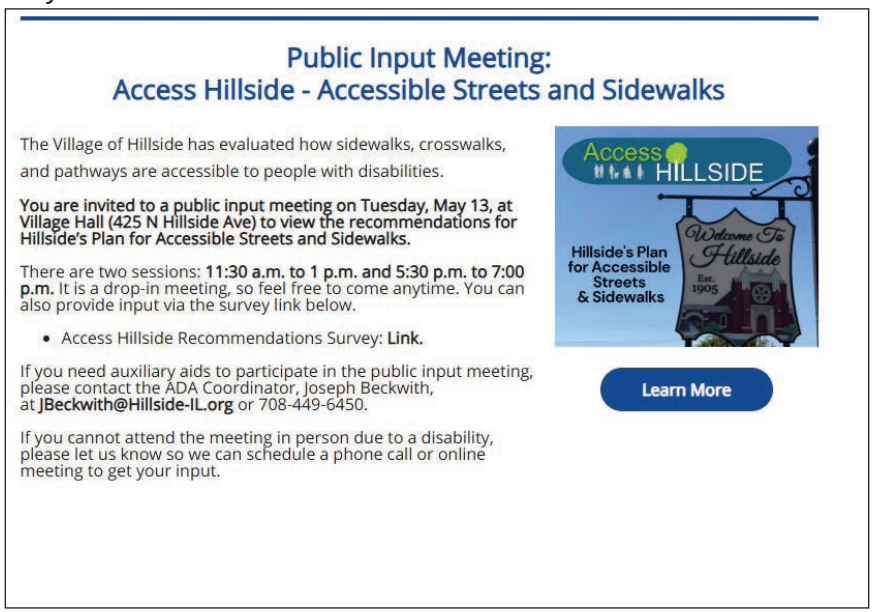


Village Newsletter

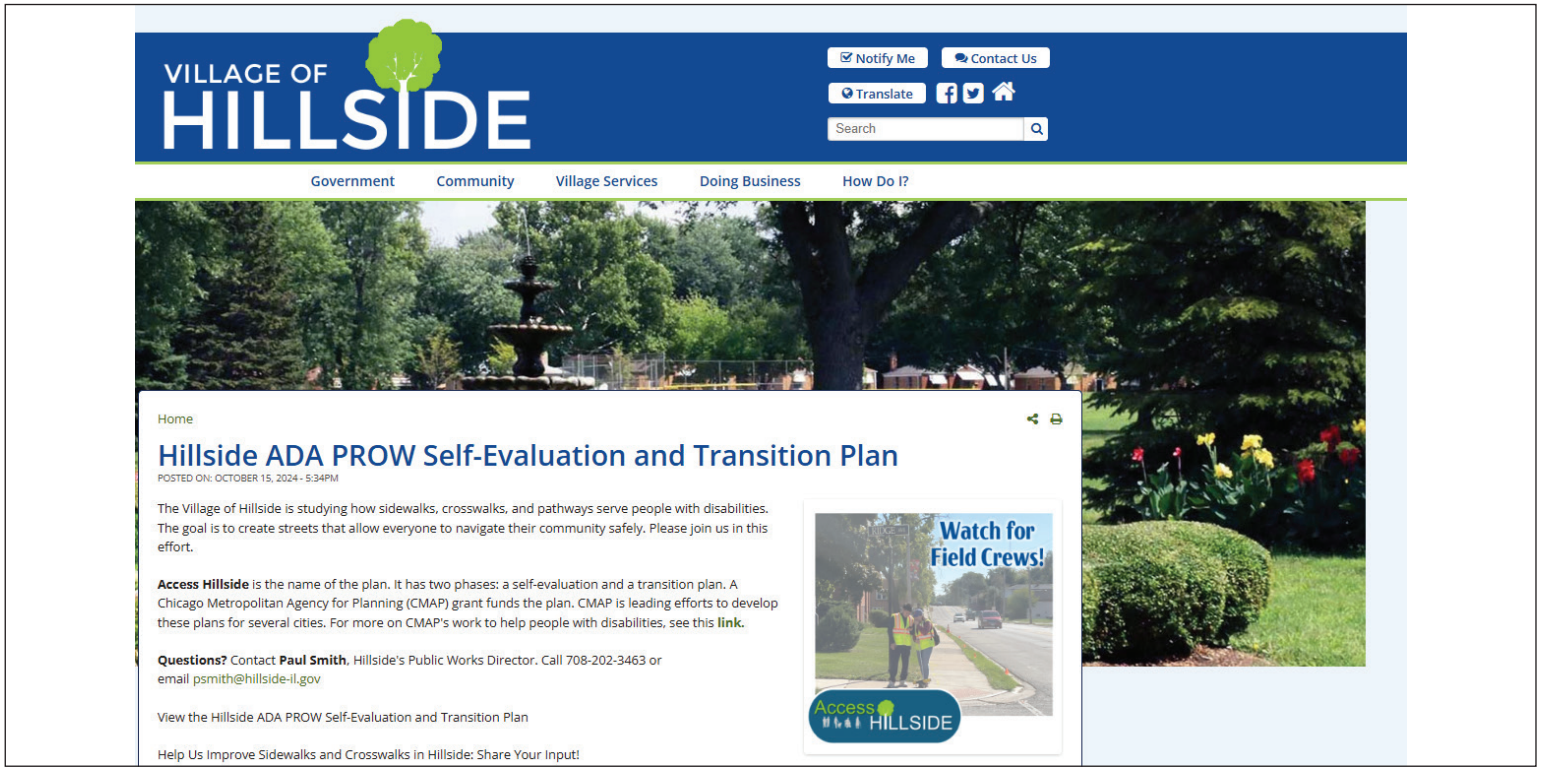
October 2024



May 2025



Village website for the plan

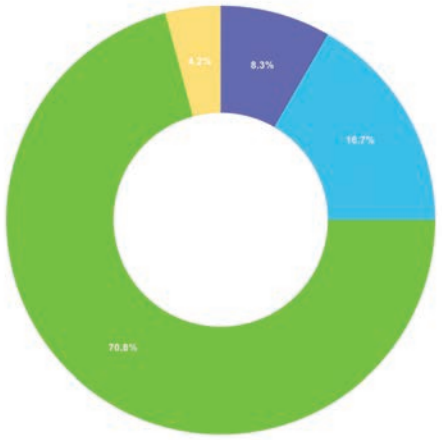


Public Input Survey #1 - Detailed Results

Note: Individual comments are not edited for spelling or grammar.

