Americans with Disabilities Act Transition Plan for Public Sidewalks

Prepared for:

Chicago Metropolitan Agency for Planning

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Community:

VILLAGE OF LA GRANGE PARK EST. 1892

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Oates Project Number: 223030.002

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Executive Summary

The Village of La Grange Park (village) in partnership with the Chicago Metropolitan Agency for Planning (CMAP) has prepared this Americans with Disabilities Act (ADA) Transition Plan (the Plan) for public right-of-way (PROW) in accordance with ADA requirements. Public right-of-way is considered land that is dedicated for public use and maintained by the village. The ADA mandates that all public agencies with more than fifty (50) employees complete a transition proposal. This Plan is La Grange Park's first Transition Plan and documents the village's evaluation of its pedestrian facilities, transit stops, and other infrastructure within public right-of-way, and outlines long-range strategies to make these facilities accessible to all individuals, including those with disabilities. It also highlights the village's administrative documents in relation to work within the public right-of-way. During the Plan's development, the public was invited to share comments about the accessibility challenges they face (**see Chapter 3**).

The Village of La Grange Park currently maintains approximately 70 miles of sidewalks, 861 curb ramps, as well as crosswalks, and pedestrian traffic signals. Of these, 20 miles of sidewalk (29%) significantly comply with ADA standards, while 4 miles have been identified as having the greatest hinderance on pedestrian usability. The Plan documents 861 curb ramps, with 364 (42%) determined to be significantly compliant. Sixty-four (64) of the 861 curb ramps (7%) have been identified as having the greatest hinderance on pedestrian usability. These figures align with national averages. The team also evaluated accessible parking spaces within the village's public right-of-way. See **Chapter 7** for additional information about the village's obligation in relation to on-street parking spaces.

The village categorized the remaining sidewalks and curb ramps as not compliant but still functionally usable. The Plan recommends addressing these areas in future phases of implementation or in response to any grievances received about these locations. **Exhibit 4** outlines potential projects based on the Plan's findings.

<u>Administrative Documents</u>

As part of developing the ADA Transition Plan, the Village of La Grange Park completed several key administrative requirements. The village approved a Notice to the Public (**Exhibit 1**), which outlines individuals' rights under the ADA for all programs and services offered by the village. It also approved a formal grievance procedure (**Exhibit 2**), which provides a mechanism for individuals to report discrimination and allows the village to document complaints and issue responses. The village has designated the Deputy Village Manager as the ADA Coordinator, who will serve as the employee responsible for the long-term execution of the Plan.

The Plan evaluates all programs and services related to improvements within public right-of-way to assess their level of ADA compliance. This evaluation specifically reviewed the village's design standards and the documents it prepares and maintains. **Chapter 5** provides a summary of the evaluation results and **Exhibit 3** outlines the recommended changes to enhance accessibility.

An important element of pedestrian accessibility is enforcement. This can be achieved in a variety of ways, including education, with a primary focus on limiting movable obstructions on sidewalks and curb ramps. Examples of movable obstructions include trash cans, basketball hoops, parked vehicles, and commercial signage.

Sidewalks, Curb Ramps & Pedestrian Signals

The self-evaluation of pedestrian facilities within public right-of-way included the inventory and assessment of all village sidewalks, curb ramps, bus stops. crosswalks, and pedestrian traffic signals. The self-evaluation includes pedestrian facilities on state right-of-way located within the village limits.

The self-evaluation determined not only whether the components of the pedestrian route meet the minimum standards for accessibility but collected additional information to allow the village to quantify the level of non-compliant sections. This data allows the village to prioritize future improvements that have the greatest impact on accessibility. This was completed through the development of a comprehensive GIS database that will be used by village staff for future forecasting.

A scoring system was developed to identify those barriers that have the greatest impact on pedestrians. This scoring system is based on two parts: physical condition of the pedestrian asset (Physical Condition Score) and the likelihood of high pedestrian traffic (Prioritization Heatmap). The physical condition score places a numerical value on each barrier, placing a higher priority on those barriers that have a greater impact on usability. For example, a sidewalk with a vertical difference between sidewalk slabs of 2 inches is a higher priority than a sidewalk with a vertical difference between sidewalk slabs of ½ inch, even though both sidewalk segments are non-compliant. The prioritization heatmap uses pedestrian traffic generators, e.g., schools, parks, and commercial developments, to identify assets that are most likely to be heavily used by the public. The highest priority locations are those that are near several different pedestrian traffic generators. See **Chapter 6** and **Appendix A** for additional information regarding the development of the prioritization system. See **Chapter 8** for recommendations and potential challenges including potential project initiatives for the village.

1.0 Regulatory Requirements

The Americans with Disabilities Act Transition Plan, (referred to as "the Plan") documents the village's pedestrian facilities and develops objectives for making those facilities accessible for all people including those with disabilities. The Plan focuses on sidewalks, curb ramps and parking spaces located within public right-of-way. The village prepared the Plan in accordance with the ADA, which requires all public agencies with more than fifty (50) employees to complete a transition proposal.

1.1 Americans with Disabilities Act

Congress enacted the Americans with Disabilities Act (ADA) on July 26, 1990, as a comprehensive civil rights law that prohibits discrimination based on disability. The ADA consists of five titles, each addressing specific areas of public life (summarized below). While the Village of La Grange Park has obligations to comply with elements of all five titles due to its size, with more than fifty (50) employees. However, this Plan focuses specifically on **Title II**, which applies to public entities and governs programs, services, and activities that affect public right-of-way. Title II requires state and local governments to ensure that all services and infrastructure, including pedestrian facilities, are accessible to individuals with disabilities. Pedestrian assets are considered a service offered by the village.

- Title I – Employment: Title I of the ADA aims to eliminate barriers that prevent individuals with qualified disabilities from accessing the same employment opportunities and benefits as those without disabilities. Employers must provide reasonable accommodation to qualified applicants or employees with disabilities, unless doing so would cause undue hardship. This title prohibits discrimination in all aspects of employment, including hiring, promotion, compensation, training, and termination.
- **Title II - Public Services: Title II of the ADA prohibits public entities from discriminating against individuals based on disability. It requires state and local governments to provide equal access to all programs, services, and activities they offer. The Village of La Grange Park must ensure that its infrastructure and operations, including those affecting public right-of-way, are accessible to individuals with disabilities.**

This plan focuses on public pedestrian facilities, including sidewalks and curb ramps located on public right-of-way

- Title III - Public Accommodations: Title III of the ADA prohibits private entities from discriminating against individuals with disabilities in places of public accommodation. These entities must ensure that their facilities are accessible and provide equal access to goods, services, and activities. Examples of places of public accommodation include hotels, restaurants, theaters, retail stores, golf courses, and other commercial establishments.
- Title IV – Telecommunications: Title IV of the ADA requires telephone companies to establish interstate and intrastate telephone relay services in every state. These services

enable individuals with hearing or speech disabilities to communicate over the telephone using text telephones (TTYs) or other assistive technologies. The Federal Communications Commission (FCC) oversees the implementation of these relay services to ensure equal access to telecommunications.

- Title V - Miscellaneous Provisions: Title V of the ADA includes a variety of provisions that support and clarify the law's implementation. It addresses the ADA's relationship with other federal and state laws, outlines how the ADA affects insurance coverage and benefits, and includes provisions related to retaliation and attorney's fees. This title ensures that the ADA works in harmony with existing legal frameworks and protects individuals who assert their rights under the Act.

1.2 Definitions in Title II of the ADA

Title II of the ADA prohibits discrimination based on disability by public entities, which include any state or local government. It requires these entities to ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program, service, or activity they provide. The Village of La Grange Park must comply with these requirements, as sidewalks and curb ramps are considered part of a "program" under Title II. Therefore, the village must ensure that these facilities meet ADA accessibility standards.

According to Section 12102 of Chapter 126 of Title 42 of the United States Code (ADA of 1990), the term "disability" refers to:

- (a) A physical or mental impairment that substantially limits one or more major life activities;
- (b) A record of such an impairment; or
- (c) Being regarded as having such an impairment.

The ADA does not list every covered impairment but provides detailed guidance on which conditions qualify or are excluded. For example, a transitory impairment, one with an actual or expected duration of six months or less, is excluded from the definition of disability.

1.3 ADA Requirements of the Village

The Americans with Disabilities Act (ADA) outlines specific actions that the Village of La Grange Park, and any public entity, must take to achieve compliance. The village used the *NCHRP 20-7 (232), ADA Transition Plans: A Guide to Best Management Practices* as a reference when developing this Plan. This guide outlines the following key steps:

- **Inventory existing sidewalk conditions**
- **Develop a grievance procedure.**
- **Provide public notice about ADA requirements.**
- **Appoint an ADA Coordinator to oversee Title II compliance.**
- **Create a transition proposal if structural changes are necessary to ensure program accessibility.**

- **Maintain all grievances and ADA compliance checklists for at least three years.**

The Plan outlines the steps and actions the team will take to comply with the requirements for ADA compliance.

Administrative Requirements

The village is responsible for ensuring inclusive access to all properties, services, and programs it offers. In addition to sidewalks, curb ramps, and village-owned buildings and facilities, detailed further below, the village also maintains a website that supports various departmental programs and services. The village must publicly communicate residents' rights regarding access to these properties, services, and programs. It must also establish a process for the public to submit complaints about ADA accessibility. Although achieving full compliance across all buildings and facilities will take time, the village remains responsible for modifying existing programs to accommodate all users. As a testament to improving their administrative requirements, the village recently amended Ordinance No. 1275 to include the adoption of the Illinois Accessibility Code, 2018 Edition. This proposal specifically addresses the programs, services, and activities managed by the Public Works Department that impact pedestrian facilities within public right-of-way.

> (The village) must establish a process for the public to submit a complaint about ADA accessibility.

Sidewalk, Obstruction, Curb Ramp & Pedestrian Signals Inventory Requirements

The sidewalks, obstructions, curb ramps and pedestrian signals inventory must be available for inspection online through the village website as well as at the Village Hall and are also available in alternative format (e.g. flash drive, large print, Braille) by request. This inventory identifies physical barriers in public right-of-way under the jurisdiction of the village. This inventory will serve as a guide to help schedule repairs that have a higher priority and greater impact on the public. **See Appendix A** for the respective inventories.

1.4 Priority Locations for the Village

The Plan develops a criteria system to evaluate data based on both the physical condition of pedestrian facilities and their proximity to pedestrian traffic generators. By combining these two factors, the village identified key locations that require improvements. **Chapter 6** describes the details of the condition and proximity criteria.

Using this system, along with public input, the village can prioritize projects that offer the greatest benefit to the community. By listing these priorities in the Plan, the village establishes a clear vision for improving pedestrian accessibility and improving infrastructure. These proposed projects serve as a blueprint for community development, encouraging local leaders to actively participate in implementation and providing an actionable roadmap for next steps.

Maintaining a priority list that includes both short-term and long-term projects will help the village organize, develop, fund, monitor, and maintain its infrastructure within public right-of-way.

2.0 Steps to a Compliant Transition Plan

The Village of La Grange Park must take steps called out in Title II (Public Services) of the ADA to achieve ADA compliance. Steps include inventorying existing sidewalk conditions, developing a grievance procedure, providing public notice about ADA requirements, appointing an ADA Coordinator to oversee Title II compliance, and creating a transition proposal to ensure accessibility for all. Those steps are detailed below.

2.1 Designating an ADA Coordinator (Completed)

The village has appointed the Deputy Village Manager as the ADA Title II Coordinator, currently Maggie Jarr (August 2025), and serves as the primary point of contact for all ADA accessibility issues within the Village of La Grange Park. This individual oversees the requirements outlined in the ADA public notice and the grievance procedure. The ADA Title II Coordinator answers questions from both the public and village employees regarding accommodation for individuals with disabilities and Title II of the ADA. Please send all written requests to:

Maggie Jarr, Deputy Village Manager
447 N. Catherine Avenue
La Grange Park, IL 60526
Phone: 708-354-0225, ext. 108
Email: mjarr@lagrangepark.org

2.2 Providing Notice to the Public about ADA Requirements (Completed)

The development of the Plan actively included people with disabilities and the outreach groups that represent them in the public participation process. Because this group is especially sensitive to pedestrian travel, they may face specific challenges that often differ from those of the general population. The village also engaged officials and members of the public in the process. **Chapter 3** documents the village's public outreach efforts. The village has developed and approved a public notice about ADA requirements, which should be posted in all village buildings and on the village website. **Exhibit 1** contains a copy of this notice.

The Plan actively included people with disabilities and the outreach groups that represent them in the public participation process.

2.3 Establishing a Grievance Procedure (Completed)

The ADA Coordinator ensures the village follows the grievance procedure and keeps records for at least three years. The village previously developed and approved a grievance procedure. The team reviewed the previously established grievance procedure and determined it met ADA requirements. **Exhibit 2** provides a copy of the grievance form.

2.4 Developing Internal Design Standards, Specifications & Details (Completed)

The village establishes standards for sidewalk construction in *Chapter 94 (Streets and Sidewalks) with Title IX: General Regulations of the Municipal Code*. The project team reviewed the code. The village also needs to adhere to design standards established by the state for work within state right-of-way that lie within the village boundaries.

2.5 Assigning Personnel for the Development of the Plan and Collecting Data (Completed)

Chicago Metropolitan Agency for Planning (CMAP) contracted Oates Associates (Oates) to inventory La Grange Park's existing facilities, including curb ramps and sidewalks within village right-of-way, identify ADA deficiencies, and develop procedures for implementing and scheduling work to create an ADA-compliant system.

Oates completed the inventory for sidewalks and curb ramps using a system that captured and recorded observed deficiencies on a block-by-block basis. They recorded this information with a mobile global positioning satellite (GPS) unit and stored it in a Geographic Information System (GIS) database. The village will integrate this GIS database into its existing GIS system and periodically update it as improvements are made throughout the village.

2.6 Approving a Schedule and Budget for the Plan (On-going Process)

The Village Board will determine the final budget for sidewalk and curb ramp improvements each year during the fiscal budget development process.

By adopting this Plan, the village has created an implementation procedure to identify the most critical sidewalk sections and curb ramp locations. Although the proposal prioritizes pedestrian facility improvements throughout the village, the village can logically group projects to improve construction efficiency and reduce costs. If the village identifies projects eligible for federal or state funding, it should pursue those projects regardless of their prioritization rank. The implementation procedure was developed to assist the village identify specific sidewalk and ramp projects that it can incorporate into other transportation improvement efforts.

The village currently funds sidewalk improvements through its Public Works Department (Engineering and Maintenance), General Miscellaneous Fund, Water Department Fund, Motor

Fuel Tax Fund, and Tax Increment Funding. It also uses various state and federal funding sources to support specific roadway projects, such as the Surface Transportation Program. The Board will determine the final budget for sidewalk and curb ramp improvements each year during the fiscal budget development process. **Chapter 8** and **Exhibit 4** include a recommeded schedule, priorities, and budget for the improvements identified in this proposal.

2.7 Monitoring Progress on the Implementation of the Plan (On-going Process)

The village will be responsible for monitoring the progress of the Plan and updating it as projects are completed and as ADA requirements change. The ADA Coordinator will assign staff to oversee various components of the Plan; the Director of the Public Works Department is responsible for compliance within public right-of-way. **Chapter 8** provides additional information on how the village will monitor the Plan's progress.

3.0 Public Outreach

The ADA requires public entities to make information about the formation of the Plan available to all applicants, participants, residents, and other interested parties. The village aimed to actively seek input from all interested parties, including individuals with disabilities and the organizations that represent them. Village staff offered various opportunities and methods to engage the public. They established a project website (La Grange Park's Plan for Accessible Streets and Sidewalks | Engage with CMAP), advertised events on the village's website and social media platforms and displayed flyers in prominent local gathering areas around La Grange Park. Staff also sent invitations to representatives of the disability community, churches, school districts, and parks and recreation centers, encouraging them to involve their constituents in the process. The village reached out to as many residents as possible to ensure everyone felt heard and demonstrated its commitment to improving infrastructure in the public right-of-way. The village hosted several events, including:

- **Kickoff public meeting**
- **community survey**
- **project steering committee**
- **in-person interviews with key stakeholders and interested parties**
- **public review and comment**

3.1 Public Meeting

A project kick-off public meeting was held on October 24, 2024, at La Grange Park Village Hall from 5–7 p.m. Village staff, CMAP and Oates introduced the concept of the ADA Plan and explained why the village was pursuing it. They offered attendees opportunities to provide feedback in person and through comment forms. The project team provided maps of the village so attendees could identify specific locations where they experienced challenges. Six residents

attended the meeting. **Exhibit 5a** includes copies of the documents provided at the public meeting.

A project wrap-up public meeting was held on October 8, 2025, at La Grange Park Village Hall from 5–7 p.m. Village staff, CMAP and Oates re-introduced the ADA Plan through the data they had found and represented on maps. One map showed the areas most likely to have pedestrians and the other map ranked the condition of every sidewalk in the village on public right-of-way. The project team offered attendees opportunities to provide feedback in person and through comment forms. Eleven residents and a few steering committee members attended the meeting. **Exhibit 5a** includes copies of the documents provided and copies of the comments received.

3.2 Community Survey

The project team developed and actively distributed a community survey which proved to be a highly effective tool for gathering input. The village launched the survey on the Village of La Grange Park's homepage in March 2025 and closed it in June 2025. The village promoted the survey through its e-newsletter, distributed flyers around town, asked community partners to share it, and provided hard copies at Village Hall, the library, and Park District headquarters. The survey presented several scenarios where faulty sidewalk components, such as trip hazards, steep slopes, or missing segments, could create barriers for pedestrians, and asked respondents to identify specific problem locations around the village. A total of 187 people completed the survey, providing vital information that helped the project team determine where the village should focus its efforts.

Of the 187 people who completed the survey, 90% lived in La Grange Park, 58% were between the ages of 36 and 65, and 72% either had a disability or cared for someone with a disability. Twenty-one percent (21%) of those with a disability needed assistance to navigate the village. Respondents most commonly used the following devices:

- walkers/canes
- wheelchairs
- rolling walkers
- electric scooters

Most people travel around town in a personal vehicle (90%), but walking is the second most preferred method. Residents walk in various areas throughout the village. The most common places include:

- library
- parks/forest preserve
- Jewel/Village Market/Panera
- post office
- in their neighborhood
- Walgreen's/Ace Hardware/7-11
- trails
- schools
- Village Field Club
- Village Hall



The survey asked residents about the challenges they face when getting around the village. When asked whether certain places were inaccessible, leaving people to walk in the street, respondents mentioned the following locations:

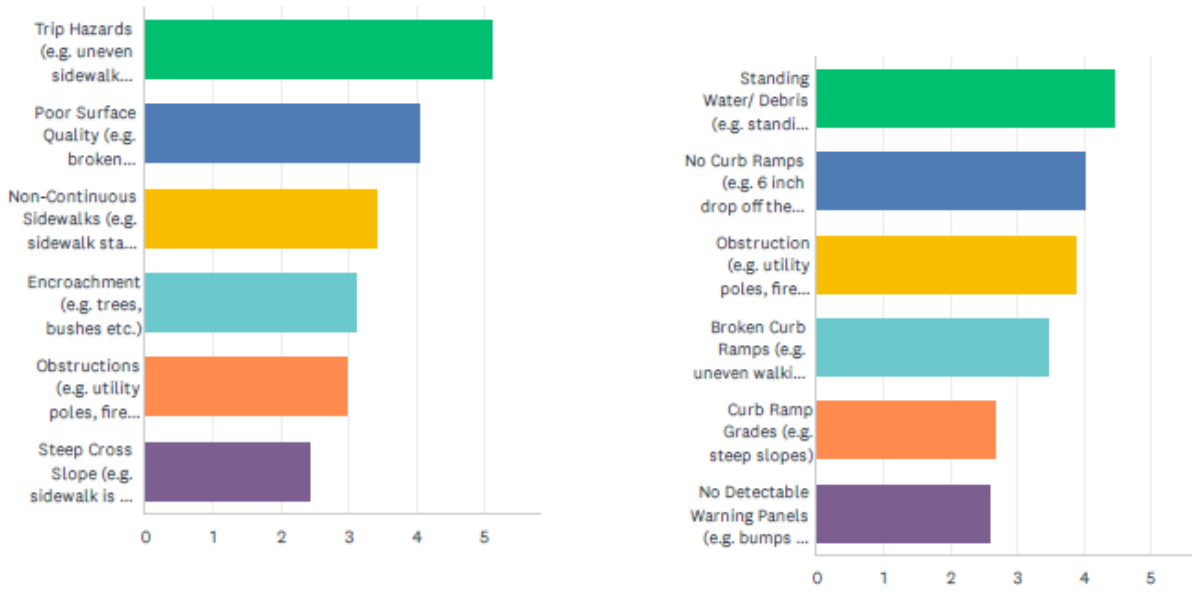
- Scotdale and Stonegate
- Robinhood Estates Subdivision
- Near Brook Park
- La Grange Rd
- Alima
- Beach Ave
- Ostrander
- Brainard between Hardin & Monroe
- Barnsdale
- Crossing Kemmen at bike path
- Waiola
- Spring Ave

Respondents mainly cited the following reasons:

- Cars in driveways blocking sidewalk
- No curb ramps
- Snow
- Flooding
- Tree/bush encroachment
- Uneven pavement
- Gravel
- New construction

The survey asked participants to rank specific examples of obstacles affecting walking, rolling, and ramp use from most to least important. Respondents most commonly identified trip hazards and poor surface conditions as the biggest challenges for walking and rolling. For ramp use, they most frequently cited standing water, debris, and the lack of curb ramps as major obstacles.

Walking/rolling around:



Ramp difficulties:

Figure 1: Difficulty of obstacles by rank

The takeaway from the survey was that sidewalk gaps and steep grades requiring stairs are keeping people from finding direct paths to their destination. When asked what type of priorities the village should focus on improving first, the following data was captured:



Figure 2: Improvement Priorities by Rank

The Community Survey is included in **Exhibit 5b**.

3.3 Formation and Role of Steering Committee

Community members know firsthand where challenges exist in their neighborhoods. The project team invited residents to join the committee through its website, at the public meeting, during the survey launch, and by reaching out to schools, advocacy groups, and personal contacts for recommendations. Over a six-month period, the project team held four committee meetings, with 5 to 7 members attending each. Although no individuals with disabilities joined the committee, many advocates and caregivers participated. The project team presented agendas to guide the investigation process. Residents worked together to share their knowledge and experiences, which played a key role in identifying issues within La Grange Park's sidewalk network. **Exhibit 5c** includes meeting minutes.



3.4 Individual Interviews

The project team met with eight residents who expressed interest in sharing their experiences traveling around the village. Each meeting lasted between 30 minutes and one hour. The team offered participants the option to meet virtually or in person, depending on their availability and preferences. Attendees represented a range of community organizations, geographic areas within the village, and members of the disability community.

These discussions allowed the project team to explore individual experiences in depth and better understand the challenges and opportunities residents encounter. To encourage honest dialogue, the team kept these meetings anonymous. Through these conversations, the team gained valuable insight into the daily struggles faced by individuals with disabilities and their caregivers while navigating La Grange Park's sidewalk network.

Common themes from the interviews included the village's walkability, especially among youth, and the barriers that limit access for people with disabilities. Residents frequently mentioned the difficulty of crossing La Grange Road, particularly at Memorial Park, and expressed a desire to eliminate sidewalk gaps in the Robinhood Subdivision and areas north of 31st Street and east of the railroad tracks.

Several participants also highlighted the lack of clear pedestrian crossings at the intersection of Sherwood Road and Homestead Road. Another recurring concern was the limited parking along 31st Street and the challenges of crossing it when parking is only available on the opposite side of the street. Interviewees noted that coordination with village staff could improve, especially when reporting barriers to access.

3.5 Public Review and Comment Period

The ADA requires public entities to make the Plan available for public review during a citizen review period. The village offered a 30-day review period after completing the ADA Transition Plan, allowing residents to submit comments on any issues they felt needed attention. Although the public comment period has ended, any resident or visitor who wishes to provide feedback on pedestrian accessibility in the village can contact the ADA Coordinator or the Public Works Department at any time.

4.0 ADA Design Standards

4.1 Incorporation into Village of La Grange Park Standards

See **Appendix A.1** for definitions used throughout the Plan.

The project team developed this Plan using the following statutes, codes, guidelines, and standards. If new statutes, codes, or standards become applicable after the Plan's adoption, the project team will incorporate them—provided they are more restrictive or exceed existing standards.

(a) The U.S. Access Board published the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)* on August 8, 2023. These guidelines now serve as the federal standards for accessibility compliance in public right-of-way, and the project team used them as the guiding federal standards for this Plan.

(b) The Illinois Department of Transportation issued *Revision 228 - Complete Highway Standards*, effective January 1, 2025. These standard proposals reflect the most current state standards, which the project team incorporated into the Plan.

(c) The project team referenced The Illinois Department of Transportation Bureau of Local Roads and Streets Manual, latest edition.

(d) The project team referenced the *Municipal Code – Village of La Grange Park, Code of Ordinances*, current through Ordinance 1276, passed on September 9, 2025.

The ADA Codes and Standards outlined in this section apply to all construction within village right-of-way following the Plan's final approval and adoption. This includes all new construction—both private and public—as well as any construction conducted under the Plan.

<u>Pedestrian Facilities</u>
The project team developed the ADA Design Standards for evaluating sidewalks and pedestrian facilities in public right-of-way within the village by reviewing federal, state, and local

guidelines. Their goal was to identify the most stringent standards related to accessibility issues throughout the village. The project team determined the standards for collecting inventory data by comparing village standards with IDOT standards and federal guidelines.

Refer to Exhibit 3 for a memorandum summarizing the findings in the village's standards.

4.2 Implementation of ADA Design & Construction Standards

The key to success in ensuring that newly constructed sidewalk meets all applicable standards goes beyond referencing the appropriate standards and guidelines. The village already has a system in place to ensure quality workmanship but below are recommendations that may be appropriate to either expand the pedestrian network or coordinate improvements to the existing network.

New Construction on New Alignment

The village should ensure that all newly designed and constructed facilities located on village property or right-of-way comply with all applicable ADA standards. For pedestrian facilities constructed on state right-of-way within the village, the village shall follow the requirements outlined in the IDOT standards.

"I walk on the 800 block of Waiola. (I have to cross) to the west side of the street as there is no sidewalk on the east side on the south part of the block." - excerpt from community survey

New Construction on Existing Alignment

The village should ensure that a process is in place such that each addition on village property or right-of-way complies with all applicable ADA standards, except as modified below.

Alterations to Existing Facilities on Existing Alignment

When proposed improvements alter existing components located on village property or right-of-way, the village should inspect each altered component to ensure the improvements comply with all applicable ADA standards, including PROWAG and other standards listed in Section 4.1, except as modified below:

(a) Exception: If compliance with applicable provisions is technically infeasible during alterations, the improvements shall meet the standards to the maximum extent possible without placing undue burden on the village.

(b) Exception: When new sidewalk ties into an existing component that does not meet ADA standards at a project terminus, applicable ADA guidelines and standards apply to all sidewalk panels—except the one directly adjacent to the existing component. The transition panel cannot reduce accessibility. Examples of reduced accessibility include cross or running slopes that exceed the slopes of either the new or existing sidewalk panels.

(c) Prohibited Reduction in Access: The improvements shall not implement any alteration that decreases accessibility for the general public on public right-of-way, site arrival points to buildings or facilities adjacent to the proposed adjustments, or to rooms within buildings. All alterations must meet or exceed the requirements for new construction at the time of the alteration.

Approval Procedures for Exceptions and Technically Infeasible Conditions

The village should require a written request to the applicable village department for all determinations regarding exceptions and technical feasibility. However, any member of the public may appeal determination according to the procedures outlined in the ADA Grievance Procedures.

Dimension and Grades Tolerances

The Plan recommends treating all dimensions and numerical requirements in these standards—and in applicable local, state, and federal codes or statutes— as absolute. These requirements account for construction practices and constraints, and no dimensional or slope tolerances beyond the stated maximum or minimum are allowed. The person responsible for construction operations will ultimately be responsible for proper calibration of all equipment. For contracted work, the village reserves the right to require removal and reconstruction of any construction that does not meet the listed standards, at no cost to the village.

> "There are too many uneven sidewalk squares making it extremely difficult to enjoy walks with our stroller and causing my toddler to trip often." – excerpt from community survey

Private Developers

Private development can directly impact the adjacent public right-of-way. To address this, the village should consider amending its ordinances to require sidewalk construction along public right-of-way as a condition for issuing building permits. The village should also update its ordinances, as detailed in **Exhibit 3**, to clarify requirements for constructing pedestrian facilities within public right-of-way.

For larger development projects, especially those involving new intersections with traffic signals, the village should consider requiring developers to include pedestrian accommodations. These may include, but are not limited to:

- Curb ramps
- Marked crosswalks
- Pedestrian signals
- Accessible pedestrian devices

5.0 Administrative Documents

5.1 Inventory Methodology

The project team evaluated all programs and services provided by the Public Works Department to determine their current level of ADA compliance. They reviewed relevant documents to identify references to ADA standards, confirm the availability of reasonable accommodations upon request, and locate areas where current ADA standards were not referenced.

5.2 Village Documents

The project team evaluated village documents associated with services provided by the Public Works Department to determine whether any modifications were necessary to improve ADA compliance for employees, citizens, and visitors to La Grange Park. They also reviewed additional village documents to assess whether current design standards for new construction require developers to meet all applicable ADA standards for proposed improvements. See **Exhibit 3** for proposed changes to village documents.

5.3 Alterations and Undue Burden

The village is committed to implementing alterations to programs and services as soon as feasible, provided those changes do not cause an undue burden. An undue burden is generally defined as an action requiring significant difficulty or expense. For example, relocating a program to a handicap-accessible meeting room qualifies as a feasible alteration. If the village determines that an alteration is necessary, it is not required to proceed if the change would fundamentally alter the program, create a hazardous condition, or impose an undue burden.

5.4 Recommendations for Document Incorporation

The village should develop appropriate language and adopt the proposed recommendations outlined in **Exhibit 3** to update various village documents. Additionally, village staff should be provided with opportunities to ask questions and feel that they are fully prepared to accommodate individuals with disabilities and deliver the necessary services. Additionally, the Plan recommends regular coordination with employees about ADA requirements and share updates on any changes to ADA law.

6.0 Sidewalk Transition Plan

6.1 Inventory Methodology

Self-inventory of pedestrian facilities is one of the requirements for any public entity according to the ADA. The village has created a comprehensive GIS database from the inventory information gathered as part of the development of this proposal and the data will be used by the village staff for future endeavors. All pedestrian facilities located on village-owned public right-of-way and within parks maintained by the village were inventoried.

The project team collected data on sidewalk segments, obstructions, and curb ramps by walking every block of pedestrian accommodation within the village. They obtained the data through visual inspection and measurements using a mobile GIS data collection device. Staff entered information related to sidewalks, obstructions, and curb ramps directly into the device. They received training in current ADA guidelines and field procedures to ensure accurate data collection. The team gathered the data and analyzed it using a scoring system, which they adjusted as needed to align with the village's goals for prioritizing repairs.

6.2 Sidewalk Data Collected

The project team conducted the sidewalk inventory in segments based on village blocks. They defined a sidewalk segment as a continuous length of sidewalk between termini points set at intersecting roadways. See **Appendix A.2(a)** for the detailed summary of **Sidewalk Data Collected.**

6.3 Curb Ramp Data Collected

Because the ADA includes comprehensive requirements for curb ramps, the team took detailed measurements at each curb ramp. For a breakdown of the types of data collected, see **Appendix A.2(b).**

6.4 Pedestrian Signal Data Collected

Because the ADA outlines comprehensive requirements for pedestrian signals, the team took detailed measurements at each signal. For a summary of the types of data collected, see **Appendix A.2(c).**

6.5 Scoring and Ranking

The project team developed a criteria system to prioritize ADA compliance based on both physical condition and proximity to pedestrian traffic generators. They included location as a key factor, following guidance from the *Department of Justice Title II Technical Assistance*

Manual, which allows public entities to prioritize sidewalk and curb ramp improvements based on location. To determine the value of each component, the team relied on technical expertise and gathered input from Steering Committee members and village staff to identify which components were most important.

Village-Wide Prioritization Map

Proximity to traffic generators was evaluated as the first part of the two-part scoring system. The village-wide prioritization map developed was a heat map to identify locations within the village that have the highest likelihood of having a high amount of pedestrian traffic. The village-wide prioritization map considers these pedestrian traffic generators and predicts the likelihood of pedestrian usage based on eight distinct categories:

- K-12 schools
- parks
- government buildings
- Pace bus stops
- commercial districts
- traffic signals
- high-density housing
- crossing guards

The village-wide prioritization map sums up the activity scores for comparison throughout the village.

Village-Wide Prioritization Map (Between 0 AND 65)

For visual clarity the prioritization map is broken into five groups. The highest priority locations, shown in red, and the lowest priority area are shown in yellow. The highest priority locations are those in close proximity to multiple pedestrian traffic generators. Meanwhile, a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

See **Appendix A.3** for a detailed description of the activity scores of different traffic generators within the village as well as the village-wide prioritization map.

Accessibility Score

The project team developed a scoring system to evaluate the physical condition of each sidewalk segment and curb ramp. They used this system to prioritize the severity of deficiencies. During the sidewalk and curb ramp inventory, they assigned scores to each component of the ADA compliance criteria based on how much it impeded accessibility and the severity of obstructions along the route.

Sidewalk Accessibility Score

Two key factors determine the sidewalk segment accessibility score: the overall condition of the sidewalk and the presence of obstructions. The team assessed the condition by evaluating components such as sidewalk width, cross slope, and running slope, assigning each a value

based on its priority level. They then examined obstructions, like vertical displacements, entrances, utility poles, and fire hydrants that limit usability.

After evaluating both factors, the team calculated the scores by combining the values from each component. They then categorized each location into one of four groups based on similar levels of physical sidewalk deficiencies. The four groups are:

(1) **Major Barriers to Access Found**
(2) **Moderate Barriers to Access Found**
(3) **Minor Barriers to Access Found**
(4) **No Significant Barriers to Access Found**

Curb Ramp Accessibility Score

The project team established the accessibility score for curb ramps by assigning a value to each component that affects overall compliance. For example, they gave higher priority to a 3' wide curb ramp than to one without detectable warning panels. They then summed the values of each component to calculate the total curb ramp accessibility score.

After calculating the scores, they categorized each location into one of four groups based on similar levels of physical sidewalk deficiencies. The four groups are:

(5) **Major Barriers to Access Found**
(6) **Moderate Barriers to Access Found**
(7) **Minor Barriers to Access Found**
(8) **No Significant Barriers to Access Found**

Pedestrian Signal Accessibility Score

The project team established the accessibility score for pedestrian signals by labeling each component as either "compliant" or "non-compliant." They used this approach because improvements to these components would likely only occur during a full signal upgrade.

Pedestrian Signals Score (Compliant or non-compliant)

See **Appendix A.4** for a detailed description of the accessibility scores of sidewalks, curb ramps and pedestrian signals within the village.

6.6 External Agency Coordination

La Grange Park officials should look for opportunities to partner with external agencies to leverage available funding as they execute the Plan. These outside agencies have a vested interest in the success of the Plan, specifically regarding their facilities.

CMAP provided the funding for the Plan and has been instrumental in providing consistent guidance to the village so that the Plan can be effective and in line with village priorities.

La Grange Park should continue to coordinate with County and State agencies as well as neighboring communities that border their limits, to manage any proposed roadway projects where jurisdiction and maintenance are shared. The village should coordinate regularly with park and school districts to keep them informed of the Plan's progress and collect feedback from their constituents.

The village should continue to coordinate with IDOT regarding increasing accessibility along their routes throughout La Grange Park. IDOT has jurisdiction over the following routes within the village limits:

- Odgen Avenue
- La Grange Road
- 31st Street
- Maple Avenue
- Kemman Avenue (south of 31st Street)

The Forest Preserve of Cook County maintains a significant amount of land in and around La Grange Park. During community engagement, residents identified pedestrian connections to the forest preserves as a major priority. The village should actively pursue opportunities to improve access to these natural areas for all users, including individuals with disabilities. Enhancing these connections will support recreational access, promote walkability, and align with the broader goals of the ADA Transition Plan.

6.7 Prioritization Methodology

Because of the scale of bringing all pedestrian facilities into compliance—and the changing condition of sidewalks and curb ramps—the Plan introduced a prioritization matrix based on an Accessibility Score and Activity Factor. This matrix helps identify and rank improvements based on need and pedestrian activity levels. The Plan identifies four (4) priority projects aimed at increasing accessibility throughout La Grange Park. These projects focus on high-priority deficiencies located in areas with high pedestrian traffic.

The Plan suggests beginning implementation with **Major Barriers to Access**, (shown in **red)**, which represents the most urgent needs. **Moderate or Minor Barriers** follow in priority, while facilities shown in **green** will be addressed in later phases or coordinated with other infrastructure projects.

Refer to **Chapter 8.1** for details on the designated priority projects. While the Plan includes a clear prioritization framework, the village will need to group projects logically to improve construction efficiency and achieve cost savings. Additionally, if any segments or curb

ramps become eligible for federal, state, or developer funding, the village should pursue those opportunities regardless of their prioritization rank.

The Village of La Grange Park reserves the right to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from people with disabilities, changes in village programs, ongoing evaluation and funding constraints and opportunities.

6.8 Potential Funding Sources/Programming

Village of La Grange Park Budget

The village currently funds sidewalk improvements through the Public Works Department budget and allocates Motor Fuel Tax (MFT) funds for annual sidewalk grinding. To maximize efficiency and impact, the village should also incorporate sidewalk improvements into broader transportation projects throughout the community.

The Village Board will determine the final budget for sidewalk and curb ramp improvements each year during the development of the annual budget. This approach ensures that accessibility upgrades remain a consistent part of the village's capital development efforts.

Local / Federal / State Programs

There are several local, state, and federal funding sources available to assist municipalities with capital improvement projects. Most of these programs are competitive and include specific restrictions that must be reviewed to ensure compliance with the proposed project.

The programs detailed below are not an exhaustive list of available state and federal funding programs. The village should actively monitor funding opportunities and pursue them as they arise to support the goals and objectives outlined in this ADA Transition Plan. Staying informed about new and evolving programs will help the village secure resources needed to implement accessibility improvements efficiently and effectively.

- Surface Transportation Plan (STP): The STP program provides flexible funding for local agencies to improve public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. STP funding is a viable option for eligible roadways within the village. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the village can be found at IROADS - Illinois Roadway Analysis Database System. "Transportation enhancements" including historic preservation, alternative non-motorized transportation, and landscaping are also funded using STP funds. STP funds can be used for a wide variety of improvements including road improvements with accompanying pedestrian accommodation as well as new construction and reconstruction of sidewalk and curb ramps. CMAP currently administers STP funds for the Chicago area.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides funds to help mitigate congestion and improve air quality. CMAQ projects commonly include intersection improvements and reconstruction. CMAQ funding is a viable option for eligible roadways within the village. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the village can be found at IROADS - Illinois Roadway Analysis Database System. Pedestrian accommodations including accessible pedestrian signals can be included with CMAQ projects to improve pedestrian safety at intersections. CMAP currently administers CMAQ funds for the Chicago area.

- Transportation Alternatives Program (TAP): The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill combined multiple funding sources that fund pedestrian projects including Safe Routes to Schools (SRTS) and Recreational Trails Program (RTP). Money is still allocated for projects that were previously under these funding sources through the Transportation Alternative Program (TAP). CMAP currently administers TAP funds for the Chicago area.

- Illinois Transportation Enhancement Program (ITEP): The Illinois Department of Transportation administers ITEP funds as part of a competitive statewide program. ITEP projects include pedestrian and bicycle facilities including on-road and off-road facilities and sidewalks, rails to trails, and streetscapes.

7.0 On-Street Parking Assessment

7.1 Existing Conditions

The village allows on-street parking on all streets except where signage prohibits it. While most streets permit on-street parking, signed and striped spaces are currently provided along six blocks on and near 31st Street, between the railroad tracks and Kemman Avenue. In addition to on-street parking, the village maintains an off-street municipal parking lot on Beach Avenue, just south of 31st Street, which includes 12 parking spaces and 1 accessible space.

For the ADA Transition Plan, the project team evaluated only the on-street ADA parking spaces to assess compliance and identify locations where additional accessible spaces may be warranted. The village-owned parking lot is subject to separate ADA requirements, and the village should assess this facility to determine whether modifications are needed to meet applicable standards.

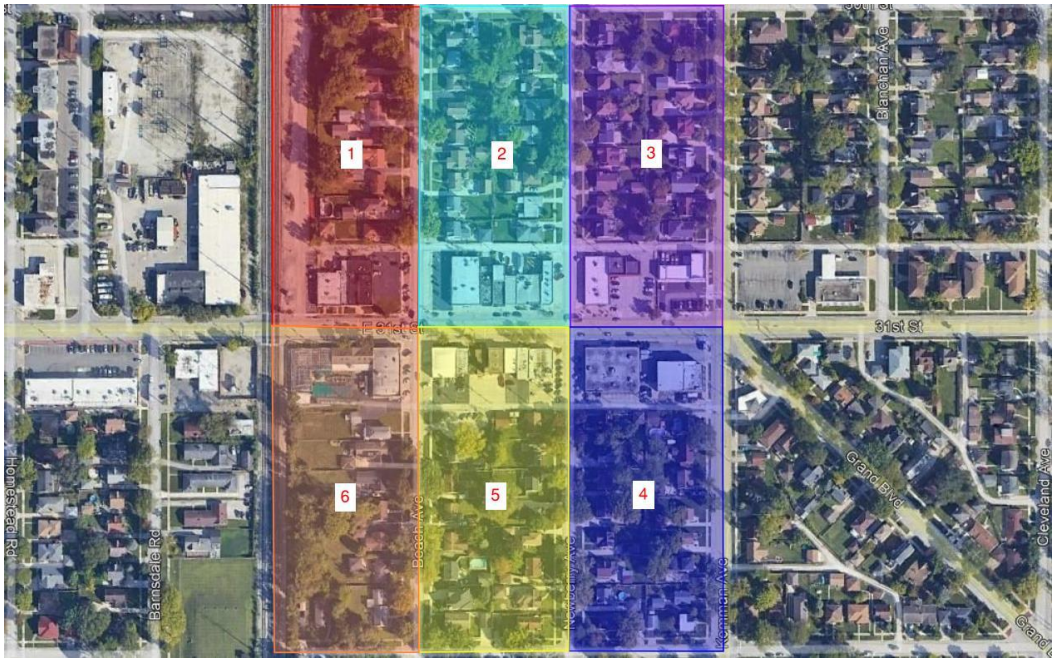


Image 1: Existing Street Blocks along 31st Street

7.2 Requirements Regarding On-Street Parking

According to the 2023 Public Right-of-Way Accessibility Guidelines (PROWAG), ADA requirements for on-street parking are triggered when parking is either metered or designated with signs or pavement markings. These requirements apply to newly constructed or altered parking spaces in the public right-of-way.

<u>Exceptions to On-Street Parking Requirements under PROWAG:</u>

1. If on-street parking is not marked or signed (i.e., informal or undesignated curbside parking), ADA requirements for accessible spaces do not apply.

2. If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided.

3. In cases where compliance is technically infeasible due to site constraints (e.g., steep slopes, limited right-of-way), exceptions may be granted, though the village must still comply to the maximum extent feasible.

4. On-street parking spaces designated exclusively as residential parking shall not be counted for the purpose of determining the required number of parking spaces.

5. On-street parking spaces designed exclusively for commercial, or law enforcement vehicles shall not be counted for the purpose of determining the required number of

parking spaces.

During field visits, the project team did not observe any dedicated residential, commercial, or law enforcement on-street parking. As a result, no exceptions were applied when determining ADA parking requirements.

The project team determined the need for on-street ADA parking based on the number of parking spaces provided along a block perimeter. See **Figure 4** for reference.

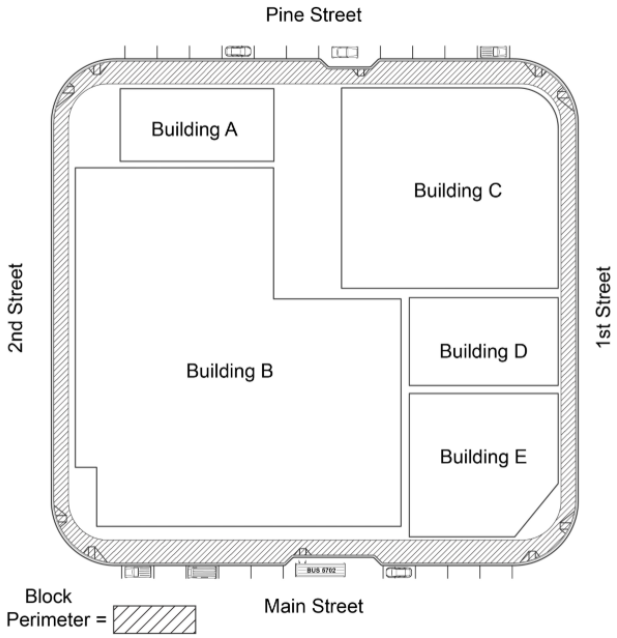


Figure 3: Figure R211.1 Parking on block perimeter of the PROWAG

The project team calculated the number of accessible on-street parking spaces required by adding up all parking spaces along the block perimeter. When individual parking spaces are not striped, the project team counts each 20 feet of designated street parking as one parking space. The number of required accessible spaces is then determined using Table R211 of the 2024 PROWAG standards. See **Figure 5** for a visual reference of this table.

Total Number of Metered or Designated Parking Spaces	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 70	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Figure 5: Table R211 On-Street Parking Spaces

7.3 Block-by-Block Analysis

The project team assessed each block based on its block perimeter. For each block, the project team identified metered or designated parking—marked by signage or striping—and indicated these areas with a red line in the analysis. Parking along the block perimeter that did not meet the threshold for requiring accessible spaces was excluded from the evaluation. See **Appendix A.5** for the Block-Specific Parking Analysis.

8.0 Priority Recommendations for Improvement

8.1 Prioritization of Projects

The Plan developed Priorities, Implementation Schedules, and Budgets for the next several years, which are included as **Exhibit 4**. It has been estimated that full implementation of all improvements will take approximately 20 years and will cost $6,000,000 in 2025 dollars. The schedule that highlights next several years focuses on addressing barriers to access throughout La Grange Park and reflects the village goals that were identified during the coordination process:

- Filling gaps in the sidewalk network
- Eliminating tripping hazards throughout the village
- Providing safer pedestrian crossings along La Grange Road and 31st Street

The village developed these priorities based on identified needs; however, challenges outlined in **Section 8.2** may affect the feasibility of constructing certain improvements. Where implementation proves technically infeasible, the village should pursue alternative projects that achieve the same overarching goals, such as improving accessibility, safety, and connectivity for all users.

Planning Level Cost Estimates

To assist village staff in long-term financial planning, planning level cost estimates were developed and integrated into the GIS network. The cost estimate was developed based on the most likely construction operation to eliminate the barriers to access. In some situations, the best solution will be selective slab replacement or grinding sidewalk joints. In other situations, where the cross slopes exceed maximum grades, full sidewalk replacement will be required.

Potential Projects

The Plan identified priority projects for implementation based on the Scoring and Ranking criteria developed during the coordination process. These projects do not specifically reflect the most urgent need for improving accessibility but are examples of recommended action within the five-year implementation schedule. Examples of these priority projects are provided below:

- **Sherwood Road from Homestead Road to Memorial Park:** Installation of new curb ramps at the intersection of Sherwood Road and Homestead Road along with pavement markings to provide pedestrian access at the intersection. Removal and replacement of the existing curb ramps at Sherwood Road and Woodlawn Lane to provide accessible curb ramps and eliminate pedestrian confusion by providing clear crossings at the intersection. The forecasting level cost for these improvements is **$40,000 (2025 dollars)** and does not include any allowance for right-of-way acquisition that may be required.

- **Barnsdale Road from 31st Street to 26th Street:** Removal and replacement of existing sidewalk and curb ramps on the east side of Barnsdale Road to meet ADA standards. The existing sidewalk is generally 3 feet wide and construction of new compliant sidewalk will require relocation of existing fire hydrants, entrance reconstruction including parking lot removal and replacement to match the new entrance grades, and potential conflicts with the ballfield south of 26th Street. The forecasting level cost for these improvements is **$880,000 (2025 dollars)** and does not include any allowance for right-of-way acquisition that may be required.

- **Woodlawn Avenue from Park Road to Ashland Road:** Removal and replacement of existing curb ramps and select sidewalk on the northside of Woodlawn Avenue between Park Road and Ashland Road. Curb ramp replacement at the following quadrants:
  - NE quadrant of Woodlawn and Park
  - SE quadrant of Woodlawn and Park
  - NW quadrant of Woodlawn and Stone
  - NE quadrant of Woodlawn and Stone
  - NW quadrant of Woodlawn and Waiola
  - NE quadrant of Woodlawn and Waiola
  - NE quadrant of Woodlawn and Spring
  - NW quadrant of Woodlawn and Ashland

  Sidewalk removal and replacements at the following locations:

- Northside of Woodlawn between Brainard and Spring

The forecasting level cost for these improvements is $165,000 (2025 dollars).

- **Garfield Avenue from Robinhood Lane to Forest Road:** Removal and replacement of existing curb ramps at the following quadrants:
  - NW quadrant of Garfield and Robinhood
  - NE quadrant of Garfield and Robinhood
  - SE quadrant of Garfield and Robinhood
  - SW quadrant of Garfield and Robinhood
  - NW quadrant of Garfield and Sherwood
  - NE quadrant of Garfield and Sherwood
  - SE quadrant of Garfield and Sherwood
  - SW quadrant of Garfield and Sherwood
  - NW quadrant of Garfield and Forest
  - NE quadrant of Garfield and Forest
  - SE quadrant of Garfield and Forest
  - SW quadrant of Garfield and Forest

  The forecasting level cost for these improvements is $75,000 (2025 dollars).

- **Kemman Avenue between 31st Street and 30th Street (east side of roadway):** Removal and replacement of the sidewalk and curb ramps on the east side of Kemman Avenue. The forecasting level cost for these improvements is $85,000 (2025 dollars).

8.2 Challenges of Implementation



The Plan has identified several challenges that may impact the feasibility of implementing priority sidewalk improvements.

One significant issue is that sidewalk expansion aimed at filling gaps often depends on the willingness of adjacent property owners to donate temporary or permanent easements for construction. In many cases, requests to eliminate sidewalk gaps originate from nearby parcels or reflect a broader community benefit, rather than originating from the property owner. While eliminating these gaps remains a priority, the village must coordinate with property owners to determine whether construction is feasible. By prioritizing locations where filling sidewalk gaps would provide vital connections, the Plan can help the village focus its efforts and initiate productive conversations with stakeholders.

Another challenge involves steep driveway slopes, which can complicate efforts to maintain accessible sidewalk grades. In some cases, preserving a flatter sidewalk slope may create a step effect—beneficial for pedestrians but it is problematic for drivers accessing their driveways. The village must carefully balance accessibility needs with functional driveway access.

Lastly, immovable obstacles, such as utility poles, present both logistical and financial challenges. When relocation is necessary, the village must determine suitable new locations for these objects. Utility poles, in particular, represent some of the most impactful and costly obstacles to relocate.

8.3 Continuation and Monitoring of the Plan

The Plan recommends the village have a process for inspecting all curb ramps and sidewalks constructed on village-owned or future right-of-way prior to acceptance. It is anticipated that the Public Works Department, the ADA Coordinator, or their designee will conduct these inspections. Upon completion, pedestrian improvements should be logged into the GIS system either through on-site assessments or using data provided by the contractor or developer.

It is recommended that all collected data match the format of the existing inventory to ensure consistency and integration with the scoring system. If construction replaces an existing sidewalk or curb ramp, the existing features can be overwritten or a new asset created to maintain an up-to-date record. For expansion to the pedestrian network, new pedestrian assets can be developed and added to the GIS system.

As part of the Plan, the project team assessed every mile of sidewalk currently under its maintenance jurisdiction. This assessment represents a snapshot in time, Fall 2024, and acknowledges that sidewalks and curb ramps compliant today may fall out of compliance in the future.

To maintain ongoing accessibility, the village should implement a five-year rotation schedule to reassess all sidewalks. With approximately 70 miles of sidewalk, the village can evaluate 14 miles per year, which can be accomplished by a one-person crew over approximately 2 workdays, as staffing allows. The next round of assessments is recommended to begin in 2028. For newly completed improvements the Plan recommended completing a follow-up assessment within five years of final acceptance.

The priority projects identified in this proposal serve as a guide for village staff in continuing long-term efforts to improve accessibility. As projects are completed, new projects can be added to the list to maintain momentum.

This Plan recognizes that achieving full accessibility in the public right-of-way is a long-term commitment. Some existing pedestrian facilities in La Grange Park may be technically infeasible to upgrade to meet ADA standards. In such cases, alternative routes can be identified provided that they provide a similar level of services to residents.

The village anticipates that eliminating all barriers identified in the Plan will take approximately 20 years. During this period, even compliant facilities may develop new barriers that require attention and remediation.

8.4 Formal Adoption of ADA Transition Plan

It is anticipated that the ADA Transition Plan will be formally adopted by the Village of La Grange Park in November 2025. The resolution for this adoption will be added as **Exhibit 7** with the Plan.

Exhibit 1

Notice Under the Americans with Disabilities Act

Village of La Grange Park, Illinois
Notice Under the Americans with Disabilities Act

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

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

Effective Communication: The Village of La Grange Park will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Village of La Grange Park'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.

Modification of Policies and Procedures: The Village of La Grange Park 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 welcome in the Village of La Grange Park offices, even when pets are generally prohibited.

Anyone who requires auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Village of La Grange Park, should contact Maggie Jarr, Deputy Village Manager, (708) 354-0225 x108, mjarr@lagrangepark.org, as soon as possible but no later than 2 business days before the scheduled event.

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

Complaints that a program, service, or activity of the Village of La Grange Park is not accessible to persons with disabilities should be directed to Maggie Jarr, Deputy Village Manager, (708) 354-0225 x108, mjarr@lagrangepark.org. The Village of La Grange Park 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 policies, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Exhibit 2

ADA Grievance Form

Village of La Grange Park
Grievance Procedures Under
The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the American 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 La Grange Park. 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 for persons with disabilities upon request.

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

Name of ADA Coordinator: Maggie Jarr, Deputy Village Manager
Address: 447 N. Catherine, La Grange Park, IL 60526-2099
Email: mjarr@lagrangepark.org
Phone: (708) 354-0225 x108

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ADA Coordinator or his/her designee will respond in writing, and where reasonable accommodations are requested, 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 La Grange Park and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or his/her 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 his/her designee.

Within 15 calendar days after receipt of the appeal, the Village Administrator or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Village Administrator or his/her 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 or his/her designee, appeals to the Village Administrator or his/her designee, and responses from these two offices will be retained by the Village of La Grange Park for at least three years.

Village of La Grange Park
ADA Grievance Form

Name: _____ Date of Occurrence: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Email: _____

Please provide a <u>complete</u> description of your grievance:

_____

_____

_____

Please specify the location of your grievance:

_____

_____

_____

Please state what you think should be done to resolve the grievance:

_____

_____

_____

Please attach additional pages or photo(s) as needed.

Signature: _____ Date: _____

Please return to:
ADA Coordinator Name: Maggie Jarr, Deputy Village Manager
Address: 447 N Catherine, La Grange Park, IL 60526-2099
Email: mjarr@lagrangepark.org

Upon request, reasonable accommodations will be provided in completing this form.

Contact Maggie Jarr, Deputy Village Manager, (708) 354-0225 x108, mjarr@lagrangepark.org

Exhibit 3

Memorandum on Review of City Documents for ADA Inclusion

OATES ASSOCIATES

Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

St. Charles
820 South Main, Suite 309
St. Charles, MO 63301
636.493.6277

MEMORANDUM

Date: 11/192025 **Project #:** 223030.002
Time: 10:00AM

To: Rick Radde, Director of Public Works, Village of La Grange Park
From: Travis Helmkamp
Subject: Review of Village Documents for ADA inclusion

Mr. Radde,

As part of the development of the ADA Transition Plan for Public Sidewalks, Village documents were reviewed to identify potential revisions to increase accessibility throughout the Village. These recommendations are specifically related to the Engineering/Public Works Department but may be applied to Village departments as appropriate and desired.

Several documents were reviewed for references to the Americans with Disabilities Act or pertaining to persons with disabilities. This review was limited to documents prepared by the Public Works Department or related to design and construction of pedestrian facilities within public rights-of-way. Pedestrian facilities within public rights-of-way include sidewalks, curb ramps, pedestrian traffic signals, roadways (crosswalks), and sidewalks through driveways. Permit documents were also included, with attention directed toward their relation to accessibility. The following documents were reviewed or suggested as part of the ADA Transition Plan being prepared for the Village of La Grange Park by Oates Associates:

1.) Sign Permit Application
2.) Sidewalk Replacement Program
3.) Notice Under the Americans with Disabilities Act
4.) Grievance Procedures Under the Americans with Disabilities Act
5.) La Grange Park, Illinois – Municipal Code

The documents reviewed, and all other permits, applications, and any other printed materials offered by the Village of La Grange Park, should be available upon request in alternative formats (such as large print and Braille). An example of language that could be added to all permits, forms, and other documents that require user input is:

- "Document is available in alternative formats (such as large print, Braille, etc.) and assistance with completing the document is available upon request. Please contact (village staff contact) for any accommodations."

The following recommendations are not meant to represent proposed verbiage for insertion into any Village documents but rather represent portions of existing Village ordinances or other various Village documents where additional language pertaining to accessibility may be desired.

<u>Getting a Permit</u>

A note should be added to the webpage stating that any permit application is also available in alternative format (e.g. large print, Braille) by request.

Sign Permit Application

We suggest including a section to specify whether the proposed sign will interfere with public right-of-way and/or minimum ADA requirements.

Sidewalk Replacement Program

Due to the nature of the Sidewalk Replacement Program, it may not always be possible to construct all new sidewalk panels to meet PROWAG requirements. Include a statement that new sidewalk will be construction to meet PROWAG requirements to the maximum extent practicable.

Notice Under the Americans with Disabilities Act

A Notice Under the Americans with Disabilities Act has been developed and is posted on the village's website.

Grievance Procedure Under the Americans with Disabilities Act

A Grievance Procedure Under the Americans with Disabilities Act has been developed and is posted on the village's website.

La Grange Park, Illinois – Municipal Code

The following revisions are suggested to the Municipal Code:

Antiquated Terminology – Throughout the Municipal Code, references are made to "handicapped" individuals, "physically disabled" individuals, or a variation of these phrases. We suggest rewording this to the preferred terminology of "person with a disability". Locations in the document where this terminology is found are listed:

- Chapter 38.06 (Schedule of Fines and Penalties)
- Chapter 72.16 (Motorized Skateboards/Scooters)
- Chapter 153.195 (Temporary Uses and Structures)
- Chapter 153.212 (Design Standards)

Definitions – The definition for "Disability" should be provided in the Municipal Code and should align with the federal definition defined by the Americans with Disabilities Act. Potential language includes "DISABILITY. As defined in Section 12102 (Definition of Disability) of the Americans with Disabilities Act of 1990, As Amended".

Traffic Code and Parking – Sections in the Code of Ordinances were reviewed for design specifications, public rights-of-way, and parking regulations. We recommend the following revisions:

- 98.014 (Traffic Control) - Inclusion of design specifications for traffic control devices.
- Chapter 153.213 (Accessible Parking) – Add a statement stating "On-street parking on public right-of-way shall be designed and constructed in accordance with Section R310 of the Public Right-of-Way Accessibility Guidelines (PROWAG).

Construction and Design – Sections in the Municipal Code reviewed for design specifications and code. We suggest the following revisions:

- Include minimum requirements for all constructed driveways, curb ramps, sidewalks, and pedestrian traffic signals, found in the 2010 Americans with Disabilities Act Accessibility Guidelines (ADAAG), Public Right-of-Way Accessibility Guidelines (PROWAG), and the Illinois Accessibility Code. These documents will be collectively referred to as "ADA requirements" below.

- Chapter 94 (Streets and Sidewalks) contains pertinent information related to sidewalk construction on public right-of-way. The following potential modifications to the section were identified to improve accessibility:
    - Add a construction requirement for a 4” minimum aggregate base under sidewalk on collector and arterial routes.
    - Add a requirement that all sidewalk, curb ramps, pedestrian traffic signals, and bus stops will be assessed to ensure compliance with applicable ADA requirements prior to the certificate of compliance being issued.
- Chapter 98.015 (Location of Facilities) - Add a statement that utilities and aboveground facilities shall not limit the clear width of any public sidewalk to less than 4 feet in width, in accordance with ADA requirements.
- Chapter 153.177.P (Generic Use Standards – Outdoor Dining) – Include a requirement that outdoor dining shall not interfere with the pedestrian access route within public right-of-way.
- Chapter 153.257 (Signs - Location) - Add a statement that no sign, temporary or otherwise, shall become a protruding object as defined in Section R402 of the Public Right-of-Way Accessibility Guidelines (PROWAG).

Exhibit 4

Priority Implementation Schedule

ADA Transition Plan

Exhibit 4 - Projects Identified on the Priority Implementation Schedule

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning

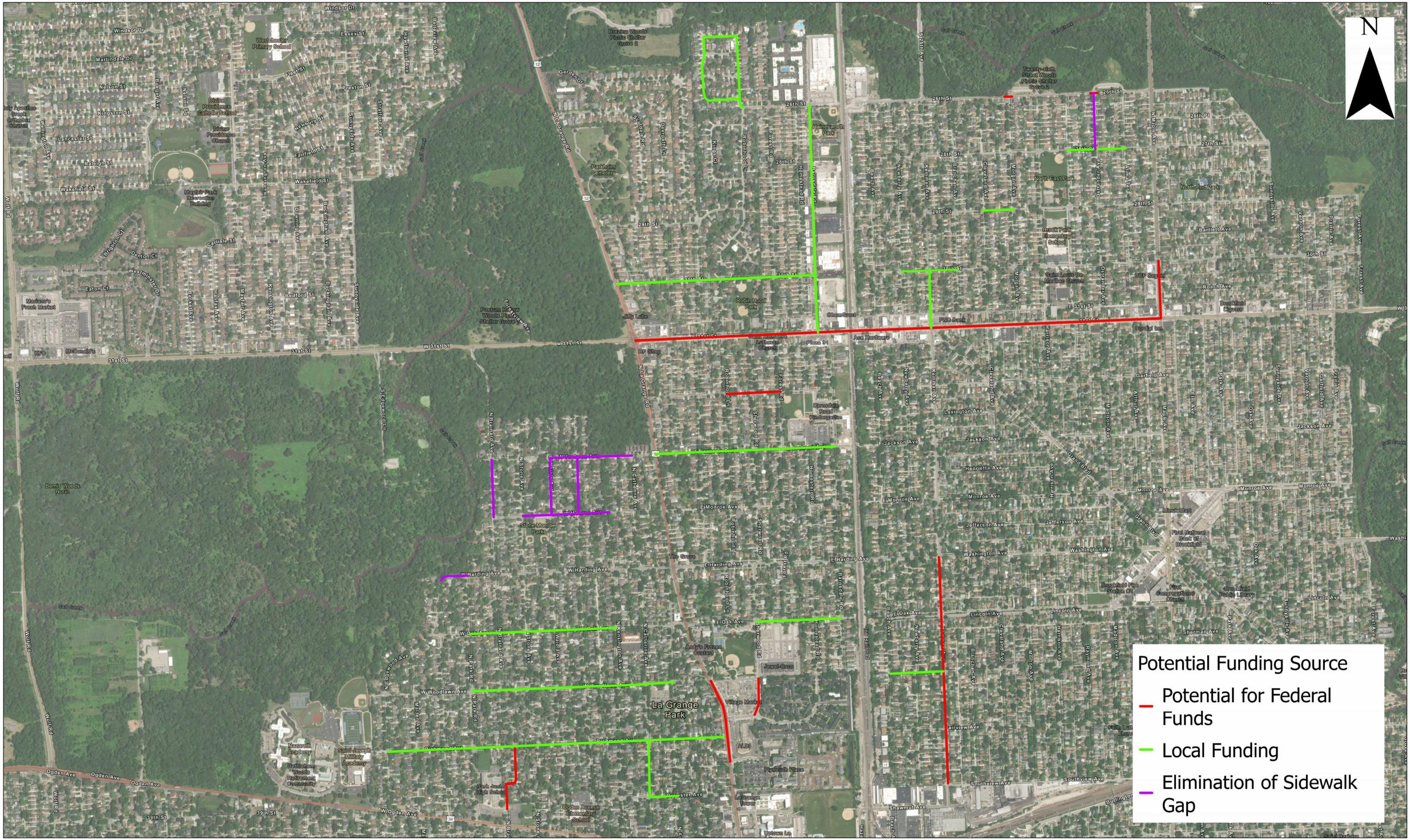


EXHIBIT 4 - PRIORITY IMPLEMENTATION SCHEDULE

The following projects were identified based on the priorities established in the ADA Transition Plan. Where possibilities exist to pursue federal funds to construct the identified improvements these are highlighted in gray. Projects that will involve coordination with the Forest Preserve to improve pedestrian access are shown in red. The timeline and order these projects are completed in will be determined by village staff and available village funding. As projects are completed, new projects will be added to the list until the entirety of the village is in compliance. Projects should be removed from the schedule as future funding is secured.

Project Name	Project Location	Project Termini	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Construction of New Curb Ramps	Sherwood Road	Homestead Road to Woodlawn Avenue	Construction of 7 new curb ramps and removal and reconstruction of 6 curb ramps	High	High
Removal and Reconstruction of Existing Sidewalks	La Grange Road	Homestead Road to Woodlawn Road	600 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	High
Construction of New Sidewalks	31st Street	Railroad Tracks at 31st Street	New pedestrian crossing over existing railroad tracks	High	High
Pedestrian Improvements including removal and replacement of existing sidewalks and curb ramps	31st Street	La Grange Road to Railroad Tracks	3,200 feet of sidewalk reconstruction and 6 curb ramps on the southside of 31st Street. 500 feet of sidewalk reconstruction on the northside of 31st Street between La Grange Road and Meadowcrest Road.	High	High
Pedestrian Improvements including removal and replacement of existing sidewalks and curb ramps	31st Street	Railroad Tracks to Kemman Avenue	2,400 feet of sidewalk reconstruction and 10 curb ramps on the north and southside of 31st Street.	High	High
Pedestrian Improvements including removal and replacement of existing sidewalks and curb ramps	31st Street	Kemman Avenue to Maple Avenue	1,600 feet of sidewalk reconstruction and 15 curb ramps on the northside of 31st Street.	High	High
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	Maple Avenue	31st Street to 30th Street	900 feet of sidewalk improvements and 2 curb ramps on the westside of Maple Avenue.	High	High
Pedestrian Improvements including removal and replacement of existing sidewalks and curb ramps	Barnsdale Road	31st Street to 26th Street	3,500 feet of sidewalk reconstruction and 2 curb ramps on the eastside of Barnsdale Road.	High	Medium
Pedestrian Improvements including removal and replacement of existing sidewalks and curb ramps	30th Street	La Grange Road to Barnsdale Road	3,000 feet of sidewalk reconstruction and 4 curb ramps.	High	Medium
Reconstruction of Existing Curb Ramps	Garfield Avenue	Robinhood Lane to Forest Road	Removal and replacement of 12 curb ramps	High	Medium
Improvements to Existing Sidewalks	Jackson Avenue	La Grange Road to Barnsdale Road	2,700 feet of sidewalk improvements on the southside of Jackson Avenue to eliminate sidewalk segments with significant barriers	High	Medium
Reconstruction of Existing Curb Ramps	Residential streets in northeast La Grange Park bounded by 31st Street, Maple Avenue, 26th Street, and Beach Avenue	Various Locations	Removal and replacement of 10 curb ramps	High	Low

Removal and Reconstruction of Existing Sidewalks	Residential streets in northeast La Grange Park bounded by 31st Street, Maple Avenue, 26th Street, and Beach Avenue	Various Locations	1,700 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Low
Removal and Reconstruction of Existing Sidewalks	Residential streets in northwest La Grange Park bounded by Finsbury Lane, Robinhood Lane and Pine Tree Lane.	Various Locations	3,000 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Low
Construction of New Curb Ramps	26th Street	26th Street and Morgan Avenue 26th Street and Ostrander Avenue	Construct new curb ramps and crosswalks to provide pedestrian access to 26th Street Woods (requires coordination with Forest Preserve)	High	Prioritization Map Prioritization
Construction of New Sidewalks	Harding Avenue / Brainard Avenue / Jackson Avenue	Harding Avenue - Brainard Avenue to 90 degree turn Brainard Avenue - Jackson Avenue to Monroe Avenue Jackson Avenue - Catherine Avenue to Spring Avenue	2,400 feet of new sidewalk to eliminate gaps in the system (requires coordination with Forest Preserve)	High	Medium
Construction of New Sidewalks	Monroe Avenue / Waiola Avenue / Spring Avenue	Monroe Avenue - Waiola Avenue to Kensington Avenue Waiola Avenue - Jackson Avenue to Monroe Avene Spring Avenue - Jackson Avenue to Monroe Avenue	1,600 feet of new sidewalk to eliminate gaps in the system	High	Medium
Construction of New Sidewalks	Jackson Avenue	Waiola Avenue to Spring Avenue	300 feet of new sidewalk on the southside of Jackson Avenue to eliminate sidewalk segments with significant barriers	High	Medium
Construction of New Sidewalks	Monroe Avenue	Stone Avenue to Waiola Avenue	500 feet of new sidewalk on the north and southside of Monroe Avenue to eliminate sidewalk segments with significant barriers	High	Medium
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	Woodlawn Avenue	Park Road to Ashland Road	1,800 feet of sidewalk reconstruction and 8 curb ramps on the northside of Woodlawn Avenue	High	Medium
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	Oak Avenue	Park Road to Kensignton Avenue	1,200 feet of sidewalk improvements on the southside of Oak Avenue and 12 curb ramps at the intersections of Oak Avenue and Stone Avenue, Waiola Avenue and Spring Avenue.	High	Medium
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	Brainard Avenue	Village limits to Richmond Avenue	1,200 feet of sidewalk improvements on the southside of Oak Avenue and 12 curb ramps at the intersections of Oak Avenue and Stone Avenue, Waiola Avenue and Spring Avenue.	High	Medium
Improvements to Existing Sidewalks	Catherine Avenue / Brewster Avenue	Catherine Avenue - Richmond Avenue to Brewster Avenue Brewster Avenue - Catherine Avenue to Ashland Avenue	1,100 feet of sidewalk improvements on the eastside of Catherine Avenue and the northside of Brewster Avenue to eliminate sidewalk segments with significant barriers	High	Medium
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	La Grange Road	Homestead Road to Elmwood Avenue	500 feet of sidewalk improvements and 2 curb ramps on the eastside of La Grange Road.	Medium	High
Pedestrian Improvements including improvements to existing sidewalks and removal and replacement of curb ramps	Kemman Avenue	31st Street to 30th Street	800 feet of sidewalk improvementsand 2 curb ramps on the eastside of Kemman Avenue.	Medium	High

Improvements to Existing Sidewalks	Oak Avenue	Sherwood Road to Barnsdale Road	1,400 feet of sidewalk improvements to eliminate sidewalk segments with significant barriers	Medium	Medium
Improvements to Existing Sidewalks	Woodlawn Avenue	Beach Avenue to Kemman Avenue	800 feet of sidewalk improvements to eliminate sidewalk segments with significant barriers	Medium	Medium
Reconstruction of Existing Curb Ramps	Kemman Avenue	Harding Avenue to Southview Avenue (westside)	Removal and replacement of 8 curb ramps	Medium	Medium
Reconstruction of Existing Curb Ramps	Richmond Avenue	Edgewood Avenue to La Grange Road	Removal and replacement of 9 curb ramps	Medium	Medium
Improvements to Existing Sidewalks	Richmond Avenue	Edgewood Avenue to Malden Avenue (northside) Dover Avenue to Park Road (northside) Brainard Avenue to Waiola Avenue (northside) Spring Avenue to Kensington Avenue (northside)	1,800 feet of sidewalk improvements to eliminate sidewalk segments with significant barriers	Medium	Medium

Exhibit 5

Public Involvement

Exhibit 5A

Public Meeting

Chicago Metropolitan Agency for Planning

VILLAGE OF LA GRANGE PARK EST. 1892

ADA Transition Plan
Frequently Asked Questions

Kick-off Informational Meeting
Thursday, October 24th, 2024, 5:00 to 6:00 PM

Welcome to the kick-off meeting for the ADA Transition Plan. This meeting is the first in a series of community engagement events to gather information about the challenges faced when walking/wheeling around the communities, where residents want to walk/wheel to, and help establish a vision for the future of pedestrian travel around the village.

In this open house format, there will be no formal presentations. Exhibits are available to allow attendees to identify existing barriers to access and identify pedestrian destinations. Representatives from the engineering consultant, Oates Associates, Chicago Metropolitan Agency for Planning (CMAP), and village staff are available to discuss the planning process with you.

Why?

Many areas of the village's public right-of-way are not accessible to people with disabilities and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the village's pedestrian network into compliance the Plan will help prioritize and schedule future improvements. The transition plan serves as a tool to assist the village to build upon the long-standing commitment to improving accessibility throughout the village.



How can you help with the planning process?

- Share your challenges as you travel around the village
- Share your thoughts on priority areas and your destinations throughout the village
- Attend meetings and visit us at local events
- Join the steering committee – Be part of the entire planning project and help guide the final Plan. If you are interested, please email lagrangeparkada@oatesassociates.com.



Timeline

The anticipated schedule for this planning process is to complete the assessment of the public right-of-way in Winter 2025, develop priorities in Spring 2025, and present the final plan to the public in Summer 2025.

Thank you for attending! If you would like to join the e-mail list to get notifications related to the ADA Transition Plan, please e-mail lagrangeparkada@oatesassociates.com.

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Kick-off Event
Thursday, October 24th, 2024, 5:00-7:00 PM
Village Hall

VILLAGE OF LA GRANGE PARK EST. 1892

NAME	ADDRESS	PHONE OR EMAIL ADDRESS	CHECK TO RECEIVE FUTURE EMAILS	INTERESTED IN STEERING COMMITTEE?
Rick Radde	V.O. La Grange Park	rradde@lagrangepark.org		
Hank Beckman	The Doings Newspapers	WBeck1997@yahoo.com		
Kenyon Duner	3232 ECM Brookfield	KDUNER@HOTMAIL.COM		
Bob Lautner	430 N. Ashland Ave. LGPK	rlautner@Lagrangepark.com		
Alexandria Zuck	613 Forest Road	zuck.alexandria@gmail.com	X	X
JJ Jandak	V.O. LGP	JJANDAK@LAGRANGEPARK.org		

HANESWORTH PARK

BROOK PARK ELEMENTARY

LAGRANGE PARK WOODS

NAZARTEH ACADEMY

MEMORIAL PARK

26th ST

28th ST

29th ST

30th ST

31st ST

DEERPATH LN

FOREST RD

HOMESTEAD RD

CLEVELAND AVE

HARRISON AVE

ALIMA TER

LAGRANGE RD

GARFIELD AVE

RAILROAD

COMMUNITY DR

JACKSON AVE

KEMMAN AVE

BRAINARD AVE

WAIOLA AVE

MONROE AVE

HARDING AVE

OAK AVE

WOODLAWN AVE

RICHMOND AVE

BEACH AVE

NEWBERRY AVE

DATE PREPARED

STATE
IL

DISTRICT

SHEET NO.

COUNTY
COOK

ROUTE

OA JOB NO.
223030.002

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

REV.

OATES ASSOCIATES
ST. LOUIS
720 Olive Suite 700
St. Louis, MO 63101
tel 314.588.8331

MISSOURI DESIGN FIRM
LICENSE NO. 001166

MISSOURI LAND SURVEY CORP
LICENSE NO. 002275

LA GRANGE PARK
ILLINOIS

LA GRANGE PARK
PUBLIC WORKS DEPARTMENT
536 BURLINGTON ROAD
LA GRANGE PARK, IL
tel 708-352-2922

LA GRANGE PARK
CITY MAP

$FILE$ $TIME$ $DATE$

Chicago Metropolitan Agency for Planning

VILLAGE OF LA GRANGE PARK EST. 1892

ACCESSIBILITY

Sidewalks, curb ramps, crosswalks, and bus stops

JOIN US FOR A COMMUNITY MEETING

The Village of La Grange Park is seeking public comment on the Plan for Accessible Streets and Sidewalks. This plan will help the village provide access to public amenities for people of all abilities and improve compliance with the Americans with Disabilities Act (ADA).

La Grange Park Village Hall

447 N Catherine Ave, La Grange Park, IL 60526

Tuesday, October 7th from 5pm to 7pm

Scan for Details:

Email questions to: lagrangeparkada@oatesassociates.com

Visit http://bit.ly/4gAdnms to learn more.

Chicago Metropolitan Agency for Planning

VILLAGE OF LA GRANGE PARK EST. 1892

ADA Transition Plan
Public Open House Meeting
Tuesday, October 7th, 2025, 5:00 to 7:00 PM

Welcome to tonight's meeting for La Grange Park's ADA Transition Plan. This meeting is one of the last of community engagement events started in October 2024 to gather information about the challenges faced when walking/wheeling around the Village of La Grange Park, where residents want to walk/wheel to, and help establish a vision for the future of pedestrian travel around the village.

Exhibits are available to allow attendees to see what the team has identified as existing pedestrian destinations and as barriers to access. Representatives from the engineering consultant, Oates Associates, Chicago Metropolitan Agency for Planning (CMAP), and village staff are available to discuss the planning process with you.

Why?

Typical of almost every community, there are currently areas of the village's public right-of-way that are not accessible to people with disabilities and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the village's pedestrian network into compliance the Plan will help prioritize and schedule future improvements. The transition plan serves as a tool to assist the village to build upon the long-standing commitment to improving accessibility throughout the village.



How can you help with the planning process?

- Share your challenges as you travel around the village
- Share your thoughts on priority areas and your destinations throughout the village

Timeline

- 30-day comment period opens – October 2025
- Finalize Plan based on community comments – November 2025
- Village Board formally adopts the plan – November 2025



Thank you for attending! If you would like to join the e-mail list to get notifications related to the ADA Transition Plan, please e-mail lagrangeparkada@oatesassociates.com.

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Public Open House Meeting
Tuesday, October 7th, 2024, 5:00-7:00 PM
Village Hall

VILLAGE OF LA GRANGE PARK EST. 1892

NAME	ADDRESS	PHONE OR EMAIL ADDRESS
Noah Tovar, Leah Tovar	1409 E 31st St LGP	~~630~~-708-369-0165
Don Baumgart	545 N. Waiola Ave LGP	7083541884
Keene Palmer	624 Forest Rd.	815-405-3748
Rita Baumgart	545 N. Waiola Ave LGP	708-354-1884
Mark Lucas	9933 Roosevelt Road Westchester	708-906-5157
Julia Cedillo	Village Hall	708-579-2370
Beau Harrison	817 Forest Rd LGP	479-216-3745
Robert Olson	632 N Catherine	7082145848
Kenyon Duner	3232 E2M BROOKFIELD	KDUNER@HOTMAIL.COM
Jessica Cannaday	1501 Burnsdale (PL Dist)	jcannaday@communityparkdistrict.org
Melissa Hasselbring	817 Forest Rd LGP	hasselbringmelissa@gmail.com
Sarah Repka	602 Forest Road LGP	708-813-0689
Matt Corso	4500 Belmont Rd. DG, 60515	630-960-7661

Chicago Metropolitan Agency for Planning

VILLAGE OF LA GRANGE PARK EST. 1892

LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC MEETING
OCTOBER 7, 2025

DID WE GET IT RIGHT?

Tell us your thoughts by placing notes on the maps.

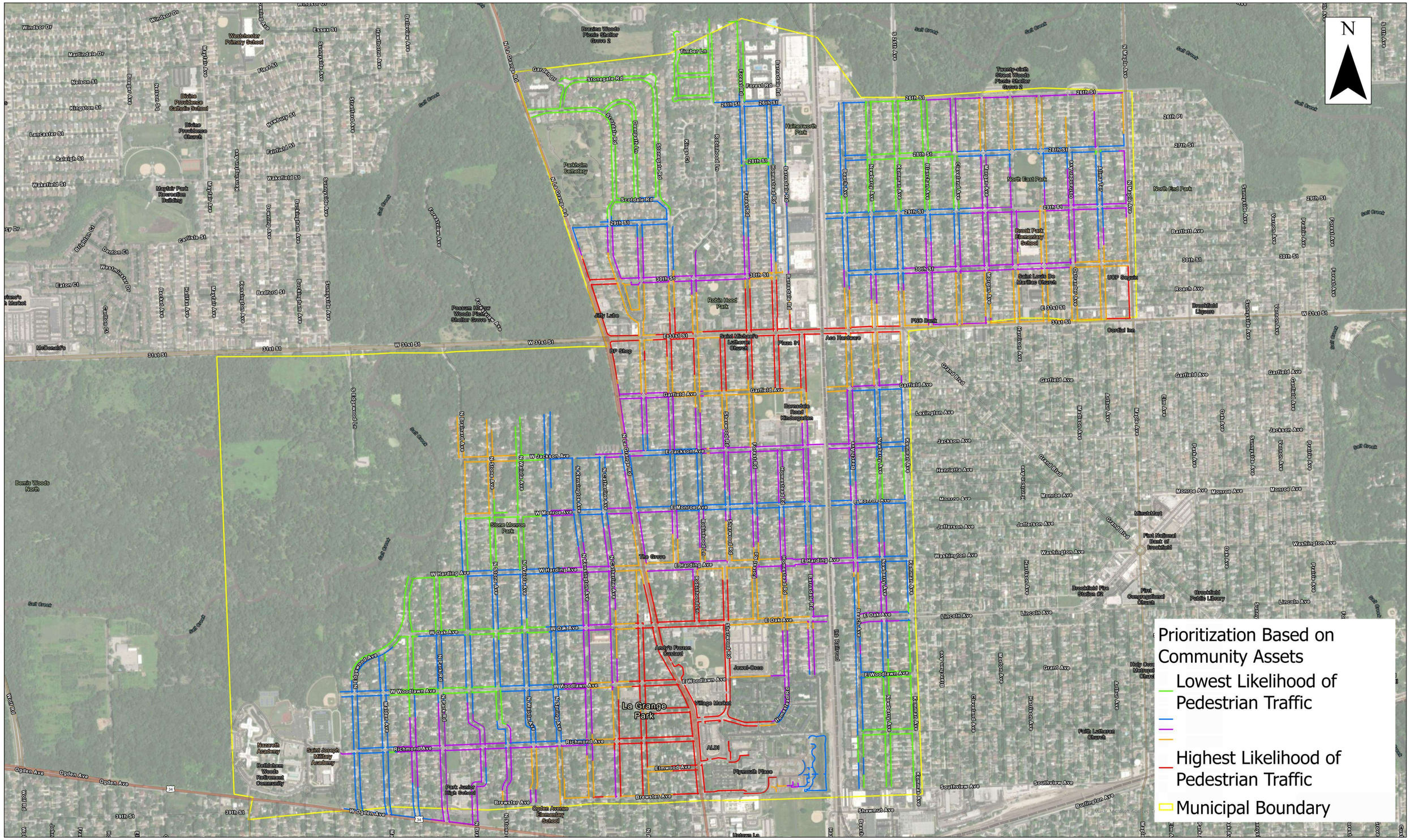
1. **Find location of concern on the map.**
2. **Write location and concern on adhesive note.**
3. **Place adhesive note near location on the map.**

ADA Transition Plan

Village-Wide Prioritization Map - Anticipated Likelihood of Pedestrian Traffic

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Chicago Metropolitan Agency for Planning

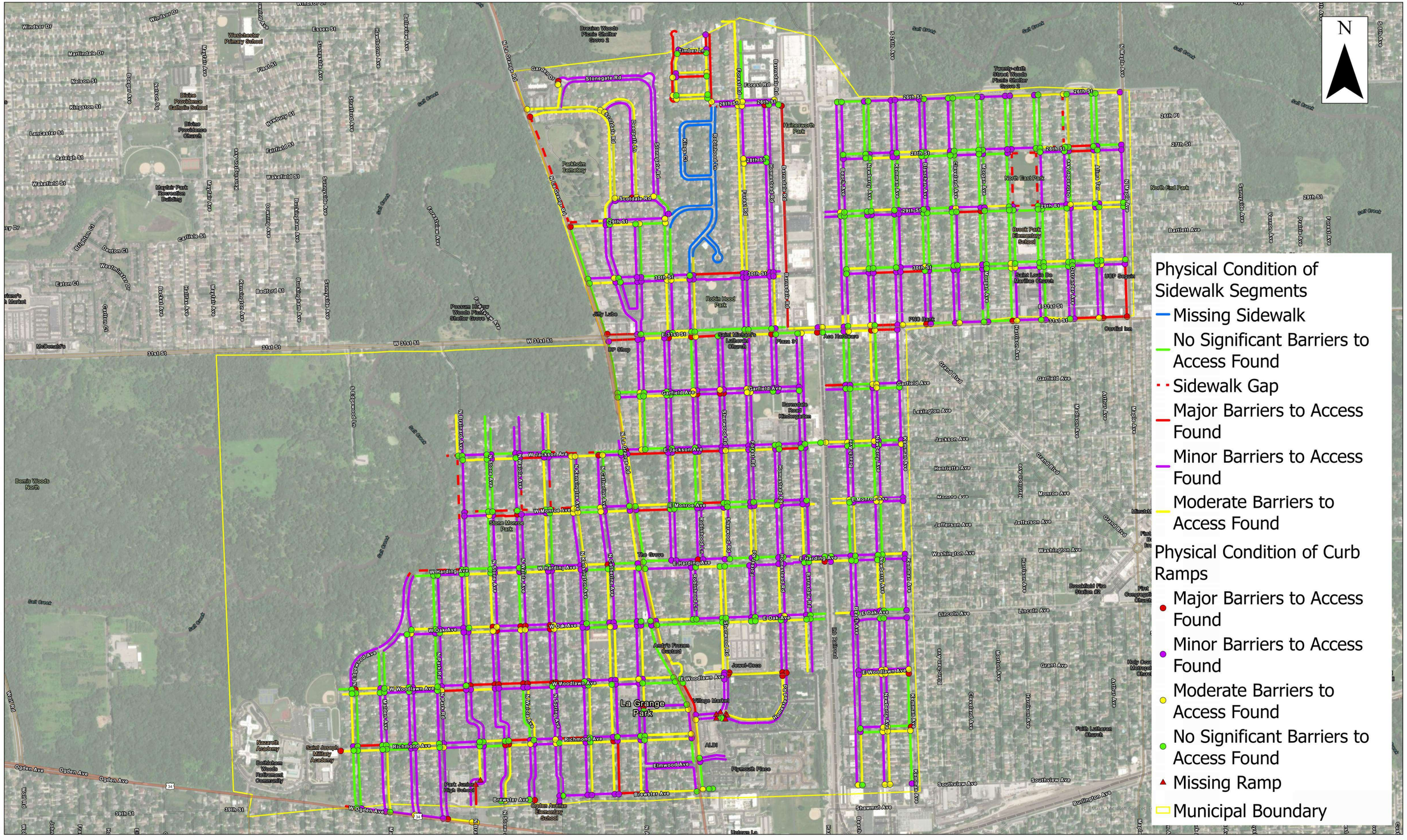


ADA Transition Plan

Village-Wide Prioritization Map - Physical Condition of Sidewalk Segments and Curb Ramps

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



VILLAGE OF LA GRANGE PARK EST. 1892

LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 7, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the Village of La Grange Park.

1. Do you have any feedback on how the village should prioritize ADA improvements?

The ramps at 30th & Morgan, on the northwest and southwest quadrants, are too steep for my daughter's wheelchair. She tips forward or rolls in to the street. They need to be fixed.

2. Do you want to share anything else with the project team about the La Grange Park ADA Transition Plan?

We live off of 31st Street – 1409 E 31st. To avoid 31st traffic, my daughter's school bus loads and unloads her wheelchair from the alley behind our townhouse. The entire alley between Blanchan and Harrison ~~or~~ is not suitable for a wheelchair. We'd like to have something done by the village to make it easier for my daughter to get from the bus to our townhouse.

You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

Ms. Maggie Jarr, Deputy Village Manager
Village of La Grange Park
447 N. Catherine Avenue
La Grange Park, IL 60526
(708) 354-0225, x 108
mjarr@lagrangepark.org

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

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LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 7, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the Village of La Grange Park.

1. Do you have any feedback on how the village should prioritize ADA improvements?

Crosswalk at 31st & La Grange & Oak
GIVING ACCESS TO THE LIBRARY FROM WEST
OF LAGRANGE RD

2. Do you want to share anything else with the project team about the La Grange Park ADA Transition Plan?

CONTINUE SLOPPING CURB ON CORNERS TO MAKE
EASY ACCESS FOR OLDER MEMBERS & YOUNG
CHILDREN

You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

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Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

DON/RITA BAUMGART
545 N. WALOLA AVE
LGP. 60526

VILLAGE OF LA GRANGE PARK EST. 1892

LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 7, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the Village of La Grange Park.

1. Do you have any feedback on how the village should prioritize ADA improvements?

2. Do you want to share anything else with the project team about the La Grange Park ADA Transition Plan?

There are walkers at The Grove on Harding. They are encouraged to get walks in, and go out in groups.

You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

Ms. Maggie Jarr, Deputy Village Manager
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VILLAGE OF LA GRANGE PARK EST. 1892

LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 7, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the Village of La Grange Park.

1. Do you have any feedback on how the village should prioritize ADA improvements?

2. Do you want to share anything else with the project team about the La Grange Park ADA Transition Plan?

The sidewalk is too narrow on Barnsdale between 30th & 24th. You cannot pass without going in the grass or on the street.

You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

Ms. Maggie Jarr, Deputy Village Manager
Village of La Grange Park
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La Grange Park, IL 60526
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mjarr@lagrangepark.org

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VILLAGE OF LA GRANGE PARK EST. 1892

LA GRANGE PARK ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 7, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the Village of La Grange Park.

1. Do you have any feedback on how the village should prioritize ADA improvements?

2. Do you want to share anything else with the project team about the La Grange Park ADA Transition Plan?

On the northwest and northeast quadrants of 31st and Forest St, the crosswalk push buttons are too far from the sidewalk. You can only reach them if you walk in the grass.

You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

Ms. Maggie Jarr, Deputy Village Manager
Village of La Grange Park
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La Grange Park, IL 60526
(708) 354-0225, x 108
mjarr@lagrangepark.org

Mr. Travis Helmkamp, Project Manager
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100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Exhibit 5B

Community Survey

Chicago Metropolitan Agency for Planning

VILLAGE OF LA GRANGE PARK EST. 1892

HELP IMPROVE OUR COMMUNITY

The Village of La Grange Park is in the process of creating an Americans with Disabilities Act (ADA) Transition Plan for public sidewalks throughout the village. A critical element of the planning process is gathering feedback on the pedestrian routes and travel habits of our residents. Please fill out this short public engagement survey to tell us about your experiences walking around the village. .

Scan for Survey Details:

https://www.surveymonkey.com/r/LaGrangeParkADA



Email questions to: lagrangeparkada@oatesassociates.com

Public Engagement Survey

The Village of La Grange Park is in the process of creating an ADA Transition Plan related to sidewalk and curb ramp facilities along roadways and streets throughout the village. The plan is mandated by Title II of the American with Disabilities Act (ADA) passed into law on July 26, 1990, for every public entity with over fifty (50) employees. The plan will provide guidance on future construction needs to make the Village accessible to all residents. This survey is intended to get public input on the pedestrian routes and travel habits of our residents and visitors. The survey data will be used to identify priority routes and gain a better understanding of what barriers to access impact the ability to walk/roll around the village.

Please complete the form and return it to your pick-up location, drop it off at the La Grange Park village hall, or mail to:

Village Hall
447 N. Catherine Avenue
La Grange Park, IL 60526
Phone: (708) 354-0225
Email: lagrangeparkada@oatesassociates.com

1. Which of the following statements apply to you? (Select all that apply and mark with an X)

   ____ I am a resident in the Village of La Grange Park
   ____ I am a property owner in the Village of La Grange Park
   ____ I work in the Village of La Grange Park
   ____ I frequently visit La Grange Park businesses for entertainment, goods or services
   ____ I frequently visit La Grange Park for recreational use (local parks, Forest Preserves)

Public Engagement Survey Continued

2. What is your age? (Select one and mark with an X)

    _____ Under 18 years
    _____ 18 to 35 years
    _____ 36 to 65 years
    _____ 66 to 80 years
    _____ 80+ years

3. Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

    _____ Physical disability (e.g., mobility impairment, use of cane)
    _____ Limb loss/difference
    _____ Visual impairment (e.g., blindness, low vision)
    _____ Hearing impairment (e.g., deafness, hard of hearing)
    _____ Cognitive or learning disability (e.g., dyslexia, ADHD)
    _____ Mental health condition (e.g., anxiety, depression, PTSD)
    _____ Speech or communication difficulty
    _____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
    _____ Developmental disability (e.g., Down syndrome, cerebral palsy)
    _____ Other (please specify) _____
    _____ None

4. Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

    _____ Physical disability (e.g., mobility impairment, use of cane)
    _____ Limb loss/difference
    _____ Visual impairment (e.g., blindness, low vision)
    _____ Hearing impairment (e.g., deafness, hard of hearing)
    _____ Cognitive or learning disability (e.g., dyslexia, ADHD)
    _____ Mental health condition (e.g., anxiety, depression, PTSD)
    _____ Speech or communication difficulty
    _____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
    _____ Developmental disability (e.g., Down syndrome, cerebral palsy)
    _____ Other (please specify) _____
    _____ None

5. If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you:

    _____

Public Engagement Survey Continued

6. What is your primary mode of transportation? (Select one and mark with an X)

    _____ Car / Van
    _____ Public Transportation
    _____ Bicycle
    _____ Walking/ Wheeling
    _____ Other (please specify) _____

7. What is your secondary mode of transportation? (Select one and mark with an X)

    _____ Car / Van
    _____ Public Transportation
    _____ Bicycle
    _____ Walking/ Wheeling
    _____ Other (please specify) _____

8. How often do you use village sidewalks? (Select one and mark with an X)

    _____ Daily
    _____ A few times a week
    _____ Weekly
    _____ Monthly
    _____ Never

9. Which of the following best describes the primary reason that you use village sidewalks? (Select all that apply and mark with an X)

    _____ To access public transportation (Pace or Metra)
    _____ To access paratransit
    _____ For exercise / health / pleasure
    _____ To access entertainment, goods or services (groceries, errands, etc.)
    _____ Travel to school / church / public facilities (village Hall, libraries, etc.)
    _____ Travel to work
    _____ To socialize with friends or family
    _____ To obtain medical care
    _____ Other (please specify) _____

Public Engagement Survey Continued

10. Does someone in your household use sidewalks to travel to and from school (including using the sidewalk to get to the school bus stop)?

    ____ Yes

    ____ No

If yes, please list the school that you / your child attends: _____

11. Prioritize the following types / locations of the village sidewalks that should be improved first (Rank in order from 1-8 with 1 being the most critical)

    ____ Sidewalks along multi-lane streets (31st Street and La Grange Road)

    ____ Sidewalks leading to or from schools

    ____ Sidewalks into commercial areas

    ____ Sidewalks leading to or from village facilities or parks

    ____ Sidewalks leading to bus stops

    ____ Sidewalks along residential streets

    ____ Intersections (curb ramps and crosswalks)

    ____ Pedestrian traffic signals at intersections

12. Where do you frequently walk within the village (e.g., Village Hall, library, Beach Oak Park, Village Field Club, Jewel-Osco)? Please list three of them that apply. (If you need additional space, please provide additional information on Question 17)

    1. _____

    2. _____

    3. _____

Public Engagement Survey Continued

13. Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe three locations where you have that problem. (If you need additional space, please provide additional information on Question 17)

    1. _____

    2. _____

    3. _____

14. What conditions along village streets / sidewalks affect your walking habits?

    (Rank in order from 1-5 with 1 being the most critical)

    ____ Proximity to motor vehicles / drivers

    ____ Difficult / unsafe street crossings

    ____ Sidewalks in poor condition

    ____ Missing or difficult curb ramps

    ____ Obstructions

Public Engagement Survey Continued

15. Please complete the following photographic sidewalk evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to walk/roll around the village (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact on the usability of the sidewalk network). Photographic examples provided below.



_____ Trip Hazards (e.g. uneven sidewalk panels)



_____ Poor Surface Quality (e.g. broken sidewalks)



_____ Obstructions (e.g. utility poles, fire hydrants etc.)



_____ Steep Cross Slope (e.g. sidewalk is not flat)



_____ Non-Continuous Sidewalks (e.g. sidewalk starts and stops)



_____ Encroachment (e.g. trees, bushes etc.)

Public Engagement Survey Continued

16. Please complete the following photographic curb ramp evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact to using the network). Photographic examples provided below.



_____ Obstruction (e.g. utility poles, fire hydrants etc.)



_____ Standing Water/ Debris (e.g. standing water, ice accumulates in winter)



_____ No Curb Ramps (e.g. 6 inch drop off the sidewalk)



_____ No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)



_____ Curb Ramp Grades (e.g. steep slopes)



_____ Broken curb ramp (e.g. uneven walking surface)

Public Engagement Survey Continued

17. Please identify any specific difficulties or constraints along the routes you normally take:

18. If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the village's sidewalk and pedestrian facilities?

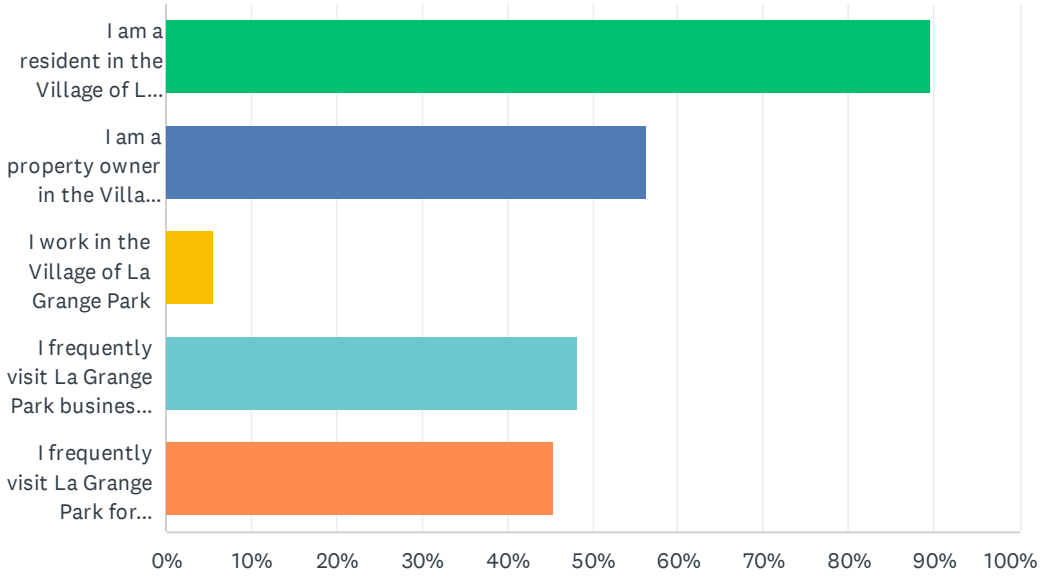
Thank you for your participation!