Question 1 - Which of the following best describes you?

Q1 Which of the following best describes you?

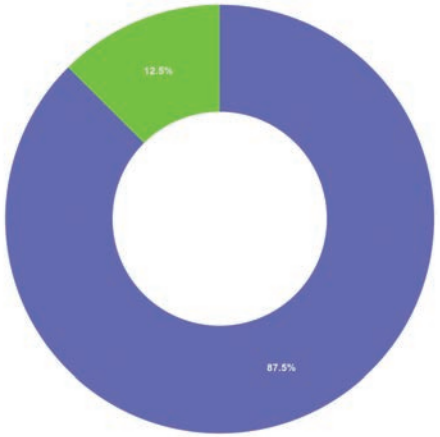


Answered: 24 **Unanswered:** 2

Choice	Total
Individual with a disability	2
Family member, friend, or caregiver to a person with a disability	4
I don't have a disability. But, I am concerned about access to sidewalks, crosswalks, and pathways.	17
Other	1

Question 2 - Which of the following best describes the time you spend in Hillside?

Q2 Which of the following best describes the time you spend in Hillside?



Answered: 24 **Unanswered:** 2

Choice	Total
Full-time resident	21
Part-time resident	0
Resident of nearby community	3
Frequent visitor	0

Public Input Survey #1 - Detailed Results

Question 3 - Sidewalks: We check the width, surface, and slope. Are there spots where the sidewalk is hard to use?

- Yes. Sidewalk and transition in front of Aspire/Commercial Building with businesses is hard to traverse.
- On Saint Paul Court between Wolf Road and Irving there is many cracked sidewalk pavements. Not everyone can afford the 50-50 sidewalk program, including myself being on disability. Well, I had to use my motor scooter to walk my dog during recovery from surgery. It made it very difficult getting across them bumps without being jolted. I am no longer in my scooter and I walk with and without my cane and I don't always lift my feet high enough And always afraid of tripping on that raised concrete I think the Village should be able to fix the sidewalks without charging the residence, especially if they're retired or on disability and can't afford it because it's an accident waiting to happen if I was able to attach pictures I would attached the pictures of all the houses that are the worst
- yes
- no
- We loved to have side walks around my house area! Maple Ave, is my residence. For walking and kids playing. Also to help kids walk to and from school
- There's no sidewalk on Harrison Avenue by the cemetery from Wolf to Roosevelt Road.
- Here's an idea, pay for the repair of the sidewalks that are in bad disrepair. Why extort residents who don't own PUBLIC sidewalks.
- Yes. I live on the 400 block of N. Irving and a number of sidewalks around my block are cracked and uneven.
- Yes. The sidewalk on the 300-south block of Oak.
- I would expand how we're thinking about this question - the sidewalks are hard to use right now during standard time when it gets dark earlier. I (a healthy 29-year-old) have trouble walking our dog (and I'm scared in general) to walk around my neighborhood (corner of Madison and Irving) because the streetlights are awful. There are little bumps here and there, but I can't imagine what it's like for someone who is visually impaired. What's the point of having walkable, high quality sidewalks if we can't see where we're going?
- Yes, part of Hillside around Roosevelt. Orchard, forest Ave, Maple and Oak Ridge do not have sidewalk at all
- Some houses have sump pumps that drain down the driveway instead of into the grass. This makes the sidewalk slippery: icy in the winter and slimy the rest of the year. Sometimes bushes grow in a way that block the sidewalk
- The sidewalk have shifted and crumbled up and down Warren Avenue by Warren and Irving Avenues. Please inspect the area is there are many bad spots around here.
- Most streets with no sidewalks
- There is a sidewalk on Wolf Rd between Randolph St and Hawthorne Ave that has trees reaching over the sidewalk. It requires people to walk in a single file line on the sidewalk if they are walking in a group. Sometimes you have to walk into the grass just to get by. This is very in inconvenient for my autistic nephew.
- The sidewalk on the east side of Wolf Road between Windsor Ave and the Immanuel Lutheran Church is a trip hazard and hazardous to residents riding bicycles. Several portions need to be replaced. The unevenness is beyond sidewalk shaving.
- On Oak Ave and Division where there are no sidewalks among the other blocks that have no sidewalks. As a mom who would love to go on walks with her kids for the 2 years living here I have not because why should I have to have my toddlers walk in a street where there are cars passing by. Nor do we participate in trick or treating in this neighborhood for that reason.

Public Input Survey #1 - Detailed Results

Question 4 - Curb Ramps: Curb ramps, or curb cuts, are where sidewalks meet the street and cross an alley or a driveway. Are there places with no curb ramps or ones that make them hard to use?

- Yes. The driveway that is in front of Aspire, which is more northern, needs to be fixed as well.
- Honestly, I never paid attention as I didn't leave my block with my mobile scooter but will look more closely as I'm building up strength to walk more than to corner & back
- yes
- yes
- yes
- Yes all downs the blocks in between Orchard and Maple Ave.
- There's many in this area
- Unsure
- Yes, Roosevelt and Oak Ridge.
- The sidewalks/paths up to the prairie path from the streets (like Irving) are awful. It's so difficult to push someone in a wheelchair (and probably a baby stroller) up those ramps? Paths?
- The ramps by East End and Warren Avenues are shifting badly and crumbling.
- We need sidewalks in Hillside. I need to be able to drive my Wheelchair

Question 5 - Push Buttons: Push buttons activate "walk" signals at intersections and crosswalks. Are there spots where a push button location makes it hard to use or doesn't work?