For more information, contact Maggie Jarr, Deputy Village Manager at:
E-mail: mjarr@lagrangepark.org
Phone: (708)-354-0225, ext. 108

For assistance filling out the survey, contact Travis Helmkamp, project manager at:
E-mail: travis.helmkamp@oatesassociates.com
Phone: (618)-345-2200

Q1 Which of the following statements apply to you? (Select all that apply)

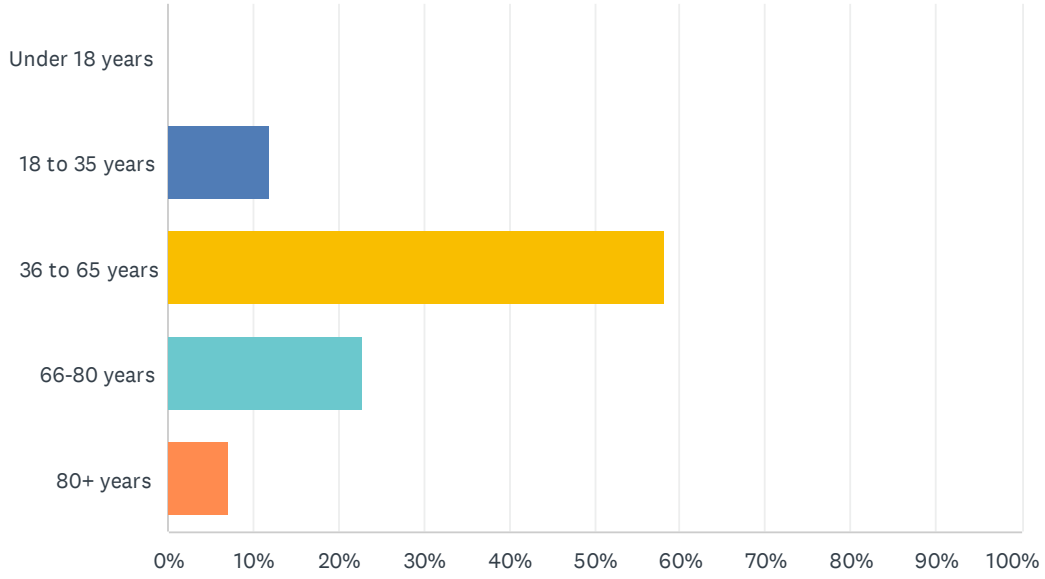
Answered: 183 Skipped: 4



ANSWER CHOICES	RESPONSES	
I am a resident in the Village of La Grange Park	89.62%	164
I am a property owner in the Village of La Grange Park	56.28%	103
I work in the Village of La Grange Park	5.46%	10
I frequently visit La Grange Park businesses for entertainment, goods or services	48.09%	88
I frequently visit La Grange Park for recreational use (local parks, Forest Preserves)	45.36%	83
Total Respondents: 183		

Q2 What is your age? (Select One)

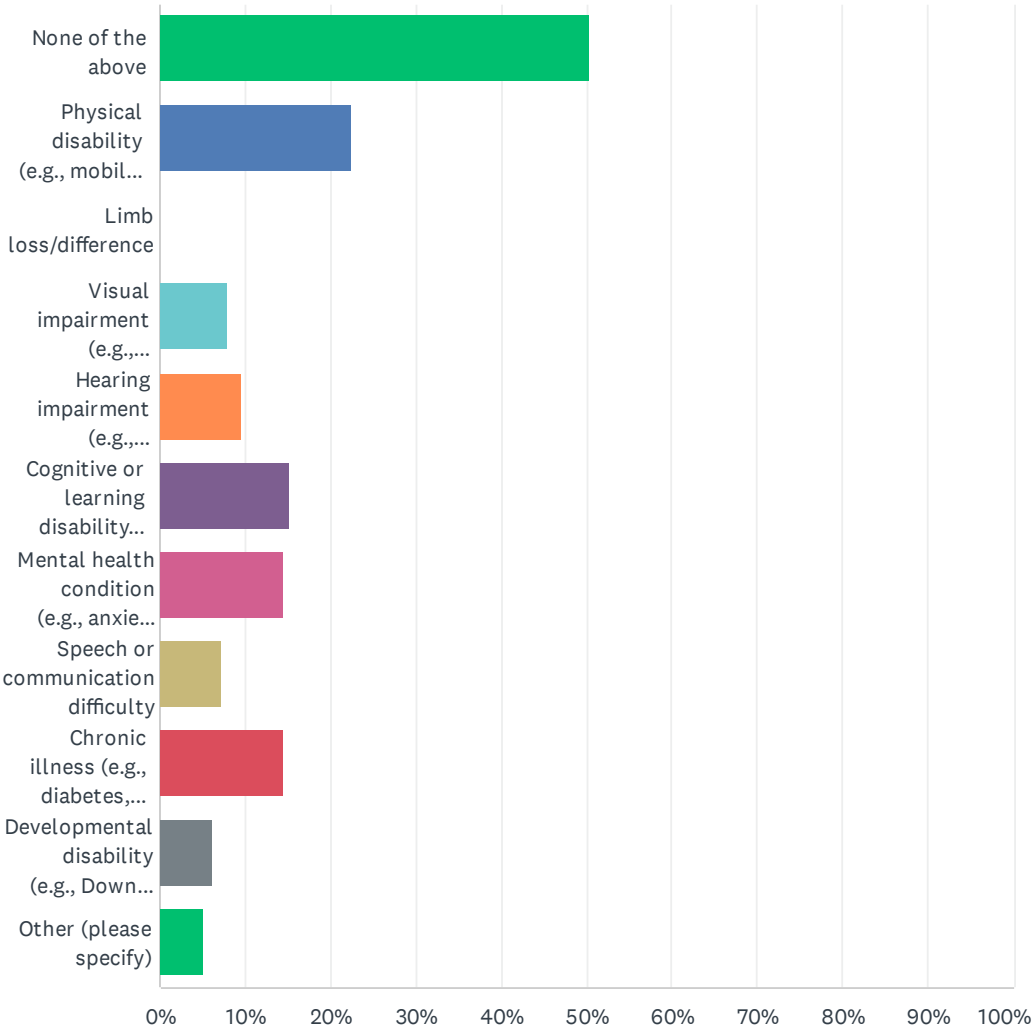
Answered: 184 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 18 years	0.00%	0
18 to 35 years	11.96%	22
36 to 65 years	58.15%	107
66-80 years	22.83%	42
80+ years	7.07%	13
TOTAL		184

Q3 Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply)

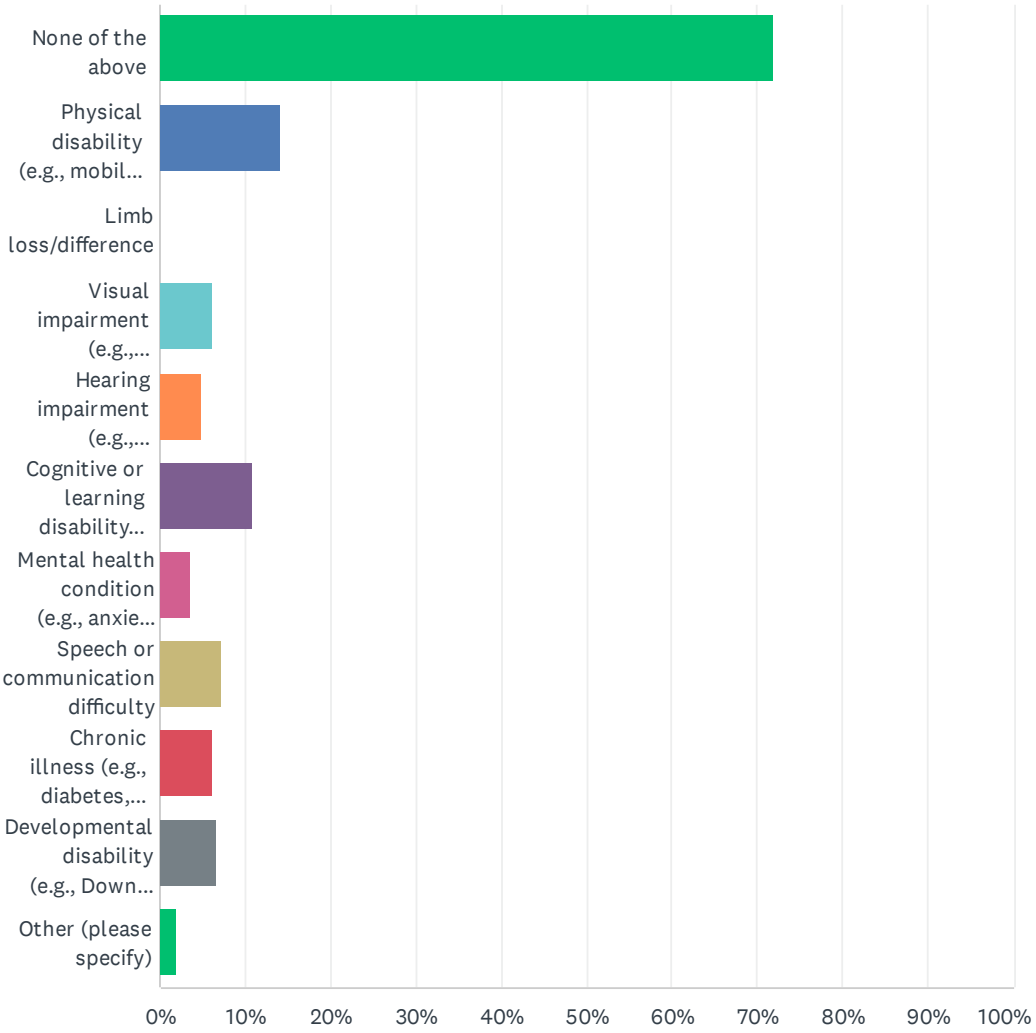
Answered: 179 Skipped: 8



ANSWER CHOICES	RESPONSES	
None of the above	50.28%	90
Physical disability (e.g., mobility impairment, use of cane)	22.35%	40
Limb loss/difference	0.00%	0
Visual impairment (e.g., blindness, low vision)	7.82%	14
Hearing impairment (e.g., deafness, hard of hearing)	9.50%	17
Cognitive or learning disability (e.g., dyslexia, ADHD)	15.08%	27
Mental health condition (e.g., anxiety, depression, PTSD)	14.53%	26
Speech or communication difficulty	7.26%	13
Chronic illness (e.g., diabetes, multiple sclerosis, COPD)	14.53%	26
Developmental disability (e.g., Down syndrome, cerebral palsy)	6.15%	11
Other (please specify)	5.03%	9
Total Respondents: 179		

Q4 Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply)

Answered: 164 Skipped: 23



ANSWER CHOICES	RESPONSES	
None of the above	71.95%	118
Physical disability (e.g., mobility impairment, use of cane)	14.02%	23
Limb loss/difference	0.00%	0
Visual impairment (e.g., blindness, low vision)	6.10%	10
Hearing impairment (e.g., deafness, hard of hearing)	4.88%	8
Cognitive or learning disability (e.g., dyslexia, ADHD)	10.98%	18
Mental health condition (e.g., anxiety, depression, PTSD)	3.66%	6
Speech or communication difficulty	7.32%	12
Chronic illness (e.g., diabetes, multiple sclerosis, COPD)	6.10%	10
Developmental disability (e.g., Down syndrome, cerebral palsy)	6.71%	11
Other (please specify)	1.83%	3
Total Respondents: 164		

Q5 If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you.

Answered: 39 Skipped: 148

Q5 If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you.

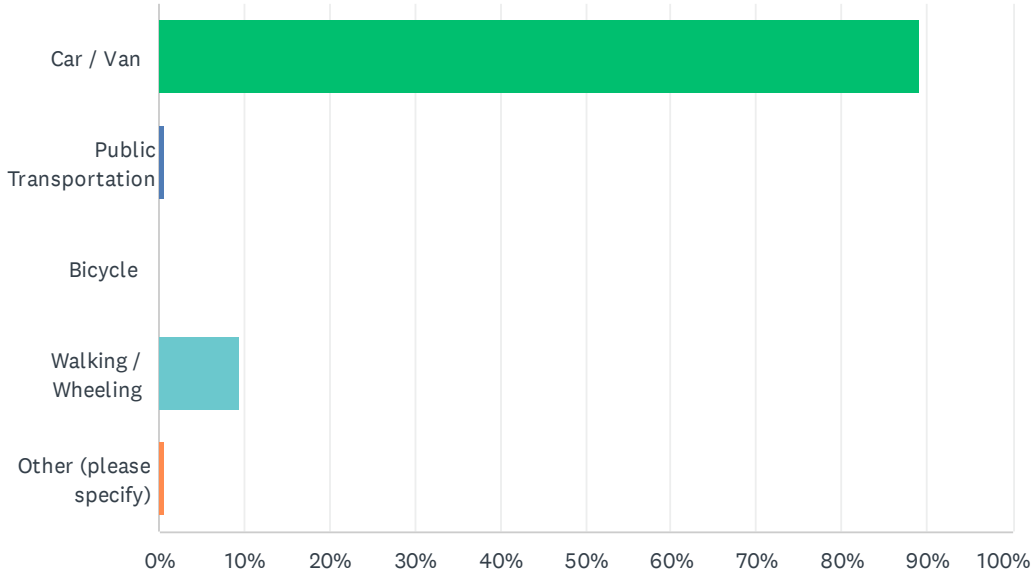
Answered: 39 Skipped: 148

#	RESPONSES	DATE
1	Cane	6/16/2025 3:36 PM
2	wheelchair	6/13/2025 4:39 PM
3	Walker	6/13/2025 8:40 AM
4	Canes and sometimes a wheelchair.	6/13/2025 8:28 AM
5	A cane	6/12/2025 9:11 PM
6	Na	6/12/2025 8:01 PM
7	Cane, walker, wheelchair	6/12/2025 6:04 PM
8	n/a	6/11/2025 11:28 AM
9	support balabce	6/7/2025 7:18 AM
10	N/A	6/6/2025 2:43 PM
11	Special needs disabled daughter lives with us and needs assistance	6/6/2025 1:50 PM
12	N/A	6/4/2025 10:31 PM
13	N/A	6/2/2025 8:52 AM
14	manual wheelchair and walker	6/1/2025 10:30 AM
15	I use a wheelchair and walking sticks. I prefer to rely on myself, but I sometimes need assistance getting over bumps or uneven ground in my wheelchair. Woodchips and gravel are almost completely inaccessible to me.	6/1/2025 8:56 AM
16	Cane to walk	5/30/2025 11:30 AM
17	Walker, cane	5/30/2025 9:41 AM
18	Wheelchair	5/29/2025 5:50 PM
19	Sometimes a cane	5/27/2025 3:52 PM
20	wheelchair - elderly	4/20/2025 8:43 PM
21	Wheelchair	4/20/2025 3:23 PM
22	Cane, walker	4/18/2025 4:21 PM
23	scooter	3/28/2025 8:42 PM
24	wheeled walker and wheelchair	3/23/2025 6:23 PM
25	Wheelchair, walker	3/5/2025 8:12 PM
26	We use a stroller with our young child	3/5/2025 9:20 AM
27	I have a wheelchair but no caregiver	2/28/2025 4:01 PM
28	Notably missing from above: I use a stroller for my children and ADA compliant sidewalks aid me in the ability to use the sidewalk with a stroller	2/28/2025 2:47 PM
29	Motorized wheelchair	2/26/2025 2:13 PM

30	none, DNA	2/24/2025 11:01 PM
31	A cane, wheelchair if needed	2/24/2025 4:53 PM
32	Use cane	2/24/2025 4:02 PM
33	I need a cane to walk.	2/24/2025 3:21 PM
34	My daughter is visually impaired and nonverbal and uses an AAC device (ipad) to communicate.	2/24/2025 12:50 PM
35	Walker or cane	2/22/2025 10:49 AM
36	Cane on occasions - grand daughter wheelchair	2/21/2025 6:10 PM
37	Walker	2/21/2025 1:14 PM
38	Use a walker due to balance issues. Caregiver assists in getting walker out of car and putting back in. Care giver assists when going up stairs or curbs.	2/21/2025 12:58 PM
39	Use of rollator and wheelchair when needed	2/21/2025 12:06 PM

Q6 What is your primary mode of transportation? (Select One)

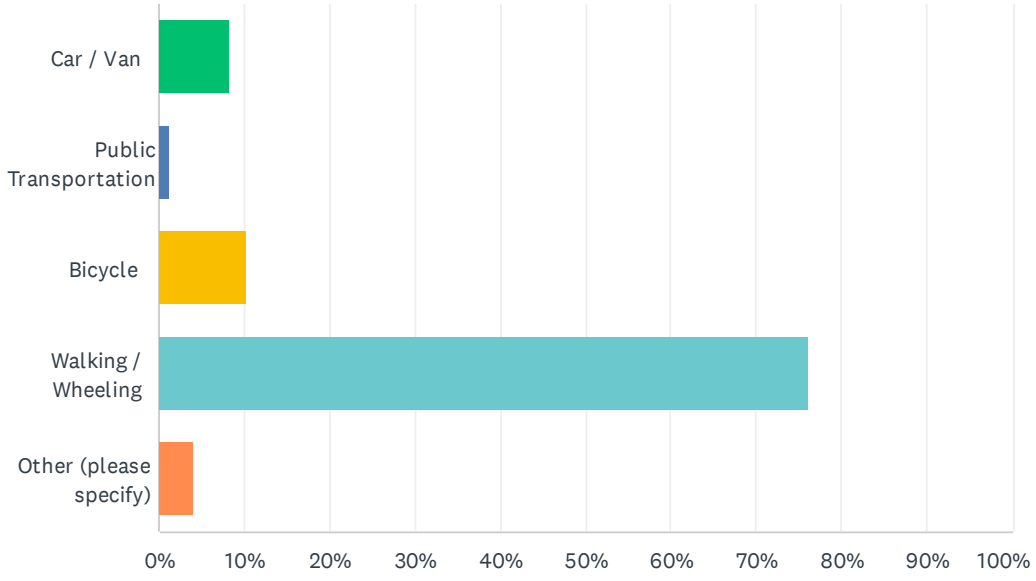
Answered: 148 Skipped: 39



ANSWER CHOICES	RESPONSES	
Car / Van	89.19%	132
Public Transportation	0.68%	1
Bicycle	0.00%	0
Walking / Wheeling	9.46%	14
Other (please specify)	0.68%	1
TOTAL		148

Q7 What is your secondary mode of transportation? (Select One)

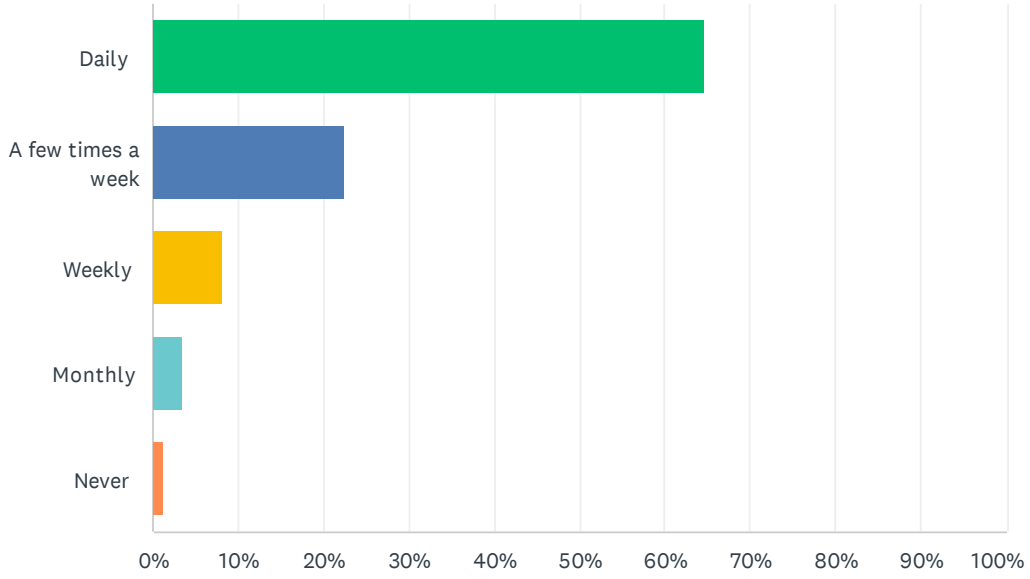
Answered: 146 Skipped: 41



ANSWER CHOICES	RESPONSES	
Car / Van	8.22%	12
Public Transportation	1.37%	2
Bicycle	10.27%	15
Walking / Wheeling	76.03%	111
Other (please specify)	4.11%	6
TOTAL		146

Q8 How often do you use city sidewalks? (Select One)

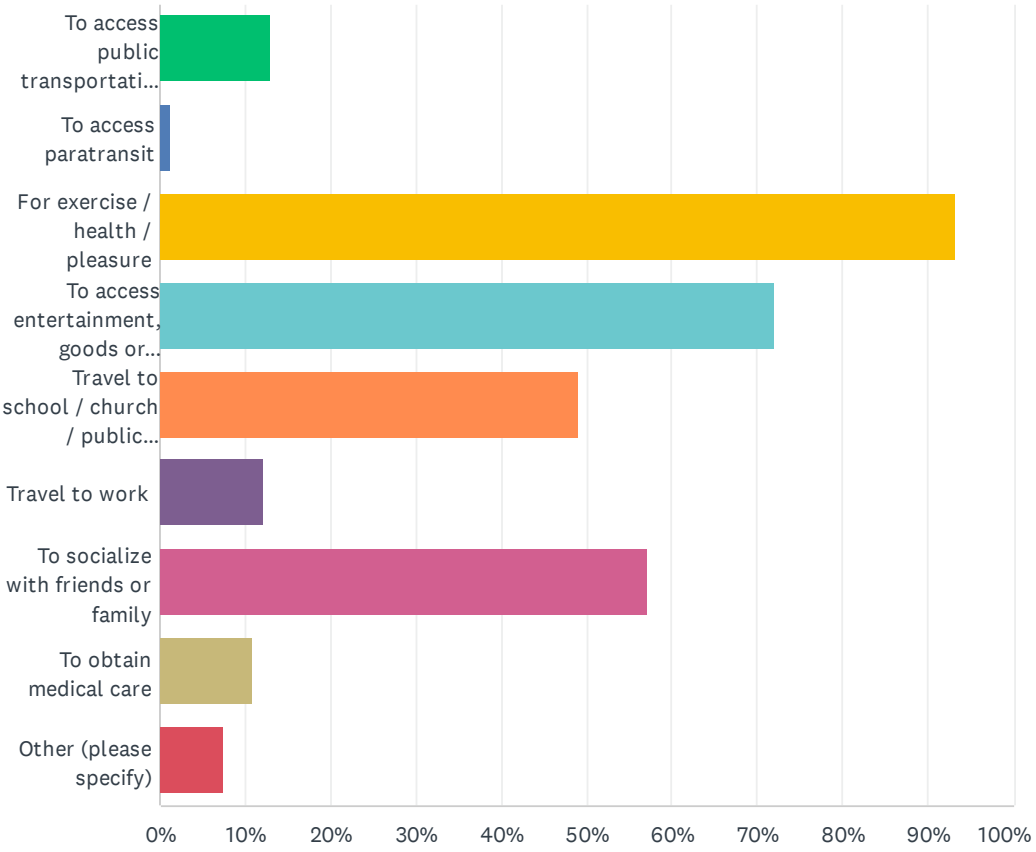
Answered: 147 Skipped: 40



ANSWER CHOICES	RESPONSES	
Daily	64.63%	95
A few times a week	22.45%	33
Weekly	8.16%	12
Monthly	3.40%	5
Never	1.36%	2
TOTAL		147

Q9 Which of the following best describes the reason or reasons that you use Village sidewalks? (Select all that apply)

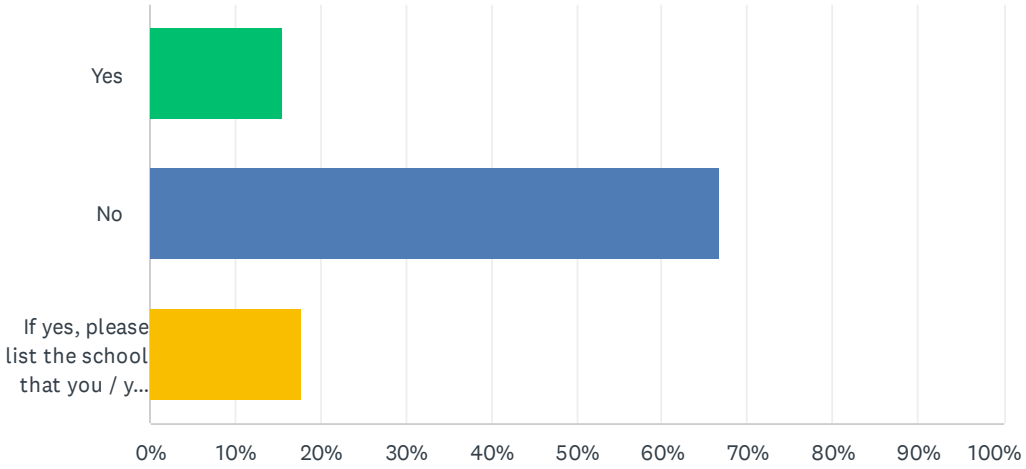
Answered: 147 Skipped: 40



ANSWER CHOICES	RESPONSES	
To access public transportation (Pace or Metra)	12.93%	19
To access paratransit	1.36%	2
For exercise / health / pleasure	93.20%	137
To access entertainment, goods or services (groceries, errands, etc.)	72.11%	106
Travel to school / church / public facilities (Village Hall, libraries, etc.)	48.98%	72
Travel to work	12.24%	18
To socialize with friends or family	57.14%	84
To obtain medical care	10.88%	16
Other (please specify)	7.48%	11
Total Respondents: 147		

Q10 Does someone in your household use the sidewalk system to travel to and from school (including using the sidewalk to get to the school bus stop)?

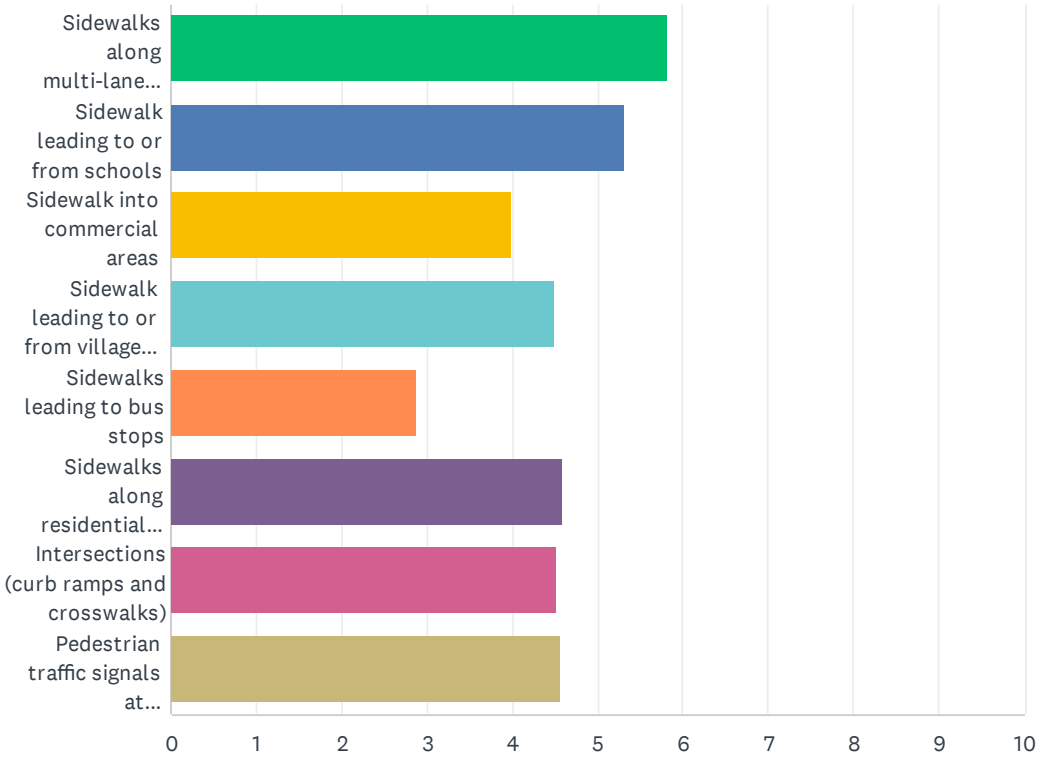
Answered: 147 Skipped: 40



ANSWER CHOICES	RESPONSES	
Yes	15.65%	23
No	66.67%	98
If yes, please list the school that you / your child attends:	17.69%	26
TOTAL		147

Q11 Prioritize the following types / locations of the City sidewalks that should be improved first (Rank in order from 1-8 with 1 being the most critical)

Answered: 143 Skipped: 44



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Sidewalks along multi-lane streets (31st Street and La Grange Road)	31.88% 44	19.57% 27	14.49% 20	4.35% 6	10.87% 15	6.52% 9	6.52% 9	5.80% 8	138	5.83
Sidewalk leading to or from schools	13.97% 19	22.06% 30	14.71% 20	18.38% 25	7.35% 10	9.56% 13	11.76% 16	2.21% 3	136	5.30
Sidewalk into commercial areas	2.90% 4	7.25% 10	12.32% 17	18.84% 26	15.94% 22	18.12% 25	13.77% 19	10.87% 15	138	3.99
Sidewalk leading to or from village facilities or parks	2.17% 3	12.32% 17	15.94% 22	21.01% 29	18.84% 26	15.94% 22	7.97% 11	5.80% 8	138	4.49
Sidewalks leading to bus stops	2.19% 3	3.65% 5	5.11% 7	5.11% 7	19.71% 27	10.95% 15	22.63% 31	30.66% 42	137	2.87
Sidewalks along residential streets	21.01% 29	10.14% 14	9.42% 13	8.70% 12	9.42% 13	15.22% 21	10.14% 14	15.94% 22	138	4.59
Intersections (curb ramps and crosswalks)	10.14% 14	15.22% 21	16.67% 23	10.14% 14	8.70% 12	11.59% 16	16.67% 23	10.87% 15	138	4.52
Pedestrian traffic signals at intersections	17.14% 24	10.71% 15	12.14% 17	12.86% 18	9.29% 13	11.43% 16	10.00% 14	16.43% 23	140	4.57

Q12 Where do you frequently walk to within the village (e.g., Village Hall, library, Beach Oak Park, Village Field Club, Jewel-Osco)? List up to three of them that apply. If you need more space, please provide additional information on Question 17)

Answered: 132 Skipped: 55

ANSWER CHOICES	RESPONSES	
1.	100.00%	132
2.	90.15%	119
3.	75.00%	99

Q12 Where do you frequently walk to within the village (e.g., Village Hall, library, Beach Oak Park, Village Field Club, Jewel-Osco)? List up to three of them that apply. If you need more space, please provide additional information on Question 17)

Answered: 132 Skipped: 55

ANSWER CHOICES	RESPONSES	
1.	100.00%	132
2.	90.15%	119
3.	75.00%	99

#	1.	DATE
1	Jewel/village market/library	6/19/2025 9:00 AM
2	Shopping areas	6/16/2025 3:42 PM
3	Jewel-Osco	6/15/2025 9:44 PM
4	Andy's Frozen Custard	6/15/2025 2:31 PM
5	Jewel-Osco	6/14/2025 9:11 PM
6	Post office	6/13/2025 8:30 PM
7	Library and memorial park	6/13/2025 6:41 PM
8	residential streets	6/13/2025 4:49 PM
9	Library	6/13/2025 3:31 PM
10	Jewel/Osco	6/13/2025 2:58 PM
11	Aldi	6/13/2025 12:11 PM
12	Library	6/13/2025 12:05 PM
13	Jewel	6/13/2025 9:42 AM
14	Library	6/13/2025 9:34 AM
15	Along 31st	6/13/2025 8:48 AM
16	Shopping/Memorial park	6/13/2025 8:39 AM
17	Library	6/13/2025 8:33 AM
18	Library	6/13/2025 8:22 AM
19	Jewel	6/12/2025 11:15 PM
20	Jewel	6/12/2025 8:18 PM
21	Ace Hardware	6/12/2025 8:04 PM
22	library	6/12/2025 7:18 PM
23	Library	6/12/2025 7:04 PM
24	Village market	6/12/2025 6:10 PM
25	YMCA	6/12/2025 5:57 PM

26	To other villages	6/12/2025 4:49 PM
27	Aldi	6/12/2025 4:21 PM
28	Around the neighborhood	6/12/2025 4:11 PM
29	Panera	6/12/2025 3:38 PM
30	Library	6/12/2025 3:34 PM
31	village hall, library, aldi, village field club, jewel, accross the tracks to west side	6/12/2025 11:18 AM
32	Ace Hardware	6/11/2025 7:56 PM
33	Forest Rd School	6/11/2025 1:20 PM
34	Library	6/11/2025 11:36 AM
35	Jewel Osco	6/11/2025 11:33 AM
36	Fitness center	6/10/2025 8:57 AM
37	Village Hall	6/9/2025 8:46 AM
38	Beach Ave	6/8/2025 9:55 AM
39	7-11	6/7/2025 1:38 PM
40	Jewel/Osco	6/7/2025 11:30 AM
41	In local neighborhood (north of 31st/east of RR)	6/6/2025 2:50 PM
42	Library	6/6/2025 1:57 PM
43	Forest Road Elementary	6/4/2025 10:36 PM
44	Library	6/2/2025 2:52 PM
45	Grace Lutheran	6/2/2025 2:06 PM
46	Businesses on 31st street	6/1/2025 9:56 PM
47	Memorial Park	6/1/2025 1:53 PM
48	Forest Preserve Salt Creek Bike Trail at 26th Street Woods	6/1/2025 10:44 AM
49	Library	6/1/2025 10:08 AM
50	reddy teddy school	6/1/2025 9:34 AM
51	Brook Park Elementary School	6/1/2025 9:16 AM
52	Library/Memorial Park	6/1/2025 8:21 AM
53	Library	5/30/2025 2:28 PM
54	Jewel/Aldi	5/30/2025 10:37 AM
55	Jewel-Osco	5/30/2025 9:48 AM
56	Village Hall	5/29/2025 11:20 PM
57	Jewel-Osco	5/29/2025 7:53 PM
58	Stone Monroe Park	5/29/2025 4:07 PM
59	Deesignz	5/29/2025 3:44 PM
60	Barnsdale School	5/29/2025 2:25 PM
61	Library	5/29/2025 1:58 PM
62	Schools	5/29/2025 1:39 PM
63	Library	5/29/2025 1:21 PM

64	Village Hall	5/27/2025 3:53 PM
65	Village Hall	5/27/2025 3:43 PM
66	Jewel	5/26/2025 8:53 AM
67	Robinhood estates	5/25/2025 4:16 PM
68	Village Field Club	5/24/2025 9:33 AM
69	Village Hall	5/24/2025 2:23 AM
70	31st street businesses	5/3/2025 9:53 AM
71	Library	4/30/2025 12:35 PM
72	to Jewel	4/20/2025 8:51 PM
73	Memorial Park	4/18/2025 10:57 AM
74	residential streets	4/15/2025 5:09 PM
75	Ace Hardware on 31st	4/9/2025 8:14 PM
76	Stone Monroe Park	4/5/2025 8:33 AM
77	Forest Preserve trail via 26th St @ Cleveland Ave.	4/4/2025 5:47 PM
78	To and from the forest preserve bike path	4/2/2025 7:12 AM
79	Jewel	4/1/2025 1:43 PM
80	Village Hall	3/31/2025 3:50 PM
81	31st street shops	3/23/2025 6:25 PM
82	Jewel	3/21/2025 10:28 AM
83	Forest Preserve Bike Path on Brainard and Jackson	3/21/2025 9:54 AM
84	Various places on 31st, Ace, Hop Dist, to park trails	3/20/2025 11:26 PM
85	Around neighborhood near Forest Road School	3/15/2025 7:01 AM
86	Jewel	3/14/2025 12:33 PM
87	Jewel & Library	3/12/2025 10:35 AM
88	VFC	3/7/2025 10:12 PM
89	Jewel	3/7/2025 4:44 PM
90	Library	3/7/2025 12:35 PM
91	Lagrange theater	3/5/2025 8:16 PM
92	Jewel-Osco	3/5/2025 5:01 PM
93	Library	3/5/2025 9:51 AM
94	Parks	3/5/2025 9:23 AM
95	Library	3/4/2025 5:31 PM
96	Village Field Club	3/4/2025 5:22 PM
97	Aldi	3/4/2025 3:04 PM
98	7-11 Plaza	3/3/2025 5:25 AM
99	Post office on 31st Street.	3/2/2025 11:21 AM
100	Various Parks (Robin Hood, memorial)	2/28/2025 5:20 PM
101	Around the block	2/28/2025 4:08 PM

102	La Grange Rd Metra Stop	2/28/2025 2:53 PM
103	Yena Park	2/28/2025 2:01 PM
104	La Grange Park , Park District Building, Hanesworth Park	2/27/2025 6:53 PM
105	Jewel	2/25/2025 11:37 AM
106	Walgreens at Ogden and LaGrange	2/24/2025 11:14 PM
107	Jewel Osco	2/24/2025 7:39 PM
108	Library	2/24/2025 7:11 PM
109	Library	2/24/2025 5:00 PM
110	library	2/24/2025 3:25 PM
111	Ogden Ave School	2/24/2025 2:25 PM
112	Jewel Osco	2/24/2025 1:55 PM
113	Yena	2/24/2025 12:21 PM
114	Robinhood park	2/24/2025 9:52 AM
115	Memorial park	2/24/2025 9:08 AM
116	Posto 31	2/22/2025 6:20 PM
117	Library	2/22/2025 12:20 PM
118	Neighbor's homes	2/22/2025 11:46 AM
119	Around blocks	2/22/2025 10:52 AM
120	Forest preserve entrance on Brainard	2/22/2025 9:38 AM
121	Train station	2/22/2025 9:22 AM
122	Brook Park	2/22/2025 8:53 AM
123	Jewel-Osco	2/21/2025 6:33 PM
124	Jewel	2/21/2025 6:15 PM
125	Library	2/21/2025 5:14 PM
126	Jewel-Osco	2/21/2025 4:49 PM
127	Library	2/21/2025 1:21 PM
128	Post Office	2/21/2025 1:05 PM
129	Robinhood Park	2/21/2025 12:46 PM
130	Village Mart along La Grange Road	2/21/2025 12:24 PM
131	Ymca	2/21/2025 12:13 PM
132	Residential areas	2/21/2025 11:52 AM
#	**2.**	**DATE**
1	Ace hardware	6/19/2025 9:00 AM
2	Library	6/16/2025 3:42 PM
3	Village Hall	6/15/2025 9:44 PM
4	Library	6/15/2025 2:31 PM
5	La Grange YMCA	6/14/2025 9:11 PM
6	Ace Hardware & Liquor store across the street	6/13/2025 8:30 PM

7	Jewel	6/13/2025 6:41 PM
8	sidewalk leading to the bike trail (from Stonegate)	6/13/2025 4:49 PM
9	Andy’s	6/13/2025 3:31 PM
10	Memorial Park	6/13/2025 2:58 PM
11	Jewel	6/13/2025 12:11 PM
12	Beach Oak Park	6/13/2025 12:05 PM
13	Various parks	6/13/2025 9:42 AM
14	Jewel	6/13/2025 9:34 AM
15	Jewel-Osco	6/13/2025 8:48 AM
16	Library	6/13/2025 8:39 AM
17	Village Hall	6/13/2025 8:33 AM
18	Jewel	6/13/2025 8:22 AM
19	Market Center	6/12/2025 11:15 PM
20	Forest Road Elementary School	6/12/2025 8:18 PM
21	village hall	6/12/2025 7:18 PM
22	Jewel	6/12/2025 7:04 PM
23	Jewel	6/12/2025 6:10 PM
24	Jewel	6/12/2025 4:21 PM
25	Stone Monroe	6/12/2025 3:38 PM
26	Around town	6/12/2025 3:34 PM
27	Forest Road school / playground	6/11/2025 7:56 PM
28	Robinhood Park	6/11/2025 1:20 PM
29	Jewel	6/11/2025 11:36 AM
30	Memorial Park	6/11/2025 11:33 AM
31	Trails	6/10/2025 8:57 AM
32	Memorial Park	6/9/2025 8:46 AM
33	26th St	6/8/2025 9:55 AM
34	Jewel	6/7/2025 1:38 PM
35	Bank	6/7/2025 11:30 AM
36	To Jewel and to Ace	6/6/2025 2:50 PM
37	Village Hall	6/6/2025 1:57 PM
38	Parks	6/4/2025 10:36 PM
39	Memorial Park / Jewel-Osco	6/2/2025 2:52 PM
40	Memorial Park	6/2/2025 2:06 PM
41	Around the neighborhood	6/1/2025 9:56 PM
42	Library	6/1/2025 1:53 PM
43	Yena Park	6/1/2025 10:44 AM
44	Village Hall	6/1/2025 10:08 AM

45	memorial Park	6/1/2025 9:34 AM
46	Community Park District	6/1/2025 9:16 AM
47	Robinhood Park	6/1/2025 8:21 AM
48	Jewel	5/30/2025 2:28 PM
49	Library	5/30/2025 10:37 AM
50	Panera	5/30/2025 9:48 AM
51	Jewel-Osco	5/29/2025 11:20 PM
52	Mattone	5/29/2025 7:53 PM
53	Ogden Avenue School	5/29/2025 4:07 PM
54	Trail on Forest	5/29/2025 3:44 PM
55	Jewel	5/29/2025 2:25 PM
56	Memorial Park	5/29/2025 1:58 PM
57	Aldi/Jewel	5/29/2025 1:39 PM
58	Jewel-Osco	5/29/2025 1:21 PM
59	Library	5/27/2025 3:53 PM
60	Jewel-Osco	5/27/2025 3:43 PM
61	library	5/26/2025 8:53 AM
62	31st street commercial district	5/25/2025 4:16 PM
63	Commercial stores on 31st st.	5/24/2025 9:33 AM
64	Library	5/24/2025 2:23 AM
65	Memorial park	5/3/2025 9:53 AM
66	Forest Road School	4/30/2025 12:35 PM
67	to Fruitful Yield and those shopping areas	4/20/2025 8:51 PM
68	Jewel	4/18/2025 10:57 AM
69	31st street businesses	4/15/2025 5:09 PM
70	Memorial Park	4/9/2025 8:14 PM
71	Library	4/5/2025 8:33 AM
72	Walk to 31st St businesses	4/4/2025 5:47 PM
73	To and from the Stone Ave. station in La Grange.	4/2/2025 7:12 AM
74	Trader Joes	4/1/2025 1:43 PM
75	Memorial Park	3/31/2025 3:50 PM
76	downtown LaGrange	3/23/2025 6:25 PM
77	Robinhood Park	3/21/2025 10:28 AM
78	Stone Monroe Park	3/21/2025 9:54 AM
79	Jewel-Osco	3/20/2025 11:26 PM
80	Library	3/15/2025 7:01 AM
81	Residential Streets	3/14/2025 12:33 PM
82	Residential areas near downtown, on both sides of Ogden	3/12/2025 10:35 AM

83	Memorial park	3/7/2025 4:44 PM
84	VFC	3/7/2025 12:35 PM
85	Church	3/5/2025 8:16 PM
86	Memorial Park	3/5/2025 5:01 PM
87	Memorial Park	3/5/2025 9:51 AM
88	Library	3/5/2025 9:23 AM
89	Homestead Market	3/4/2025 5:31 PM
90	Brook Park (the park)	3/4/2025 5:22 PM
91	Memorial Park	3/4/2025 3:04 PM
92	Panera Plaza	3/3/2025 5:25 AM
93	Ace Hardware on 31st Street.	3/2/2025 11:21 AM
94	Trail	2/28/2025 5:20 PM
95	Through the neighborhood	2/28/2025 4:08 PM
96	Ogden Ave Elementary	2/28/2025 2:53 PM
97	Ostrander Ave	2/28/2025 2:01 PM
98	Schools	2/25/2025 11:37 AM
99	Library	2/24/2025 11:14 PM
100	Public library	2/24/2025 7:39 PM
101	Jewel	2/24/2025 7:11 PM
102	Jewel	2/24/2025 5:00 PM
103	St. Louise	2/24/2025 12:21 PM
104	Jewel	2/24/2025 9:52 AM
105	Harding Ave	2/24/2025 9:08 AM
106	7-11	2/22/2025 6:20 PM
107	Village Hall	2/22/2025 12:20 PM
108	Forest perseves	2/22/2025 9:22 AM
109	26st Woods	2/22/2025 8:53 AM
110	Dollar Tree	2/21/2025 6:33 PM
111	Daughters home	2/21/2025 6:15 PM
112	Jewel	2/21/2025 5:14 PM
113	Library	2/21/2025 4:49 PM
114	Homestead Market	2/21/2025 1:21 PM
115	Strive gym on 31st.	2/21/2025 1:05 PM
116	Forest Road School	2/21/2025 12:46 PM
117	Jewel-Osco	2/21/2025 12:24 PM
118	Jewel	2/21/2025 12:13 PM
119	Yena Park	2/21/2025 11:52 AM
#	**3.**	**DATE**

1	Enroute to BN Metra station	6/19/2025 9:00 AM
2	Village hall	6/16/2025 3:42 PM
3	Library	6/15/2025 9:44 PM
4	Pickleball courts	6/15/2025 2:31 PM
5	La Grange Park Post office	6/14/2025 9:11 PM
6	Cat Nap	6/13/2025 8:30 PM
7	Panera	6/13/2025 6:41 PM
8	Stone & Monroe park	6/13/2025 3:31 PM
9	Village Hall	6/13/2025 2:58 PM
10	Library	6/13/2025 12:11 PM
11	Village Hall	6/13/2025 12:05 PM
12	Neighborhood streets	6/13/2025 9:42 AM
13	Recreational	6/13/2025 9:34 AM
14	Touring	6/13/2025 8:39 AM
15	Jewel	6/13/2025 8:33 AM
16	Neighborhood	6/13/2025 8:22 AM
17	Village Market	6/12/2025 8:18 PM
18	Jewel / Village Market	6/12/2025 7:18 PM
19	Andys	6/12/2025 7:04 PM
20	Parks	6/12/2025 6:10 PM
21	Memorial park	6/12/2025 4:21 PM
22	Metra	6/12/2025 3:38 PM
23	Yena park / Robinhood Park	6/11/2025 7:56 PM
24	St. Louise De Marillac	6/11/2025 11:33 AM
25	Shopping	6/10/2025 8:57 AM
26	Bemis Woods	6/9/2025 8:46 AM
27	31st St	6/8/2025 9:55 AM
28	Village Hall	6/7/2025 11:30 AM
29	Across 31st and across LaGrange Road	6/6/2025 2:50 PM
30	Jewel Osco	6/4/2025 10:36 PM
31	Forest Road School	6/2/2025 2:52 PM
32	Andy's	6/2/2025 2:06 PM
33	To parks	6/1/2025 9:56 PM
34	Jewel	6/1/2025 1:53 PM
35	Brook Park School	6/1/2025 10:44 AM
36	Memorial Park	6/1/2025 10:08 AM
37	Forest Road	6/1/2025 8:21 AM
38	Village hall	5/30/2025 2:28 PM

39	Memorial Park	5/30/2025 10:37 AM
40	Aldi	5/30/2025 9:48 AM
41	7-11	5/29/2025 11:20 PM
42	Memorial Park	5/29/2025 4:07 PM
43	Robinhood Park	5/29/2025 2:25 PM
44	Woods	5/29/2025 1:58 PM
45	Church	5/29/2025 1:39 PM
46	Restaurants within La Grange Park	5/29/2025 1:21 PM
47	Jewel	5/27/2025 3:53 PM
48	Visit Friends	5/27/2025 3:43 PM
49	Memorial Park	5/26/2025 8:53 AM
50	Bill's Place	5/24/2025 9:33 AM
51	Village Market	5/24/2025 2:23 AM
52	Fruitful Yield	5/3/2025 9:53 AM
53	Jewel Osco	4/30/2025 12:35 PM
54	Bemis LGP woods	4/20/2025 8:51 PM
55	alongside forest preserves	4/15/2025 5:09 PM
56	Forest Road School	4/9/2025 8:14 PM
57	School	4/5/2025 8:33 AM
58	Walk the Cleveland Ave area residential streets	4/4/2025 5:47 PM
59	To Stone-Monroe park	4/2/2025 7:12 AM
60	Work	4/1/2025 1:43 PM
61	Library area	3/23/2025 6:25 PM
62	Memorial Park	3/21/2025 10:28 AM
63	General Exercise Loop around town	3/20/2025 11:26 PM
64	Robinhood Park	3/15/2025 7:01 AM
65	Library	3/14/2025 12:33 PM
66	Downtown, from Plymouth Place	3/12/2025 10:35 AM
67	Library	3/7/2025 4:44 PM
68	Memorial Park	3/7/2025 12:35 PM
69	Walgreens	3/5/2025 8:16 PM
70	Library	3/5/2025 5:01 PM
71	Panera	3/5/2025 9:51 AM
72	Barnsdale School	3/4/2025 5:31 PM
73	Happier Now Cafe	3/4/2025 5:22 PM
74	Robinhood Park	3/4/2025 3:04 PM
75	VFC	3/3/2025 5:25 AM
76	Jewel Osco.	3/2/2025 11:21 AM

77	Library	2/28/2025 5:20 PM
78	Public Library	2/28/2025 2:53 PM
79	Neighborhoods around the schools	2/25/2025 11:37 AM
80	sidewalks from srtip mall, antique shops, Ace hardware, restaurants.	2/24/2025 7:39 PM
81	Neighborhood streets walking my dog	2/24/2025 7:11 PM
82	Panera	2/24/2025 5:00 PM
83	Towards the trails	2/24/2025 12:21 PM
84	Forest toad	2/24/2025 9:52 AM
85	La Grange road	2/24/2025 9:08 AM
86	Ace Cork keg	2/22/2025 6:20 PM
87	Memorial Park	2/22/2025 12:20 PM
88	Pleasure walk in village	2/22/2025 9:22 AM
89	31st businesses	2/22/2025 8:53 AM
90	Library	2/21/2025 6:33 PM
91	Neighborhood	2/21/2025 6:15 PM
92	Panera	2/21/2025 5:14 PM
93	Forest Preserve Entrance on Brainard	2/21/2025 4:49 PM
94	Barnsdale School	2/21/2025 1:21 PM
95	7-11 on 31st	2/21/2025 1:05 PM
96	Haynesworth Park	2/21/2025 12:46 PM
97	Walgreens in La Grange	2/21/2025 12:24 PM
98	Dry cleaner or restaurant	2/21/2025 12:13 PM
99	31st street business near 31st/Kemman	2/21/2025 11:52 AM

Q13 Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe up to three locations where you have that problem. (If you need more space, please provide additional information on Question 17)

Answered: 76 Skipped: 111

ANSWER CHOICES	RESPONSES	
1	100.00%	76
2	42.11%	32
3	19.74%	15

Q13 Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe up to three locations where you have that problem. (If you need more space, please provide additional information on Question 17)

Answered: 76 Skipped: 111

ANSWER CHOICES	RESPONSES	
1	100.00%	76
2	42.11%	32
3	19.74%	15

#	1	DATE
1	739 Sherwood Rd. Car always parked over sidewalk	6/19/2025 9:00 AM
2	North side of 31st Street by the tracks	6/15/2025 9:44 PM
3	Sidewalk on Spring by new home construction down the block from Ogden school	6/15/2025 2:31 PM
4	Walking for fun over on Alima or Ostrander	6/13/2025 8:30 PM
5	Panera from the park	6/13/2025 6:41 PM
6	Scotdale and Stonegate-no curb ramps at corners	6/13/2025 4:49 PM
7	Robinhood has stretches without any sidewalks, which is frustrating	6/13/2025 9:42 AM
8	Residents parking across the sidewalk	6/13/2025 8:39 AM
9	Harding at Walola, corner house - blocks sidewalks all day	6/13/2025 8:33 AM
10	Never	6/13/2025 8:22 AM
11	Parked cars	6/12/2025 11:15 PM
12	Some houses near Brook park school don’t even have a sidewalk	6/12/2025 9:32 PM
13	La Grange Road	6/12/2025 7:18 PM
14	Lots of uneven sidewalks	6/12/2025 5:57 PM
15	To other villages to use their parks	6/12/2025 4:49 PM
16	La grange rd	6/12/2025 4:21 PM
17	No, unless sidewalk covered in snow	6/12/2025 4:11 PM
18	Homes where residents park across the sidewalk	6/12/2025 3:38 PM
19	No	6/12/2025 3:34 PM
20	all over where people are blocking the sidewalk due to parking their cars over the side walk. why isnt this enforced at all???? i cant get my wheelchair around these cars	6/12/2025 11:18 AM
21	Beach Ave around 1500 block east side - flooding and uneven pavement	6/11/2025 7:56 PM
22	No	6/11/2025 1:20 PM
23	LaGrange Road. The business never shovel the walk on LaGrange Road	6/11/2025 11:33 AM
24	Brainard between Harding & Monroe, need biking lane	6/9/2025 8:46 AM

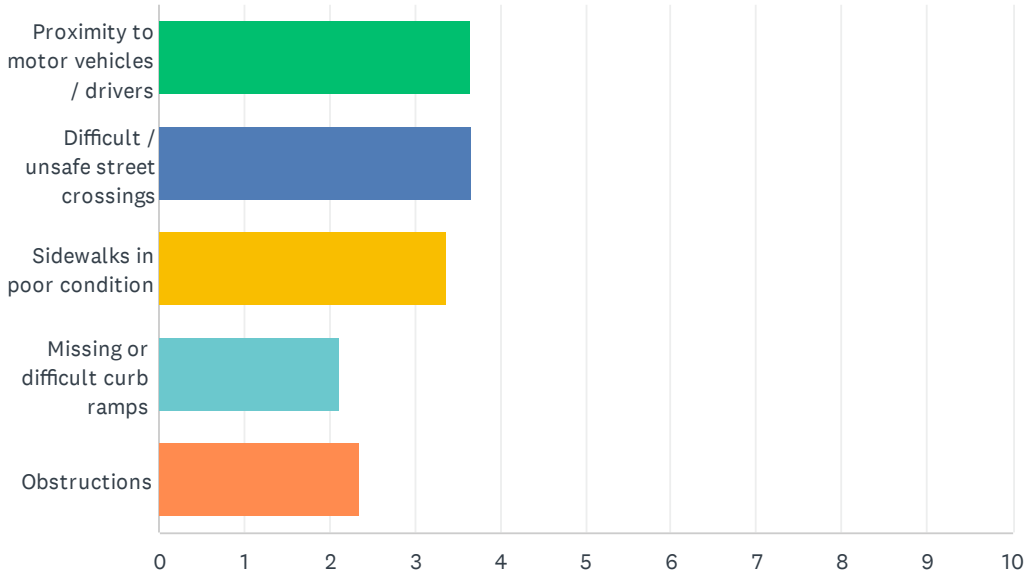
25	26th & Beach (Southeast corner)	6/8/2025 9:55 AM
26	No	6/6/2025 2:50 PM
27	South on LGRd to library-walk in parkway	6/6/2025 1:57 PM
28	Yes	6/4/2025 10:36 PM
29	Robinhood Estates subdivision (walking and running)	6/2/2025 2:52 PM
30	Up and down 1100 and north on Beach	6/1/2025 9:56 PM
31	Cleveland Ave and 26th Street Northbound	6/1/2025 10:44 AM
32	Residential streets because of cars blocking the sidewalk	6/1/2025 10:08 AM
33	barnsdale road just north of 31st	6/1/2025 9:34 AM
34	Yes, but it is because people are parking in the sidewalk or they do not shovel when it snows	6/1/2025 8:21 AM
35	Forest & Harding	5/30/2025 9:48 AM
36	31st and Homestead	5/29/2025 11:20 PM
37	Community drive	5/29/2025 7:53 PM
38	Yes, often during winter due to neighbors not shoveling	5/29/2025 1:21 PM
39	sidewalk outside my house was "patched"; it's more dangerous than prior to the patching.	5/26/2025 8:53 AM
40	most streets are safer than existing sidewalks, i.e. cracks, uneven surface, etc	5/25/2025 4:16 PM
41	Crossing Kemman on the bike path (need crossing lights)	5/24/2025 9:33 AM
42	Recreation Center	4/30/2025 12:35 PM
43	yes - side streets west of LG Road	4/20/2025 8:51 PM
44	parts of 26th street across from the forest preserve	4/15/2025 5:09 PM
45	No	4/9/2025 8:14 PM
46	Jackson up to 31st Street to access Forest Preserve	4/5/2025 8:33 AM
47	No sidewalk exists at NW corner of 26th St & Cleveland Ave	4/4/2025 5:47 PM
48	I walk on the 800 block of Waiola, crossing to the west side of the street as there is no sidewalk on the east side on the south part of the block.	4/2/2025 7:12 AM
49	Spring Ave	3/31/2025 3:50 PM
50	Existing sidewalks in Robinhood Estates are in very poor condition. Uneven, etc	3/26/2025 4:35 PM
51	Kemman Ave	3/22/2025 9:57 PM
52	Robinhood north of 31st St—no sidewalk	3/21/2025 10:28 AM
53	No traveling in the street. Sidewalks seem pretty good.	3/20/2025 11:26 PM
54	Robinhood Lane between 30th and 26th	3/7/2025 10:12 PM
55	800 spring	3/7/2025 4:44 PM
56	Forest and Harding	3/5/2025 5:01 PM
57	Yes - no cross at library/park	3/5/2025 9:51 AM
58	Sidewalks blocked by cars	3/5/2025 9:23 AM
59	Residential areas in icy weather	3/4/2025 3:04 PM
60	The street leading up to the VFC, curb & sidewalk have huge bumps.	3/3/2025 5:25 AM
61	No	2/28/2025 4:08 PM
62	Sherwood/Homestead intersection	2/28/2025 2:53 PM

63	Ostrander- 1500 block	2/28/2025 2:01 PM
64	no	2/24/2025 11:14 PM
65	Sidewalk along La Grange Road ends and need to walk on grass to get to the library	2/24/2025 7:11 PM
66	East-West streets (e.g., Woodlawn) in the winter because of snow cover issues	2/24/2025 2:25 PM
67	Ice and snow	2/24/2025 1:55 PM
68	Raymond & 27th	2/24/2025 12:21 PM
69	Yes , unshoveled or sidewalk in disarray	2/24/2025 9:52 AM
70	Oak	2/22/2025 12:20 PM
71	The north park of the residential area doesn't have sidewalks (by the forest preserve)	2/22/2025 11:46 AM
72	No. But others do which is crazy	2/22/2025 9:22 AM
73	Behind 1401 E 31st - alley is full of holes. My granddaughters wheelchair in extremely difficult to use	2/21/2025 6:15 PM
74	Panera	2/21/2025 5:14 PM
75	No always on sidewalk	2/21/2025 1:05 PM
76	1201 Forest Rd garage. Cars usually take up the sidewalk.	2/21/2025 12:46 PM
#	**2**	**DATE**
1	Southside of 26th Street by the Forest preserve	6/15/2025 9:44 PM
2	Any blocks where the trees hang low in the parkways. Can you please cut those branches?	6/15/2025 2:31 PM
3	Dollar store and Aldi	6/13/2025 6:41 PM
4	gravel gap between sidewalk and bike trail--hard to push wheelchair and strollers	6/13/2025 4:49 PM
5	Untrimmed trees boardering sidewalks on resident property	6/13/2025 8:39 AM
6	Corner of Beach and 30th Street NE - homeowner blocks sidewalk with tree branches / debris	6/11/2025 7:56 PM
7	31st Street	6/11/2025 11:33 AM
8	Harding	6/9/2025 8:46 AM
9	For question 14 - I walk in the street due to softer maters than concrete	6/6/2025 2:50 PM
10	Around Panera	6/6/2025 1:57 PM
11	Newberry 1100 and north	6/1/2025 9:56 PM
12	Morgan Ave and 26th Street Northbound	6/1/2025 10:44 AM
13	La Grange Road when the snow is heavy	6/1/2025 10:08 AM
14	Sidewalks on 31st	5/24/2025 9:33 AM
15	near Plymouth Place - sidewalks end, don't finish, aren't easy to travel	4/20/2025 8:51 PM
16	near Brookpark School	4/15/2025 5:09 PM
17	Jackson, north side at kensington	4/5/2025 8:33 AM
18	Monroe	3/31/2025 3:50 PM
19	Street walking when Robinhood is the route community to 29th	3/26/2025 4:35 PM
20	Beach	3/22/2025 9:57 PM
21	800 waiola	3/7/2025 4:44 PM
22	First driveway south of Harding on Forest	3/5/2025 5:01 PM
23	Near the library on LaGrange road where there’s no sidewalk	3/5/2025 9:23 AM

24	Sidewalk by Panera/Aldi since its too close to Lagrange road we use the parking lot	3/3/2025 5:25 AM
25	800 Block Waiola (to salt creek trail)	2/28/2025 2:53 PM
26	Some areas there is no sidewalk (e.g., Harding/Brainard towards Park Rd and 800 block of N. Stone).	2/24/2025 2:25 PM
27	Excessive heat (pet)	2/24/2025 1:55 PM
28	1200-1500 Alima Terrace	2/24/2025 12:21 PM
29	Monroe	2/22/2025 12:20 PM
30	Alley is basically unusable for her making access to her bus and cars impossible and dangerous for her tonise	2/21/2025 6:15 PM
31	Memorial park	2/21/2025 5:14 PM
32	1144 Forest Rd garage. Cars usually take up the sidewalk.	2/21/2025 12:46 PM
#	**3**	**DATE**
1	Untrimmed trees in parkway	6/13/2025 8:39 AM
2	N/A	6/11/2025 11:33 AM
3	Richmond Avenue for local schools and access to Memorial Pk	6/9/2025 8:46 AM
4	30th, 29th streets and Kemman	6/1/2025 9:56 PM
5	Harrison Ave and 26th Street Northbound	6/1/2025 10:44 AM
6	Back by VFC	5/24/2025 9:33 AM
7	crossing LG Rd	4/20/2025 8:51 PM
8	around Yena Park	4/15/2025 5:09 PM
9	Osteander	3/22/2025 9:57 PM
10	Forest and Oak, to Jewel	3/5/2025 5:01 PM
11	Sidewalk on 31st is very close tobtge road (train tracks and by 7-11)	3/3/2025 5:25 AM
12	Any sidewalks that are blocked with cars in driveways	2/24/2025 2:25 PM
13	27th across from the forest preserve maple - 25th ave	2/24/2025 12:21 PM
14	Harding	2/22/2025 12:20 PM
15	1140 Forest Rd sidewalk. Neighbor pumps water out to sidewalk. Huge puddles or extremely icy	2/21/2025 12:46 PM

Q14 What conditions along Village streets / sidewalks affect your walking habits? (Rank in order from 1-5, with 1 being the most critical)

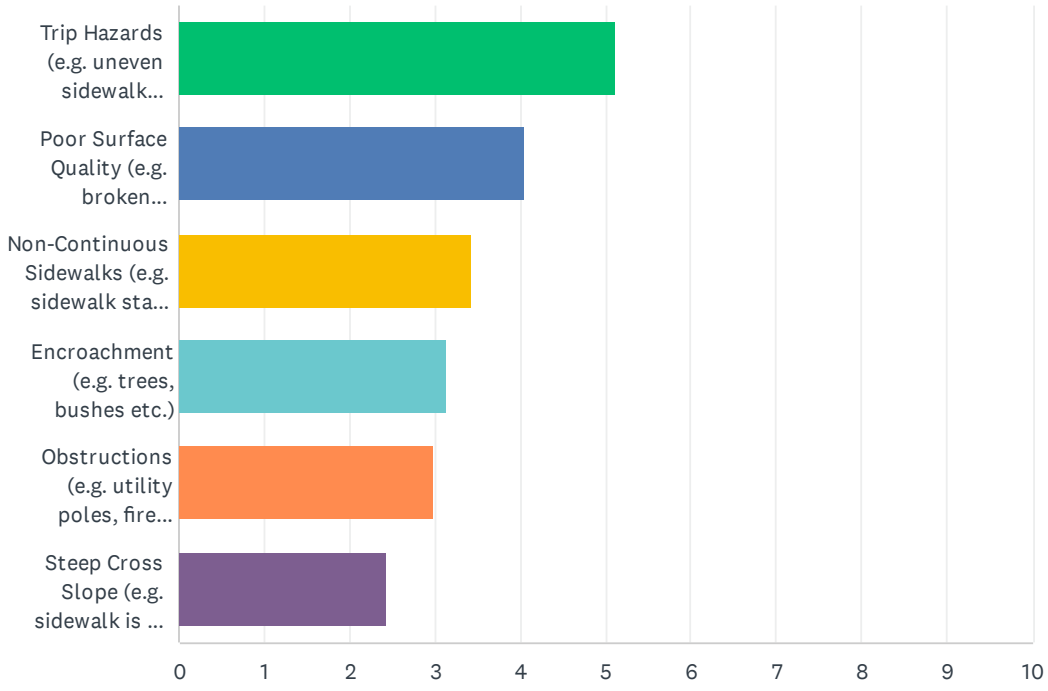
Answered: 141 Skipped: 46



	1	2	3	4	5	TOTAL	SCORE
Proximity to motor vehicles / drivers	33.09% 45	32.35% 44	11.76% 16	11.76% 16	11.03% 15	136	3.65
Difficult / unsafe street crossings	22.63% 31	40.88% 56	21.90% 30	9.49% 13	5.11% 7	137	3.66
Sidewalks in poor condition	28.99% 40	12.32% 17	32.61% 45	18.12% 25	7.97% 11	138	3.36
Missing or difficult curb ramps	3.79% 5	8.33% 11	15.15% 20	40.91% 54	31.82% 42	132	2.11
Obstructions	14.18% 19	8.21% 11	17.91% 24	17.16% 23	42.54% 57	134	2.34

Q15 Please complete the following photographic sidewalk evaluation survey. Rank the following obstacles / barriers to access 1 through 6 in order of how the barrier impacts your ability to move around the village (1 being the highest impact and 6 the lowest impact). Photographic examples provided below.

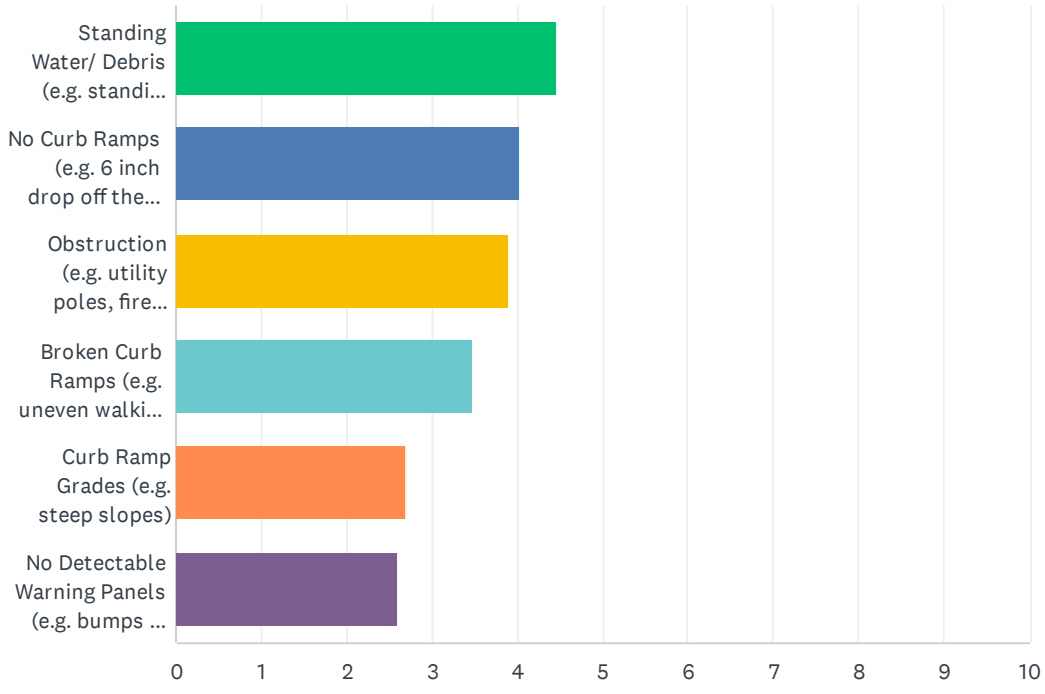
Answered: 135 Skipped: 52



	1	2	3	4	5	6	TOTAL	SCORE
Trip Hazards (e.g. uneven sidewalk panels)	52.59% 71	23.70% 32	12.59% 17	5.93% 8	3.70% 5	1.48% 2	135	5.11
Poor Surface Quality (e.g. broken sidewalks)	13.74% 18	34.35% 45	19.08% 25	16.03% 21	9.16% 12	7.63% 10	131	4.05
Non-Continuous Sidewalks (e.g. sidewalk starts and stops)	17.83% 23	9.30% 12	23.26% 30	13.18% 17	20.16% 26	16.28% 21	129	3.43
Encroachment (e.g. trees, bushes etc.)	9.16% 12	19.85% 26	14.50% 19	13.74% 18	16.79% 22	25.95% 34	131	3.13
Obstructions (e.g. utility poles, fire hydrants etc.)	6.25% 8	6.25% 8	21.09% 27	28.91% 37	21.09% 27	16.41% 21	128	2.98
Steep Cross Slope (e.g. sidewalk is not flat)	2.36% 3	7.09% 9	10.24% 13	22.05% 28	28.35% 36	29.92% 38	127	2.43

Q16 Please complete the following photographic curb ramp evaluation survey. Rank the following obstacles / barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp (1 being the highest impact and 6 being the lowest impact). Photographic examples provided below.

Answered: 127 Skipped: 60



	1	2	3	4	5	6	TOTAL	SCORE
Standing Water/ Debris (e.g. standing water, ice accumulates in winter)	32.26% 40	26.61% 33	16.13% 20	8.87% 11	11.29% 14	4.84% 6	124	4.45
No Curb Ramps (e.g. 6 inch drop off the sidewalk)	20.33% 25	21.95% 27	21.14% 26	18.70% 23	13.01% 16	4.88% 6	123	4.03
Obstruction (e.g. utility poles, fire hydrants etc.)	25.81% 32	16.94% 21	19.35% 24	13.71% 17	7.26% 9	16.94% 21	124	3.90
Broken Curb Ramps (e.g. uneven walking surface)	18.03% 22	16.39% 20	17.21% 21	13.93% 17	11.48% 14	22.95% 28	122	3.47
Curb Ramp Grades (e.g. steep slopes)	1.63% 2	12.20% 15	13.82% 17	18.70% 23	33.33% 41	20.33% 25	123	2.69
No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)	4.13% 5	8.26% 10	11.57% 14	24.79% 30	22.31% 27	28.93% 35	121	2.60

Q17 Please identify any specific difficulties or constraints along the routes you normally take:

Answered: 79 Skipped: 108

Q17 Please identify any specific difficulties or constraints along the routes you normally take:

Answered: 79 Skipped: 108

#	RESPONSES	DATE
1	739 Sherwood parks vehicle over sidewalk prohibiting pedestrian traffic. I must walk in street to pass.	6/19/2025 9:16 AM
2	31st and Kemman South east side corner	6/15/2025 9:48 PM
3	Since we are discussing walking in our village, please help make the zone between Harding and Woodlawn on La Grange Road safer. It is impossible to cross by the library. This includes walking, biking and driving. The drivers are so fast and often times irritated by the semi-trucks. The speeding sign is not a permanent solution. Also, there is a tremendous danger because the cars traveling northbound have a curve after they past Andy's. Please help to make our community safer. 1. Install a streetlight at Oak & La Grange Rd. 2. Lower the speed limit (note: this alone will not remedy the problem)	6/15/2025 2:45 PM
4	It's all mostly good. Maybe safer ways to cross 31st Street by Ace or Subway	6/13/2025 8:33 PM
5	uneven pavement, no sidewalks or ramps at corners, tripping and falling	6/13/2025 4:59 PM
6	The sidewalk is totally blocked by an evergreen tree on Brainard by Park School.	6/13/2025 12:11 PM
7	Mostly broken and uneven sidewalks	6/13/2025 8:52 AM
8	Homeowners blocking sidewalk for parking their vehicles, with a 2 car garage. Ticket any vehicle blocking any sidewalk.	6/13/2025 8:36 AM
9	Low hanging tree branches and bushes in the sidewalk path. In addition, when these obstacles are blocking the view to cross the street safely.	6/13/2025 8:28 AM
10	Parked cars	6/12/2025 11:17 PM
11	Along 28th only a few 4 way stops. Difficult for kids biking & new drivers to know where there is one and where there is not	6/12/2025 9:37 PM
12	Winter time snow piles up on curbs.	6/12/2025 8:05 PM
13	La Grange Road traffic scares me to death when I walk to the Library or Village Market. Vehicles are going so fast, you literally think that the cars will come right at you and especially on the curve that if the driver slightly turns their wheel or hits a bump - you're dead.	6/12/2025 7:29 PM
14	Just some uneven sidewalks and personal bushes encroaching on sidewalk.	6/12/2025 4:15 PM
15	cars parked on the sidewalk; trip hazards; missing sidewalks	6/12/2025 3:41 PM
16	Uneven sidewalks due to tree roots and over hanging trees.	6/12/2025 3:37 PM
17	People are often blocking the sidewalks with their vehicles in their driveways. This really happens all over and i wish the village would do something about it. it is the most difficult part about getting a wheelchair around. our streets are busy and that is often the route i must take because of sidewalks being block.	6/12/2025 11:22 AM
18	Encroachment is one of the primary issues in my area, as the sidewalks are generally in pretty good shape. However, there are some areas of unevenness or broken sidewalks and discontinuity which may affect access for wheelchair / scooter users or those using mobility aids or with limited foot clearance	6/11/2025 8:07 PM
19	n/a	6/11/2025 11:35 AM
20	Richmond Ave. between LaGrange Rd. and Edgewood has conflicting signage that rotates between 4-way stop, 2-way stop, or no stop! Plus, there are three schools along the route.	6/9/2025 8:58 AM

	Richmond also intersects traffic from Odgen Ave. traffic lights; Kensington, Waiola, Brainard. There is no consistency with signage on Richmond. Try it out! Accidents have happened!	
21	As indicated previously in the survey, uneven sidewalk squares or severely sloped / popped squares in the middle of a run are the biggest issues I encounter.	6/6/2025 2:59 PM
22	East side of LGRd to library, cracked sidewalks usually have to drive there if standing water	6/6/2025 2:02 PM
23	No pedestrian crosswalk at Sherwood/Harding Lack of sidewalks in Robinhood Estates neighborhood	6/2/2025 2:53 PM
24	The lack of pedestrian crossing at LaGrange and Woodlawn causes my wife and I to avoid the business on the other side of LaGrange road and Memorial Park because we do not feel safe bringing out two young children that close to cars.	6/2/2025 2:10 PM
25	Broken or uneven bumps in the sidewalks	6/1/2025 9:59 PM
26	1. Sidewalk along Cleveland and Morgan avenues northbound stops at 26th street with a steep curb, making it difficult to cross 26th street by kids bike to the 26th street woods entrance to the Salt Creek bike trail. 2. Standing water on north sidewalk along 30th avenue between Morgan and Harrison (closer to Harrison) that freezes in winter, making our daily walk to Brook Park school challenging to the point where we and many others have to walk in the street (30th Ave).	6/1/2025 10:54 AM
27	Many people use their garages for storage or they only have a one car garage. This means that they park their vehicles so that they obstruct the sidewalk. I'm sympathetic but I do think that people should acknowledge that people who rely on a cane for independent travel would not be able to safely travel in our community. And La Grange Park police must not be giving out tickets.	6/1/2025 10:15 AM
28	The pedestrian crossing of 31st Street near the train tracks is really difficult. This is on both the east and west side of the tracks.	6/1/2025 9:37 AM
29	Crossing LG rd traveling east to get to library and crossing at light further south is pretty scary	5/30/2025 2:32 PM
30	Trying to cross La Grange Road when walking or biking	5/30/2025 10:41 AM
31	Because there is no sidewalk heading south next to my home crossing Harding at Forest I must cross Forest then cross Harding & there is NO stop sign stopping Harding traffic.	5/30/2025 9:57 AM
32	There is no crosswalk at 31st and Homestead. There is a strip-mall and a post office on each corner, as well as a school down the street. I frequently see children, families, and everyday people cross there instead of going to the light on forest to cross. It would be safer if there were a crosswalk.	5/29/2025 11:22 PM
33	There are too many uneven sidewalk squares making it extremely difficult to enjoy walks with our stroller and causing my toddler to trip often.	5/29/2025 2:30 PM
34	Would love a flashing pedestrian crossing at the library crossing on La grange road. It's extremely dangerous.	5/29/2025 2:01 PM
35	There are many, however there is a two inch sidewalk tripping hazard right in front of my house at 405 N. Kensington that i see so many people and especially kids trip on.	5/29/2025 1:42 PM
36	Visibility is often poor when crossing or turning onto Harding due to parked cars. Parking is allowed too close to intersections.	5/29/2025 1:25 PM
37	Sidewalks by schools. Also streets by schools.	5/27/2025 3:54 PM
38	sidewalk outside my house was patched but the patching situation is just as dangerous as the uneven pavement was.	5/26/2025 8:56 AM
39	Need more safe crossing options on busy streets (Kemman and the bike path, Maple and 28th, many more on 31st st)	5/24/2025 9:37 AM
40	People drive like maniacs! Slow down on 31st, Ogden and LaGrange Rd! We are lucky there aren't more deaths! Also way too many dump trucks and semis big rigs coming through our town! Make them take other roads! Enough is enough!	5/24/2025 2:27 AM
41	Disjointed travel routes due to inconsistent availability/placement of ramps	4/30/2025 7:54 PM

42	Cars parked in a driveway but blocking the sidewalk.	4/26/2025 10:45 AM
43	We would typically drive to some place we could walk because of dangerous intersections or irregular sidewalks. We have walked in street with wheelchair (wheelchair bound person is basically looking at headlights of a car or seems too close to cars)	4/20/2025 8:57 PM
44	Uneven sidewalks. Broken sidewalks.	4/18/2025 4:30 PM
45	Bushes or low tree limbs sticking growing into sidewalk paths; sidewalks with trip hazards; corner curbs that collect water or ice up and sidewalks that start & stop,	4/15/2025 5:19 PM
46	SIdewalks infront of my home are almost inpassible with broken tiles; my kids scooters cannot pass.	4/5/2025 8:36 AM
47	No sidewalk at NW corner of 26th St & Cleveland Ave. Muddy gravel path from 26th St Forest Preserve trail access at Cleveland Avenue.	4/4/2025 5:51 PM
48	Standing water/ice accumulation at the northeast corner of Waiola and Jackson (where my house is) is often a problem. It's especially problematic in winter. In addition, along the north side of Jackson east of Waiola the curb in some spots is actually lower than the street and the gutter.	4/2/2025 7:25 AM
49	Uneven raised sidewalks. Landscaping obstructions overgrown on sidewalks	3/31/2025 3:53 PM
50	31st Street - overgrowth of bushes partially obstructing the path	3/28/2025 8:51 PM
51	Tripping because of the unevenness of the sidewalk. Probably because tree roots are pushing the portions of the sidewalk up. Or broken	3/22/2025 10:03 PM
52	This survey is way too long and complicated!	3/21/2025 10:30 AM
53	Most seem pretty in pretty good condition where I go. 31st sidewalks aren't in bad condition necessarily, but the aesthetics around the sidewalks could always be improved a few blocks either way off the railroad tracks.	3/20/2025 11:36 PM
54	Some sidewalks have cars parked blocking the sidewalks it makes it very difficult to get around and I do not feel safe walking around through the grass.	3/14/2025 12:33 PM
55	Cars parked across sidewalks during the day.	3/7/2025 4:49 PM
56	It is hard to cross Harding depending on time of day with traffic. Also, cars can't easily see pedestrians on Harding because parking is allowed so close to crosswalks. The crosswalks are also awkwardly placed. There needs to be a stop sign or pedestrian light somewhere between Lagrange road and the tracks.	3/7/2025 12:39 PM
57	Most common problem is cars parked in the parkways. This blocks the entire sidewalk and makes it inaccessible.	3/5/2025 9:26 AM
58	No curb cuts on the NE and NW corners of Sherwood and Homestead. Narrow sidewalk from 31st Street to Hansworth Park. Railroad crossing, obstructions and narrow sidewalk on the southside of 31st business district(s). Broken sidewalks around Jewel and the former 5th/3rd Bank. Railroad crossing on Harding.	3/4/2025 5:47 PM
59	Cars parked on their driveways that block the sidewalk and overgrown trees/bushes	3/4/2025 5:24 PM
60	The west side of Kemman from Harding up to around Monroe is has some uneven pavement. I'm not sure if the sidewalk repairs after the Nicor work did much to fix that.	3/2/2025 11:25 AM
61	Uneven/broken sidewalks	2/28/2025 4:12 PM
62	Uneven sidewalk panels where I have to physically lift a stroller off of the sidewalk (or go into the street) to pass	2/28/2025 2:57 PM
63	My son has a diagnosis of DD. He goes to Physical therapy for walking, climbing and jumping. He is unable to walk down our street due to missing sidewalks and uneven lawns. The other, also not helpful option is for him to walk in the street where it is more level which can be unsafe for the dozens of children who play outside on this block.	2/28/2025 2:05 PM
64	Cars blocking the crosswalk when traffic is stopped. Wheelchair unable to access the ramp	2/26/2025 2:25 PM
65	Walking into Plymouth Place on the sidewalk along the property's north road going into Ply Pla, that length of grass, trees and dirt along there needs a higher edging to hold back dripping	2/24/2025 11:28 PM

	leaves and dirt from getting onto the right side of the walkway as one walks east from LaGrange toward the staircase. The sludge and dirt sliding potential scares me due to the numbers of elderly who walk continuously along that sidewalk. A higher wall to keep dirt away fom the walk is needed.	
66	already listed	2/24/2025 7:42 PM
67	uneven pavement that may cause tripping.	2/24/2025 7:16 PM
68	None other than as I noted above. We live near Park/Woodlawn and a lot of our issues relate to cars parking and blocking sidewalks, unshoveled snow that does not melt on those cross-streets, and lack of sidewalks in certain places. My daughter is mobile but I push her in a stroller a lot of the time due to her multiple disabilities.	2/24/2025 2:29 PM
69	Overall it’s good and easy in downtown	2/24/2025 1:58 PM
70	Speeding cars, lack of traffic signals, and poor timing between signals make crossing LaGrange Road on foot or by car to get to library, parks, and shopping dangerous.	2/22/2025 12:27 PM
71	Trip hazards	2/22/2025 11:56 AM
72	Uneven surfaces	2/22/2025 10:56 AM
73	Broken walkways and uneven(from tree roots) are biggest issue	2/22/2025 9:25 AM
74	The sidewalk to get to village market	2/21/2025 5:16 PM
75	crossing Woodlawn at Lagrange Road - traffic, speed, no consideration for pedestrians. no sidewalk on lagrange road north of woodlawn to connect to library. no sidewalk along 31st street west of lagrange road to connect to forest preserve	2/21/2025 4:53 PM
76	I just scrolled through to type this- Why does no one ever shovel the sw sidewalk by the 31st street IHB railroad crossing? It’s been this way for years. The business owner takes no responsibility nor dose the village. Never once shoved of cleared of ice. I travel this route daily. There are only two places to reasonably cross the IHB tracks and it can be straight up dangerous with the typical conditions that side walk in the winter. You send relentless emails to the residents about cleaning sidewalks, what about the business owners?	2/21/2025 1:26 PM
77	Uneven sidewalks and obstructions.	2/21/2025 1:11 PM
78	30th street, stretch of sidewalk across the street from Robinhood Park: there are two property owners that do not maintain their trees/shrubs. Limbs end up on the sidewalk path.	2/21/2025 12:49 PM
79	Ice and Snow not cleared	2/21/2025 12:31 PM

Q18 If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the Village's sidewalk and pedestrian facilities?

Answered: 38 Skipped: 149

Q18 If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the Village's sidewalk and pedestrian facilities?

Answered: 38 Skipped: 149

#	RESPONSES	DATE
1	have to push wheelchair in street until reaching someone's driveway and then there's often a big bump to get over. Also parked cars on driveways who block the sidewalk making you detour the wheelchair into the street	6/13/2025 4:59 PM
2	My daughter is visuallyimpaired, and often when we are trying to cross the street, it is hard for her to see around parked cars that are parked close to a stop sign. Also, the uneven sidewalk right in front of our house is a trip hazard for her.	6/13/2025 3:35 PM
3	n/a	6/13/2025 12:11 PM
4	I walk pretty regular and I have had one bad fall in the residential area because of the sidewalk panels that are lopsided from lifting over the years. I would be afraid for someone with a disability because of the condition of the sidewalks as well as the speed of traffic on La Grange Road.	6/12/2025 7:29 PM
5	When I used to walk kids in a stroller, it was difficult to deal with the parts of the village that don't have sidewalks. It's unsafe for kids and strollers.	6/12/2025 4:35 PM
6	sidewalks blocked by cars in driveways, steep ramps into the street, uneven pavement causes falls (x2 last year)	6/12/2025 11:22 AM
7	As noted above. You have given great photos of some potential problems. I would note that for curb ramps, while obstruction is often a primary problem for someone walking, it may not be the biggest issue for someone using a wheelchair because of the height of approach. Since the primary purpose of the ramp is to be accessible to folks utilizing mobility aids, they should be the primary focus in thinking about what to repair. I hope you are consulting with actual wheelchair users and the disability community to address accessibility issues, and not just "experts" who may not have lived experience. I have found (as someone who thinks about mobility issues daily) that with mobility / accessibility issues, lived day-to-day experience is far more valuable than all the experts we can gather in a room.	6/11/2025 8:07 PM
8	n/a	6/11/2025 11:35 AM
9	Past experience was helping my blind father get out of car at residential sidewalk ramp; that was the safest way to avoid tripping over curb. Unfortunately, the LGPK Police put on their lights and nearly gave Mom a heart attack while Dad was exiting. Reason for police lights? Parents' car was stopped too close to the intersection; although being middle of day and no car traffic. Instead of assisting or looking out for oncoming cars, police lights were chosen for this disabled man.	6/9/2025 8:58 AM
10	N/A. Sidenote, the plastic detectable warning pads do not appear to last for more than a few seasons before cracking - these are poor products. Although ADA or Illinois accessibility code requirements may dictate such or infer the use of the molded pads, my personal preference is to retain and use striated, dimpled, or hashed concrete.	6/6/2025 2:59 PM
11	See above	6/6/2025 2:02 PM
12	Difficult for those using a walker to move along the sidewalk	6/1/2025 9:59 PM
13	I have an eye disease that will likely lead to a serious visual impairment. I don't think that I'll be able to walk in our neighborhood when that happens even with a cane because of cars obstructing sidewalks and uneven surfaces. Businesses do not reliably shovel and residents do not keep up with shoveling and de-icing so it would be even more impossible in the winter. I'm going to have to just walk on my treadmill when that happens.	6/1/2025 10:15 AM

14	The biggest issues for me, as a wheelchair user, are bumps on curb ramps and broken or uneven sidewalks.	6/1/2025 9:20 AM
15	None	5/30/2025 2:32 PM
16	The uneven surfaces are a problem, my wife is afraid to go for a walk, so we have to find alternative locations that are more suitable & even	5/30/2025 9:57 AM
17	Sidewalks are not cared for; uneven or super sloped and they are rarely wide enough.	5/29/2025 2:30 PM
18	Distractability making crossing busy intersections unsafe.	4/30/2025 7:54 PM
19	irregular sidewalks, sidewalks that end, too bumpy, bad intersections, close to cars and trucks along LG Road or west/east. For instance at Aldi they have a pick up area but no sidewalk to cross from south to the front door of Aldi.	4/20/2025 8:57 PM
20	Broken uneven sidewalks.	4/18/2025 4:30 PM
21	My daughter has physical and cognitive disability and has difficulty traversing the sidewalk due to broken and cracked sidewalk	4/5/2025 8:36 AM
22	When I have traveled with a person with a disability, uneven sidewalks have posed a problem. The curbs and uneven sidewalks also pose a problem for those with children (mine are now grown) in strollers.	4/2/2025 7:25 AM
23	Some uneven parts in the sidewalk. Also on 31st, steep grade in sidewalk.	3/28/2025 8:51 PM
24	I'm not sure who does it, but I appreciate the bright spray paint on the uneven sidewalk surfaces due to ground conditions.	3/20/2025 11:36 PM
25	Broken sidewalks, uneven sidewalks that collect water/ice	3/14/2025 12:35 PM
26	I don’t know how anyone can get by on a wheelchair when people park on the sidewalks instead of in their garage. It’s very selfish and the village should do something about it.	3/14/2025 12:33 PM
27	Get this done before Trump takes away funding	3/7/2025 10:14 PM
28	Uneven squares and broken squares. Also rough surface on old squares of sidewalk.	3/7/2025 4:49 PM
29	We have struggled with a stroller when people park blocking the sidewalk.	3/5/2025 9:26 AM
30	Homestead/Sherwood intersection. 31st Street business district. La Grange Road(eastside) from Oak St to Plymouth Place.	3/4/2025 5:47 PM
31	While my family doesn’t have mobility issues or use mobility devices, we do often use a stroller. In the immediate neighborhood (robinhood), I often struggle to clear uneven parts of sidewalk in the middle and at curbs.	2/28/2025 5:24 PM
32	Same as above	2/28/2025 4:12 PM
33	Only the lack of a retaining wall as described in question 17, above.	2/24/2025 11:28 PM
34	Just as noted above. My daughter's needs are not limiting her ability to walk, but she relies upon a stroller for other developmental reasons) so we run into these issues at times as we walk around the neighborhood.	2/24/2025 2:29 PM
35	The crosswalk at Ogden and the rail crossing is not always clearly regulated for the pedestrian crossing north and especially south	2/24/2025 1:58 PM
36	NA	2/22/2025 12:27 PM
37	Na. We’re just old	2/22/2025 9:25 AM
38	No curb cutout on the corner of Homestead and Sherwood on the Homestead Apt side. Traversing Homestead Road near the Homestead Market. Crossing La Grange Road at Oak Street. Crossing La Grange Road at Homestead. Crossing 31st at Homestead	2/21/2025 1:37 PM

Exhibit 5C

Steering Committee Meeting Minutes

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: December 2, 2024 **OA Project #:** 223030.002
Time: 5:00PM
Location: Virtual
Project: Village of La Grange Park ADA Transition Plan
Subject: Kick-off of Steering Committee
Attendees: Maggie Jarr – Village of La Grange Park
Rick Radde – Village of La Grange Park
John Jandak – Village of La Grange Park
Stephen Ostrander – CMAP
Matt Corso – Steering Committee Member – SEA-SPAR
Katie Beyer – Steering Committee Member – High school senior – member of La Grange Park Youth Commission
Kenyon Duner – Steering Committee Member – Forest Preserves of Cook County
Emily Crohn – Steering Committee Member – Assistant Director of Special Education at District 102
Alexandria (Alex) Zuck – Steering Committee Member – Community member and board member of Community Park District of La Grange Park
David Bryant – Steering Committee Member – Community member and resident of Plymouth Place
Travis Helmkamp – Oates Associates
Mike Busch – Oates Associates

Discussion:
The Village of La Grange Park, CMAP, and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

The following items were discussed:

- Overview of the project
  - Goals of the ADA Transition Plan
    - Inventory existing pedestrian facilities along streets and roadways
    - Establish a prioritization system to help guide future improvements
    - Assign value to features that do not meet ADA standards
      - Are there barriers to access that have a greater impact on traveling around the village?
    - Assign greater value to more significant obstructions
    - Prioritize routes used by the public near community assets (pedestrian traffic generators)
      - Examples of pedestrian traffic generators
        - Schools

        - **Emily will provide Oates with contact information for Tonisha Sibley with the district. She can provide additional information about how students access the bus service.**
    - Parks
        - **In addition to park district facilities the park district regularly utilizes other spaces for park programs.**
    - Transit stops
        - **Bus stops and transit stops around La Grange Park**
    - Local Government offices
    - Library
    - Commercial districts
    - What pedestrian traffic generators are we missing?
        - **Village Field Club**
- Plan future improvements throughout the village

- Public engagement survey
    - Review questions
        - **The draft survey was reviewed, and the following modifications will be made:**
            - **Questions #3 and #4 – Language was revised, and further explanation will be added for difficulty walking to include walkers, canes, and other mobility devices.**
            - **Question #9 – Language was revised to reference paratransit**
            - **Question #12 – The question will be re-written to clarify that any park, government building, commercial property, or any other location that generates pedestrian traffic can be provided as an answer.**
            - **Question #15 and #16 – Village staff will take additional photographs to provide better examples of barriers to access.**
        - **When developing the online survey clarity will be provided to alert survey takers that 1 is always the most important barrier and the highest number is always the least important barrier. This will be provided at all questions where ranking is required.**
        - **Age and the impact of aging will be considered in the prioritization process.**
    - Timing of rollout
        - **With the upcoming holiday season, the public engagement survey will be rolled out after the first of the year.**
        - **The public engagement survey will be hosted on survey monkey and hard copies and flash drives will be available for use. Oates will also be available to fill out surveys via phone if desired.**
    - Strategies to maximize outreach
        - **Oates will develop a QR code and flyers for distribution.**
        - **Oates will provide draft emails to steering committee members for distribution to their constituents and students.**
        - **Oates will develop social media posts related to the survey for everyone's use.**
    - Location of hard copies

  - **Hard copies will be available at Village Hall, Park District Recreation Center, and Plymouth Place.**
  - **Oates will coordinate with the library and YMCA to provide hard copies.**
  - **The village will reach out to the chamber of commerce to distribute copies of the survey. Participation of rehab facilities will be investigated further.**
  - **Oates will coordinate with all partners to develop a methodology of accepting hard copies.**

- Open discussion on accessibility throughout the village
  - **Weather (e.g., snow and rain) can have a significant impact on the usability of sidewalks and curb ramps. This should be considered during the planning phase.**
  - **There is some uncertainty of sidewalk ownership, public vs. private sidewalks, at various locations throughout the village, specifically at Plymouth Place.**
  - **High priorities for Plymouth Place residents include access to public spaces as well as shopping and grocery stores.**
  - **Railroad crossings are a concern. The village will be coordinating with the railroad as part of a planned 31st Street Corridor project and other railroad crossings in the village will be discussed at that time.**

- Future meetings
  - **The next meeting is tentatively planned for February 2025 where we will go over preliminary survey results and preliminary findings from the review of village pedestrian facilities.**
  - **One of the future meetings will be held in person to review prioritization.**
  - **It is understood that not everyone will be able to make future meetings. Meeting minutes will be sent out to steering committee members and Oates is always available for follow-up discussions.**

Recorded by: Travis Helmkamp – Oates Associates

Follow up Actions:

- Matt Corso will provide a list of disabilities from a previous survey completed by SEA-SPAR.
- Oates will provide a revised copy of the survey to village staff for review and comment. Final copies will be sent out to the steering committee prior to public roll-out.