- I've never had to use one as I drive to most places
- no but the area lacks light so if someone is crossing wearing dark colors after 6pm it becomes difficult to see
- yes
- yes
- Would be great for the school locations. High school and grammar school
- Not sure these are that necessary honestly
- Unsure
- Wolf and Butterfield.
- Can we get more of these? I'm really thinking about the crosswalk at Elm and Butterfield. It would make it easier to access Q's and other restaurants, but right now it's quite dangerous to cross (I walk my dog daily and people are constantly speeding down Butterfield)
- Push buttons would be a great idea. I am a senior in a wheelchair who needs to be able to get around in Hillside.
- Wouldn't know due to not walking in the neighborhood because of the lack of sidewalks in the village of Hillside

Question 6 - Pathways: Pathways are where people who walk, bike, and roll share the same space. They are usually wider than a sidewalk. Are there pathways where you have trouble using them or crossing a street?

- yes
- no
- No
- No
- Not sure
- Is it possible to widen it? It can get congested when there's a lot of people walking and people biking.
- I imagine they could be wider
- Yes, I am a senior I live on Clayton Road and have problems with no sidewalks because I'm in a wheelchair.
- On Taft Ave and Electric Ave people have the tendency to blow the stop while you are trying to cross the street. About a month ago my fiancé and daughter almost got hit by a car until I yelled for everyone to stop. Since, I haven't taken my children that and I don't feel comfortable with anyone who has a disability and has to cross that street.

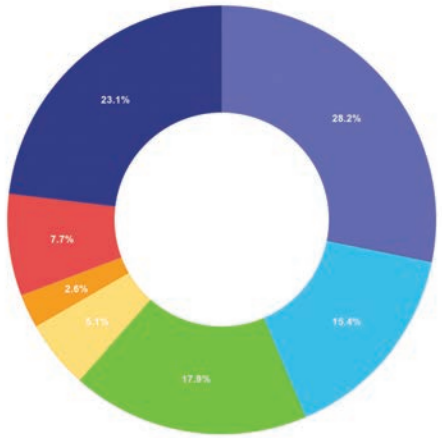
Public Input Survey #1 - Detailed Results

Question 7 - Please share other places you find hard to access. This could be a park, school, bus stops, and public buildings like a library or village hall.

- No sidewalk to walk on Jackson Blvd next to Thiele Park and i often see very young children having to walk in the street which is a safety concern
- library
- School bus stops are very dangerous on the streets where sidewalks are not available.
- Park near us because there are no sidewalks. Walking to other parks also and school
- There's many streets by the cemetery without paved places to walk. Some don't even have proper parking spots and it's just gravel.
- Plenty of sidewalks are crumbling and uneven throughout town. They are not hard to find.
- None that I know of.
- Between Roosevelt and Edgewater on Orchard Ave. Looks like tree was planted close to sidewalk. The sidewalk is very uneven. Needs repair.
- I'm a senior who lives in Hillside. Because there is no sidewalks I have A. Time Getting around to the library to the parks due to my handicap, needing a wheelchair. There's no accessibility, there's no sidewalks. We need to sidewalks and hillside. For people with disabilities.

Question 8 - Destinations: Which types of places should we upgrade? Sidewalks, crosswalks, and pathways are a priority. Choose up to three (3).

Q8 **Destinations:** Which types of places should we upgrade? Sidewalks, crosswalks, and pathways are a priority. Choose up to three (3).



Answered: 18 **Unanswered:** 8

Choice	Total
Parks	11
Schools	6
Bus Stops & Train Stations	7
Village Hall	2
Library	1

Public Input Survey #1 - Detailed Results

Question 9 - Destinations: Among the types of destinations you selected in the previous question, are there specific destinations you feel are a priority to improve access via sidewalks, crosswalks, and pathways?

- Yes. Small commercial building on Wolf Rd. These businesses need great walk ability to drive traffic from nearby apartment complex. 1805 S WOLF RD
- I wish there wasn't easier way to access the Prairie path without having to go all the way east of Wolf Road through the park or all the way around to get to Taft. I had a neighbor that let me cut through his yard for 20 years. Who is now in a nursing home so in order for me to enjoy the pre-path with my dog I have to drive my car cause I cannot walk the distance to get to the path, I'll be too exhausted to walk on the path.
- add sidewalk to Thiele Park side between Frontage Rd and Clayton Rd
- Residential areas without sidewalks
- My area in between Harrison and Roosevelt. The school walk path, Harrison and Wolf. Plus the area near shopping district on Butterfield
- A sidewalk from Harrison and Taft Ave down to Roosevelt.
- No
- South Oak north of Roosevelt Rd. The playground on Edgewater and Maple.
- The prairie path is such an asset that should be enjoyed by everyone. After being in Chicago for two years, I value the prairie path so much and it's hard for my family to get my little brother who is in wheelchair there and up the little hill/pathway from Irving.
- Sideways are crooked, some doesn't line up with the driveway lip so water just settles and in the winter it can build up and get pretty slippery
- Residential sidewalks.
- Not a chosen option but by the Library/Village Hall for crossing the street
- Any side streets

Question 10 - Policies: Have you had any issues with the Hillside's disability policies? They relate to you or someone you care for. This could include reporting access issues or filing a complaint. It may also involve any of the Village's ordinances you know of that may impact access.

- No
- yes
- no
- No
- No
- Nope!
- Yes, grandparents cannot safely walk around. Sidewalks in neighborhood or too dangerous. She fell once badly.
- No

Question 11 - Please share other ideas on how Hillside can improve access for all.