Attachments: Draft public engagement survey

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: April 1, 2025 **OA Project #:** 223030.002
Time: 12:00 PM
Location: Virtual
Project: Village of La Grange Park ADA Transition Plan
Subject: Steering Committee Meeting #2
Attendees: Maggie Jarr – Village of La Grange Park
Stephen Ostrander – CMAP
John Jandak – Village of La Grange Park
Rick Kuner – Steering Committee Member – Community member
Matt Corso – Steering Committee Member – SEA-SPAR
Kenyon Duner – Steering Committee Member – Forest Preserves of Cook County
Alexandria (Alex) Zuck – Steering Committee Member – Community member
Jessica Cannaday – Community Park District of La Grange Park
Nafia Khan – Progress CIL
Travis Helmkamp – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:
The Village of La Grange Park, CMAP, and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

The following items were discussed:

- Status Update
  - Public engagement survey has been rolled out
    - **There have been 72 responses so far**
    - **It is currently planned to be open until mid-to-late May**
    - **Village, SEA-SPAR, and the park district will resend out to the survey information**
  - Data collection has been completed
    - **Oates is performing minor clean-up this week, but data is 99% collected**
  - Draft pedestrian generators
    - **Draft pedestrian generators have been created. Oates will coordinate with the steering committee to confirm generators (follow-up email)**

- Interim public engagement survey results
  - Review of results to date
    - **Oates will provide interim survey results with the steering committee (including in the email for meeting minutes)**
    - **The consensus among the public is that trip hazards are the biggest issue.**
    - **Sidewalks in poor condition is the second largest issue (which are often trip hazards)**
    - **The largest issue with curb ramps identified is standing water at the curb ramps**
  - **Strategy to increase involvement**
    - **Additional ways to share survey**
      - **The park district will re-send the survey out to consumers**
    - **Upcoming community events**
    - **Oates will provide postcards to the Village, Park District, and Forest Reserve to hand out at upcoming events**
    - **Oates and CMAP will coordinate where it makes sense to have a physical presence at events**
      - **Egg Hunts 11th and 12th of April**
      - **Earth Day Open House event**
      - **Public meeting at the library on April 23rd to discuss La Grange Road**
      - **Public picnics at the parks on May 20th and 23rd**
      - **Possum Hollow Stewardship Days (semi-weekly)**
      - **Salt Creek Watershed cleanup at the end of April**

- Draft data collection results
  - **Review of draft sidewalk and curb ramp assessment**
    - A brief overview of how to weigh scores will be decided with discussion to follow
    - Data is still in the early stages of being processed

- Draft pedestrian generators
  - **Oates showed the steering committee how the pedestrian generators are mapped**
  - **Based on survey results the largest response is the Jewel-Osco grocery store**
  - What are we missing?
    - **We do not yet have a good sense of where, specifically in the village, people with disabilities live**
    - **UCP Seguin has properties near Scottdale & Stonehenge and at Community & 30th**
  - Are any of these higher priorities?
    - **The area around Jewel-Osco also contains several other businesses, Memorial Park, and the library.**
    - **There does not appear to be any school that receives a heavier amount of pedestrian traffic than the others.**
  - Discussion on routes to generators.
    - **The largest barrier based on community engagement thus far is La Grange Road, which is an issue the city is trying to address currently (upcoming meeting on April 23rd)**

- Open discussion on accessibility throughout the village
  - **Nafia shared her belief that selecting the correct language is critical to this process**
  - **One example she gave is that "non-disabled" should be used rather than "able bodied"**
  - **If anyone on the steering committee feels that the meetings are not discussing or the project is not addressing specific concerns a committee member may have please let us know.**

- Future meetings
  - **Next meeting in late April to review prioritized routes**

Recorded by: Chris Zimmermann – Oates Associates

Follow up Actions:

- Oates will provide interim survey results
  Oates will provide hard copies of post cards to the village, park district, and Forest Preserve at upcoming meetings
  Oates and CMAP will coordinate with the village on upcoming community events to increase participation
  Oates will send out a poll to identify the best time for the next steering committee meeting (most likely the end of April)

Attachments:

Meeting Minutes

Date: May 15th, 2025 **OA Project #:** 223030.002
Time: 12:00 PM
Location: Virtual
Project: Village of La Grange Park ADA Transition Plan
Subject: Steering Committee Meeting #2
Attendees: Maggie Jarr – Village of La Grange Park
Stephen Ostrander – CMAP
Rick Kuner – Steering Committee Member – Community member
Matt Corso – Steering Committee Member – SEA-SPAR
Kenyon Duner – Steering Committee Member – Forest Preserves of Cook County
Jessica Cannaday – Steering Committee Member – Community Park District of La Grange Park
Bill Witowski – Steering Committee Member – Community Member
Emily Crohn – Steering Committee Member – Community Member
Nafia Khan – Steering Committee Member – Progress CIL
Karen Geldert – Oates Associates
Travis Helmkamp – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:
The Village of La Grange Park, CMAP, and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

The following items were discussed:

- Status Update
  - Public engagement survey has been rolled out
    - **We currently have received 89 responses**
    - **We ask that everyone reshare the survey and do another round of a public engagement push to get more feedback**
    - **It will be publicly stated that the survey will close June 15th, however we will likely keep it open for longer**
    - **The post cards sent to the village, community park district, and forest preserve arrived and additional copies are not needed at the moment**
  - Data collections has been completed
  - Pedestrian generators have been revised
  - Draft prioritization has been developed
- Revised pedestrian generators
  - Review pedestrian generators based on steering committee feedback

        - **The pedestrian crossing of the BNSF railway on Jackson Ave was discussed**
            - **It tends to be very busy during the times surrounding arrival and dismissal at the Forest Road school**
            - **It is otherwise locked and blocked from access by the stationed crossing guard**
            - **When the weather is nice, children who ride their bikes to school will also use the crossing**
        - **A new crossing for La Grange Road is in the preliminary study phase but is not yet officially proposed.**
        - **The expansion of the Community Park District rec center is planned**
        - **Forest Preserve pedestrian access points will be added to the prioritization**
        - **Additional access points to the forest preserve are not planned in the immediate future**
        - **For school arrival/dismissal times, teachers and parents act as crossing guards near the schools while the village provides guards at locations further away from the schools. The village will get back to Oates on the location of these crossing guards**
- Draft prioritization
    - Review of the prioritization map
        - Thoughts based on first look
    - Discuss impact of priorities
    - Potential modification to priorities
    - Discuss functionality of prioritization map
        - Does this provide a clear vision?
- Draft data collections results
    - Review of draft sidewalk and curb ramp assessment
        - **Barnsdale Rd between 26th and 31st stands out as a priority due to its narrowness**
            - **The parks district shared that people have expressed their discomfort with using it and believe it should be a priority**
        - **Mr. Witowski shared that vertical displacements in sidewalks create a significant barrier for his son and believes that fixing those should be a high priority**
            - **Mr. Witowski will share with the village and project team challenges faced as he comes across them**
        - **Yena Park has an ongoing construction project that will add sidewalk around the park**
- Open discussion on accessibility throughout the village
    - **The safety of the sidewalk on LaGrange Rd continues to be an issue**
    - **Driveways feed onto LaGrange Rd and create a safety concern**
    - **Children playing in Memorial Park often wind up in the street, causing safety issues**
    - **The lengths of crossing phases at traffic signals need to be considered**
- Future meetings
    - Next meeting in mid-June to review draft final priorities
    - **We will do a full community event for a roll-out of the plan when it is completed**
    - **There are a few opportunities coming up for community engagement**
        - **The first concert in the park will be in June**

- **The parks will be hosting Pre-School picnics, will bring many parents with small children still in stroller to discuss sidewalks**
- **The State of the Village event is on May 22; we will do a small amount of community outreach for that.**

Recorded by: Chris Zimmermann – Oates Associates

Follow up Actions:

- **Oates will send out an email with public engagement materials to the steering committee members**
- **Oates will send images for social media posts to the school districts**
- **Oates will send an email showing the visual elements of today's meeting to and Mr. Kuner**
- **Oates will coordination with Mr. Witowski as he provides feedback on challenges faced**
- **Oates can develop sample maps of different prioritization strategies and send them to committee members if anyone is ever interested**
- **The village will share crossing guard locations with Oates**

Attachments:

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: September 11th, 2025 **OA Project #:** 223030.002
Time: 12:00 PM
Location: Virtual
Project: Village of La Grange Park ADA Transition Plan
Subject: Steering Committee Meeting #4
Attendees: Maggie Jarr – Village of La Grange Park
John Jandak – Village of La Grange Park
Stephen Ostrander – CMAP
Alex Zuck – Steering Committee Member – Community member
Matt Corso – Steering Committee Member – SEA-SPAR
Kenyon Duner – Steering Committee Member – Forest Preserves of Cook County
Jessica Cannaday – Steering Committee Member – Community Park District of La Grange Park
Bill Witowski – Steering Committee Member – Community Member
Travis Helmkamp – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:
The Village of La Grange Park, CMAP, and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

The following items were discussed:

- Review findings and draft priorities
  - **The highest priority area was the area in the south of the village near Aldi**
  - **The crossing at LaGrange road is a high priority**
  - **Along 31st street near Barnsdale Rd to access schools and parks**
  - **Further clarifications were discussed**
    - **The forest preserve access to the north of 26th street is not identified as a priority location currently, however due to public feedback we will want to find a way to emphasize its importance**
    - **The streets surrounding the smaller neighborhood parks in the north of the village are also marked as a lower priority than may be warranted**
    - **31st St between the railroad tracks and Kemman Ave has seen a growth of businesses that generate foot traffic in recent years and should also be prioritized**
    - **The village is planning on two "Stripe and Post" intersection safety improvements on Homestead Rd, one at Sherwood Rd and the**

other at Harding Ave. The areas around this will need to be prioritized to compliment the village's plan

- **The areas that scored as high priority on the condition rating were discussed**
  - **Barnsdale Rd north of Jackson scored the highest in the village due to how narrow it is**
  - **One finding was that the intersection of Homestead and Sherwood needed crosswalks, which is already a part of the village's plans**
- **A demonstration on how the data will be given to the village was given**
- **A finding was that there was a significant sidewalk gap in Yena Park, however the Parks Department is currently planning on addressing that so it will not be a part of our recommendations.**
- **The crosswalk on 31st St near Edgewood Ave was mentioned several times in public surveys, however that is a crossing maintained by IDOT and outside the scope of this project.**

- Next steps
  - Presentation to the Board of Trustees
  - Public comment period – 30 days
  - Final Board of Trustees Approval – following 30 day public comment period

- Open discussion on accessibility throughout the village
  - **The Parks Department recently purchased the former YMCA at 31st and Newberry and have completed their own ADA assessment of the facility**
  - **The forest preserve currently does not have any new projects planned that will impact the village's connections to the preserve**
  - **Jewel-Osco recently reconfigured their entrance/exit onto Oak Ave and that location will need to be reassessed. Curb ramps on the western leg of the intersection at Oak Avenue was removed.**

- Future meetings
  - Meeting in October to discuss community feedback and final comments

Recorded by: Chris Zimmermann – Oates Associates

Follow up Actions:

- Increased prioritization of pedestrian access to Forest Preserves
- 31st Street between Kemman and Barnsdale was at the far upper end of 2nd Tier prioritization. Gradation was adjusted one point to reflect 31st Street as a priority.

Attachments: Revised prioritization map

Exhibit 5D

In-Person Interview Summary

OATES ASSOCIATES

Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

St. Charles
820 South Main, Suite 309
St. Charles, MO 63301
636.493.6277

MEMORANDUM

Date: 05/22/2025 **Project #:** 223030.002
Time:

To: Stephen Ostrander, CMAP; Maggie Jarr, Village of La Grange Park
From: Travis Helmkamp
Subject: Findings from in-person interviews

As part of the development of the ADA Transition Plan for Public Sidewalks, in-person interviews were sought to provide a citizen's perspective of the quality of existing sidewalks as well as to identify locations that may require sidewalk connections to increase accessibility throughout the city. These interviews were held with 10 different individuals, but their identities and comments by a particular individual will be kept confidential.

Generally, the interviews were similar in that the people were asked variations of the following questions:

1. **Where do you walk?**
2. **What issues have you noticed?**
3. **Have you ever contacted City staff?**
4. **If yes, how was the responsiveness?**
5. **Where do you notice heavy pedestrian traffic?**
6. **Any suggestions for improvements?**

Item 1/Item 5: Generally, the interviewees walked where generators were predicted to be: around schools, parks, in their neighborhoods. Specific locations mentioned were Harding & Homestead, 31st & , Barnsdale, 31st & Forest, The Village Market, Manheim, La Grange Park Rd, 31st between Harrison and Raymond, play ground at Brook Park Elementary, Brainard Rd, Maple & 30th (Bill's Place), Maple & 31st, Ice cream shop, 31st Street restaurants, Yena Park, Robinhood, Monroe, Memorial Park, rec center/pre-school on Barnsdale, 31st & Newberry, La Grange Rd.

Item 2: Issues discussed were lack of ped access at the community health center, corner where Jewel is needs better sight distance, Village Market has steep slope which makes it difficult for wheelchair users, Manheim and Barnsdale both dangerous for pedestrians, the sidewalk gap on 26th Street and Maple Street (La Grange Park side), speed and volume along 31st Street affects pedestrians crossing to restaurants, sight distance for pedestrians along La Grange Road.

Item 3/Item 4: Most of the interviewees had not reached out to the city for specific issues, although the few that did said that it was a pleasant experience and that they were responsive.

Item 6; The interviewees had several suggestions such as improve pedestrian access near the Jewel, Village Market, Aldi area (steep, narrow existing sidewalks), improve access to the Forest Preserve, prioritize Barnsdale for sidewalks, and restrict turning movements to increase vehicular safety and have less conflict for pedestrians.

Exhibit 5E

Public Review and Comment Feedback

La Grange Park's Plan for Accessible Streets and Sidewalks

Engage with CMAP

Public comments on La Grange Park's Plan for Accessible Streets and Sidewalks

Thank you for taking the time to review and provide feedback on the draft priorities shown. You can review project materials which are linked at the top right of this page. Please use this survey form to provide feedback to the project team.

Do you have feedback on how the village should prioritize ADA improvements?

Do you want to share anything else with the project team about accessibility throughout the village?

Public comments on La Grange Park's Plan for Accessible Streets and Sidewalks

SURVEY RESPONSE REPORT
16 October 2019 - 18 November 2025

PROJECT NAME:
La Grange Park's Plan for Accessible Streets and Sidewalks

GRANICUS

SURVEY QUESTIONS

Q1 Do you have feedback on how the village should prioritize ADA improvements?

Anonymous
10/20/2025 07:51 AM

There are some Enforcement must be prioritized equally with infrastructure. Sidewalk access is routinely blocked by illegal parking, violating ADA intent and endangering mobility-limited residents. Failing to enforce these laws undermines ADA compliance

Optional question (1 response(s), 2 skipped)
Question type: Single Line Question

Q2 Do you want to share anything else with the project team about accessibility throughout the village?

Anonymous
10/17/2025 06:10 PM

There are some uneven squares on the 1000 block of forest road that could benefit from being ground down to make the easier to walk on. The is a stretch of road that is heavily traveled by kids walking to Forest Road school.

Anonymous
10/20/2025 07:51 AM

Accessibility is meaningless without consistent enforcement. Chronic sidewalk obstruction by parked vehicles effectively denies access to residents with disabilities, strollers, or mobility aids—an ongoing ADA compliance failure the village must address.

Anonymous
11/01/2025 02:17 PM

Crosswalk at harding and homestead has no light which makes it hard for cars to see people cross. Street light is on opposite side of crosswalk. Watched a lot of people almost get hit on halloween

Optional question (3 response(s), 0 skipped)
Question type: Single Line Question

Exhibit 6

Transition Plan Audit Checklist

ATTACHMENT TWO: Transition Plan Audit Checklist

The following items must be addressed/included in ADA Self-Evaluation and Transition Plan Projects

	Questions
General Information	
1	Entity Name Village of La Grange Park
2	State Illinois
3	Date of the most recent plan/update September 2025
4	First plan or revision First Plan
5	Years of previous plans n/a
6	Was the transition plan done by a consultant? (consultant company logo/name appears on the document or is described) Yes; company name and logo appear on document
Public Participation Opportunities	
7	Is the transition plan available for public inspection? Yes
8	Is the transition plan available on the agency's website? Yes
9	What was the webpage URL To be determined
10	If not available on website, how was the plan acquired? To be determined
11	Is the website where the transition plan was found accessible to individuals with vision impairments? To be determined
12	Is the transition plan document itself accessible? See: https://helpx.adobe.com/acrobat/using/create-verify-pdf-accessibility.html Yes
13	Were multiple outreach methods used to engage the public as part of the transition planning process? Multiple would be different types of methods (facebook and twitter is one type (social media). NOTE- website can be outreach method, but if used to tell people about the process, not just putting final plan on the website Yes, see Chapter 3, Public Outreach, for the effort put forth.
14	Were targeted methods used to engage people with disability to become involved in the transition planning process? Note - if there was involvement in TP, may be able to infer public outreach Yes
15	Which outreach methods were used? Website, flyers, survey, steering committee, community events
16	Were people with disabilities and other interested individuals and organizations provided an opportunity to review and comment on the transition plan? To be completed prior to completion
17	How were people with disabilities and other interested individuals and organizations involved? (See Ch 3)
Inventory	
18	Was an inventory of PROW completed? Yes
19	Was a description of the inventory procedures included? Yes
20	What kind of sampling was used for the inventory? (How much of the community (city, county etc.) was assessed?) NOTE - may be useful to check maps All PROW was inventoried within the city limits
21	Did the inventory assess whether pedestrian facilities were present (curb-cut is present or not)? Yes
22	Did the inventory assess the compliance of pedestrian facilities that were present using ADA guidelines for PROW? Yes
23	How was compliance of pedestrian facilities assessed? (Mark all that were described) based on PRO WAG
24	Which pedestrian facilities were assessed as part of the inventory and transition plan? all facilities on PROW

25	Does the transition plan list the physical barriers that limit the accessibility of services to individuals with disabilities? (results of the evaluation) Yes
26	Which features of the PROW does it list? Sidewalks, curb ramps, cross-walks, traffic signals etc.
27	**Sidewalk** barriers Yes
28	**Curb Ramp** barriers Yes
29	**Cross-walk** barriers (NOTE: May be same as Intersections) Yes
30	**Traffic Signal** barriers (NOTE: may be called pedestrian signals Yes
31	**Other** barriers (if any other's listed - driveways, parking etc.) Yes
Methods and Schedule	
32	Does the plan include a description of the methods to be used to remove PROW barriers and make the facility accessible? It includes priorities for projects that would remove barriers, yes.
33	Does the plan include a schedule of improvements to upgrade accessibility following the plan for each year of the transition period? Yes
34	Does the plan include a schedule for other areas of the PROW beyond curbcuts, such as sidewalks, crosswalks, pedestrian signals? Yes
35	For which areas of the PROW is there a schedule? Where the data showed there is the greatest need
36	Are dates attached to each barrier removal? (note - If any description or table with dates of barrier removal mark yes) There are dates attached to projects that will remove barriers in a specified area.
37	Until what year is barrier removal planned for? There are projects projected out 30 years +
38	Is a description of the prioritization for barrier removal present? Yes
39	What factors were used for prioritization? Several; refer to Ch 6 of the Plan where factors are identified.
40	Which factor were given the highest weight? See Appendix A
41	Were funding sources identified? Yes
42	Will barrier removal be integrated into regular PROW work? (i.e. Is it integrated into the annual budget for public works? Or the Capital Improvement Plan (CIP)) Yes
43	Which **potential** funding sources were identified? city budget, MPO STP & CMAQ , TAP, ITEP
44	Which **actual** funding sources were identified? (actual meaning they list a source that has been designated for barrier removal and funds allocated for it) To Be Determined
45	Is a separate pool of funds identified and set aside? To Be Determined
46	If included in the transition plan, what was the amount of the estimated construction cost for the improvements needed to the PROW? To Be Determined
Who will Implement?	
47	Does the transition plan name an official responsible for the plan's implementation? Yes
48	Is the official in a position of authority? (i.e. was it someone who can be held accountable? some examples are a department head, mayor, lead engineer etc.) The plan has been adopted by the city, so Mayor is responsible
49	What is the responsible official's department and title? Village Public Works Director
50	Was an ADA coordinator designated? Yes
51	Was the name and contact information of the ADA coordinator listed in the transition plan? Yes
Monitoring Progress	
52	Does the plan mention how monitoring of progress will take place, such as performance measures/regular reporting measures? For instance does the plan describe the the what, when, who will be involved. Monitoring is suggested, and the Public Works Director is responsible for performance/reporting measures.

53	How will monitoring take place? To Be Determined
54	Does the plan specify how often the plan will be updated (every two years, for example)? NOTE - updated may be different than reviewed. Revised schedule or inventory is considered an 'update' Every 5 years is recommended
55	How often the plan will be updated (every two years, for example)? Every 5 years is recommended
56	If there is a plan update, does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? N/A
57	How does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? To Be Determined
58	Does the plan explain how the LPA will address ongoing citizen requests for PROW improvements? (specifically non-grievances) A Grievance procedure has been implemented as part of the plan
59	Describe how the LPA will address ongoing citizen requests for PROW improvements To Be Determined
60	Does the plan explain how the public can become involved in ongoing PROW issues for planning, prioritization and policy decisions? (NOTE- beyond public comment period, more actively attempted to engage public) To Be Determined
61	Describe the ongoing public involvement opportunities? To Be Determined
Other	
62	Was a set of accessibility guidelines for pedestrian facilities adopted by the LPA? Yes
63	Which guidelines have they adopted? 2023 PROWAG and IDOT Highway Standards eff. Jan 1, 2025.
64	Is the guideline updated for the 2010 ADAAG or PROWAG? Yes - PROWAG
65	Is there any evidence the transition plan was put into operation by signature, ordinance or other means of adoption? Yes, the Plan was adopted and the resolution is an exhibit in the Plan.
66	Does the Transition Plan describe how the efforts and priorities listed will be incorporated into other pedestrian and transportation planning? Yes
67	If yes, how are the efforts and priorities listed incorporated into other pedestrian and transportation planning? Yes
68	Is the document a scan? No
69	Was the plan intended to assess facilities? No

Exhibit 7

Resolution for ADA Transition Plan Adoption

RESOLUTION NO. 25-76

**A RESOLUTION APPROVING
THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR PUBLIC SIDEWALKS
WITHIN THE VILLAGE OF LA GRANGE PARK**

WHEREAS, the Americans with Disabilities Act of 1990 ("ADA"), as amended, requires local governments to ensure equal participation in and equal benefit of public services, programs, or activities (42 U.S.C. § 12132); and

WHEREAS, the Village of La Grange Park (the "Village") is a public entity subject to the requirements of the ADA (42 U.S.C. § 12131); and

WHEREAS, the Village recognizes the importance of accessibility in its public right-of-ways; and

WHEREAS, since adoption of the ADA, the Village has adhered to the ADA requirements in its rehabilitation of public right-of-ways in conjunction with Capital Works Projects; and

WHEREAS, the Village, with planning technical assistance from the Chicago Metropolitan Agency for Planning, has developed the ADA Transition Plan for Public Sidewalks (the "ADA Transition Plan"), a copy of which is attached hereto as **Exhibit "1"** and made a part hereof; and

WHEREAS, the proposed ADA Transition Plan for Public Sidewalks was presented at the October 14, 2025 Village Board Work Session Meeting and made available for public comment on October 21, 2025; and

WHEREAS, at open public meetings held on October 14, 2025 and November 25, 2025, the Village President and Board of Trustees for the Village reviewed and discussed the ADA Transition Plan, and received input from the Village staff and provided an opportunity for public input on the ADA Transition Plan; and

WHEREAS, the Village President and Board of Trustees for the Village, a non-home rule Illinois municipal corporation, have the authority to approve this Resolution adopting the ADA Transition Plan pursuant to the statutory authority set forth in Article VII (Local Government), Section 7 (Counties And Municipalities Other Than Home Rule Units) and Section 10 (Intergovernmental Cooperation) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/) and the Illinois Municipal Code (65 ILCS 5/), and find that adopting the ADA Transition Plan is protective of the health, safety, and welfare of, and in the best interests of the Village, and its residents, property owners, local businesses, and the general public, so that the Village and its residents can achieve greater accessibility for individuals with disabilities and to ensure the Village's public right-of-ways and facilities are reviewed for compliance with ADA standards and guidelines, as such requirements may be published and amended.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LA GRANGE PARK, COOK COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: Incorporation. Each of the recitals in the Whereas paragraphs set forth above are incorporated into Section 1 of this Resolution.

SECTION 2: Approval and Adoption of the ADA Transition Plan and Subsequent Plan Review Process and Progress Reporting. The President and Board of Trustees of the Village of La Grange Park accept, approve, and adopt in its entirety the ADA Transition Plan for Public Sidewalks, a copy of which is incorporated as **Exhibit "1"** and attached to this Resolution, so that the Village and its residents can achieve greater accessibility for individuals with disabilities and to ensure that the Village's public right-of-ways and facilities are reviewed for compliance with ADA standards and guidelines, as such requirements may be published and amended. The Village will continue to participate in updating and revising the ADA Transition Plan on an annual basis. Designated Village staff will provide annual progress reports on the status of the ADA Transition Plan to the President and Board of Trustees.

SECTION 3: Authority to Execute Documents to Fulfill Village Obligations. The President and Board of Trustees of the Village also authorize and direct the Village President, the Village Clerk and the Village Manager, or their designees, to take all actions that are necessary to execute and deliver all other instruments and documents that are necessary to fulfill the Village's action steps under the ADA Transition Plan.

SECTION 4: Appropriation and Authorization of Expenditure of Village Funds. The President and Board of Trustees of the Village appropriate and authorize the expenditure of lawful, eligible, budgeted Village funds to pay all costs that are necessary to fulfill the Village's action steps under the ADA Transition Plan.

SECTION 5: ADA Transition Plan to Be Made Available. After approval of this Resolution by the Village Board and its execution by the Village President and Village Clerk, a copy of the ADA Transition Plan shall be made available for public inspection at the Village Hall, and public comments will be welcomed on an ongoing basis to be considered with each annual review.

SECTION 6: Execution. The Village President is authorized and directed to sign and the Village Clerk is authorized and directed to attest to this Resolution.

SECTION 7: Effective Date. This Resolution shall be in full force and effect from and after its passage and approval.

ADOPTED BY THE PRESIDENT AND THE BOARD OF TRUSTEES of the Village of La Grange Park, Cook County, Illinois pursuant to a roll call vote this 25th day of November 2025.

AYES: Lautner, Zaura, Koncel, Sheehan, Caputo, Diaferio
NAYES: 0
ABSENT: 0
ABSTAIN: 0

APPROVED by the Village President on this 25th day of November, 2025, and attested by the Village Clerk on the same date.

Dr. James L. Discipio, Village President

ATTEST:

Meghan M. Kooi, Village Clerk

APPROVED AS TO FORM BY: Village Attorney Michael T. Jurusik on November 25, 2025.

APPENDIX A

Appendix A.1

Definitions for Appendix

A.1 Definitions

The following list of definitions used throughout the entirety of this Appendix:

Accessible Pedestrian Signal (APS, or Audible Pedestrian Signal): A mounted device that communicated information to pedestrians in both visual and non-visual formats (i.e. audible tones and vibrotactile surfaces) related to the pedestrian walk interval.

Clear Width: The effective width of a sidewalk or curb ramp, the actual distance that a pedestrian must navigate around an obstacle, as opposed to the full width of a sidewalk or curb ramp section.

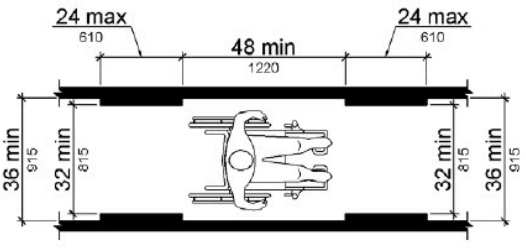


Figure 403.5.1
Clear Width of an Accessible Route

Condition: A subjective analysis of the usability of a sidewalk or curb ramp based on cracking, spalling, or other visual deficiencies.

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

Curb: A vertical or rolled transition that serves as a separation between the roadway or gutter and the sidewalk or green space.

Curb Line: A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or green space.



Curb Ramp: A short ramp cutting through a curb that provides access between the sidewalk and the adjacent roadway surface.

Curb Type: The transition provided between the roadway or gutter and the sidewalk or green space (e.g. greater than 4”, less than 4”, etc.)

Detectable Warning Panel: A tactile, raised, surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on the circulation path.

Diagonal Curb Ramp: A singular ramp that is diagonal to the pedestrian user’s path of travel as well as oncoming vehicular traffic.

Driveway: Pavement that provides access for a motorized vehicle to access a single parcel of private property.

Driveway Slope through Sidewalk: The cross slope of a sidewalk segment at a location where the driveway crosses the sidewalk.

Encroachment: An obstruction that limits the clear width of a sidewalk or curb ramp that can be removed through minimal work (e.g. parked vehicles, tree limbs, or bushes).

Fixed Obstruction: An obstruction that limits the clear width of a sidewalk or curb ramp that cannot be easily removed (e.g., drainage inlet, manhole, driveway slope, utility pole)


Fixed Obstruction

Flare Slope: The sloped sides of a perpendicular or parallel curb ramp where a pedestrian circulation path crosses the curb ramp.

Flush Transition: The transition between a curb ramp and either a landing at the top of a curb ramp or the gutter pan at the bottom of the curb ramp.

Grade Break: The intersection of two surfaces at different grades (slopes).

Green Space: The portion of the public right-of-way, usually grass, located between the sidewalk and the curb line or edge of roadway.

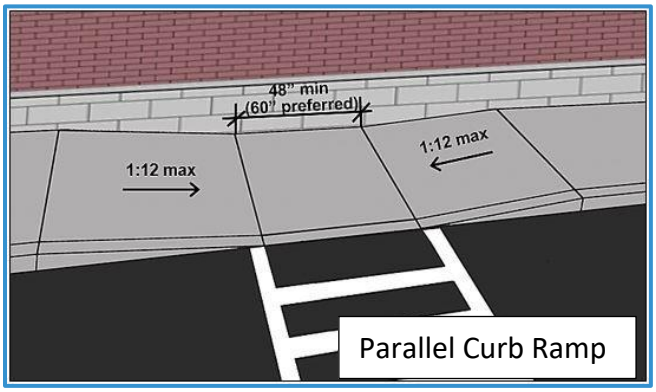
Impedance: A characteristic of a sidewalk or curb ramp that inhibits accessibility for pedestrian access.

Landing: The sidewalk panel located at the top of a curb ramp.

Landing Slope: The slope of the landing measured both directions, cross and running slope.

Obstruction: A permanent obstruction (e.g. utility pole or fire hydrant) that limits the clear width of a sidewalk or curb ramp.

Operating Force: The amount of force necessary to activate the pedestrian push button.



Parallel Curb Ramp

Parallel Curb Ramp: A system of two ramps that run parallel to existing curb lines to a lower landing that matches the elevation of the adjacent street.

Pedestrian Circulation Path: The predominant path that a pedestrian can be reasonably expected to utilize is to travel from one destination to another (e.g. sidewalk).

Pedestrian Push Button: Electronic buttons that signal that a pedestrian is at a crosswalk and activates the walk interval.

Pedestrian Signal: A traffic signal that alerts pedestrians that the walk interval is active.

Perpendicular Curb Ramp: A system of two ramps with the main slope perpendicular to the curb line that directs traffic perpendicular to vehicular traffic.

Public Rights-of-Way: Land or property that is owned by a public entity and usually is acquired or devoted to transportation and/or pedestrian purposes.

Ramp Type: The design of ramp used to connect the pedestrian circulation path to the adjacent roadway (e.g., perpendicular curb ramp, diagonal curb ramp, or parallel curb ramp.)

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

Sidewalk: Any pedestrian accommodation that is located between the curb line or edge of roadway and the adjacent property line.

Surface: The existing material the sidewalk is constructed of (e.g., concrete, asphalt, brick).

Technical Infeasibility: An alteration to an existing element that has little likelihood of being accomplished due to existing constraints that cannot be overcome without placing an undue burden on the Village.

Undue Burden: A requirement that can be achieved only at a significant difficulty or expense to the Village or other property owner.

Vertical Displacement: A vertical difference of greater than ¼" along the pedestrian circulation path that can result in a trip hazard.

Walk Interval: The phase of a pedestrian traffic signal during which a pedestrian begins crossing a roadway.


Vertical Displacement

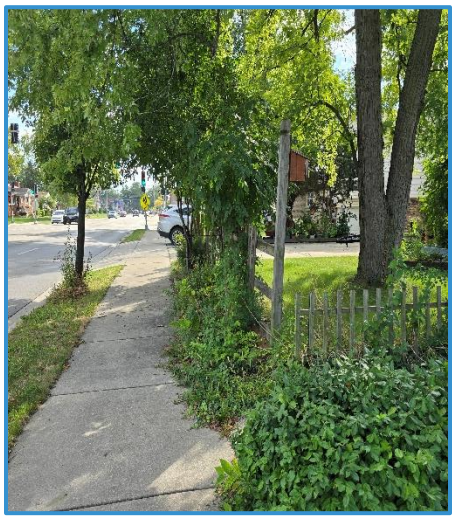
Appendix A.2

Data Collected

A.2 Data Collected

A.2.(a) Sidewalk

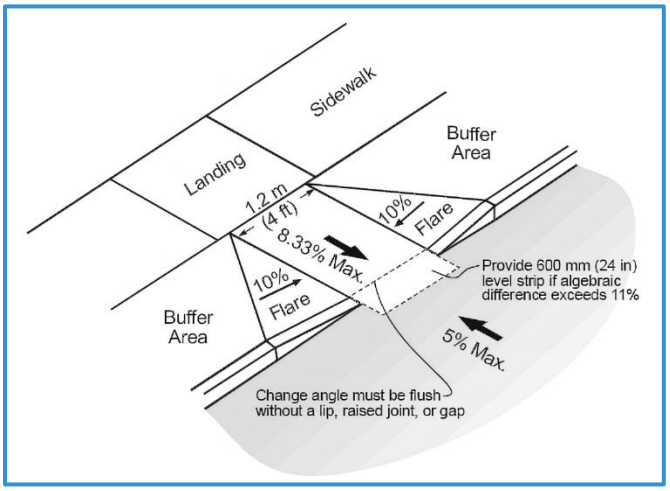
At each end of the sidewalk segment the following measurements and data were collected:



1. **Sidewalk Surface:** The type of surface present; including an option for no sidewalk present.
2. **Width of Sidewalk:** The width of the sidewalk measured perpendicularly to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the sidewalk is measured perpendicular to the direction of pedestrian travel.
4. **Running Slope:** The slope of the sidewalk parallel to the direction of pedestrian travel and whether the running slope varies from the running slope of the adjacent roadway.
5. **Fixed Obstruction:** Identify the type of obstruction (e.g. utility poles, inlets, sidewalk grating, or manholes).
6. **Vertical Displacement:** The abrupt grade changes between two adjacent sidewalk panels.
7. **Clear Width:** Indicates width at any fixed obstruction or encroachment that is less than 4 feet and limits the ability for a pedestrian to continue along the pedestrian route.

A.2.(b) Curb Ramps

The following measurements and data were recorded at each curb ramp:



1. **Type of Ramp:** The type of curb ramp present, including an option for no ramp present.
2. **Running Slope:** The slope of the curb ramp parallel to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the ramp perpendicular to the direction of pedestrian travel.
4. **Detectable Warning Panels**: The type of detectable warning panel present, including an option for no detectable warning panel. Where panels are present

it was noted whether the detectable warning panel met the minimum requirements, 2 foot minimum depth and covers the entirety of the width of the curb ramp.

5. **Ramp Width:** The width of the ramp at its narrowest location.
6. **Vertical Displacement:** Indicates the vertical displacement between the ramp and the landing or the ramp and the curb.
7. **Fixed Obstruction:** Permanent objects within the curb ramp that limits the curb ramp width to less than 4 feet (e.g., utility poles or manholes).

A.2.(c) Pedestrian Signals

The following measurements and data were recorded at each curb pedestrian traffic signal:



1. **Distance from curb line:** Horizontal distance pedestrian the pedestrian push button and the curb line.
2. **Pedestrian Push Button Height:** The height of the pedestrian push button from the adjacent sidewalk pavement to the center of the pedestrian push button.
3. **Pedestrian Detector:** Indicates the presence of pedestrian push button or some other method to activate the walk interval.
4. **Non-Visual Aids:** Indicates the presence of non-visual methods to alert pedestrians to a pedestrian push button or some other method to activate the walk interval.
5. **Clear Space Widths:** The width of the landing for the pedestrian push button.
6. **Clear Space Slopes:** The landing slope for the pedestrian push button in all directions.
7. **Distance from the Pedestrian Push Button to the Crosswalk:** The proximity of the pedestrian push button to the crosswalk that the pedestrian push button services.
8. **Pedestrian Push Button Proximity:** The proximity of the pedestrian push buttons to each other.
9. **Operating Force:** The amount of force necessary to activate the pedestrian push button.
10. **Countdown Signals:** The presence of countdown signals during the walk interval.
11. **Alternative Name Format:** Indicated the street to be crossed in an alternative format (e.g., braille or verbal)

A.2.(d) On-Street Parking

See **Appendix A.5, Block Specific Parking Analysis,** for data collected to determine accessibility requirements for on-street parking.

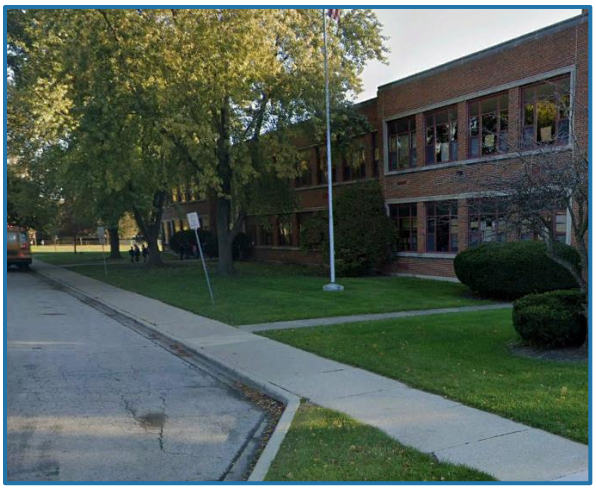
Appendix A.3

Activity Score

A.3 Activity Scores

The Plan included activity scores in the Activity Factor equation based on the proximity of sidewalk segments and curb ramps to pedestrian traffic generators. The Activity Factor prioritizes sidewalk segments and curb ramps located near areas likely to experience high volumes of pedestrian traffic.

A.3.(a) Schools



Accessible sidewalks and curb ramps not only provide safe routes for students who currently walk to school but also encourage more parents and students to choose walking as a mode of travel. Based on discussions with school officials, the project team found that every school in La Grange Park is used by pedestrians. To develop the prioritization map, the project team prioritized all schools equally. These schools include:

School Name	Address
Forest Road School	901 Forest Road, La Grange Park, IL 60526
Ogden Avenue School	501 Ogden Ave, La Grange, IL 60526
Park Jr. High School	325 N Park Rd, La Grange Park, IL 60526
Barnsdale Road School	920 Barnsdale Rd, La Grange Park, IL 60526
S.E. Gross Middle School	3524 Maple Ave, Brookfield, IL 60513
Brook Park Elementary School	124 Raymond Ave, La Grange Park, IL 60526

High schools and higher education included in this activity score are:

School Name	Address
Lyons Township High School District 204	100 S. Brainard Ave, La Grange, IL 60525

Private schools added for calculating activity scores are:

School Name	Address
Nazareth Academy	1209 Ogden Ave, La Grange Park, IL 60526
St. Francis Xavier Catholic School	145 N Waiola Ave, La Grange, IL 60525

This activity score is assigned based on a radial distance to these destinations.

Proximity to Schools	Point Value
< 1/10 mile	10
1/10 mile -¼ mile	5
¼ mile - ½ mile	3
> ½ mile	0

Table A3a: School Activity Score

A.3.(b) Parks

The Village of La Grange Park has numerous parks and other recreational facilities. These parks offer a variety of amenities such as playgrounds, sports fields, walking paths, and open green spaces, contributing to pedestrian activity throughout the village. The following parks were included in the activity score:



Park Name	Address
Gordon Park	150 Linden Ave, La Grange, IL 620525
Memorial Park	132 W Oak Ave, La Grange Park, IL 60526
Stone and Monroe Park	734 N Waiola Ave, La Grange Park, IL 60526
Robinhood Park	1121 E 31st St, La Grange Park, IL 60526
Hanesworth Park	Barnsdale Road and 26th Street, La Grange Park, IL 60526
Beach/Oak Park	Beach Avenue and East Oak Avenue, La Grange Park, IL 60526
William G. Yena Park	Raymond Avenue and 29th Street, La Grange Park, IL 60526
Northeast Park	114 39th Street, Western Spring, IL 60558

Candy Cane Park	9116 29th St, Brookfield, IL 60513
1150 Meadowcrest Rd Park	1150 Meadowcrest Rd, La Grange Park, IL 60526
The Community Park District of La Grange Park	1501 Barnsdale Road, La Grange Park, IL 60526
Village Field Club	1651 Forest Rd, La Grange Park, IL 60526

Forest Preserves included in this activity score:

Park Name	**Address**
Brezina Woods	N La Grange Rd, La Grange Park, IL 60154
Twenty-Sixth Street Woods	26th St, La Grange Park, IL 60526
Possum Hollow Woods	W 31st St, west of S La Grange Rd, Cook County, IL 60526
La Grange Park Woods	W 31st St, west of S La Grange Rd La Grange Park, IL 60526
Salt Creek Woods Nature Preserve	Wolf Road and South 31st Street, Westchester, IL 60154

This activity score is assigned based on the radial distance to these properties.

Proximity to Parks	**Point Value**
< 1/10 mile	10
1/10 mile -¼ mile	5
¼ mile - ½ mile	3
> ½ mile	0

Table A3b: Parks Activity Score

A.3.(c) Government Buildings



Government buildings deliver critical services to Village residents and businesses. Government buildings serving La Grange Park residents include facilities operated by the Village as well as state and federal government offices. These buildings provide essential services to the community. The ADA highlights the importance of "walkways serving local government offices and facilities," recognizing government buildings as a vital part of the civic experience. The project team assigned the activity score based on the radial distance to government buildings. The following buildings contributed to the score:

Building	Address
Village Hall	447 N Catherine Ave, La Grange Park, IL 60526
La Grange Park Public Library	555 N La Grange Rd, La Grange Park, IL 60526
Fire Station 2	1010 E 31st Street, La Grange Park, IL 60526
United States Postal Service	701 E 31st St, La Grange Park, IL 60526

This activity score is assigned based on the radial distance around the government building.

Proximity to Government Buildings	Point Value
< 1/10 mile	10
1/10 mile -¼ mile	5
¼ mile - ½ mile	3
> ½ mile	0

Table A3c: Government Building Activity Score

A.3.(d) Bus Stops (Pace)

The Regional Transportation Authority operates a bus route that offers dependable, accessible transportation throughout La Grange Park and nearby areas. This service is especially valuable to elderly residents and individuals with disabilities who rely on the bus system to commute to work and participate actively in the community. We based the activity score on the proximity to these bus stops. You can view the bus routes at https://www.pacebus.com/routes-schedules-and-maps.

Proximity to Pace Bus Stops	Point Value
Along bus route	10
Along bus route – 1/4 mile	5
> 1/4 mile	0

Table A3d: Bus Stop Activity Score

A.3.(e) Rail Stops (Metra)

The Regional Transportation Authority operates a rail system that offers dependable, accessible transportation throughout La Grange Park and nearby areas. This service is especially important to elderly residents and individuals with disabilities who rely on the rail system to commute to work and participate actively in the community. We based the activity score on the proximity to these rail stops. You can view the rail routes at RTA How to Ride Guide.

Station Name	Location
LaGrange Road Train Station	25 W Burlington Ave, La Grange, IL 60525

Proximity to MetroLink Stops	Point Value
< ¼ mile	5
¼ mile – ½ mile	3
> ½ mile	0

Table A3e: Rail Stop Activity Score

A.3.(f) Commercial Districts

Commercial districts in La Grange Park include areas with employment and retail centers. Employment centers may consist of clusters of businesses or significant standalone entities. Removing physical barriers to these traffic generators ensures that all residents can fully participate in civic life. The following locations serve as key traffic generators in the Village of La Grange Park:

Development Name	Location
Village Market	Homestead and US 45
Jewel-Osco	507 E Woodlawn Avenue
31st Street Corridor	Homestead to Kemman along 31st Street

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to Commercial Districts	Point Value
Adjacent to commercial properties	10
Adjacent to commercial properties - 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3f: Commercial Districts Activity Score

A.3.(g) Traffic Signals

Traffic signals mark key locations along busy roadway corridors in La Grange Park, providing safe, dedicated crossings for pedestrians. These signals play a vital role in improving accessibility and safety, especially near high-traffic intersections. The traffic signals within the Village of La Grange Park are:

Crossing Locations
Mayfair Ave & 31st St
N La Grange Rd & W 31st St
Forest Rd & E 31st St
Kemman Ave & E 31st St
N Maple Ave & W 31st St
N Maple Ave & 30th St
N La Grange Rd & W Harding Ave
N La Grange Rd & Homestead Rd
Gilbert Ave & W Ogden Ave
N Brainard Ave & W Ogden Ave
N Waiola Ave & W Ogden Ave
N Kensington Ave & W Ogden Ave
N La Grange Rd & W Ogden Ave

Proximity to Traffic Signals	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3g: Traffic Signals Activity Score

A.3.(h) High Density Housing

High-density housing in La Grange Park includes large apartment complexes and senior living facilities, where many residents live in proximity. These areas often house older adults, who experience a higher incidence of disabilities as they age. Seniors who travel by foot are especially vulnerable to tripping hazards and other impediments. We factored proximity to these housing locations into the activity score. The high-density housing locations in La Grange Park include:

Name	Address
Ascension Living	1571 Ogden Avenue, La Grange, IL 60525
Forest Glen Apartments	1639 Forest Road, La Grange, IL 60525
Plymouth Place	315 La Grange Road, La Grange, IL 60525

Uptown La Grange	31 E Ogden Avenue, La Grange, IL 60525
Homestead Apartments	443 Sherwood Road, La Grange, IL 60525

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to High Density Housing	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3h: High Density Housing Activity Score

A.3.(i) Crossing Guards

As part of a broader initiative to encourage students to walk to and from school, the Village of La Grange Park positions crossing guards at critical intersections. These guards are present during school arrival and dismissal times and play a key role in promoting pedestrian activity and safety. The La Grange Park Police Department manages the program, employing eight permanent and substitute crossing guards throughout the Village. Crossing guards are stationed at intersections near schools and along high-traffic routes to ensure safe passage for students. Crossing guards are posted in the village at:

Crossing Locations
N Maple Ave & 30th St
N Maple Ave & 31st St
West of Raymond Ave & 31st St
Forest Rd & Garfield Ave
Forest Rd & E Jackson Ave
Barnsdale Rd & Garfield Ave
Barnsdale Rd & E Jackson Ave
Railroad Tracks & E Jackson Ave
N Park Road & Richmond Ave
N Brainard Ave & W Ogden Ave
South of N Waiola Ave & Brewster Ave
N Wailoa Ave & W Ogden Ave
North of N Spring Ave & Brewster Ave

Proximity to Crossing Guard	Point Value
< 1/10 mile	10
1/10 mile -¼ mile	5
¼ mile - ½ mile	3
> ½ mile	0

Table A3i: Crossing Guards Activity Score

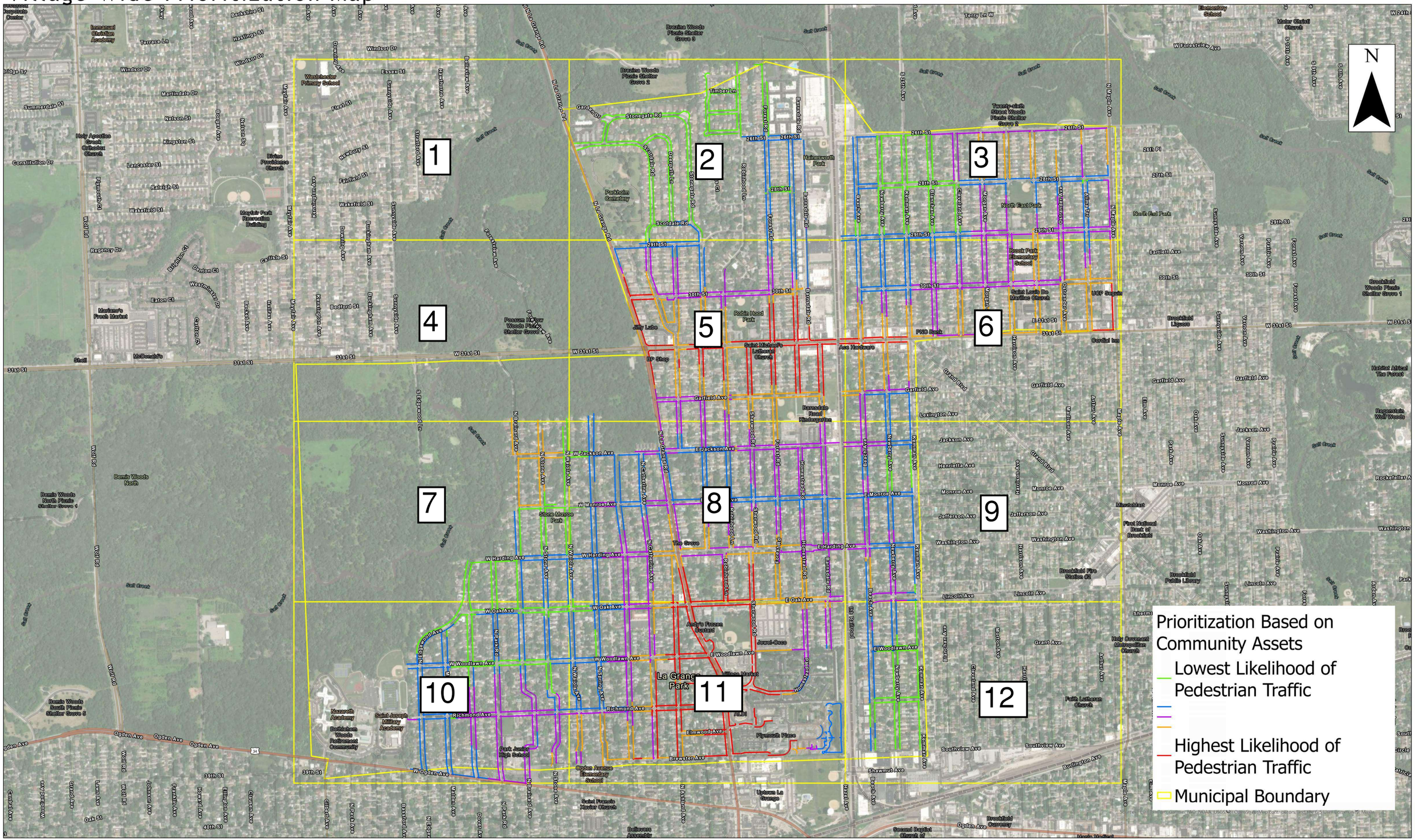
Village-Wide Prioritization Map

ADA Transition Plan

Village-Wide Prioritization Map

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning


1
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N
Prioritization Based on Community Assets
Lowest Likelihood of Pedestrian Traffic
Highest Likelihood of Pedestrian Traffic
Municipal Boundary
N La Grange Rd
W 31st St
E 31st St
Ogden Ave
W Ogden Ave
Wolf Rd
Maple Ave
Washington Ave
Monroe Ave
Jackson Ave
Harding Ave
Oak Ave
Lincoln Ave
Grant Ave
Garfield Ave
Lexington Ave
Southview Ave
Burlington Ave
Shawmut Ave
Richmond Ave
Elmwood Ave
Brewster Ave
Woodlawn Ave
Scoldale Rd
Stonegate Rd
Timbar Ln
Forest Rd
Barnsdale Rd
Robinwood Ln
Stonegate Rd
Scottish Rd
Dunrobin Ln
Haineswerth Park
Brook Park Elementary School
North East Park
Robin Hood Park
Brookfield Woods Picnic Shelter Grove 1
Brookfield Zoo
Brookfield Library
Brookfield Public Library
Brookfield Fire Station 25
First National Bank of Brookfield
Holy Covenant Metropolitan Church
Faith Lutheran Church
Saint Louis De Marillac Church
Saint Michael's Lutheran Church
Saint Joseph Military Academy
Nazareth Academy
Bethlehem Woods Retirement Community
Park Junior High School
Ogden Avenue Elementary School
Saint Francis Xavier Church
Bemis Woods North
Bemis Woods North Picnic Shelter Grove 4
Bemis Woods South Picnic Shelter Grove 5
Stone Manor Park
Andy's Frozen Custard
Jewel-Osco
Ace Hardware
Aldi
Walgreens
Citgo
Shell
McDonald's
Andrew's Fresh Market
Parkholm Cemetery
Westchester Primary School
Immanuel Christian Academy
Holy Apostles Greek Orthodox Church
Divine Providence Church
Mayfair Park Preservation Building
Twenty-sixth Street Woods Picnic Shelter Grove 2
Brezina Woods Picnic Shelter Grove 2
Brezina Woods Picnic Shelter Grove 3
Possum Hollow Woods Picnic Shelter Grove
Elementary School
Meier Gerlach Church
Habitat Africa! The Forest
Regency Dr
Constitution Dr
Summerdale St
Martindale Dr
Windsor Dr
Terrace Ln
Hastings St
Berkshire St
Nelson St
Kingston St
Lancaster St
Raleigh St
Wakefield St
Fairfield St
Essex St
Flint St
Nunbury St
Garden Dr
Terry Ln W
W Foresview Ave
Soil Creek
Rockefeller A
Regenstein Wolf Woods
Habitat Africa! The Forest
Ellington Ave
Clinton Ave
Johnson Ave
Franklin Ave
Howard Ave
Grand Ave
Lewis Ave
Oak St
40th St
39th St
Central Ave
Woodland Ave
Elliott Ave
N Peck Ave
Bassford Ave
Marion Ave
Dover Ave
N Park Rd
N Behrend Ave
N Edgewood Ave
N Elmhurst Ave
N Stone Ave
N Spring Ave
N Ashland Ave
Elm Ave
Oak Ave
Park Ave
Vernon Ave
Forest Ave
Arthur Ave
Kenmare Ave
Newberry Ave
Bosch Ave
Harrison Ave
Morton Ave
Cleveland Ave
Home Ave
Elmore Ave
Sherman Ave
Edgewood Ave
Edgewood Rd
Sherwood Rd
Homestead Rd
Robinwood Ln
Dunrobin Ln
Scottish Rd
Forest Rd
Barnsdale Rd
Barnsdale Road Kindergarten
Upstown La Grange
Believers Assembly
Second Baptist Church of
Brookfield Currency
Fifth Third Bank
PNC Bank
UBP Surplus
Cardinal Inn
Ogden Ave
Ogden Ave
Ogden Ave