- Focus on commercial areas to improve local business and commercial activity which would drive more revenue to tackle more projects like these.
- I am not sure, but I feel every corner crosswalk. There shouldn't be a curb so it's an easy transition from walkway to cross the street whether using a can or wheelchair or motorized mobile scooter
- yes
- Make school areas safer for kids who need to cross major streets. Proviso West and Hillside Elementary students deserve this.
- Bike lanes, sidewalks for residents, and better lighting at night.
- There's so much empty land behind this sign, why can't it be leased or sold so the area doesn't look abandoned?
- Protected bike lanes - imagine if people on the Prairie Path could easily hop off and go eat somewhere in Hillside. It's not safe or easy to do that.
- Niceeee
- Better lighting on blocks. Some blocks are long and there are only 3 light for the street. On each corner and in the middle
- Thank you for working on this important topic!
- Spot check bad sidewalk squares within neighborhood and fix/replace one by one.
- Some small sections of sidewalk around town make it hard for someone without stable footing to get around. I have only seen a few and they aren't large stretches that people generally notice.
- Can we make people aware that Autistic children are in the area? People see's my Nephew sometimes crying, screaming, or pulling away and assumed that he is being harmed when in reality. This is all a part of his Autism. Someway somehow we need to make the community aware of Autistic children and adults. Autistic children's sensors can be very high at times due to sounds and can cause them to scream and cry and pull away. There are different levels of Autism that people aren't aware of. In this case, my nephew is a level three, which means he has severe autism and he is nonverbal.
- Increase the number of trees on Wolf Road between Cermak and the Prairie Path. On warm summer days, the lack of trees amplify the heat.

Public Input Survey #2 - Detailed Results

Question 1 - Four projects shown on the map are located on streets with sidewalks, but may require upgrades to improve accessible. These project do not typically result in additional impacts to adjacent properties. Please rank them in order of importance.

Number of responses: 35

Rank	Choice	Distribution	Score	Times Ranked
1.	Harrison St, Wolf Road to Mannheim Rd (US 45)		81	33
2.	Hillside Ave, Electric Ave to Butterfield Rd (Rte 56)		80	31
3.	Washington St, Taft Ave to Wolf Road		79	32
4.	Taft Ave, Electric Ave to Butterfield Rd (Rte 56)		76	33
		Lowest  Highest		

Public Input Survey #2 - Detailed Results

Question 2 - Six projects shown on the map are located on streets that have sidewalk gaps. Adding sidewalks to at least one side of these streets would improve accessibility for people who wish to walk along them and access nearby destinations. Please rank them in order of importance.

Number of responses: 32

Rank	Choice	Distribution	Score	Times Ranked
1.	Darmstadt Rd, from Butterfield Rd (Rte 56) to Wolf Road		122	28
2.	Madison St and Forest Ave, from Wolf Rd to Warren Ave		104	29
3.	Washington St, Wolf Rd to Buckthorne Ln		100	29
4.	Buckthorne Ln Connection to Prairie Pathway		99	29
5.	Oak Ridge Ave, from Harrison St to Roosevelt Rd (Rte 38)		90	27
6.	Edgewater Ave, from Maple Ave to Oak Ridge Ave		61	27
	Lowest  Highest			

Public Input Survey #2 - Detailed Results

Question 3 - Several routes in Hillside are managed by the Illinois Department of Transportation (IDOT) and the Cook County Department of Transportation. The Village of Hillside is not directly responsible for adding sidewalks or filling sidewlks gaps on these routes. However, public input for this plan indicated adding sidewalks to these woudl would improve accessibility and safety. Please ranks these routes in their order of importance.

Several routes in Hillside are managed by the Illinois Department of Transportation (IDOT) and the Cook County Department of Transportation. The Village of Hillside is not directly responsible for adding sidewalks or filling sidewalk gaps on these routes. However, public input for this plan indicated adding sidewalks to these routes would improve accessibiltiy and safety.

Number of responses: 34

Rank	Choice	Distribution	Score	Times Ranked
1.	Wolf Road (Cook County)		95	31
2.	Butterfield Rd (IDOT Rte 56)		87	32
3.	Mannheim Rd (IDOT US Highway 45)		52	28
4.	Roosevelt Rd (IDOT Rte 38)		52	28
		Lowest  Highest		

Public Input Survey #2 - Detailed Results

Question 4 - Are there any street crossings you feel could be made safer or more accessible?

- A better crosswalk for students at the intersection of South Wolf and Harrison Street.
- where the Prairie Path crosses Mannheim Road
- Anything along Mannheim or Butterfield
- Taft and Electric. Just a matter of time before someone is hit abs killed. The crosswalk isn't lined up with the path, lighting is horrible, crosswalk isn't marked bright enough or wide enough, zero enforcement by police for those "rolling" through the stop. That intersection is horrible
- Butterfield and Wolf
- Access to Prairie Path from connecting streets
- Elm St by the apartments and command
- Hillside/Hawthorne, Hawthorne/Wolf Rd, Wolf/Butterfield
- From the number of speeders I've encountered, you need speed traps on Madison.
- Wolf and Butterfield
- The intersection of Lee and Randolph, Wolf and Randolph
- Butterfield Rd
- N Lee Blvd and by West Randolph street. The park is by there and lots of kids walk on the street when leaving the park. Very unsafe for them. Only 2 stop signs with that 4 way crossing street
- Washington across Wolf. Add the flashing lights for pedestrians.
- Wolf RD AND BUTTERFIELD PEDESTRIAN CROSS

Question 5 - What else would you like to tell us about making Hillside's Sidewalks and Streets more accessible?