ADA Transition Plan

Village-Wide Prioritization Map

GRID 1

VILLAGE OF LA GRANGE PARK EST. 1892

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OATES ASSOCIATES



ADA Transition Plan

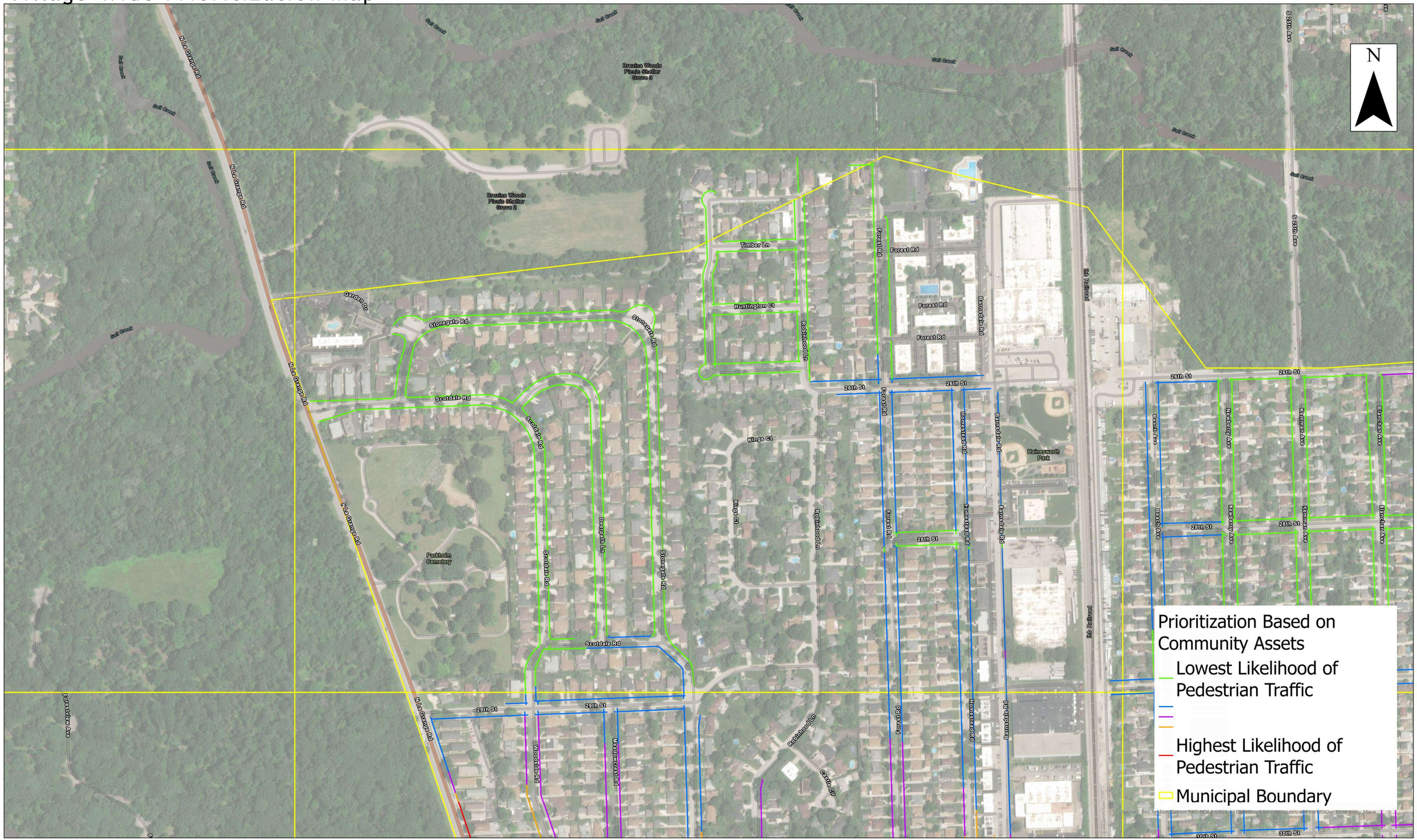
Village-Wide Prioritization Map

GRID 2

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning

OATES ASSOCIATES



APPENDIX A-16

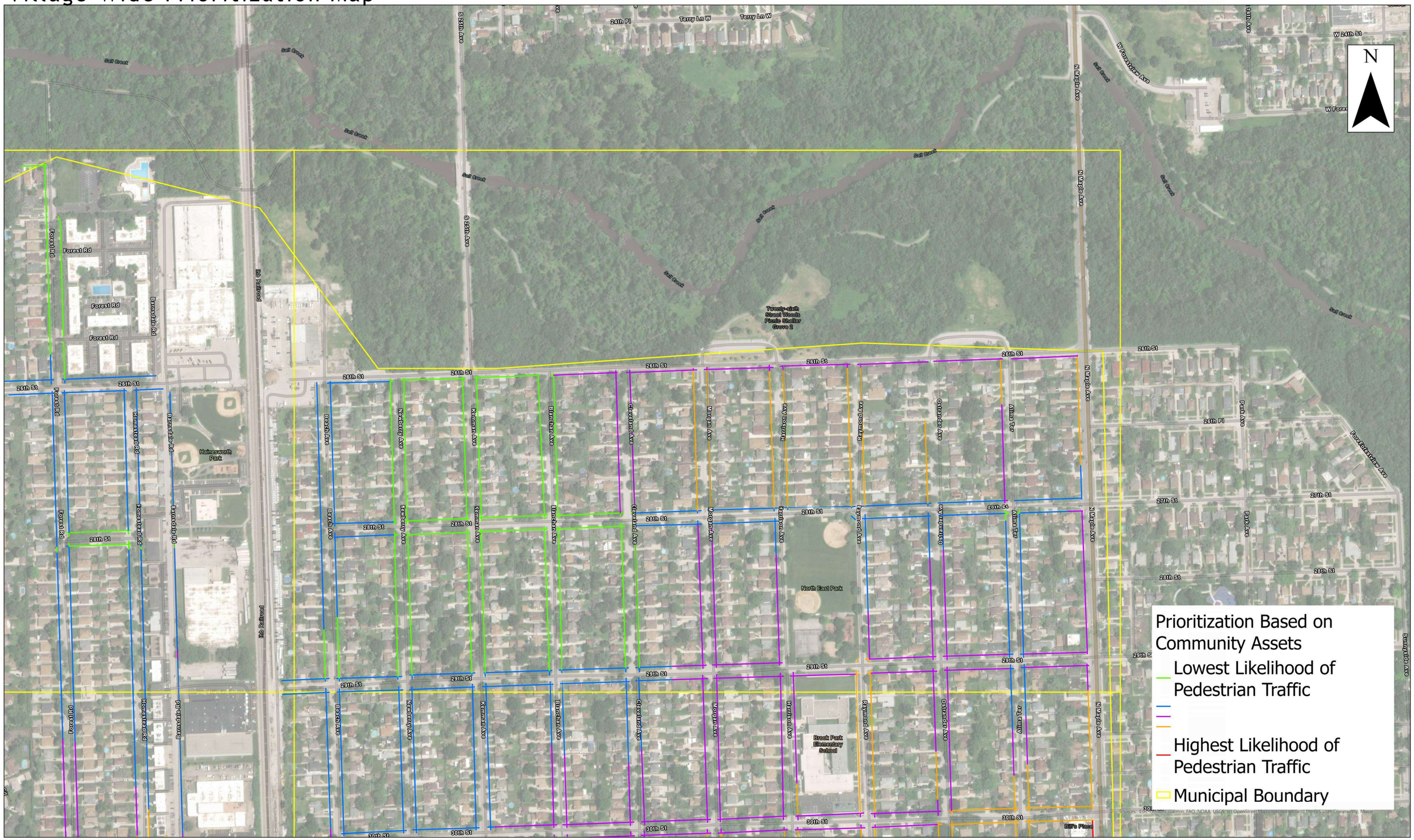
ADA Transition Plan

Village-Wide Prioritization Map

GRID 3

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



ADA Transition Plan

Village-Wide Prioritization Map

GRID 4



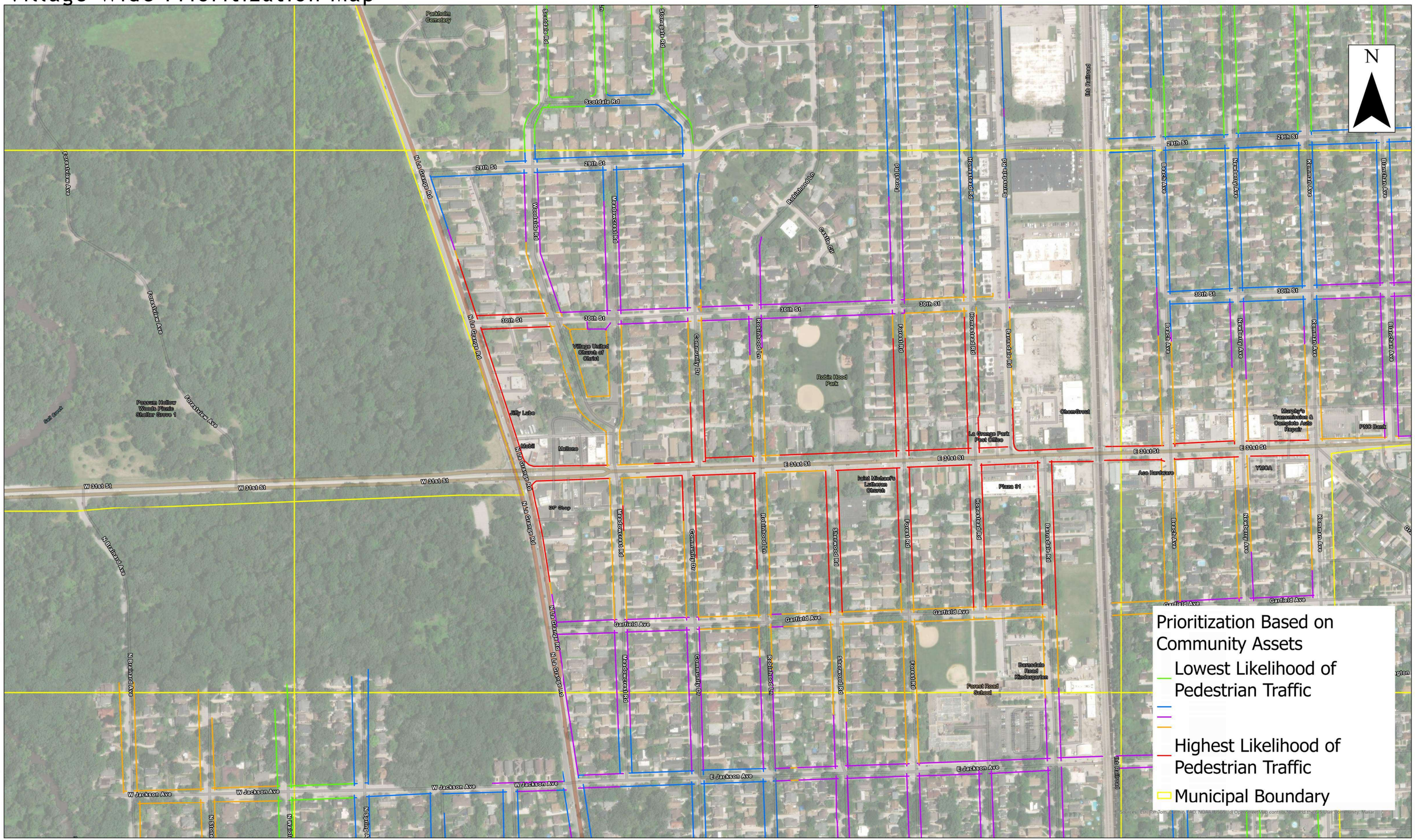
ADA Transition Plan

Village-Wide Prioritization Map

GRID 5

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



Prioritization Based on Community Assets

- Lowest Likelihood of Pedestrian Traffic
- Highest Likelihood of Pedestrian Traffic
- Municipal Boundary

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Maxar

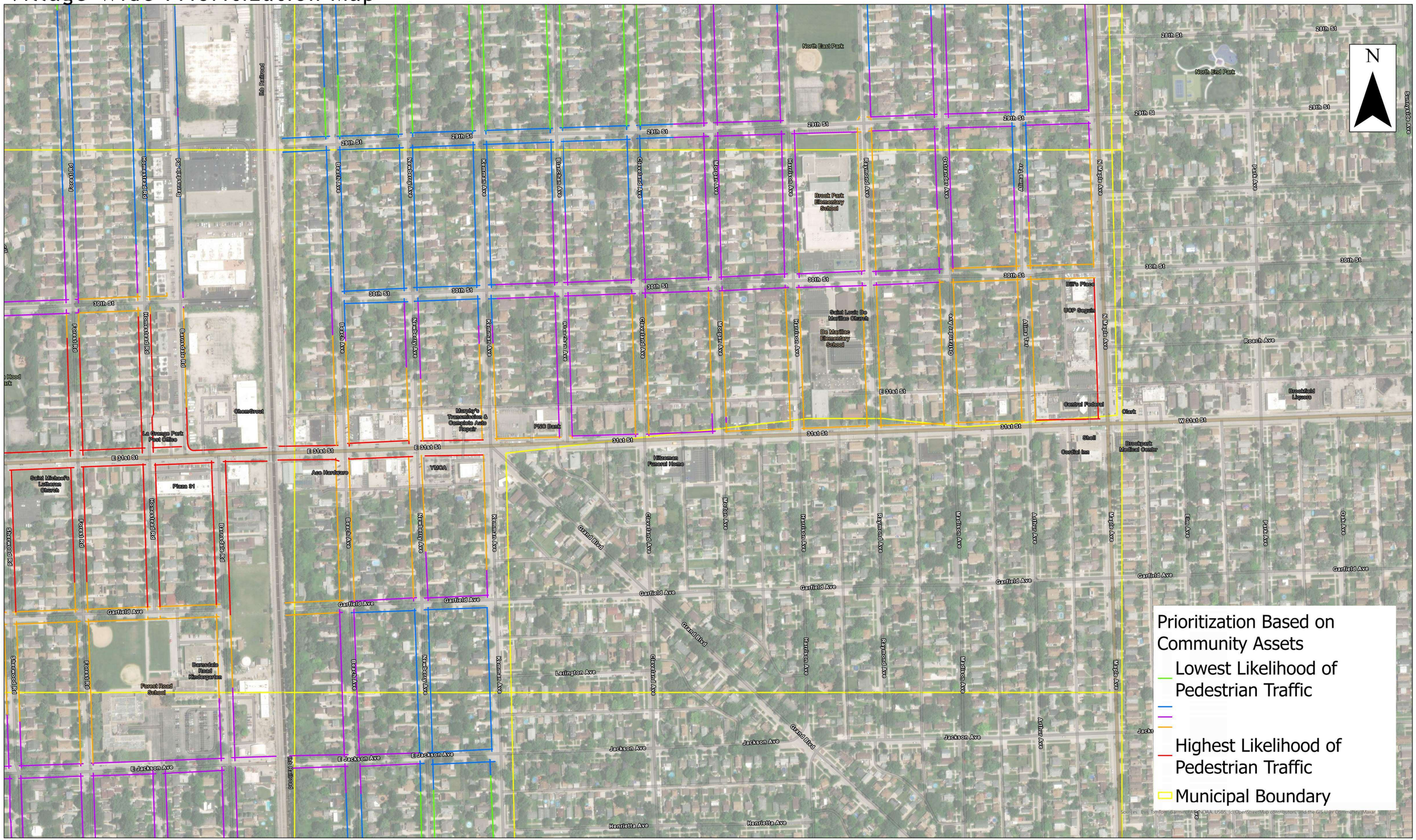
ADA Transition Plan

Village-Wide Prioritization Map

GRID 6

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



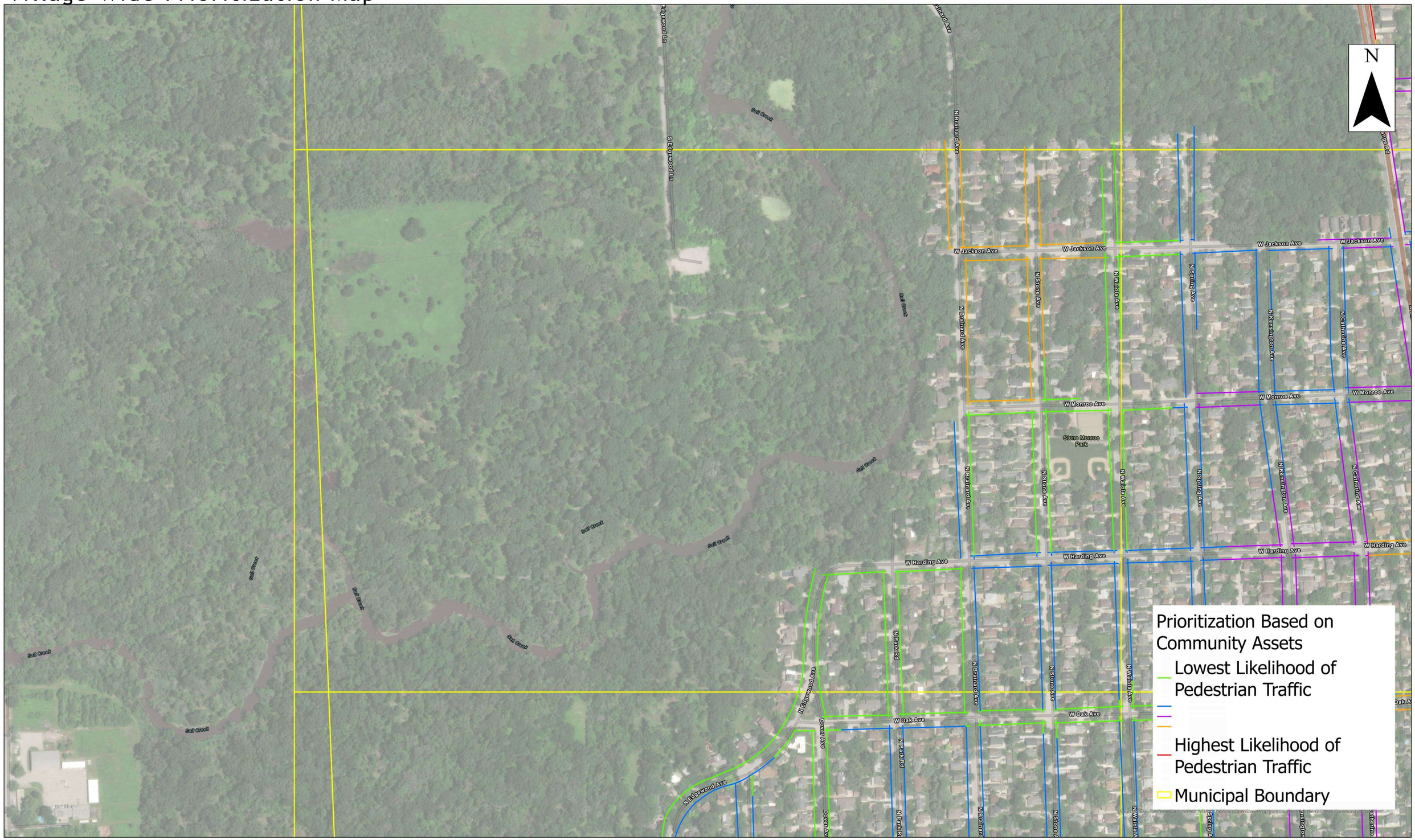
ADA Transition Plan

Village-Wide Prioritization Map

GRID 7

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



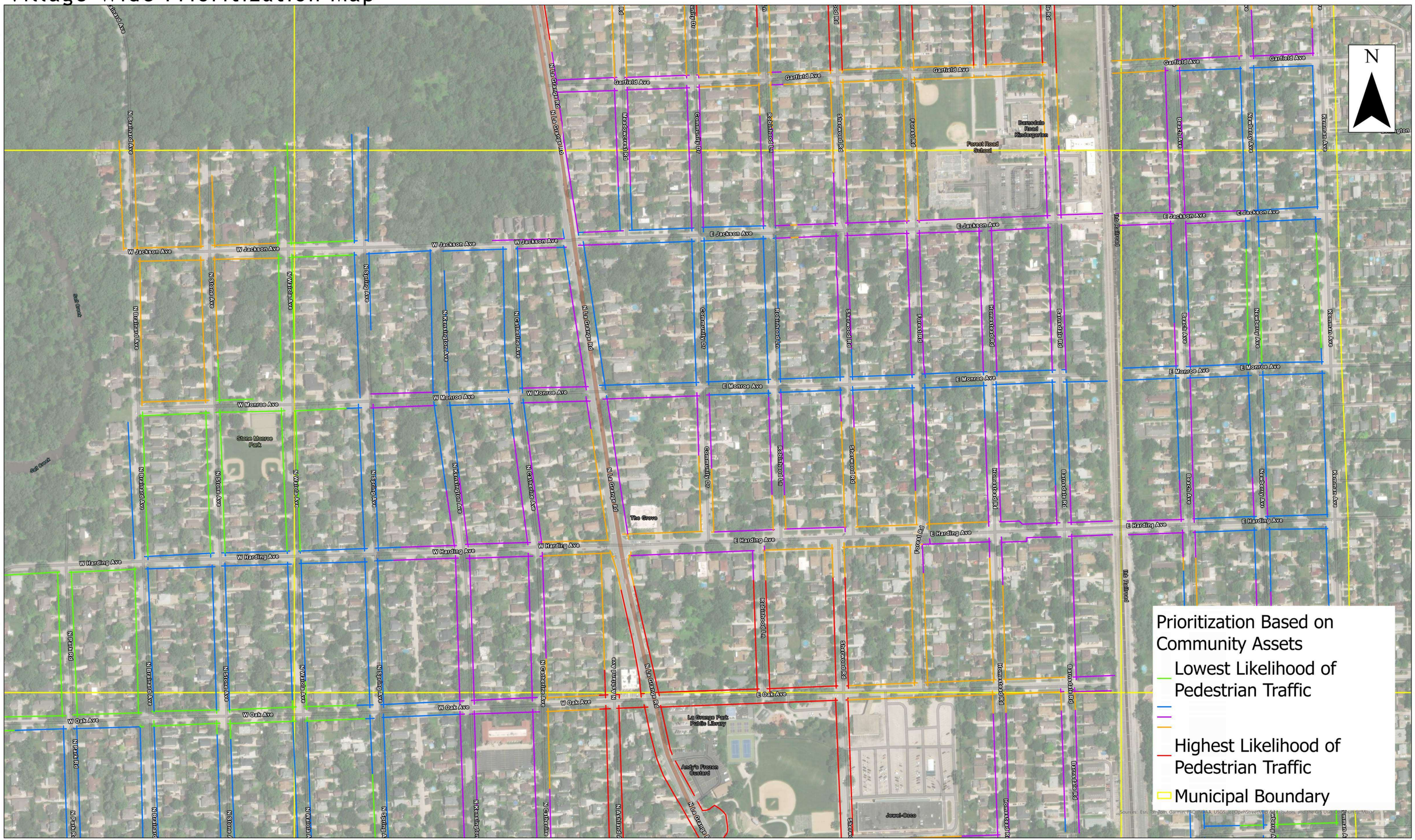
ADA Transition Plan

Village-Wide Prioritization Map

GRID 8

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



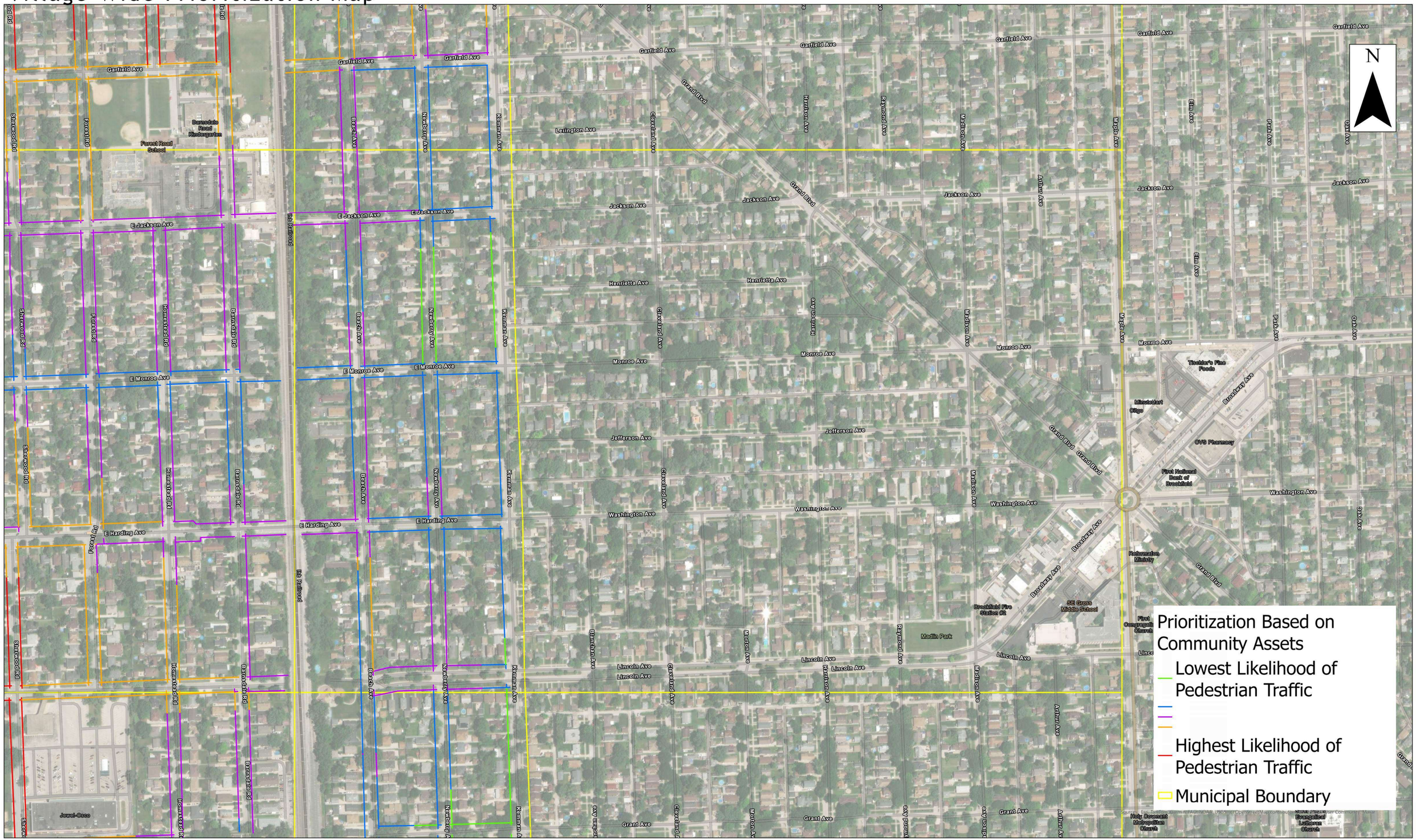
ADA Transition Plan

Village-Wide Prioritization Map

GRID 9

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ADA Transition Plan

Village-Wide Prioritization Map

GRID 10

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Prioritization Based on Community Assets

- Lowest Likelihood of Pedestrian Traffic
- Highest Likelihood of Pedestrian Traffic
- Municipal Boundary

APPENDIX A-24

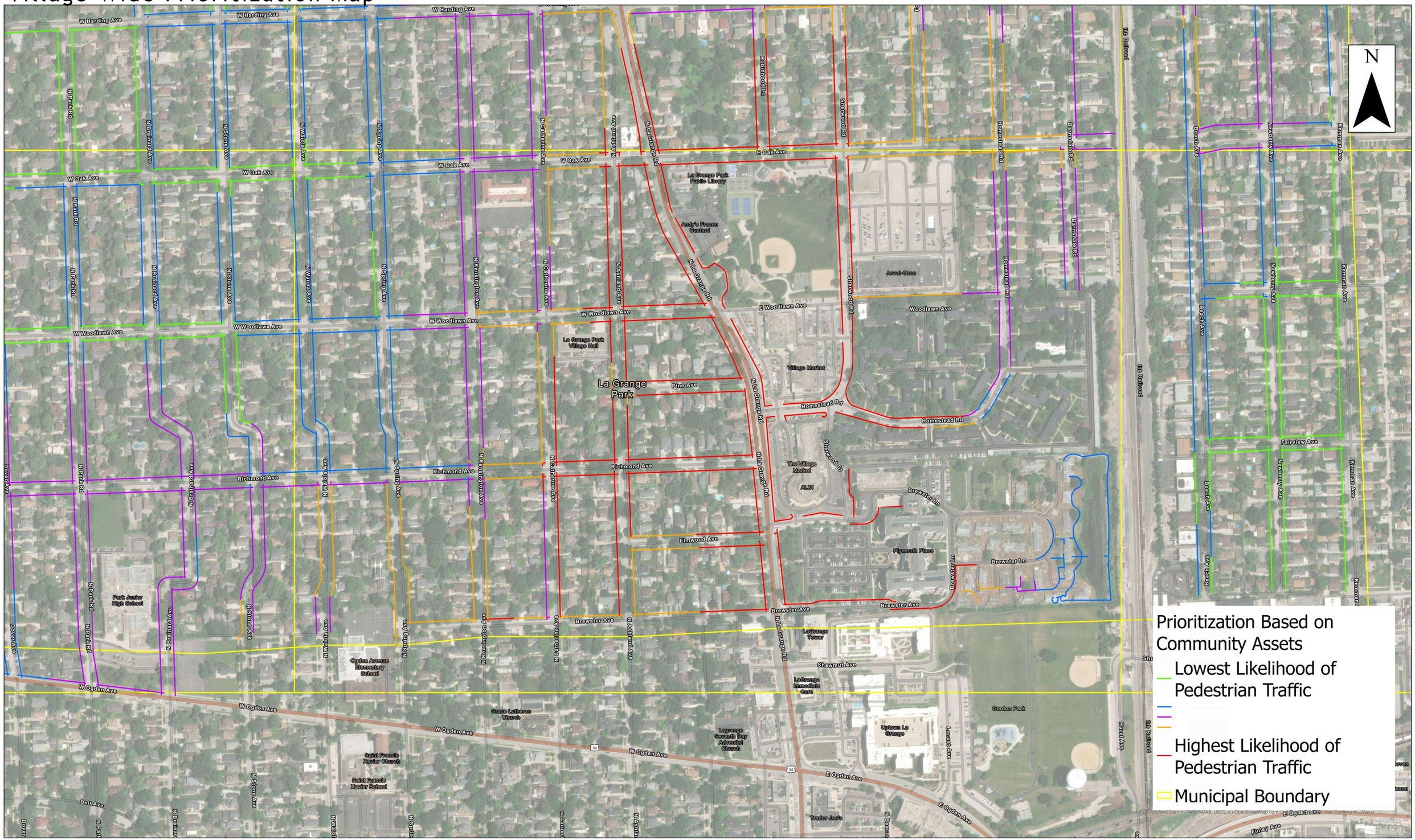
ADA Transition Plan

Village-Wide Prioritization Map

GRID 11

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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

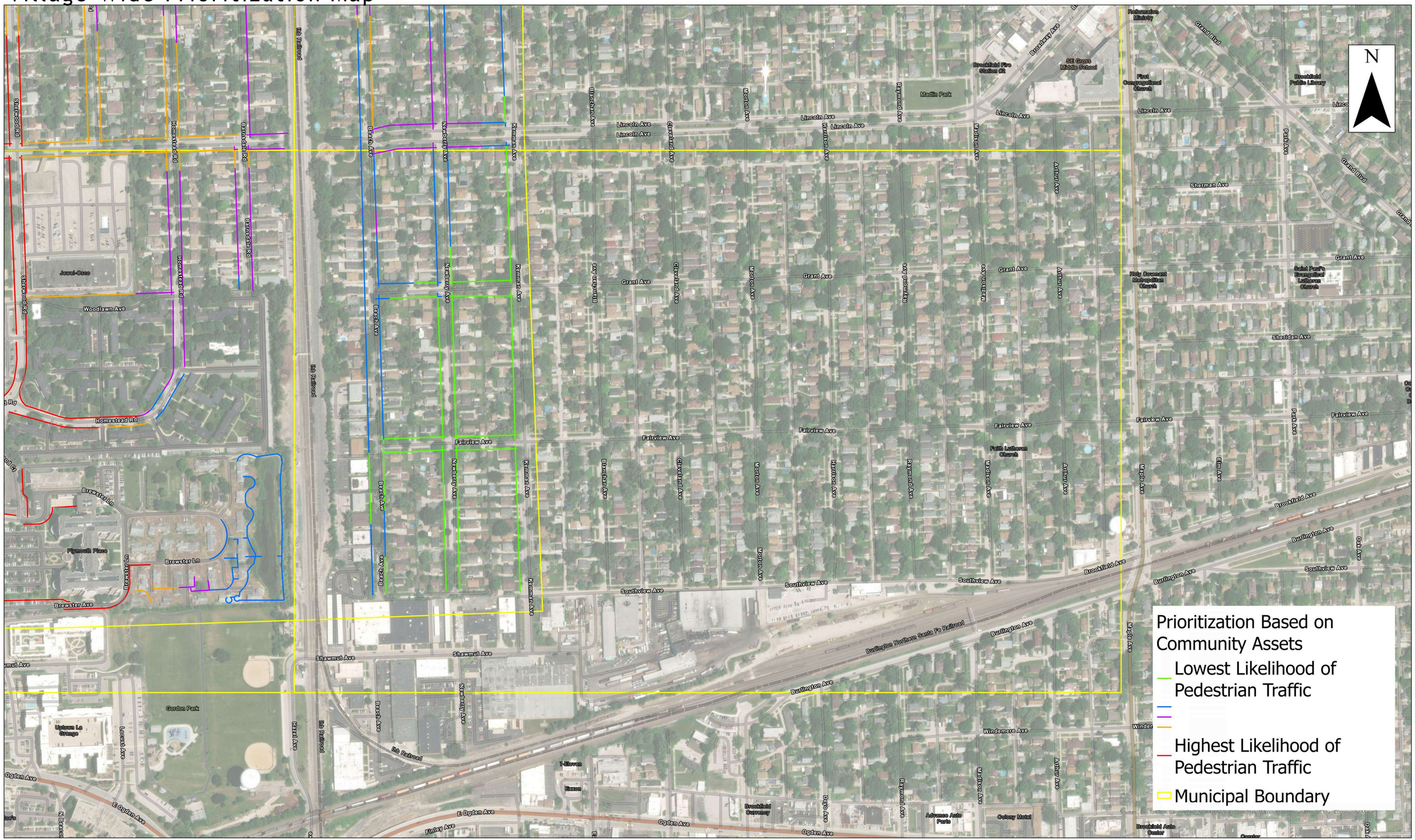
ADA Transition Plan

Village-Wide Prioritization Map

GRID 12

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Appendix A.4

Accessibility Score

A.4 Accessibility Scores

A.4.(a) Sidewalk Accessibility Score

The following 3 criteria were collected at each sidewalk segment. The point values for each unique deficiency are listed below and used in the equation list in Section 7.6. The lower the point value the greater the impact on pedestrian traffic.

A.4.(a).1 Sidewalk Width

Narrow sidewalks limit pedestrian mobility along circulation paths and can create dangerous passing situations, especially for individuals using wheelchairs or walkers. Sidewalk width requirements vary depending on whether a green space separates the sidewalk from the roadway. The Plan assigned point values based on the clearance between the sidewalk and the adjacent roadway to reflect accessibility and safety concerns.

Sidewalk Width	Point Value
<36" (Extreme)	1
36" – 40" (Severe)	2
40" – 42" (Moderate)	3
42" – 48" (Minor)	4
>48" (No barrier)	5

Table A4a1: Sidewalk Width Activity Score

A.4(a).2 Cross Slope

Cross slope refers to the slope measured perpendicular to the direction of travel. When the cross slope exceeds 2%, it can make it difficult for wheelchair users to maintain lateral balance, especially on downhill paths. We evaluated cross slope conditions to identify areas where accessibility may be compromised and assigned point values accordingly.

Cross Slope	Point Value
>6% (Extreme)	1
4% - 5% (Severe)	2
3% - 4% (Moderate)	3
2.2% - 3% (Minor)	4
<2.2% (No barrier)	5

Table A4a2: Sidewalk Cross Slope Activity Score

A.4.(a)3 Vertical Displacement

Vertical displacements occur when abrupt grade changes form between adjacent sidewalk panels, often due to settling or tree root growth. These uneven surfaces pose tripping hazards and are especially dangerous for individuals using wheelchairs, walkers, or those with limited

mobility. The Plan assessed vertical displacements to identify areas where pedestrian safety may be compromised.

Vertical Displacement	Point Value
¼" – 1 ½" (Light)	4
>1 ½" (Strict)	1

Table A4a3: Vertical Displacement Obstruction Score

A.4.(b) Curb Ramp Accessibility Score

The project team collected 6 criteria at each curb ramp and assigned point values to each unique deficiency. These values are used in the equation list in **Section 7.6** to evaluate accessibility. Lower point values indicate a greater impact on pedestrian traffic, helping prioritize improvements where they are most needed.

A.4.(b)1 Curb Ramp Type

The field crews evaluated whether a curb cut was provided where a sidewalk intersects with a curb, as required by ADA regulations. When a curb cut is missing, pedestrians are denied access to the adjacent roadway corridor, making this the highest priority for improvement. These locations present significant barriers, especially for individuals with mobility challenges. However, if no sidewalk is present, a curb ramp is not required, and such locations were excluded from the assessment. **The Curb Ramp Score at these locations reflects the highest priority for corrective action.**

Curb Ramp Type	Point Value
Missing Ramp	1

Table A4b1: Curb Ramp Type Score

A.4.(b)2 Curb Ramp Width

Narrow curb ramps restrict pedestrian mobility and create dangerous passing situations, especially for those using wheelchairs or walkers.

Curb Ramp Width	Point Value
<36" (Extreme)	1
36" – 40" (Severe)	2
40" – 42" (Moderate)	3
42" – 48" (Minor)	4
>48" (No barrier)	5

Table A4b2: Curb Ramp Width Score

A.4.(b)3 Detectable Warning Panels

Detectable warning panels alert visually impaired individuals that they are approaching a hazardous condition. On perpendicular and parallel curb ramps, these panels also help guide them toward the direction of the opposing curb ramp across the roadway.

Detectable Warning Panels	Point Value
Not Present (High)	2
Present	5

Table A4b3: Curb Ramp Detectable Warning Panels Score

A.4.(b)4 Cross Slope

The cross slope runs perpendicular to the direction of travel. On a curb ramp, a steep cross slope can cause users to lose their balance.

Running Slope	Point Value
>6% (Extreme)	1
4% - 6% (Severe)	2
3% - 4% (Moderate)	3
2.2% - 3% (Minor)	4
<2.2% (No barrier)	5

Table A4b4: Curb Ramp Cross Slope Score

A.4.(b)5 Running Slope

The running slope follows the direction of travel. A steep running slope can cause a wheelchair to lose control or get its wheels stuck at the bottom of the ramp due to the gradient change.

Cross Slope	Point Value
>12% (Extreme)	1
10% - 12% (Severe)	2
9% - 10% (Moderate)	3
8.3% - 9% (Minor)	4
<8.3% (No barrier)	5

Table A4b5: Curb Ramp Running Slope Score

A.4.(b)6 Vertical Displacements

The transition between the curb ramp and the gutter pan, as well as between the curb ramp and the landing, must remain flush to prevent tripping hazards. Because curb ramps often have steep slopes, pedestrians are more likely to lose their balance and fall.

Vertical Displacements	Point Value
¼" – 1 ½" (Light)	4
>1 ½" (Strict)	1

Table A4b6: Curb Ramp Vertical Displacements Score

A.4(c) Pedestrian Signal Accessibility Score

The field crews collected 11 criteria at each pedestrian signal and classified the signals as either compliant or non-compliant. Since pedestrian signals are most likely to be updated during future signal improvement projects, correcting a single non-compliant signal is often inefficient and may unintentionally introduce new barriers to access when retrofitted into the existing infrastructure. To ensure consistency and accessibility, we recommend upgrading every pedestrian signal at an intersection during planned signal improvements. Additionally, curb ramps should be brought into compliance due to the likely disruption caused by installing new pedestrian push buttons and signal heads.

A.4.(c)1 Distance from Curb Line

The field crews measured the horizontal distance between each pedestrian push button and the curb line. When the push button is located less than 1.5 feet from the curb, it creates a potential conflict between pedestrians and motorists. This proximity can place pedestrians, especially those with mobility devices, too close to vehicle traffic, increasing safety risks.

Distance from curb line	Compliance Level
Less than 1.5 feet from curb line	Non-compliant
1.5 feet to 6 feet from curb line	Compliant
>6 feet to 10 feet from curb line	Compliant
>10 feet from curb line	Non-compliant

Table A4c1: Pedestrian Signal – Distance from the Curb Line

A.4.(c).2 Pedestrian Push Button Height

The field crews measured the height of each pedestrian push button from the adjacent sidewalk pavement to the center of the button. When a push button is mounted too high or too low, it can be difficult for certain users, including pedestrians in wheelchairs.

Pedestrian push button height	Compliance Level
Less than 3.5 feet from adjacent pavement	Non-compliant
3.5 feet to 4 feet from adjacent pavement	Compliant
Greater than 4 feet from adjacent pavement	Non-compliant

Table A4c2: Pedestrian Signal – Pedestrian Push Button Height

A.4.(c)3 Pedestrian Detector

The field crews recorded whether each pedestrian signal included a push button or another method to activate the walk interval.

Pedestrian detector	Compliance Level
Pushbuttons	Compliant
Passive detection	Compliant
No detection present	Non-compliant

Table A4c3: Pedestrian Signal – Pedestrian Detector

A.4.(c)4 Non-Visual Aids

The field crews recorded whether each pedestrian signal included a non-visual method to alert pedestrians to the presence of a push button or another way to activate the walk interval. These non-visual aids provide essential guidance for pedestrians who are blind or have low vision, helping ensure safe and independent navigation.

Non-visual aids	Compliance Level
Audible tones	Compliant
Vibrating surfaces	Compliant
None present	Non-compliant

Table A4c4: Pedestrian Signal – Non-Visual Aids

A.4(c)5 Clear Space Widths

The field crews measured the width of the landing area for each pedestrian push button. A landing smaller than 4 feet by 4 feet does not provide adequate space for a person using a wheelchair to access and activate the push button safely and comfortably.

Clear space widths	Compliance Level
Less than 4 feet by 4 feet	Non-compliant
4 feet by 4 feet to 5 feet by 5 feet	Compliant
Greater than 5 feet by 5 feet	Compliant

Table A4c5: Pedestrian Signal – Clear Space Widths

A. 4(c)6 Clear Space Slopes

The field crews measured the slope of the landing area for each pedestrian push button in all directions. Steep slopes in any direction can cause a wheelchair to lose balance and affect the stability of all pedestrians, especially older adults. Ensuring a level landing surface is critical for safe and accessible pedestrian signal use.

Clear space slopes	Compliance Level
Less than or equal to 2 percent	Compliant
Greater than 2 percent	Non-compliant

Table A4c6: Pedestrian Signal – Clear Space Slopes

A.4(c)7 Distance from the Pedestrian Push Button to the Crosswalk

The field crews measured the proximity of each pedestrian push button to the crosswalk it serves. When a push button is located too far from the crosswalk, it can be challenging for pedestrians with limited mobility to reach the crosswalk in time to safely cross the street. Ensuring close and convenient placement of push buttons is essential for accessible and efficient pedestrian movement.

Distance from the pedestrian push button to the crosswalk	Compliance Level
Less than 5 feet	Compliant
Greater than 5 feet	Non-compliant

Table A4c7: Pedestrian Signal – Distance from the Pedestrian Push Button to the Crosswalk

A.4(c)8 Pedestrian Push Button Proximity

The field crews measured the proximity of pedestrian push buttons to one another. When push buttons are located close together, audible tones or other non-visual aids are required to help pedestrians—especially those who are blind or have low vision—distinguish between different buttons that may be activated nearby. Ensuring clear differentiation is essential for safe and accessible navigation.

Pedestrian push button proximity	Compliance Level
Less than 10 feet	Compliant
Greater than 10 feet	Non-Compliant

Table A4c8: Pedestrian Signal – Pedestrian Push Button Proximity

A.4(c)9 Operating Force

The field crews measured the amount of force required to activate each pedestrian push button. When the operating force is too high, it can be difficult for some pedestrians, especially those with limited strength or mobility, to activate the signal. Ensuring push buttons are easy to operate is essential for maintaining accessibility and usability for all users.

Operating force	Compliance Level
Less than 5 pounds	Compliant
Greater than 5 pounds	Non-compliant

Table A4c9: Pedestrian Signal – Operating Force

A.4(c)10 Countdown Signals

The field crews recorded whether each pedestrian signal included countdown indicators during the walk interval. Without countdown signals, pedestrians cannot accurately judge how much time they must cross the street, which can lead to unsafe crossing decisions, especially for individuals with limited mobility or slower walking speeds.

Countdown signals	Compliance Level
Present	Compliant
Not present	Non-compliant

Table A4c10: Pedestrian Signal – Countdown Signals

A.4(c)11 Alternative Name Format

The field crews recorded whether each pedestrian signal indicated the street to be crossed using an alternative format, such as braille or verbal announcements. These formats provide essential wayfinding support for pedestrians who are blind or have low vision, helping ensure safe and independent navigation.

Alternative name format	Compliance Level
Present	Compliant
Not present	Non-compliant

Table A4c11: Pedestrian Signal – Alternative Name Format

Appendix A.5

Block Specific Parking Analysis

A.5 Block Specific Parking Analysis

The team assigned block numbers using the naming convention described in **Section 7.1**. Image 1 below illustrates this convention, used specifically for blocks along 31st Street between the railroad tracks and Kemman Avenue.

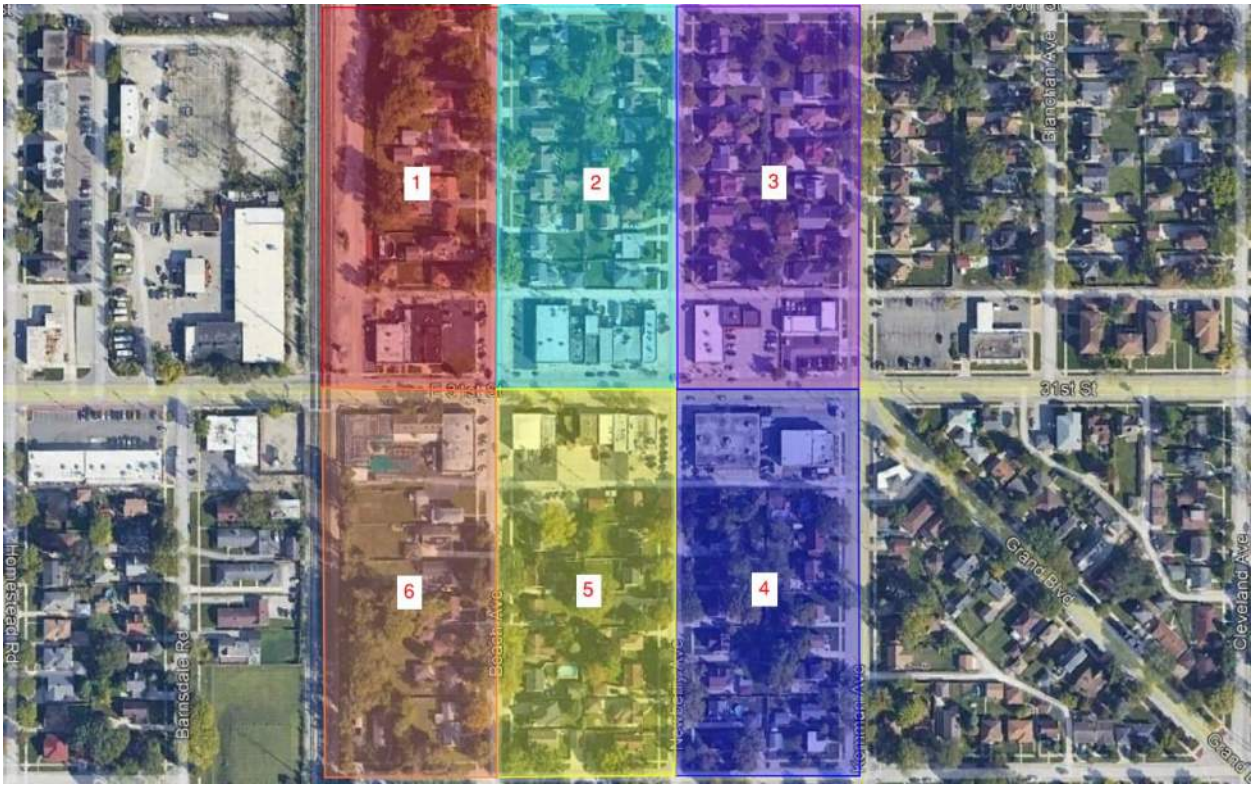


Image 1: Existing Street Blocks along 31st Street

At each block, the project team identified parking considered in the analysis—either metered or designated by signage or striping—and marked it with a red line. They excluded additional parking along the block perimeter that did not meet the threshold for requiring accessible spaces. Where existing curb ramps failed to provide access to the adjacent public sidewalk, they placed a red star to guide future planning for accessible parking. Recommended locations for new accessible parking spaces are marked with a blue star, selecting these spots based on the nearest functional curb ramps and their proximity to pedestrian traffic generators within the block.