- A new sidewalk from South Frontage Road to Harrison Street would make going to the Hillside Town Center easier.
- In most areas all you need are speed cameras, much like the city of Chicago. Speed cameras are less costly and will act as a deterrent.
- There are more important issues. This is a waste of money. We need more taxpayers in Hillside. As I recall most of the streets and sidewalks are in commercial areas. Let them help pay.
- Lighting crosswalks on the prairie path at Taft and Electric. Many drivers do not allow path users to cross
- The street resurfacing down Electric, new sidewalk and ramps installed recently down the prairie path look beautiful, are a fantastic addition for accessibility and a much needed improvement- thank you!
- Get rid of stones in front of houses on Butterfield to Manheim and replace with concrete m
- More sidewalks so disabled and young children don't have to use the streets
- I feel any sidewalk and street around Hillside common ground should be a priority.
- More of the paths in the park could be paved. So we can go all over the park the ball fields to the playground to the concert space
- Fix the current sidewalks where they are broken so elder people can walk on them. Hawthorne sidewalks are pretty bad with holes, uneven concrete.
- The safety issue is speeders and those who don't obey traffic signs. I'm against sidewalks on Madison. Sidewalks need to be maintained, cleared of debris, snow shoveled, fixed when concrete buckles or cracks. Take a look at existing sidewalks on Clayton and Maple - some residents / renters there don't mow there lawns and leave their trash cans curbside for weeks at a time. These residents and/or renters won't maintain or pay for the maintenance of sidewalks or for their repair when they consistently don't maintain their yards. The cost of sidewalks is concerning as is the uprooting of trees, shrubs, driveways will add to our already high taxes. And if Clayton & Maple sidewalks in disrepair with falling branches and debris, it's clear residents will not help maintain them.
- I have fallen due to sump pumps ejecting onto sidewalks which end up icy or slimy depending on the season
- Before you start installing sidewalks, talk to the people who actually live there. Ask the residents who will be affected if they even want sidewalks—some might, some might not. Are trees going to be removed? Trees aren't just for looks and shade—they act as natural barriers, protecting homes from cars that might veer off the road. I've actually seen this firsthand on the street I live on—St. Paul Court. A drunk driver went off the road, glanced off a parked car, and then slammed into a tree. I wonder where that car might've ended up if the tree hadn't stopped it. That tree may have saved someone's life. Location matters, too. Will the sidewalks be placed right up against people's homes? Don't come in heavy-handed. I already raised concerns about the dog waste stations being placed too close to the Prairie Path. I said someone not paying attention could run right into one while biking or running. You didn't listen—they're still there. Those dog waste stations should be set back at least 10 feet from the path—or removed entirely—for safety reasons. The survey is a good start—but it's not enough. You need to personally ask the people directly affected what they think. And in case you're standing there with a deer-in-the-headlights look—yes, I did talk to you about this. On the Prairie Path. You probably forgot. But now it's in writing, too. As for the sidewalks—measure twice, cut once. Are you thinking this through completely? What about the aging sewer lines? Are they going to need to be replaced once you start tearing things up? If someone crashes into one of those dog waste stations, I'll be the first to remind you.
- Sidewalks in all residential neighborhoods would make mobility safer.
- Support it to expand to other hillside locations. All streets should have sidewalks
- Many are dangerously in disrepair
- Why not focus on already existing sidewalks in Hillside? 80% of the sidewalks are already unsafe broken uneven and hazardous. Use tax dollars to redo all existing sidewalks asap.

Appendix F: 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 collection of the public right-of-way was completed in three phases. 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 Village were identified using street jurisdiction data provided by the Chicago Metropolitan Agency for Planning (CMAP) in a GIS format. The total mileage of streets was estimated to plan for how the data collection would occur.

Due to the total mileage, it was determined that data collection would occur via two methods. The first method is detailed data collection, described in Phase 2. These streets were identified based on their proximity to public destinations (parks, schools, libraries, Municipal Complex), access to transit, and functional classification (arterials/collectors). Destinations were identified by the Village and CMAP as part of the scope of work.

The remaining street miles were scanned using the services of the online visual auditing tool, Project Sidewalk. This included streets managed by the Village, as well as an evaluation of overall sidewalk conditions only (not curb ramps or intersection features) on Illinois DOT routes within the municipal limits.

Phase 2 – Detailed data collection. The second phase consisted of a team of four technicians walking the pedestrian network. They inventoried sidewalks, curb ramps, driveways, crosswalks, and obstructions. This included sidewalks and shared-use pathways (where applicable).

They utilized apps from the ESRI company, primarily Collector and Survey123. These apps incorporated PROWAG technical specifications. Use of these apps allowed data collection to be stored in the "cloud," enabling technicians to see where other technicians had already collected data. Apps developed for collecting this data use smartphones and the associated GPS capabilities to locate obstructions.

The accuracy of smartphone GPS ranges to within about 3 feet, so obstructions were quality-controlled, checked, and adjusted as necessary on maps using basemap imagery. Pictures were taken of unique features or conditions that the technicians felt an image would help in the evaluation of the features.

Training. Technicians were trained to carry out ADA inspections according to PROWAG specifications. The training occurred during a full-day session that included classroom and field instruction. Teams of two technicians collected data on several sidewalk and pathway segments and reconvened to discuss methodology and challenges, as well as to compare how each technician scored sidewalk features. The plan's project manager and GIS analyst field verified the technicians' results to ensure consistency in data collection methods.

Sidewalks and shared-use pathways. Technicians used tape measures or a wheel measurement tool to record the width of sidewalks and pathways. Slope measurements for both cross-slope and running slope were collected using digital surface levels. For both width and cross-slope measurements, data were collected where there were obvious changes.

In locations with long, continuous sections, periodic checks were performed to identify changes in overall conditions. For example, where entire blocks had similar conditions, measurements were calculated based on the prevailing condition within that block. If conditions changed within a block, such as a change in surface conditions or width, technicians may have logged more than one segment within a single block.

Curb ramps. Technicians used tape measures or a wheel measurement tool to record between 24 and 32 curb ramp measurements. Technicians used tape measures or a wheel measurement tool to record the width of sidewalks and pathways. Slope measurements for both cross-slope and running slope were collected using digital surface levels.

Technicians identified curb ramps based on the different types (e.g., directional, perpendicular, diagonal, etc.), which then led to a series of questions pertaining to PROWAG specifications unique to each ramp type.

The transitions of the ramps to the street and sidewalks were evaluated, along with the presence of any obstructions within the footprint of the curb ramp. The presence and adequacy of detectable warning surfaces (DWS) were also measured.

Driveways. Driveways were identified as a separate dataset when the sidewalk

continued across a vehicular access point to an adjacent property. This was for the purpose of identifying width and cross slopes and evaluating them for Pedestrian Access Route (PAR) adequacy. Access points to adjacent properties that had curbing on both sides of the access point and curb ramps on either end were collected under the curb ramps section.

Obstructions. Obstructions in sidewalks were recorded by adding the required information in the smartphone app. Information included the type of obstruction, the measured clear space around it, and a picture of the obstruction. Obstructions also included cracks and gaps in sidewalk panels.

On-street parking. 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 push buttons and pedestrian signals. Where applicable under the Village's control, the accessibility of pedestrian push buttons and the timing of pedestrian signals were evaluated by the project manager. Push buttons were evaluated based on height and reach range from the PAR. Pedestrian signals, if present, were evaluated based on crossing times allowed during the walk intervals and pedestrian change intervals (e.g., countdown phase).

Quality assurance/quality control. The GIS analyst identified a random sample of data for 10 sidewalk segments and 10 curb ramps cataloged by the technicians. The Project Manager conducted a field evaluation of these locations to confirm consistency in the data collection methodology and results.

Notes on crosswalk cross slopes. Technicians measured the cross slope of marked and unmarked crosswalks at intersections. A cross-slope measurement was taken approximately one foot from the edge of the gutter on each side of the crosswalk. PROWAG identifies maximum crosswalk cross slopes, which vary based on the traffic controls present at a marked or unmarked crosswalk (e.g., stop signs versus traffic signals).

This data is available for use by the Village and CMAP in the future, as needed. It is not included in the self-evaluation chapter since PROWAG does not contain rules for how to address crosswalk cross slopes as part of alterations. The US Access Board stated in PROWAG that the US Department of Transportation will need to develop rules for crosswalk alterations at a future date.

The project manager determined that, without such rules, there are no recommendations at this time for the Village to correct crosswalk cross slopes as part of the transition plan implementation. Further, the function of other street infrastructure (notably drainage facilities) may be greatly impacted by any effort to address crosswalk cross slopes, thus creating a situation considered technically infeasible.

Phase 3 – Project Sidewalk data collection (IDOT routes only; not reflected in Hillside self-evaluation summaries). Project Sidewalk is a virtual auditing tool that utilizes available Google Streetview imagery to assess sidewalk and curb ramp features. On the Project Sidewalk platform, positive sidewalk elements (curb ramps, pedestrian signals, crosswalks) and sidewalk issues (surface problems, missing curb ramps, no sidewalk) are labeled.

The user is instructed to place the label as close to the center of the element or problem as possible. They are then required to assess the severity of the feature based on qualitative measurements. Severity is determined based on the individual feature. It is important to note, however, that these measurements are all approximations based on visual comparisons with nearby objects and have some inaccuracies.

Sidewalks. Sidewalk widths and slopes are difficult to determine due to the visual nature of this audit. Users were instructed on how to estimate general sidewalk width and the following conditions:

- **Occlusion.** An occlusion label is placed anywhere that the sidewalk is not visible, making the data from that area inaccurate. Like surface problems and the absence of sidewalk labels, one occlusion label is placed per panorama for any large section of sidewalk that is not visible.
- **Surface Problems.** According to the Project Sidewalk labelling guide: "A surface problem is a problem that would cause a bumpy or otherwise uncomfortable experience for someone using a wheelchair or other assistive devices". Severity for surface problems is rated based on how difficult it would be for someone using a wheelchair or other assistive device to traverse the area. The most common surface issues include problems with concrete condition, as well as gravel or debris on the sidewalk, narrow sidewalks, or brick sidewalks.
- **Obstacles (Obstructions).** Obstacle labels are added for any object that is directly in the path of travel. This includes objects that could be moved, such as parked cars or trash cans. Any object that was not permanent has additional label tags to describe what the object is (parked car, trash can, etc.). Objects on the sidewalk with enough room to maneuver around were not marked as obstacles.

Curb ramps. The visual audit of curb ramps resulted in severity ratings for each ramp rather than technical measurements. For example, curb ramps that point into traffic are rated as a severity 2 or higher, depending on the degree to which the curb ramp leads into traffic. Other issues, such as debris, pooled water, surface problems, and

narrowness (defined as a width of less than 3ft), increase the severity by 2-4 points depending on how badly they obstruct the use of the curb ramp and how many issues are present. The presence and adequacy of a detectable warning surface also impacted severity.

Although cross slope and steepness are occasionally noted in the data, due to the nature of virtual auditing, they are hard to identify/measure.

Missing curb ramps are labeled if there is a curb ramp with no curb ramp across the street, a crosswalk leads to the sidewalk with no curb ramp, or there is a height difference in the intended pedestrian path (i.e., in a side street, alley, or median). In all of these cases, a missing curb ramp label is not added if there is no sidewalk present, as this is not part of the intended pedestrian path.

Crosswalks. Crosswalks are marked in the middle of street crossings, indicated with paint. Tags such as “paint fading” or “broken surface” indicate the condition of the crosswalk. Any crosswalk that crosses more than 4 lanes is marked as a “very long crossing”. The severity of the crosswalk would increase if any of these tags were marked.

Pedestrian Signal. Pedestrian signals are labeled at the base of the pole that contains the button for the pedestrian signal, or the pedestrian signal itself if a button is not present.

Data collection and cleaning processes. Although Project Sidewalk data is typically crowd-sourced, the data for this project was collected by research assistants at the University of Illinois Chicago to ensure consistency. Most streets were audited by only one researcher, and a second researcher reviewed them using the ‘validate’ feature.

The data underwent multiple phases of review and cleaning, including the examination of data points with Google Street View imagery from before 2018 and the removal of duplicate labels.

Pre-2018 revision. One of the steps to ensuring accurate data was using Google Earth to review labels on Street View Imagery from before 2018 to monitor any changes that may have been made since the Street View imagery was taken. This step involved identifying labels from before 2018 using Google Earth and visually evaluating whether their condition had changed using satellite imagery.

This process worked best for updating information on curb ramps and crosswalks, whereas elements such as surface problems and pedestrian signals were more challenging to review due to the quality of the aerial imagery.

Integrating Phase 2 and Phase 3 Data. The GIS analyst reviewed the Phase 3 Project Sidewalk data and associated severity rating, then identified an approximate condition equivalent within the more technical data from Phase 2. This approximate equivalent was used to generate the system inventory summaries of the self-evaluation.

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.