Block 1

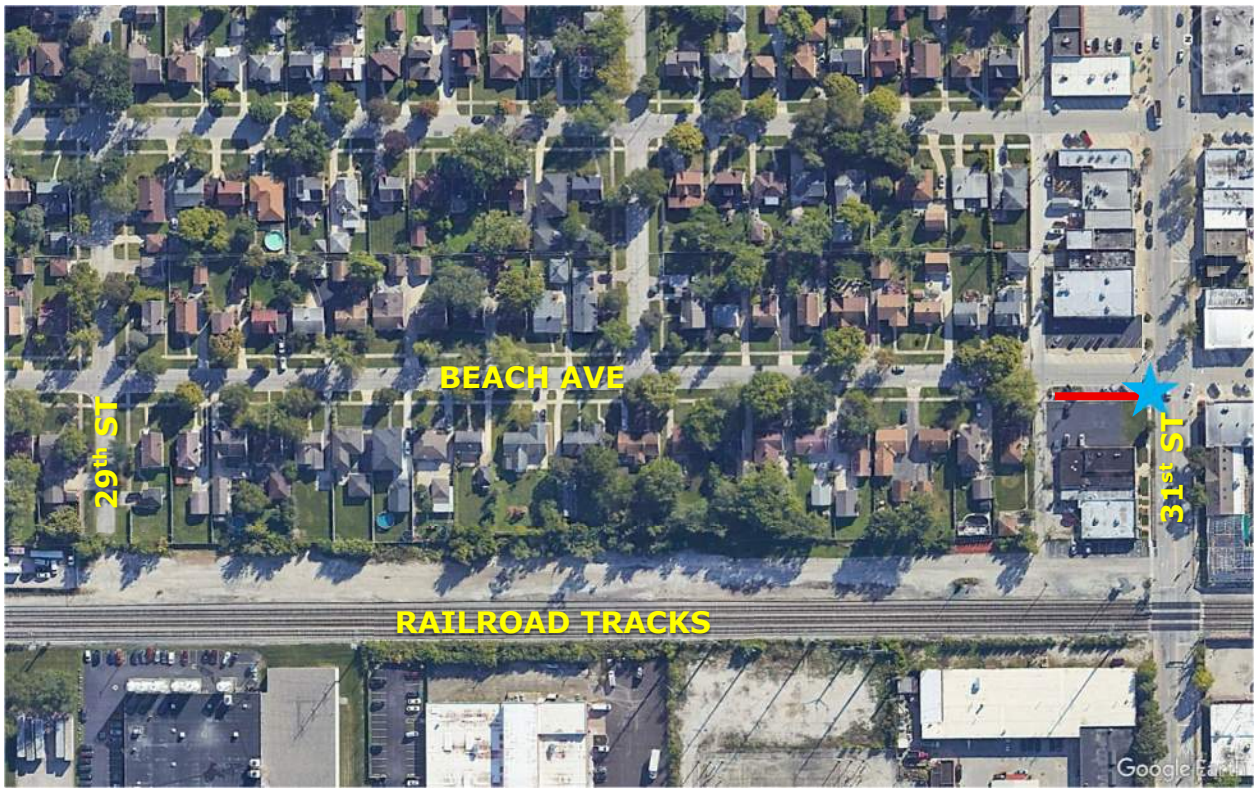


Image 2: Google Earth image of Block 1

The project team defined Block 1 as the area bounded by 29th Street to the north, Beach Avenue to the east, 31st Street to the south, and the railroad tracks to the west. They identified seven dedicated angled parking spaces along Beach Avenue, directly north of 31st Street.

BLOCK 1	
29th Street – north face	N/A
Beach Avenue – east face	7 spaces
31st Street – south face	N/A
Railroad Tracks – west face	N/A
Total number of spaces	7 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 1: Parking requirements along Block 1

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 12 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations

revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 2



Image 3: Google Earth image of Block 2

The project team defined Block 2 as the area bounded by 30th Street to the north, Newberry Avenue to the east, 31st Street to the south, and Beach Avenue to the west. They identified 10 dedicated angled parking spaces along Beach Avenue, directly north of 31st Street, and 7 dedicated angled parking spaces along Newberry Avenue in the same area. Additionally, they noted that 31st Street features parallel parking along the block.

BLOCK 2	
30th Street – north face	N/A
Newberry Avenue – east face	7 spaces
31st Street – south face	180 feet or 9 spaces
Beach Avenue – west face	10 spaces
Total number of spaces	26 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 2: Parking requirements along Block 2

The block currently has no accessible parking spaces, and 2 new accessible spaces are required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. One accessible parking space can be provided along 31st Street closest to an existing curb ramp. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 3



Image 4: Google Earth image of Block 3

The project team defined Block 3 as the area bounded by 30th Street to the north, Kemman Avenue to the east, 31st Street to the south, and Newberry Avenue to the west. They identified 10 dedicated angled parking spaces along Newberry Avenue, directly north of 31st Street, including one accessible parking space.

BLOCK 3	
30th Street – north face	N/A
Kemman Avenue – east face	N/A
31st Street – south face	N/A
Newberry Avenue – west face	10 spaces
Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	1

Number of accessible parking spaces to be added	0

Figure 3: Parking requirements along Block 3

The block currently has an accessible parking space, located in the ideal location. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 4



Image 5: Google Earth image of Block 4

The project team defined Block 4 as the area bounded by 31st Street to the north, Kemman Avenue to the east, Garfield Avenue to the south, and Newberry Avenue to the west. They identified 8 dedicated angled parking spaces along Newberry Avenue, directly south of 31st Street, including one accessible parking space.

BLOCK 4	
31st Street – north face	N/A
Kemman Avenue – east face	N/A
Garfield Avenue – south face	N/A
Newberry Avenue – west face	8 spaces
Total number of spaces	8 spaces
Number of accessible parking spaces required	1

Number of existing accessible parking spaces	1
Number of accessible parking spaces to be added	0

Figure 4: Parking requirements along Block 4

The block currently has an accessible parking space, located in the ideal location. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 5



Image 6: Google Earth image of Block 5

The project team defined Block 5 as the area bounded by 31st Street to the north, Newberry Avenue to the east, Garfield Avenue to the south, and Beach Avenue to the west. They identified 10 dedicated angled parking spaces along Beach Avenue, directly south of 31st Street, including one accessible parking space. They also noted 7 dedicated angled parking spaces along Newberry Avenue in the same area, which include one accessible parking space.

BLOCK 5	
31st Street – north face	N/A
Newberry Avenue – east face	7 spaces
Garfield Avenue – south face	N/A
Beach Avenue – west face	10 spaces

Total number of spaces	17 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	2
Number of accessible parking spaces to be added	0

Figure 5: Parking requirements along Block 5

The block currently has 2 accessible spaces exceeding the minimum requirement. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 6



Image 7: Google Earth image of Block 6

The project team defined Block 6 as the area bounded by 31st Street to the north, Beach Avenue to the east, Garfield Avenue to the south, and the railroad tracks to the west. They identified 10 dedicated angled parking spaces along Beach Avenue, directly south of 31st Street.

BLOCK 6	
31st Street – north face	N/A
Beach Avenue – east face	10 spaces
Garfield Avenue – south face	N/A
Railroad Tracks – west face	N/A

Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 6: Parking requirements along Block 6

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 7



Image 8: Google Earth image of Block 7

The project team defined Block 7 as the area bounded by 31st Street to the north, railroad tracks to the east, E Jackson Avenue to the south, and Barnsdale Road to the west. They identified 9 dedicated angled parking spaces along Barnsdale Road, directly south of 31st Street.

BLOCK 7	
31st Street – north face	N/A
Railroad Tracks – east face	N/A
E Jackson Avenue – south face	N/A
Barnsdale Road – west face	9 spaces
Total number of spaces	9 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 7: Parking requirements along Block 7

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 8



Image 9: Google Earth image of Block 8

The project team defined Block 8 as the area bounded by 31st Street to the north, Barnsdale Road to the east, Garfield Avenue to the south, and Homestead Road to the west. They identified 6 dedicated angled parking spaces along Barnsdale Road, directly south of 31st Street.

BLOCK 8	
31st Street – north face	N/A
Barnsdale Road – east face	6 spaces
Garfield Avenue – south face	N/A
Homestead Road – west face	N/A
Total number of spaces	6 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 8: Parking requirements along Block 8

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 9



Image 10: Google Earth image of Block 9

The project team defined Block 9 as the area bounded by 30th Street to the north, Barnsdale Road to the east, 31st Street to the south, and Homestead Road to the west. They identified 11 dedicated angled parking spaces along Homestead Road, directly north of 31st Street.

BLOCK 9	
30st Street – north face	N/A
Barnsdale Road – east face	N/A
31st Street – south face	N/A
Homestead Road – west face	11 spaces
Total number of spaces	11 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	1
Number of accessible parking spaces to be added	0

Figure 9: Parking requirements along Block 9

The block currently has 1 accessible space meeting the minimum requirement. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep.

Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 10



Image 11: Google Earth image of Block 10



Image 12: Google Earth image of Block 10 (Barnsdale Parking Spaces)



Image 13: Google Earth image of Block 10 (Forest and Jackson Parking Spaces)

The project team defined Block 10 as the area bounded by Garfield Avenue to the north, Barnsdale Road to the east, East Jackson Avenue to the south, and Forest Road to the west. They identified 10 dedicated angled parking spaces along Barnsdale Road, 12 dedicated angled parking spaces along East Jackson Avenue, and 15 dedicated angled parking spaces along Forest Road.

BLOCK 10	
Garfield Avenue – north face	N/A
Barnsdale Road – east face	10 spaces
East Jackson Avenue – south face	12 spaces
Forest Road – west face	15 spaces
Total number of spaces	37 spaces
Number of accessible parking spaces required	3
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	3

Figure 10: Parking requirements along Block 10

The block currently has no accessible parking spaces, and 3 new accessible spaces are required. The space should be the closest parking space to the facilities in each lot and will result in the loss of 6 total existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 11



Image 14: Google Earth image of Block 11



Image 15: Google Earth image of Block 11 (26th Street Parking Spaces)

The project team defined Block 11 as the area bounded by 26th Street to the north, railroad tracks to the east, 31st Street to the south, and Barnsdale Road to the west. They identified 26 dedicated angled parking spaces along Barnsdale Road, 12 dedicated angled parking spaces along East Jackson Avenue, and 15 dedicated angled parking spaces along Forest Road.

BLOCK 11	
26th Street – north face	26 spaces
Railroad Tracks – east face	N/A
31st Street – south face	N/A
Barnsdale Road – west face	N/A
Total number of spaces	26 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 11: Parking requirements along Block 11

The block currently has no accessible parking spaces, and 2 new accessible spaces are required. The spaces should be the closest parking spaces to the park access and will result in the loss of 4 total existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 12

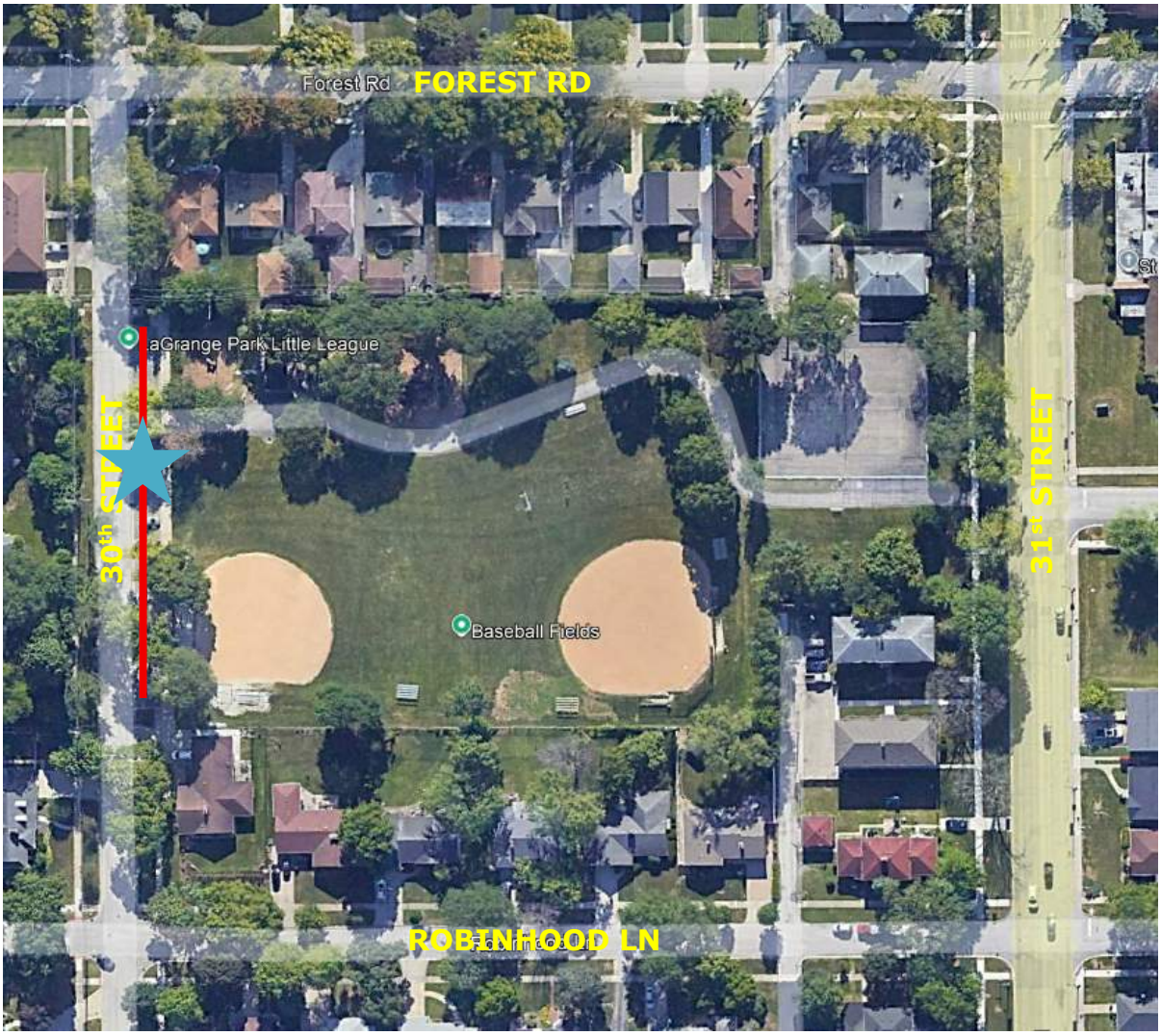


Image 16: Google Earth image of Block 12

The project team defined Block 12 as the area bounded by 30th Street to the north, Forest Road to the east, 31st Street to the south, and Robinhood Lane to the west. They identified 25 dedicated 90° parking spaces along 30th Street, bordering the park.

BLOCK 12	
30th Street – north face	N/A
Forest Road – east face	25 spaces
31st Street – south face	N/A
Robinhood Lane – west face	N/A
Total number of spaces	25 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	1
Number of accessible parking spaces to be added	0

Figure 12: Parking requirements along Block 12

The block currently has 1 accessible space meeting the minimum requirement. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 13



Image 17: Google Earth image of Block 13

The project team defined Block 13 as the area bounded by 30th Street to the north, Meadowcrest Road and Woodside Road to the east, 31st Street to the south, and Highway 45 to the west. They identified 11 dedicated angled parking spaces along 30th Street, bordering the park.

BLOCK 13	
30th Street – north face	N/A
Meadowcrest Road and Woodside Road – east face	11 spaces
31st Street – south face	N/A

Highway 45 – west face	N/A
Total number of spaces	11 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 13: Parking requirements along Block 13

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to 31st Street and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 14



Image 18: Google Earth image of Block 14

The project team defined Block 14 as the area bounded by Highway 45 to the east, West Oak Avenue to the south, and North Ashland Avenue to the west. They identified 9 dedicated 90° parking spaces along West Oak Avenue. And 9 dedicated 90° parking spaces along North Ashland Avenue, just north of West Oak Avenue.

BLOCK 14	
Highway 45 – east face	N/A
West Oak Avenue – south face	9 spaces
North Ashland Avenue – west face	9 spaces
Total number of spaces	18 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0

Number of accessible parking spaces to be added	1

Figure 14: Parking requirements along Block 14

The block currently has no accessible parking spaces, and 1 new accessible space is required. The space should be the closest parking space to North Ashland Avenue on West Oak Avenue and will result in the loss of 2 existing parking spaces, due to the access aisle. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 15

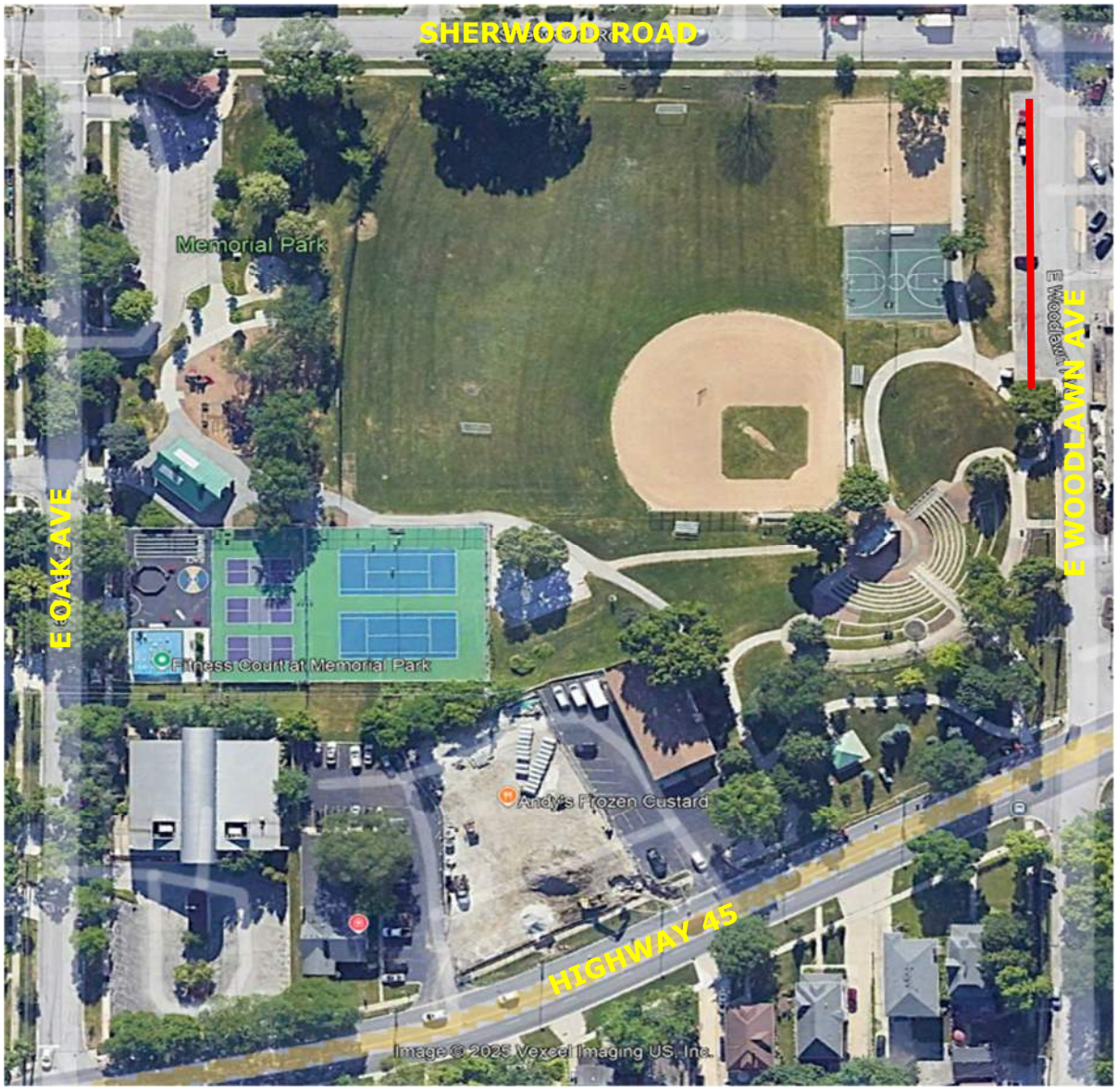


Image 19: Google Earth image of Block 15

The project team defined Block 15 as the area bounded by East Oak Avenue to the north, Sherwood Road to the east, East Woodlawn Avenue to the south, and Highway 45 to the west. They identified 9 dedicated 90° parking spaces along West Oak Avenue. And 9 dedicated 90° parking spaces along North Ashland Avenue, just north of West Oak Avenue.

BLOCK 15	
East Oak Avenue – north face	N/A
Sherwood Road – east face	N/A
East Woodlawn – south face	21 spaces
Highway 45 – west face	N/A
Total number of spaces	21 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	1
Number of accessible parking spaces to be added	0

Figure 15: Parking requirements along Block 15

The block currently has 1 accessible space meeting the minimum requirement. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 16



Image 20: Google Earth image of Block 16

The project team defined Block 16 as the area bounded by Woodlawn Avenue to the north, North Ashland Avenue to the east, Richmond Avenue to the south, and North Catherine Avenue to the west. They identified 6 dedicated 90° parking spaces in a parking lot along Woodlawn Avenue.

BLOCK 16	
West Woodlawn Avenue – north face	6 spaces
North Ashland Avenue – east face	N/A
Richmond Avenue – south face	N/A
North Catherine Avenue – west face	N/A
Total number of spaces	6 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	1
Number of accessible parking spaces to be added	0

Figure 16: Parking requirements along Block 16

The block currently has 1 accessible space meeting the minimum requirement. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 17

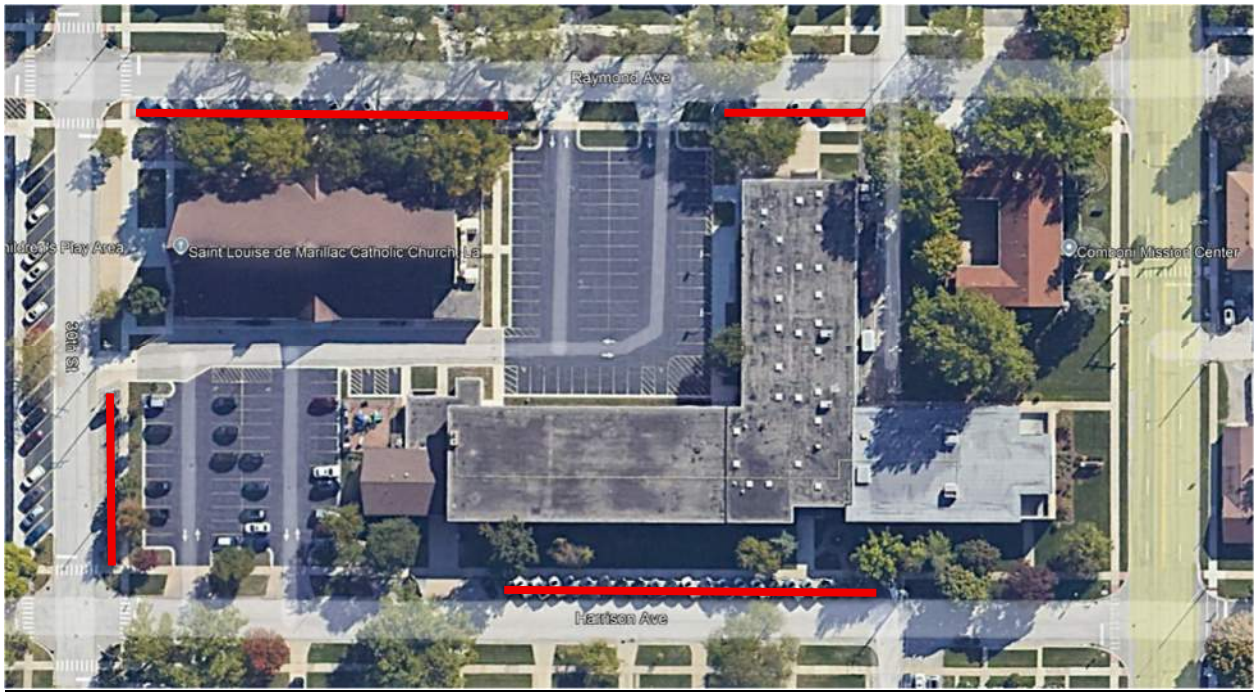


Image 21: Google Earth image of Block 17

The project team defined Block 17 as the area bounded by 30th Street to the north, Raymond Avenue to the east, 31st Street to the south, and Harrison Avenue to the west. They identified 9 angled parking spaces along 30th Street, 37 along Raymond Avenue, and 29 along Harrison Avenue.

BLOCK 17	
30th Street – north face	9 spaces
Raymond Avenue – east face	37 spaces
31st Street – south face	N/A
Harrison Avenue – west face	29 spaces
Total number of spaces	75 spaces
Number of accessible parking spaces required	3
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	3

Figure 17: Parking requirements along Block 17

The block currently has no accessible parking spaces, and 3 new accessible spaces are required. The spaces should be put to the nearest access to the adjacent facilities. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 18

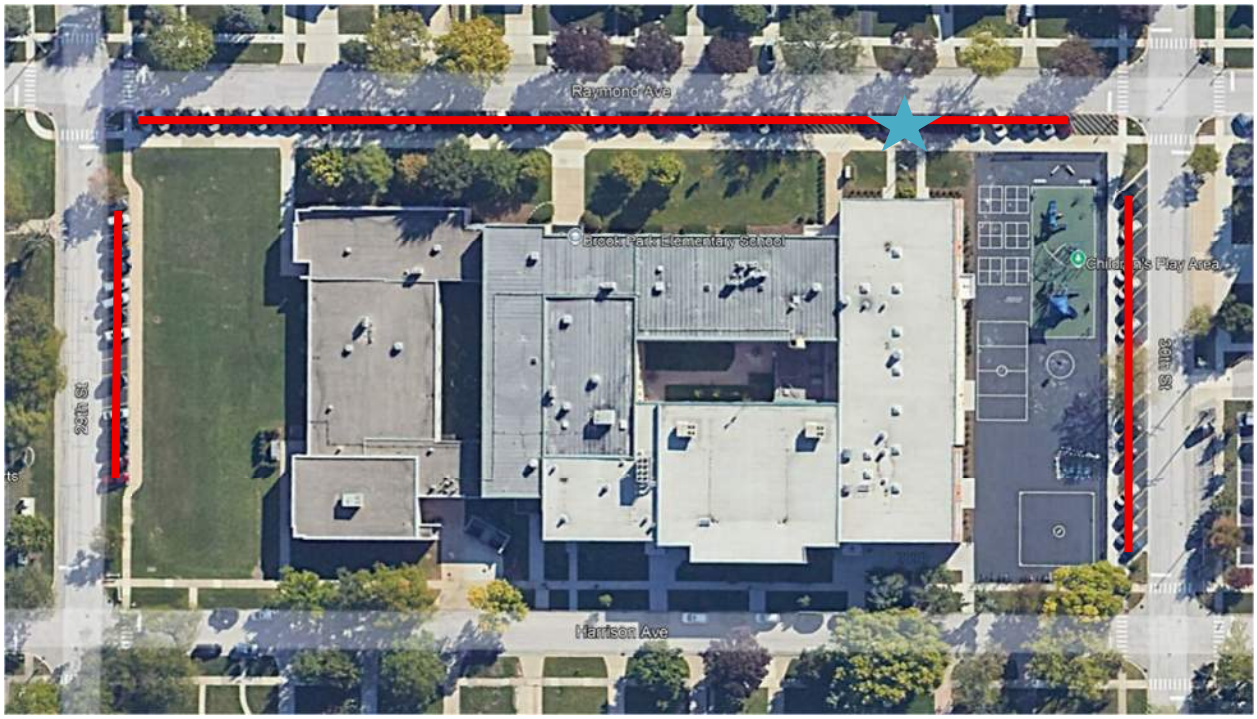


Image 22: Google Earth image of Block 18

The project team defined Block 18 as the area bounded by 29th Street to the north, Raymond Avenue to the east, 30th Street to the south, and Harrison Avenue to the west. They identified 18 angled parking spaces along 29th Street, 48 along Raymond Avenue, and 17 along 30th Street.

BLOCK 18	
29th Street – north face	18 spaces
Raymond Avenue – east face	48 spaces
30th Street – south face	17 spaces
Harrison Avenue – west face	N/A
Total number of spaces	83 spaces
Number of accessible parking spaces required	4
Number of existing accessible parking spaces	2
Number of accessible parking spaces to be added	2

Figure 18: Parking requirements along Block 18

The block currently has 2 accessible parking spaces, and 2 new accessible spaces are required. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 19



Image 23: Google Earth image of Block 19

The project team defined Block 19 as the area bounded by 30th Street to the north, Maple Avenue to the east, 31st Street to the south, and Alima Terrace to the west. They identified 9 angled parking spaces along 30th Street and 9 angled parking spaces along Alima Terrace.

BLOCK 19	
30th Street – north face	9 spaces
Maple Avenue – east face	N/A
31st Street – south face	N/A
Alima Terrace – west face	9 spaces
Total number of spaces	18 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 19: Parking requirements along Block 19

The block currently has no accessible parking spaces, and 1 new accessible space is required. The existing angled parking spaces are 14 feet deep, and a recommended depth of 18 to 20 feet deep. Although the Illinois Accessibility Code and PROWAG do not specify a minimum depth for angled on-street parking, field observations revealed that vehicles frequently overlap the public sidewalk due to the shallow depth of the current spaces.

Block 20



Image 24: Google Earth image of Block 20

The project team defined Block 20 as the area bounded by East Monroe Avenue to the north, Robinhood Lane to the east, East Harding Avenue to the south, and Community Drive to the west. They identified 4 parallel parking spaces along Harding Avenue.

BLOCK 20	
East Monroe Avenue – north face	N/A
Robinhood Lane – east face	N/A
East Harding Avenue – south face	4 spaces
Community Drive – west face	N/A
Total number of spaces	4 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 20: Parking requirements along Block 20

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20' long. Each block where public spaces are provided must have at least 1 accessible space.

Block 21



Image 25: Google Earth image of Block 21

The project team defined Block 21 as the area bounded by East Monroe Avenue to the north, Sherwood Road to the east, East Harding Avenue to the south, and Robinhood Lane to the west. They identified 6 parallel parking spaces along Harding Avenue.

BLOCK 21	
East Monroe Avenue – north face	N/A
Sherwood Road – east face	N/A
East Harding Avenue – south face	6 spaces
Robinhood Lane – west face	N/A
Total number of spaces	6 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 21: Parking requirements along Block 21

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20' long. Each block where public spaces are provided must have at least 1 accessible space.

Block 22



Image 26: Google Earth image of Block 22

The project team defined Block 22 as the area bounded by East Monroe Avenue to the north, Forest Road to the east, East Harding Avenue to the south, and Sherwood Road to the west. They identified 6 parallel parking spaces along Harding Avenue.

BLOCK 22	
East Monroe Avenue – north face	N/A
Forest Road – east face	N/A
East Harding Avenue – south face	6 spaces
Sherwood Road – west face	N/A

Total number of spaces	6 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 22: Parking requirements along Block 22

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20' long. Each block where public spaces are provided must have at least 1 accessible space.

Block 23



Image 27: Google Earth image of Block 23

The project team defined Block 23 as the area bounded by East Monroe Avenue to the north, Homestead Road to the east, East Harding Avenue to the south, and Forest Road to the west. They identified 6 parallel parking spaces along Harding Avenue.

BLOCK 23	
East Monroe Avenue – north face	N/A
Homestead Road – east face	N/A
East Harding Avenue – south face	6 spaces
Forest Road – west face	N/A
Total number of spaces	6 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 23: Parking requirements along Block 23

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20' long. Each block where public spaces are provided must have at least 1 accessible space.

Block 24



Image 28: Google Earth image of Block 24

The project team defined Block 24 as the area bounded by East Monroe Avenue to the north, Barnsdale Road to the east, East Harding Avenue to the south, and Homestead Road to the west. They identified 5 parallel parking spaces along Harding Avenue.

BLOCK 24	
East Monroe Avenue – north face	N/A
Barnsdale Road – east face	N/A
East Harding Avenue – south face	5 spaces
Homestead Road – west face	N/A
Total number of spaces	5 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 24: Parking requirements along Block 24

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20' long. Each block where public spaces are provided must have at least 1 accessible space.

Block 25



Image 29: Google Earth image of Block 25

The project team defined Block 25 as the area bounded by East Monroe Avenue to the north, Newberry Avenue to the east, East Harding Avenue to the south, and Beach Avenue to the west. They identified 8 parallel parking spaces along Harding Avenue.

BLOCK 25	
East Monroe Avenue – north face	N/A
Newberry Avenue – east face	N/A
East Harding Avenue – south face	8 spaces
Beach Avenue – west face	N/A
Total number of spaces	8 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 25: Parking requirements along Block 25

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 26



Image 30: Google Earth image of Block 26

The project team defined Block 26 as the area bounded by East Monroe Avenue to the north, Kemman Avenue to the east, East Harding Avenue to the south, and Newberry Avenue to the west. They identified 9 parallel parking spaces along Harding Avenue.

BLOCK 26	
East Monroe Avenue – north face	N/A
Kemman Avenue – east face	N/A
East Harding Avenue – south face	9 spaces
Newberry Avenue – west face	N/A
Total number of spaces	9 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 26: Parking requirements along Block 26

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 27



Image 31: Google Earth image of Block 27

The project team defined Block 27 as the area bounded by East Harding Avenue to the north, Kemman Avenue to the east, East Oak Avenue to the south, and Newberry Avenue to the west. They identified 8 parallel parking spaces along Harding Avenue.

BLOCK 27	
East Harding Avenue – north face	8 spaces
Kemman Avenue – east face	N/A
East Oak Avenue – south face	N/A
Newberry Avenue – west face	N/A
Total number of spaces	8 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 27: Parking requirements along Block 27

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 28



Image 32: Google Earth image of Block 28

The project team defined Block 28 as the area bounded by East Harding Avenue to the north, Newberry Avenue to the east, East Oak Avenue to the south, and Beach Avenue to the west. They identified 10 parallel parking spaces along Harding Avenue.

BLOCK 28	
East Harding Avenue – north face	10 spaces
Newberry Avenue – east face	N/A
East Oak Avenue – south face	N/A
Beach Avenue – west face	N/A
Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 28: Parking requirements along Block 28

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 29



Image 33: Google Earth image of Block 29

The project team defined Block 29 as the area bounded by East Harding Avenue to the north, Barnsdale Avenue to the east, East Oak Avenue to the south, and Homestead Avenue to the west. They identified 8 parallel parking spaces along Harding Avenue.

BLOCK 29	
East Harding Avenue – north face	8 spaces
Barnsdale Avenue – east face	N/A
East Oak Avenue – south face	N/A
Homestead Avenue – west face	N/A
Total number of spaces	8 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 29: Parking requirements along Block 29

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 30



Image 34: Google Earth image of Block 30

The project team defined Block 30 as the area bounded by East Harding Avenue to the north, Homestead Avenue to the east, East Oak Avenue to the south, and Forest Road to the west. They identified 4 parallel parking spaces along Harding Avenue.

BLOCK 30	
East Harding Avenue – north face	4 spaces
Homestead Avenue – east face	N/A
East Oak Avenue – south face	N/A
Forest Road – west face	N/A
Total number of spaces	4 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 30: Parking requirements along Block 30

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 31

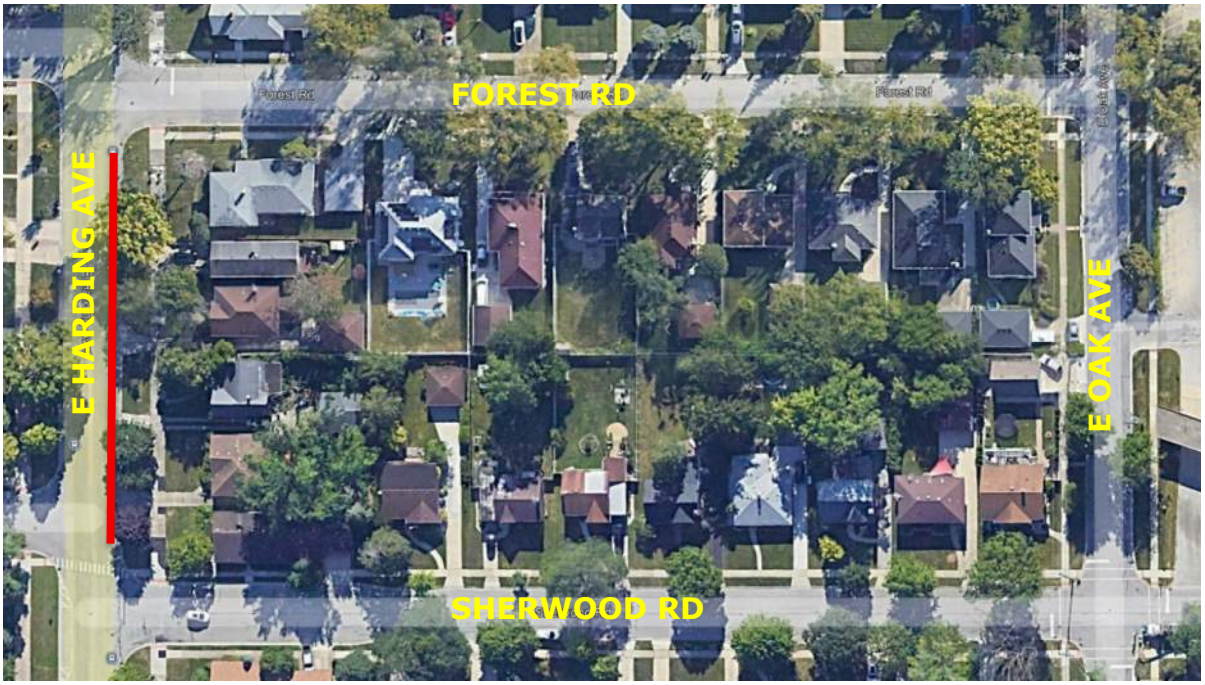


Image 35: Google Earth image of Block 31

The project team defined Block 31 as the area bounded by East Harding Avenue to the north, Forest Road to the east, East Oak Avenue to the south, and Sherwood Road to the west. They identified 4 parallel parking spaces along Harding Avenue.

BLOCK 31	
East Harding Avenue – north face	4 spaces
Forest Road – east face	N/A
East Oak Avenue – south face	N/A
Sherwood Road – west face	N/A
Total number of spaces	4 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 31: Parking requirements along Block 31

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 32

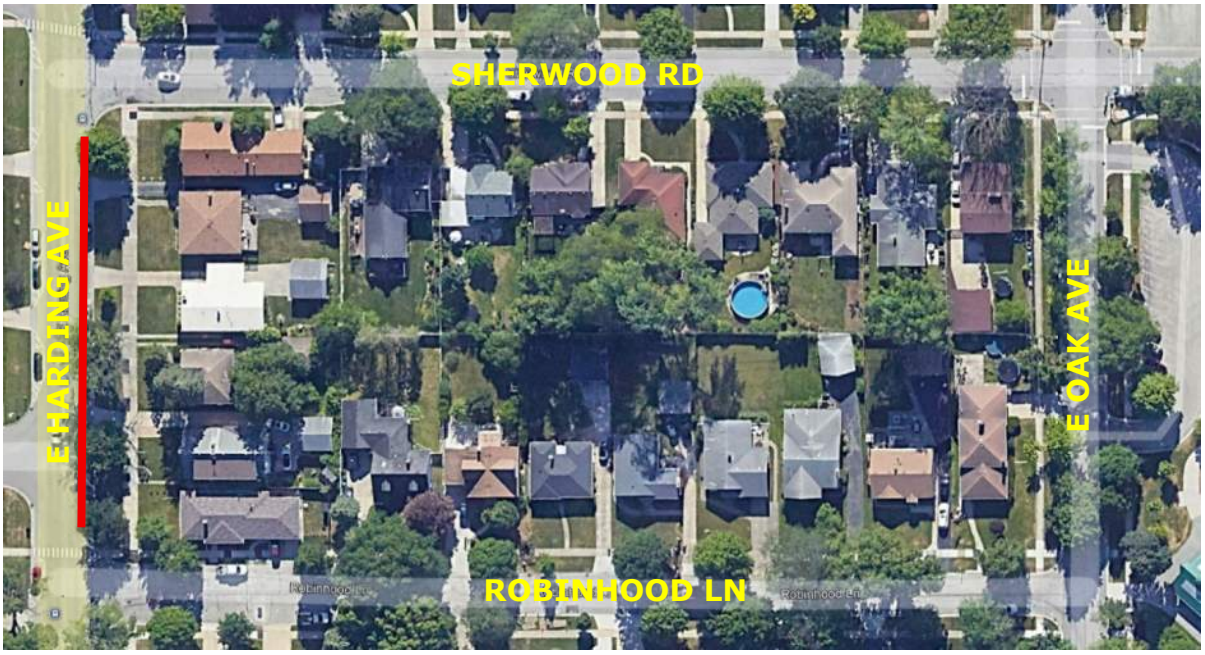


Image 36: Google Earth image of Block 32

The project team defined Block 32 as the area bounded by East Harding Avenue to the north, Sherwood Road to the east, East Oak Avenue to the south, and Robinhood Lane to the west. They identified 5 parallel parking spaces along Harding Avenue.

BLOCK 32	
East Harding Avenue – north face	5 spaces
Sherwood Road – east face	N/A
East Oak Avenue – south face	N/A
Robinhood Lane – west face	N/A
Total number of spaces	5 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 32: Parking requirements along Block 32

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Block 33



Image 37: Google Earth image of Block 33

The project team defined Block 33 as the area bounded by East Harding Avenue to the north, Robinhood Lane to the east, East Oak Avenue to the south, and Highway 45 to the west. They identified 5 parallel parking spaces along Harding Avenue.

BLOCK 33	
East Harding Avenue – north face	5 spaces
Robinhood Lane – east face	N/A
East Oak Avenue – south face	N/A
Highway 45 – west face	N/A
Total number of spaces	5 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 33: Parking requirements along Block 33

The block currently has no accessible parking spaces, and 1 new accessible space is required. PROWAG states where parking is marked, but not individually marked, each space is 20’ long. Each block where public spaces are provided must have at least 1 accessible space.

Appendix A.6

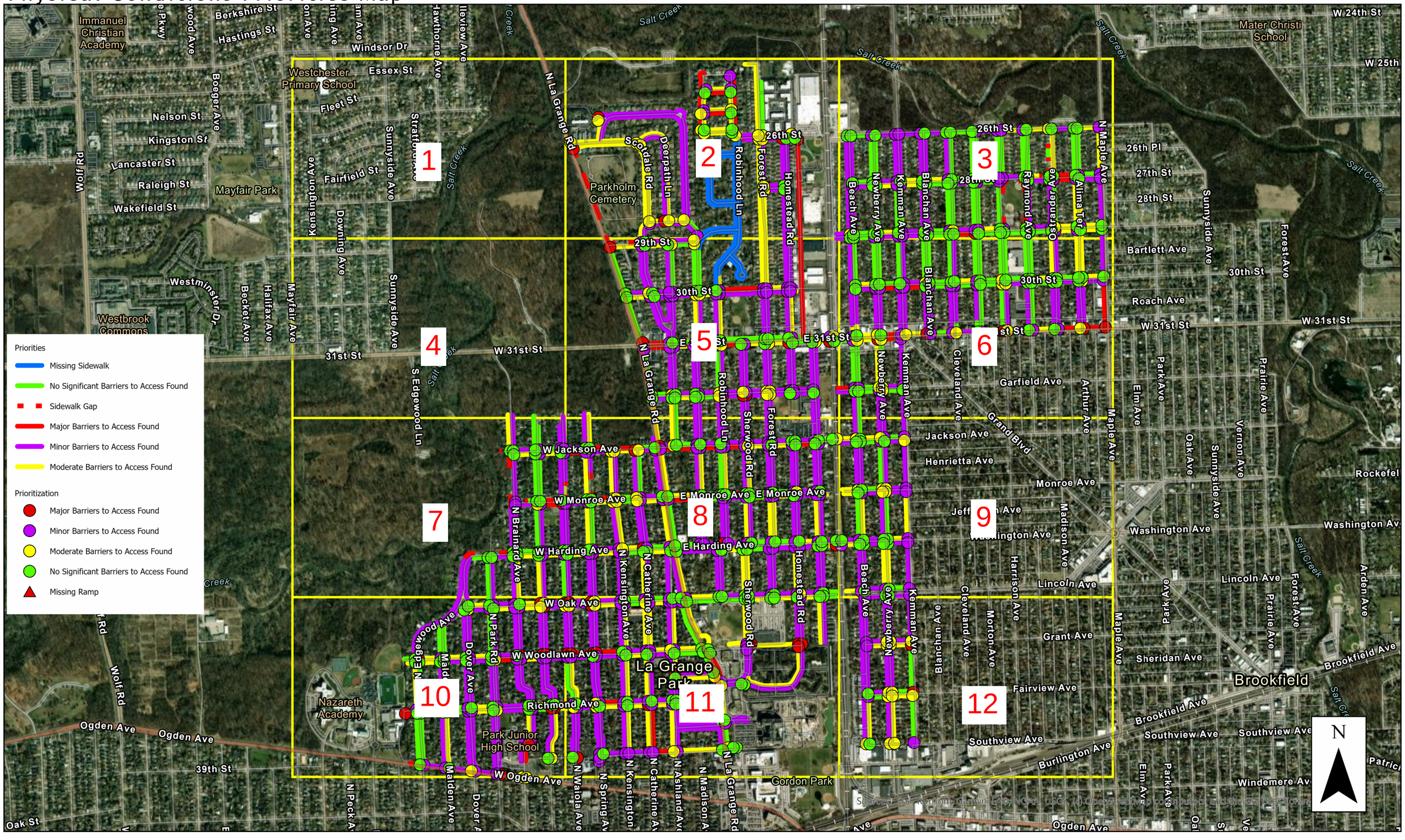
Aerial Exhibits for Sidewalk Segments and Curb Ramps