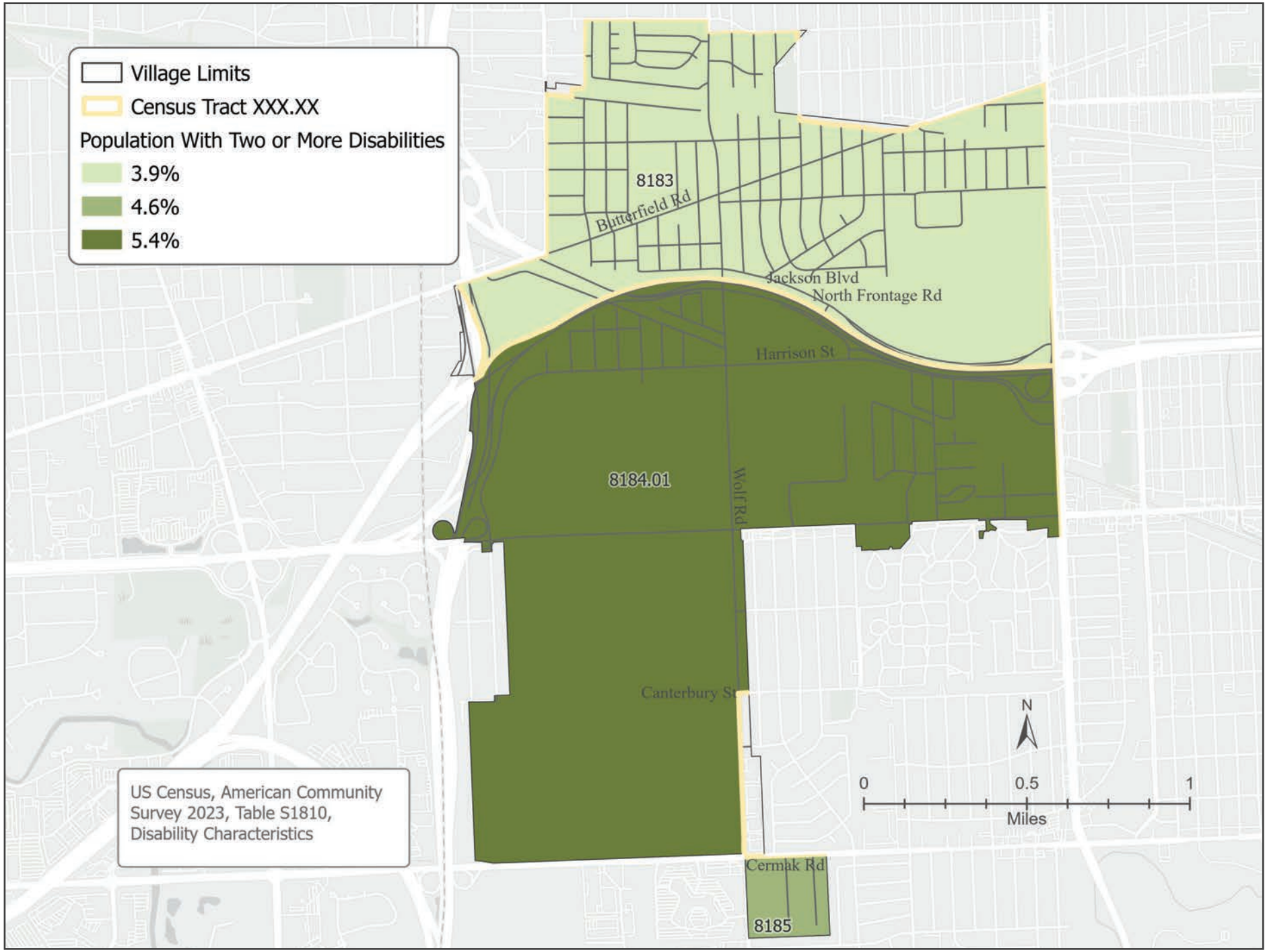
The actual field conditions can change from the time the data was collected to when a municipality designs or implements a project. Therefore, the results of the self-evaluation are not intended to be used as design recommendations or scoping documents. The municipality is recommended to field verify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

Appendix G: Census tract maps

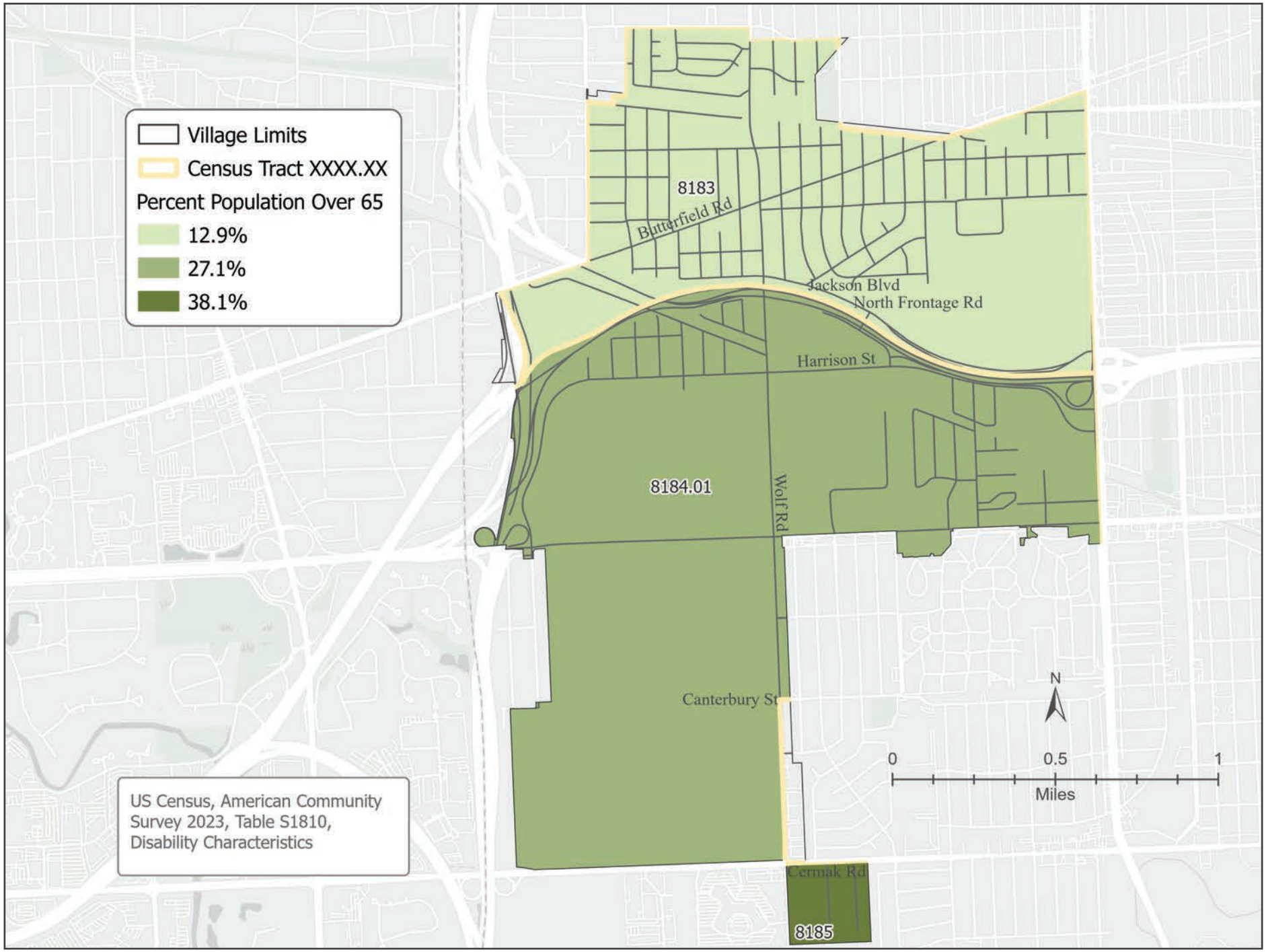
Percent of population reporting a disability



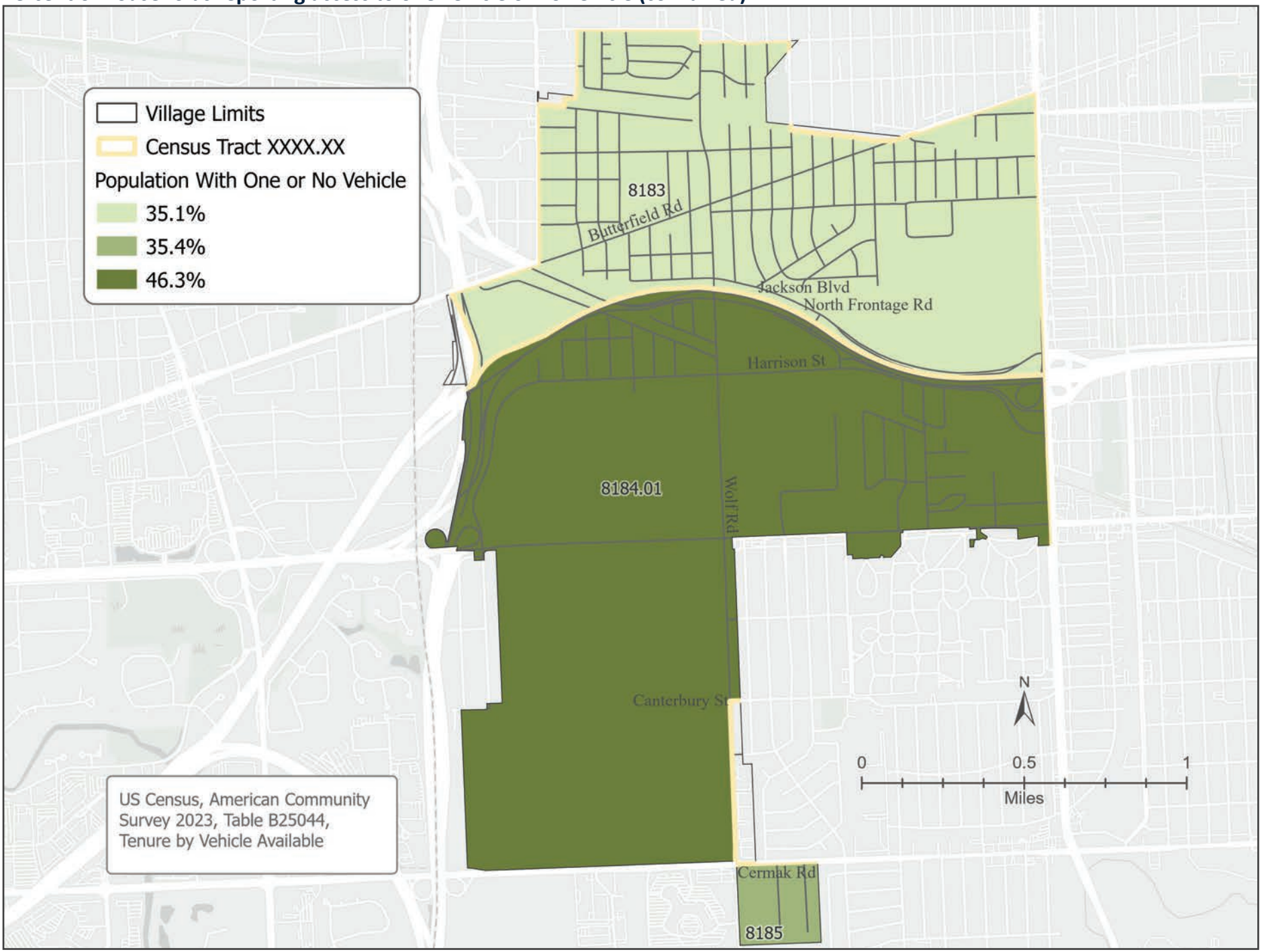
Percent of population reporting a two or more disabilities



Percent of population aged 65 or over



Percent of households reporting access to one vehicle or no vehicle (combined)



Percent of working population commuting by walking, bicycling, and working from home (combined)