ADA Transition Plan

Physical Conditions Priorities Map

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Conditions Priorities Map

GRID 1



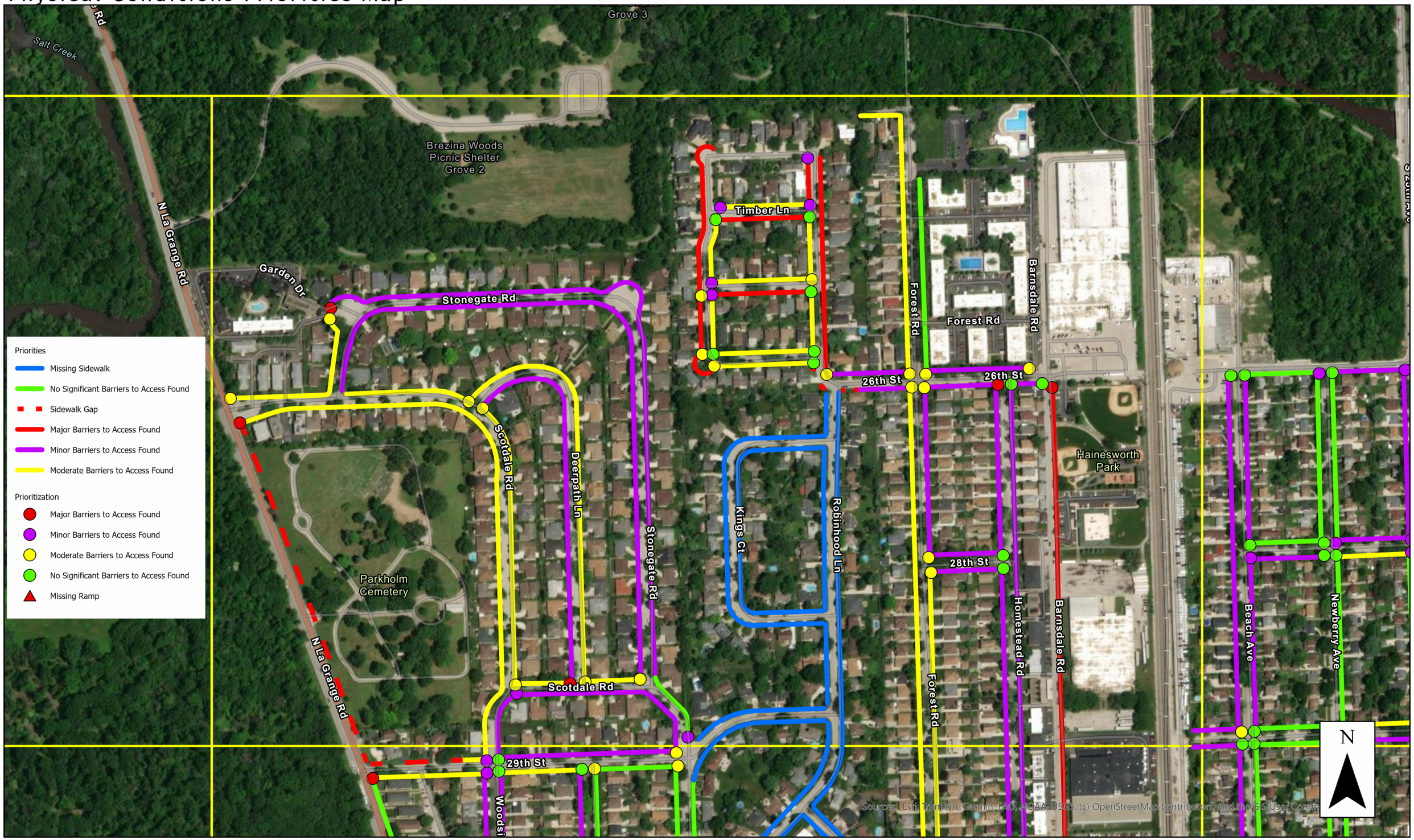
ADA Transition Plan

Physical Conditions Priorities Map

GRID 2

VILLAGE OF LA GRANGE PARK EST. 1892

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ADA Transition Plan

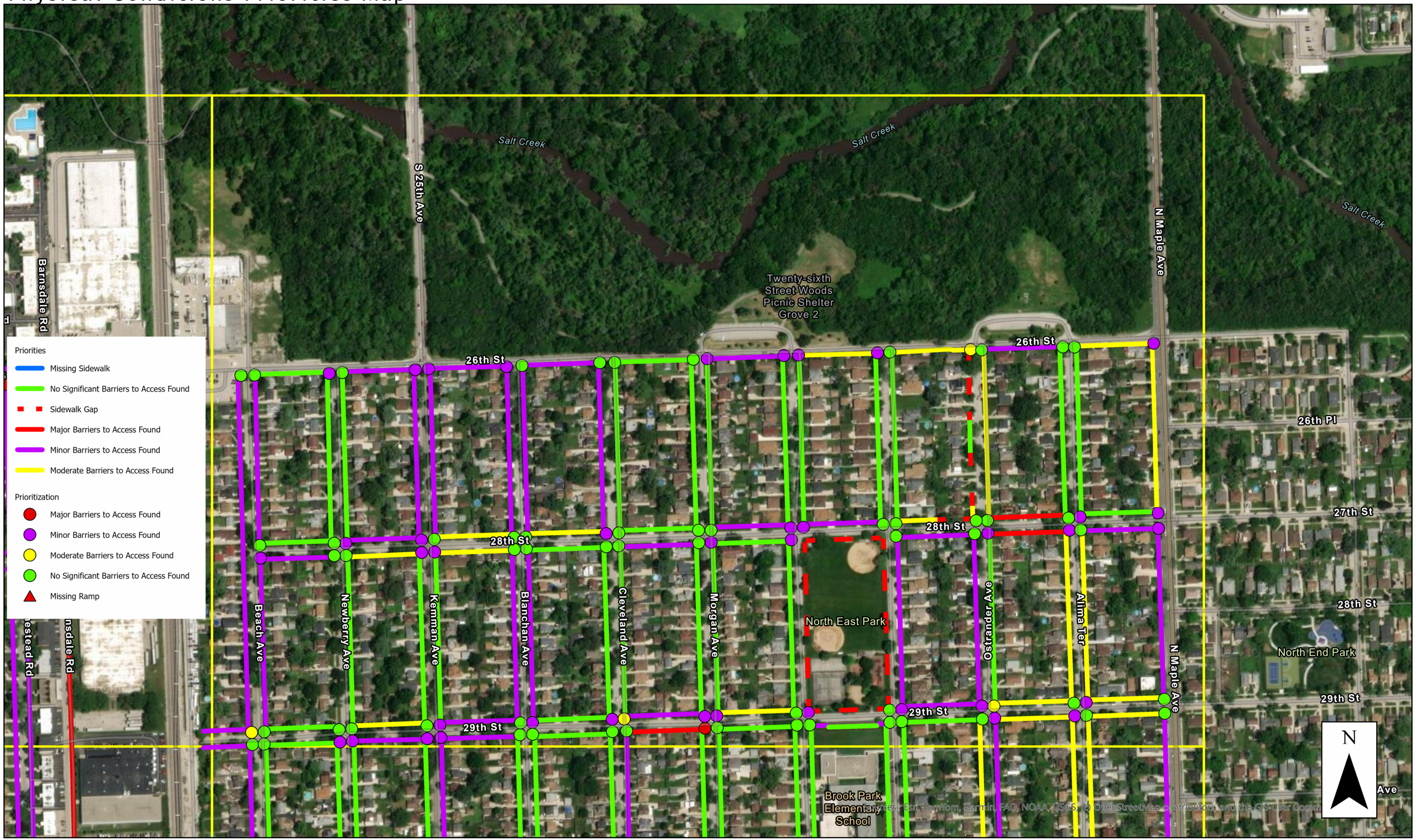
Physical Conditions Priorities Map

GRID 3

VILLAGE OF LA GRANGE PARK EST. 1892

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ADA Transition Plan

Physical Conditions Priorities Map

GRID 4

VILLAGE OF LA GRANGE PARK EST. 1892

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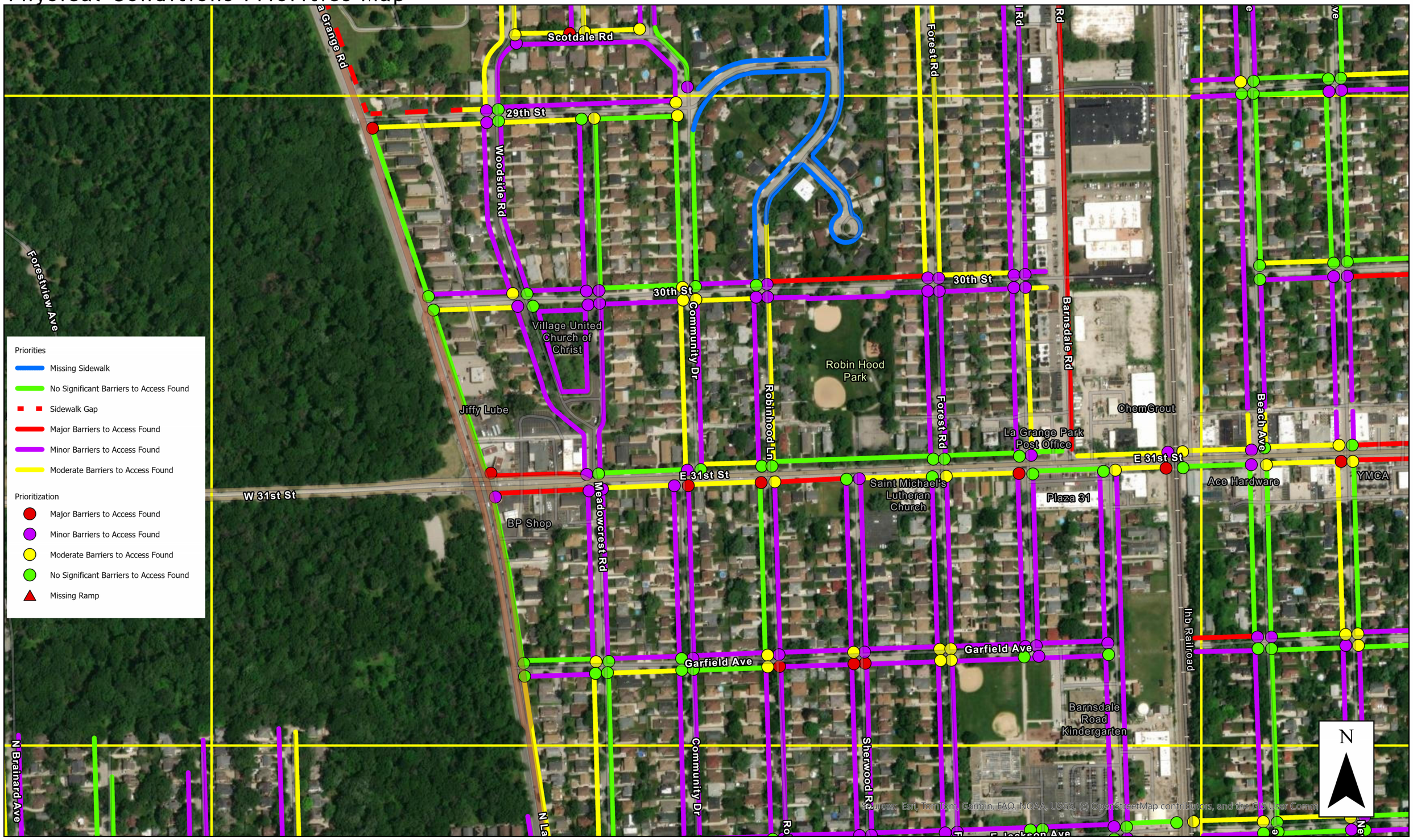
ADA Transition Plan

Physical Conditions Priorities Map

GRID 5

VILLAGE OF LA GRANGE PARK EST. 1892

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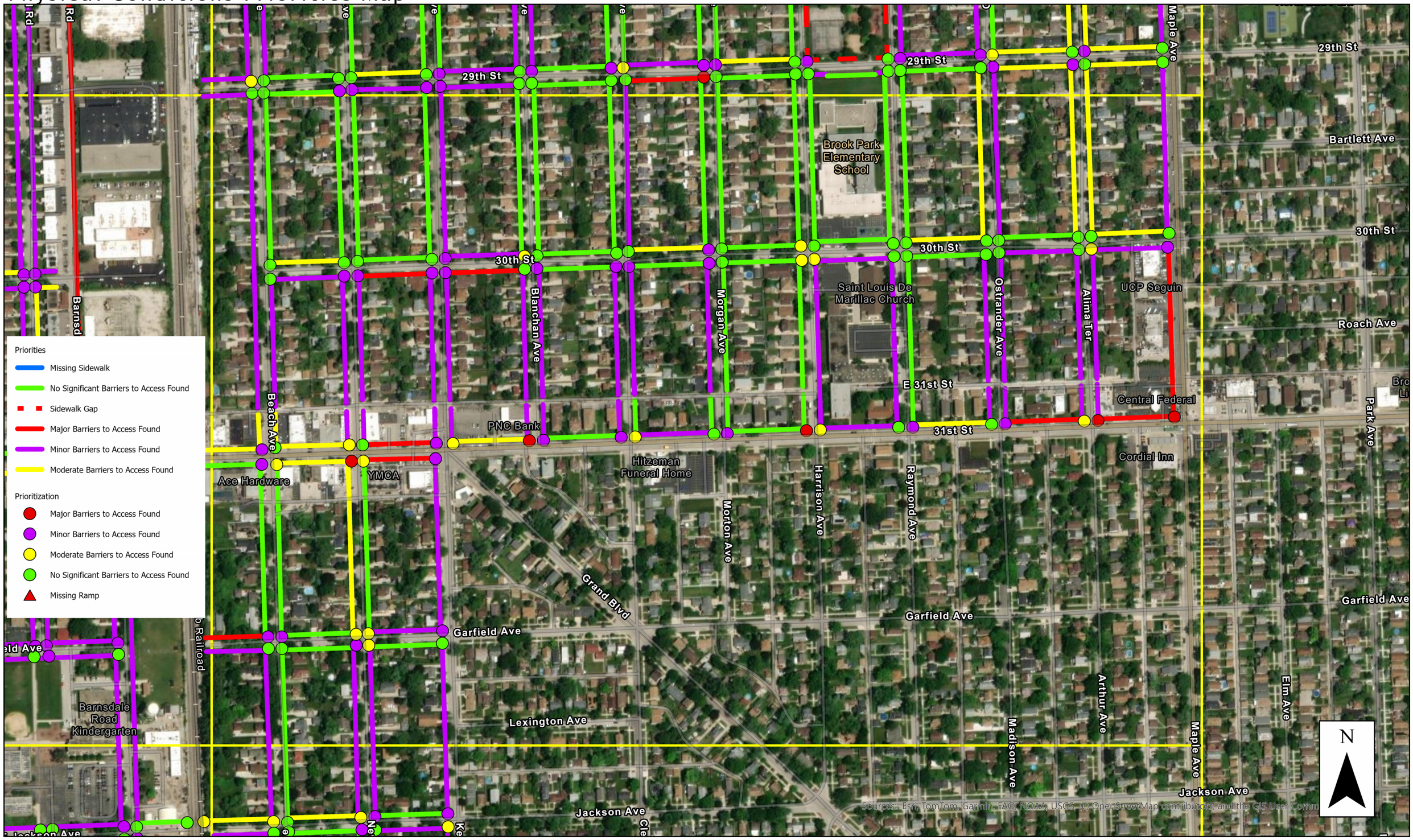
ADA Transition Plan

Physical Conditions Priorities Map

GRID 6

VILLAGE OF LA GRANGE PARK EST. 1892

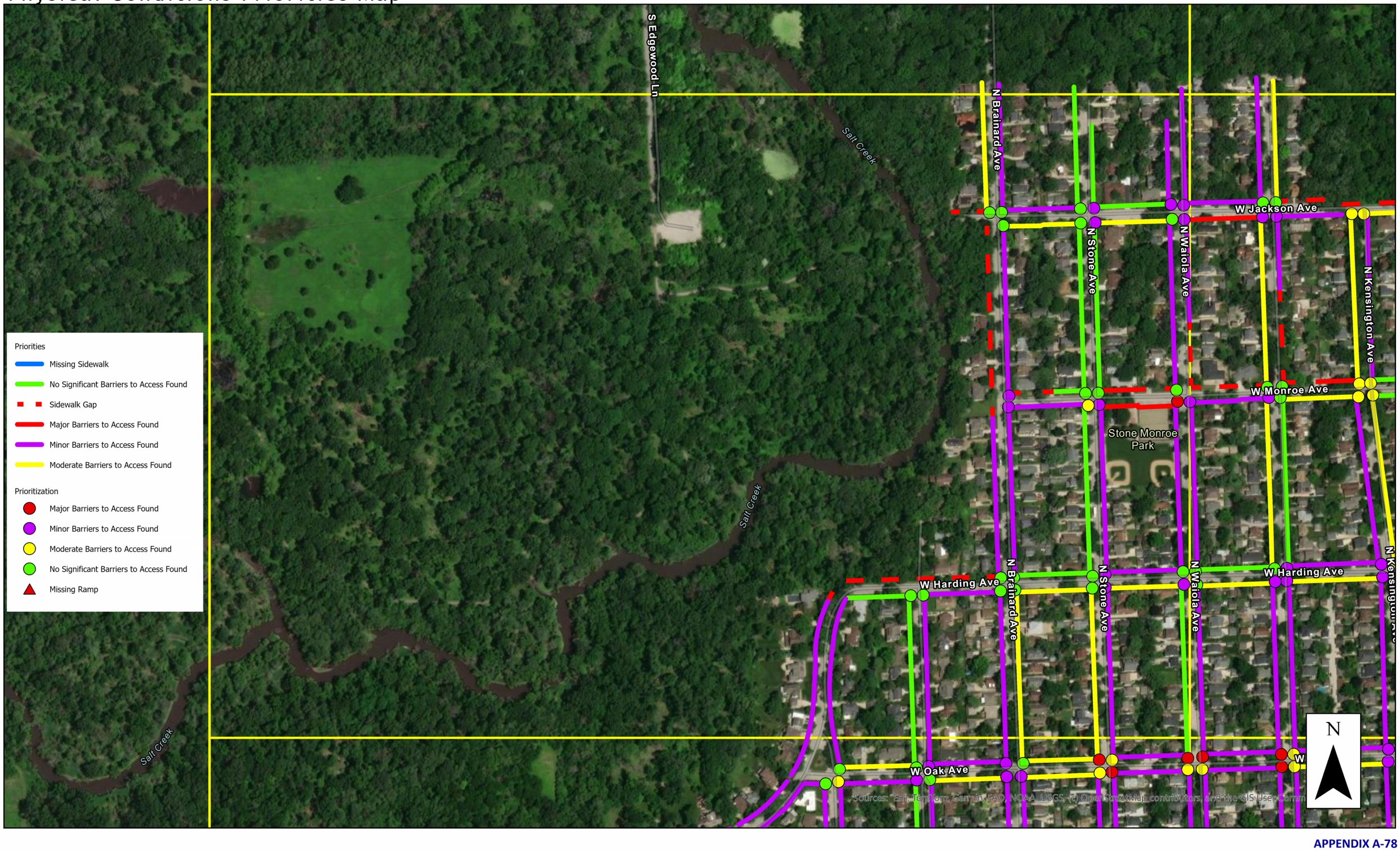
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ADA Transition Plan

Physical Conditions Priorities Map

GRID 7



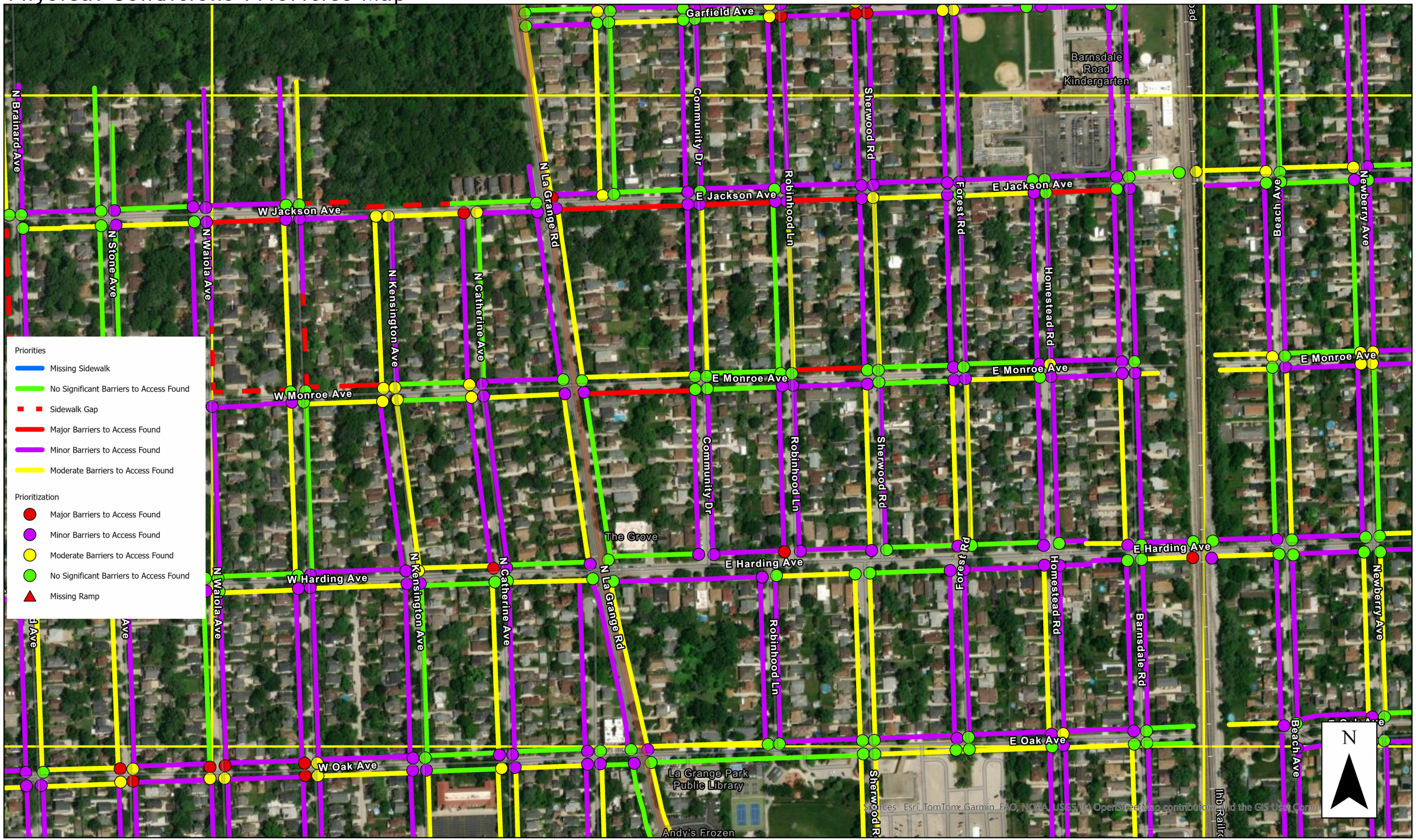
ADA Transition Plan

Physical Conditions Priorities Map

GRID 8

VILLAGE OF LA GRANGE PARK EST. 1892

Chicago Metropolitan Agency for Planning



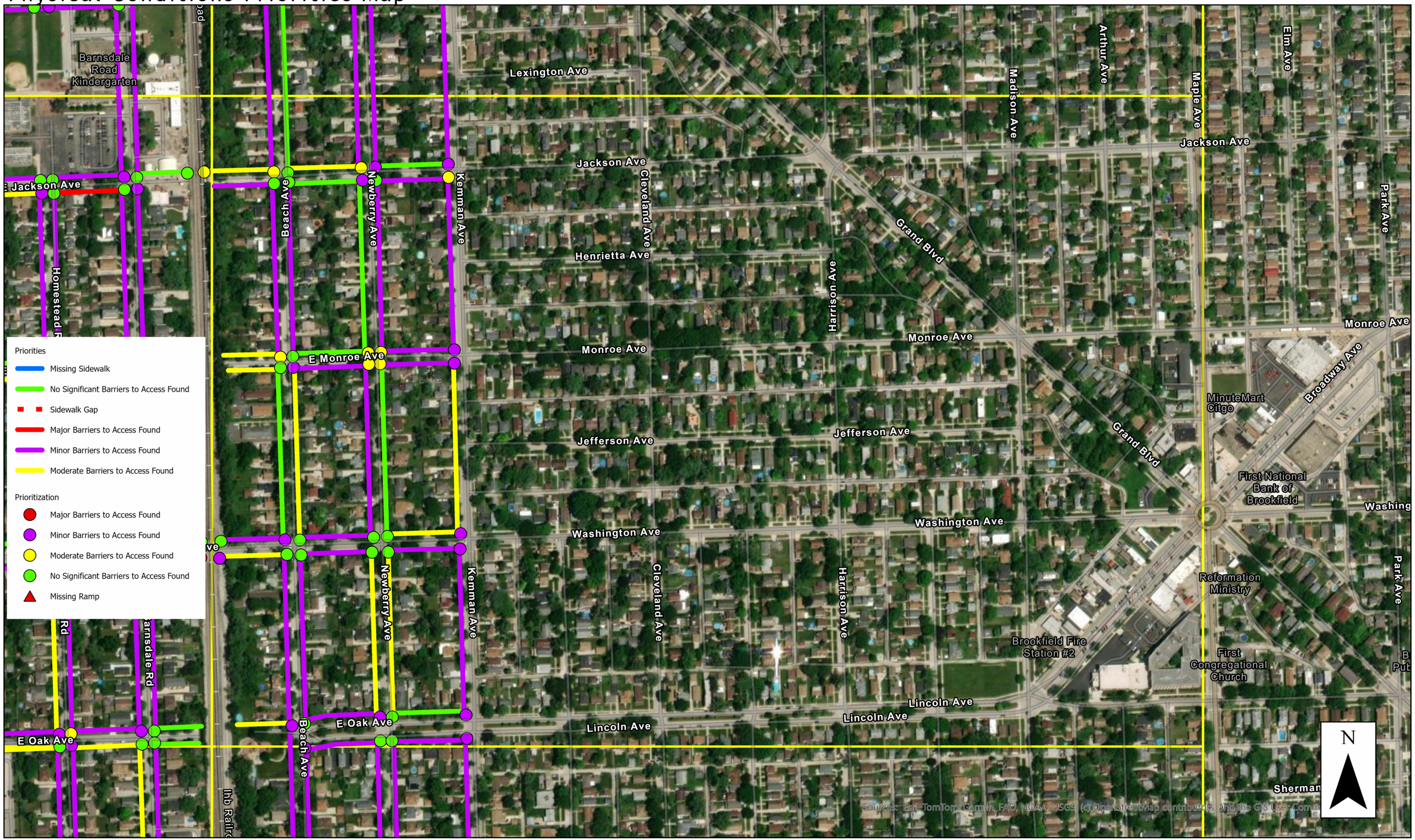
ADA Transition Plan

Physical Conditions Priorities Map

GRID 9

Village of La Grange Park Est. 1892

Chicago Metropolitan Agency for Planning



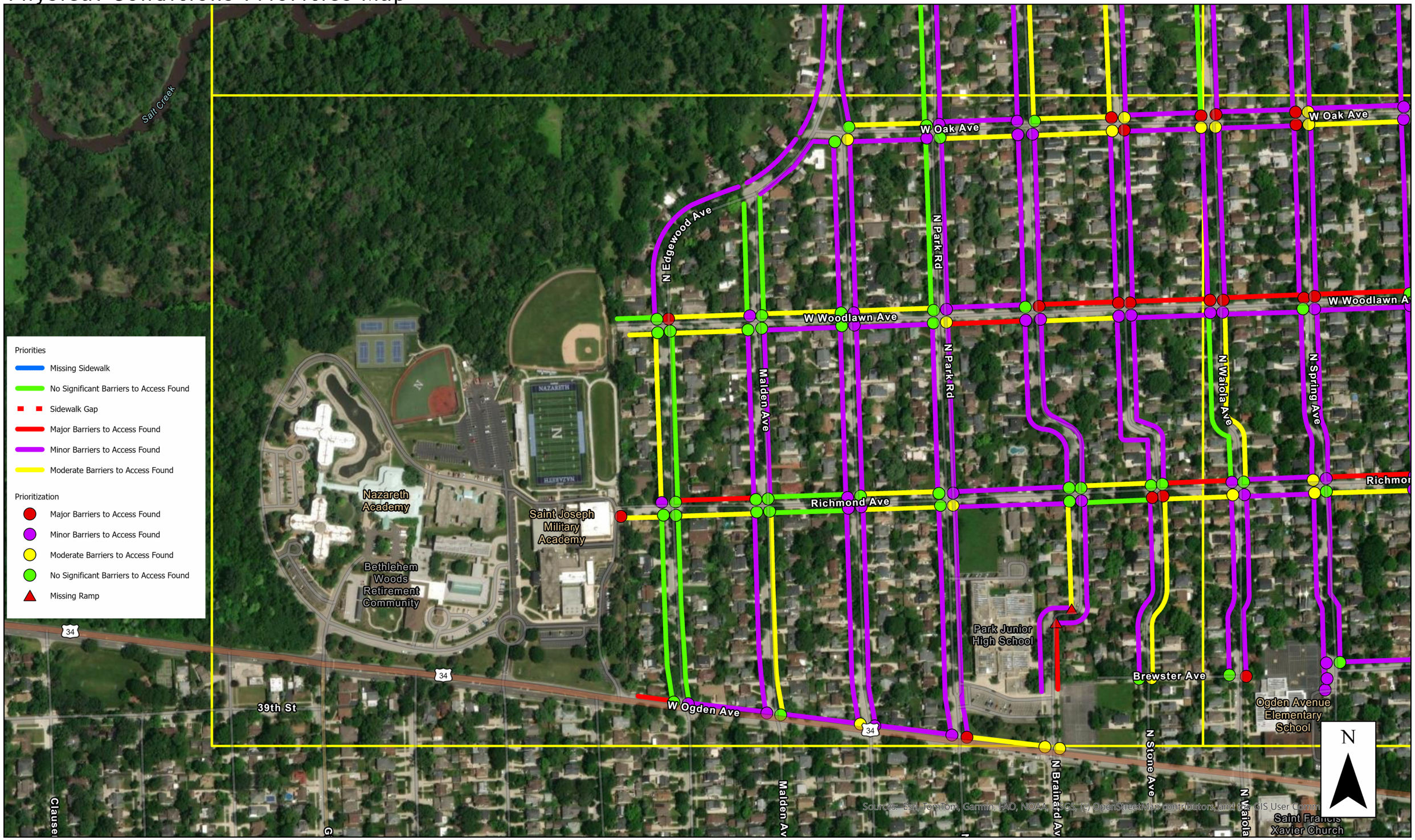
ADA Transition Plan

Physical Conditions Priorities Map

GRID 10

VILLAGE OF LA GRANGE PARK EST. 1892

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Priorities

- Missing Sidewalk
- No Significant Barriers to Access Found
- Sidewalk Gap
- Major Barriers to Access Found
- Minor Barriers to Access Found
- Moderate Barriers to Access Found

Prioritization

- Major Barriers to Access Found
- Minor Barriers to Access Found
- Moderate Barriers to Access Found
- No Significant Barriers to Access Found
- Missing Ramp

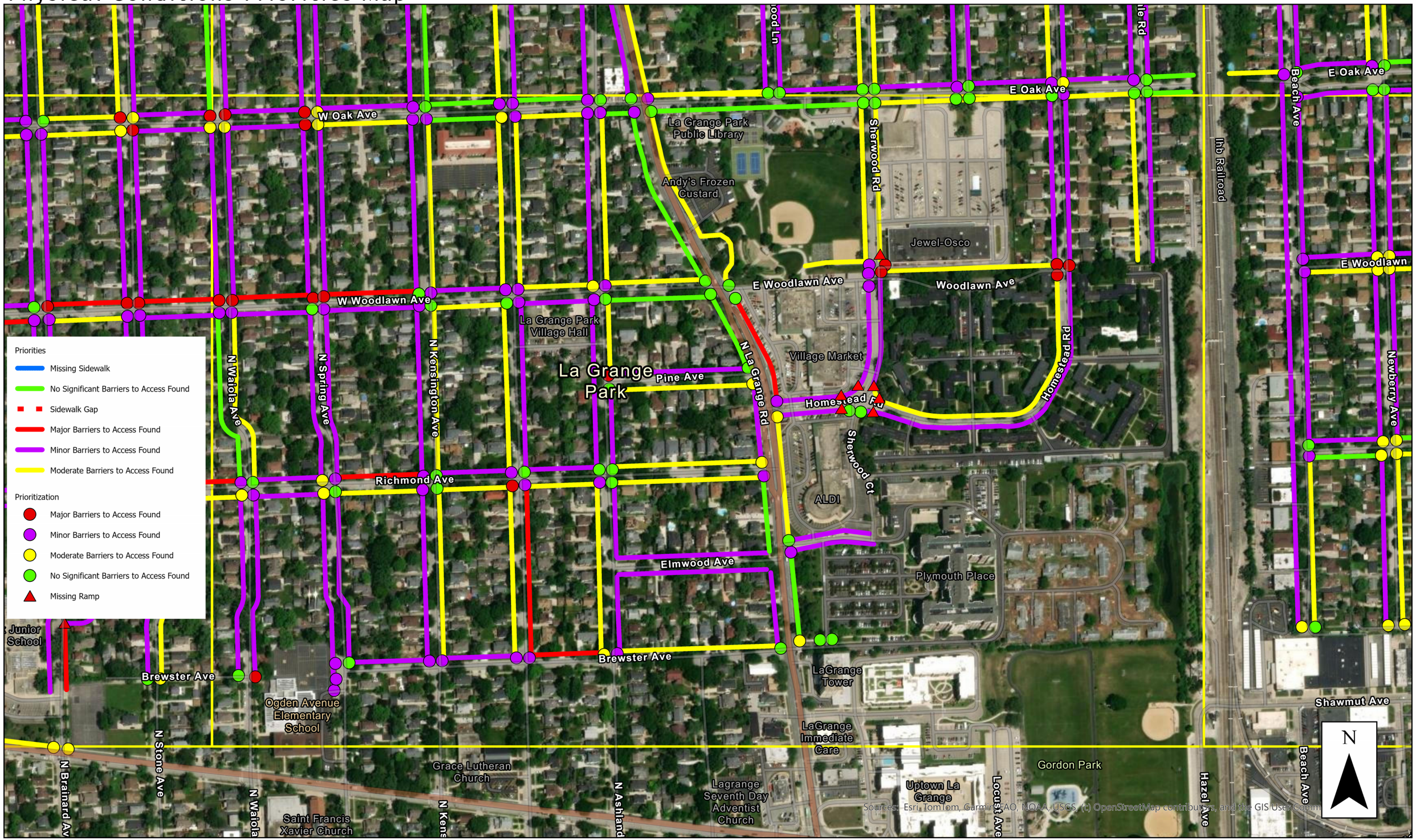
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Physical Conditions Priorities Map

GRID 11

VILLAGE OF LA GRANGE PARK EST. 1892

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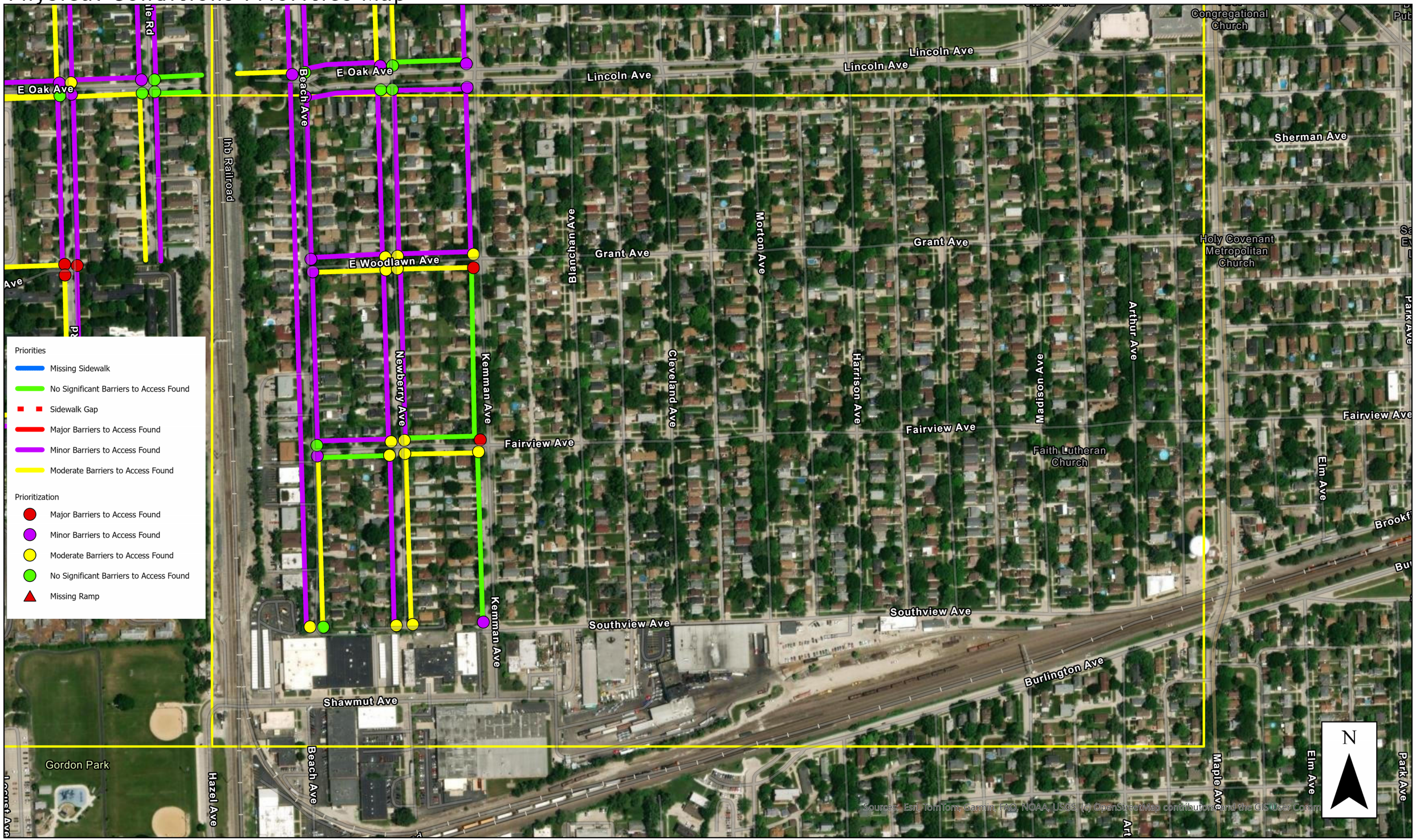
ADA Transition Plan

Physical Conditions Priorities Map

GRID 12

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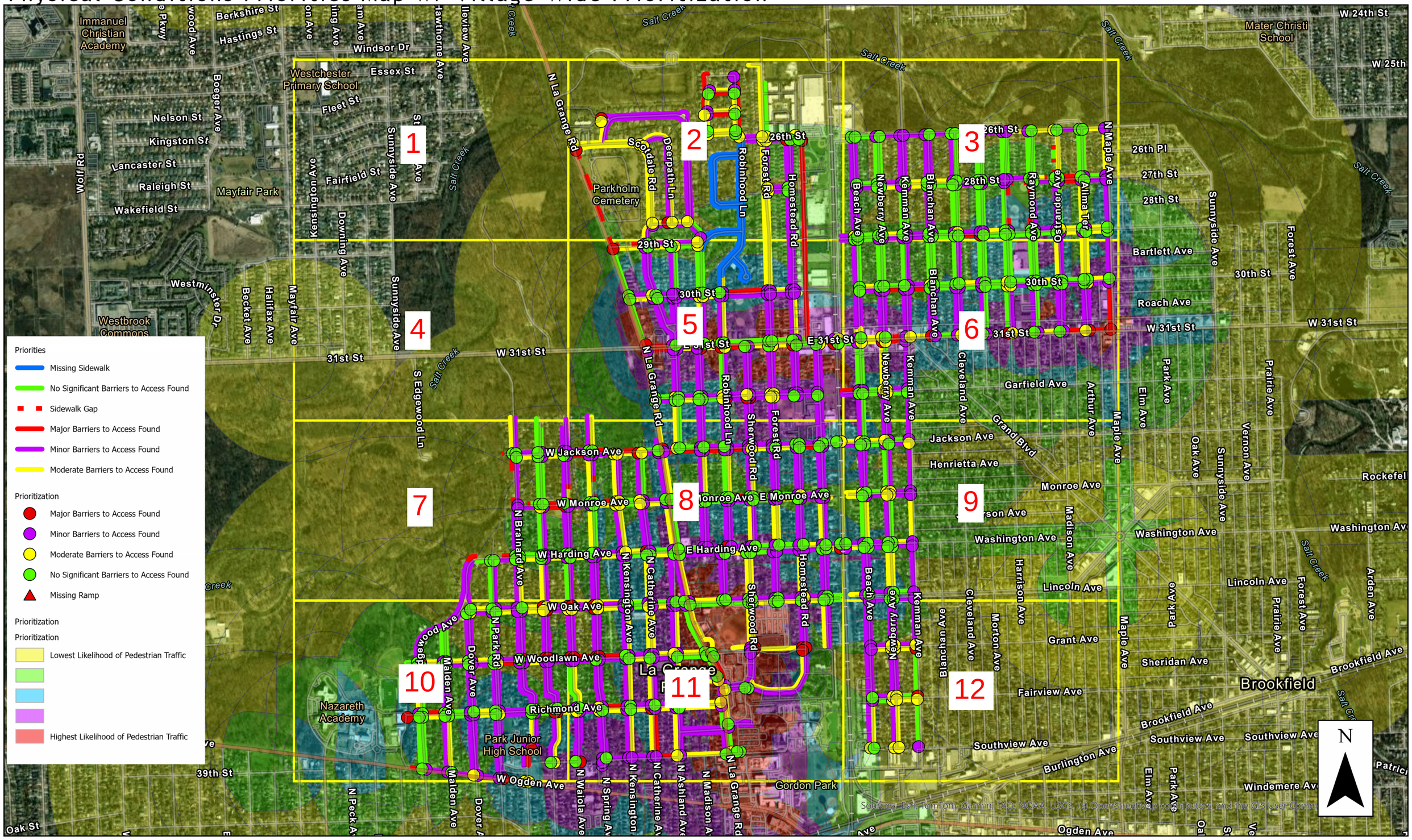
Aerial Exhibits for Sidewalk Segments and Curb ramps with Village-Wide Prioritization Map

ADA Transition Plan

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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GRID 1

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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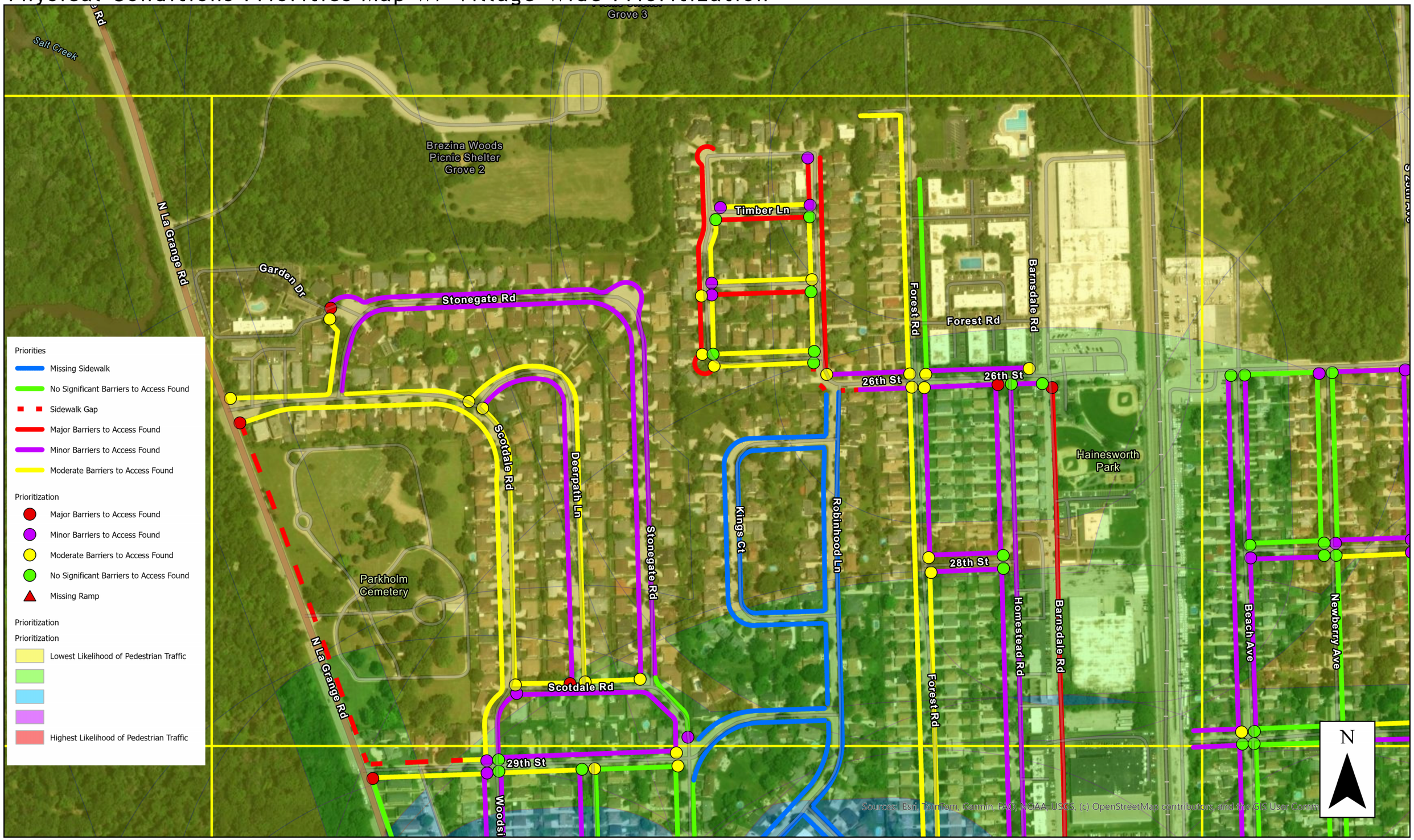
ADA Transition Plan

GRID 2

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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GRID 3

Physical Conditions Priorities Map w/ Village-Wide Prioritization

Priorities

- Missing Sidewalk
- No Significant Barriers to Access Found
- Sidewalk Gap
- Major Barriers to Access Found
- Minor Barriers to Access Found
- Moderate Barriers to Access Found

Prioritization

- Major Barriers to Access Found
- Minor Barriers to Access Found
- Moderate Barriers to Access Found
- No Significant Barriers to Access Found
- Missing Ramp

Prioritization

Prioritization

- Lowest Likelihood of Pedestrian Traffic
- Highest Likelihood of Pedestrian Traffic

Barnsdale Rd
S 25th Ave
Salt Creek
Salt Creek
Salt Creek
N Maple Ave
Twenty-sixth Street Woods Picnic Shelter Grove 2
26th St
26th St
26th Pl
27th St
28th St
28th St
28th St
29th St
29th St
Beach Ave
Newberry Ave
Kemman Ave
Blanchan Ave
Cleveland Ave
Morgan Ave
North East Park
Ostrander Ave
Alma Ter
N Maple Ave
North End Park
Brook Park Elementary School
Ave
N

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Comm

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GRID 4

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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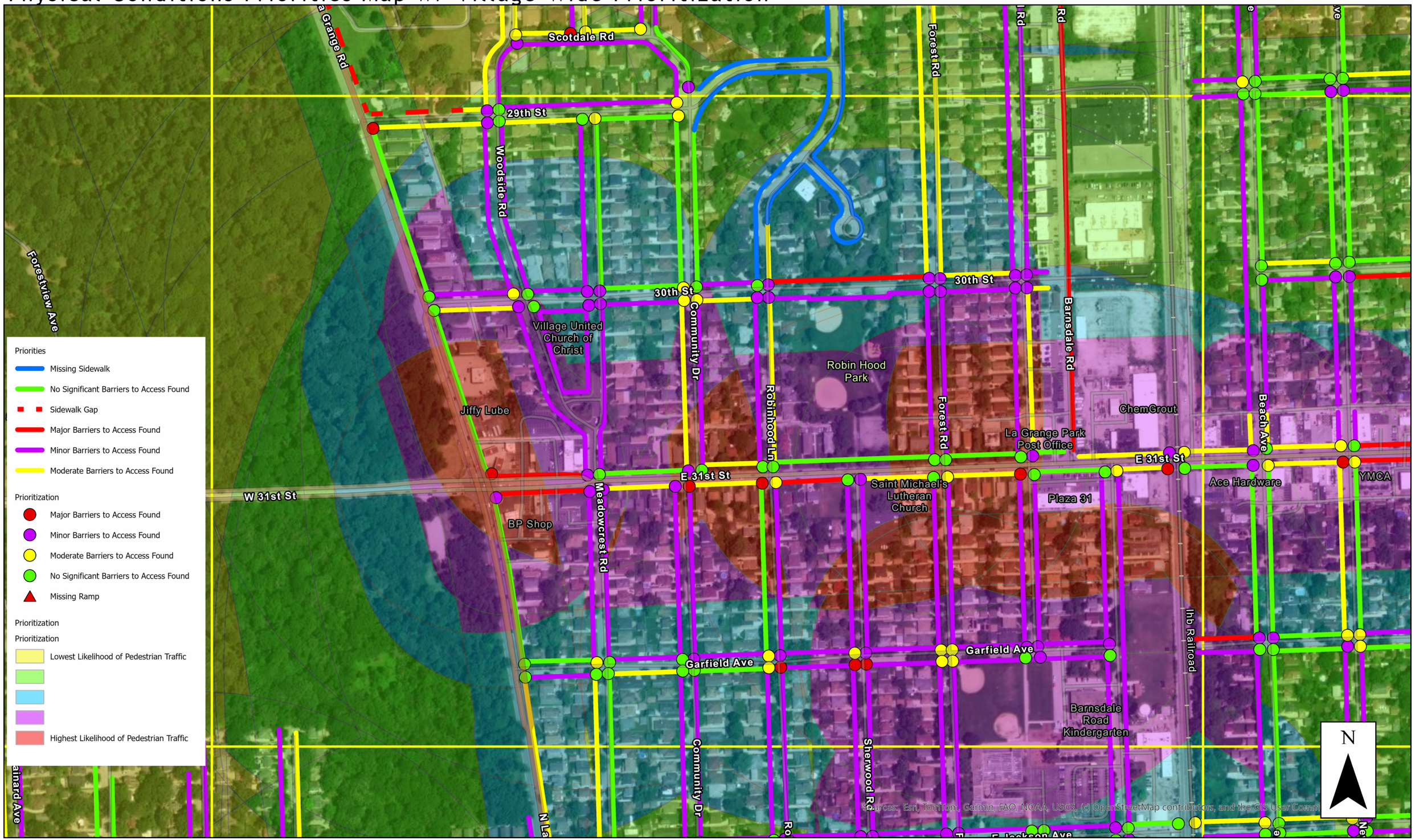
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GRID 5

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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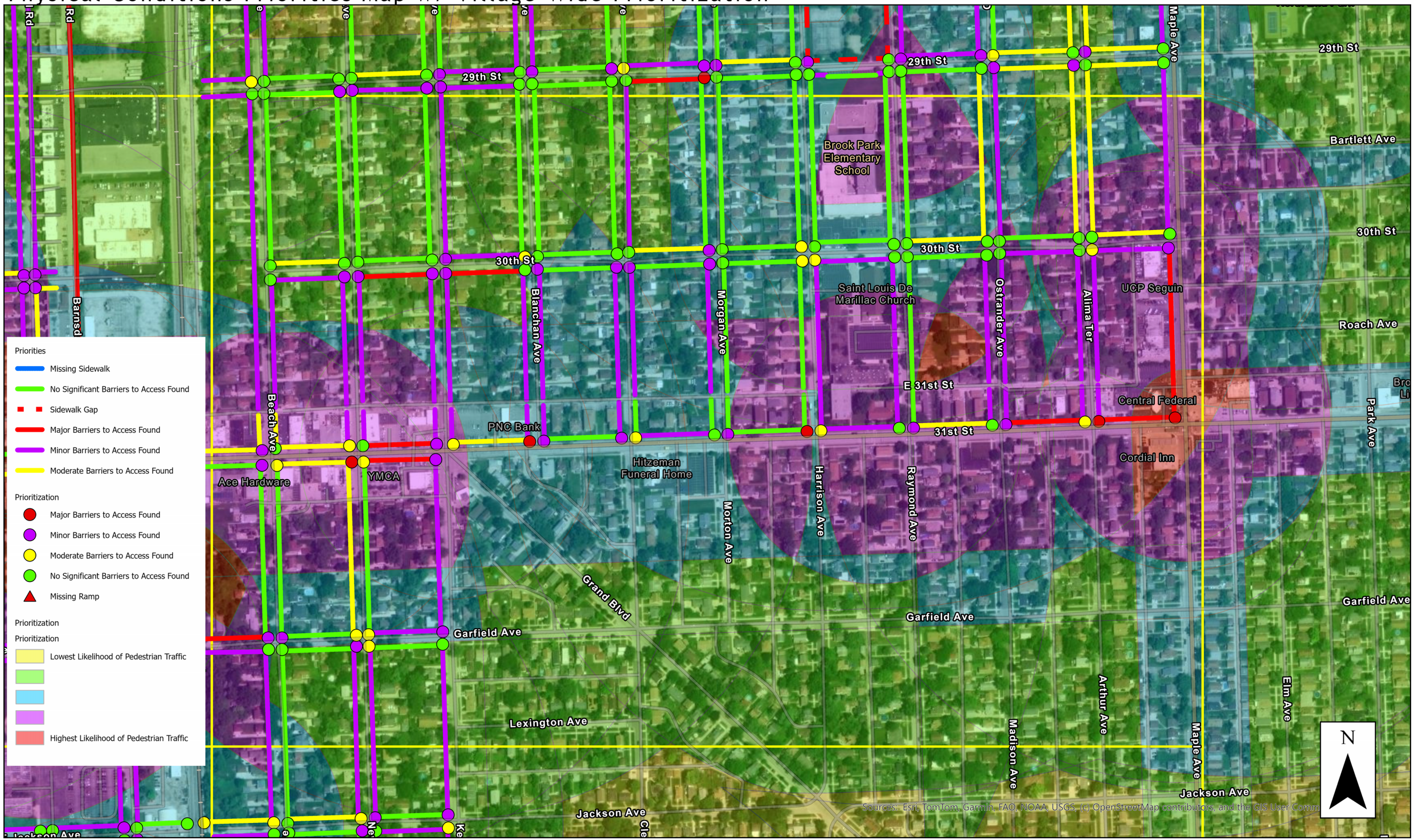
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GRID 6

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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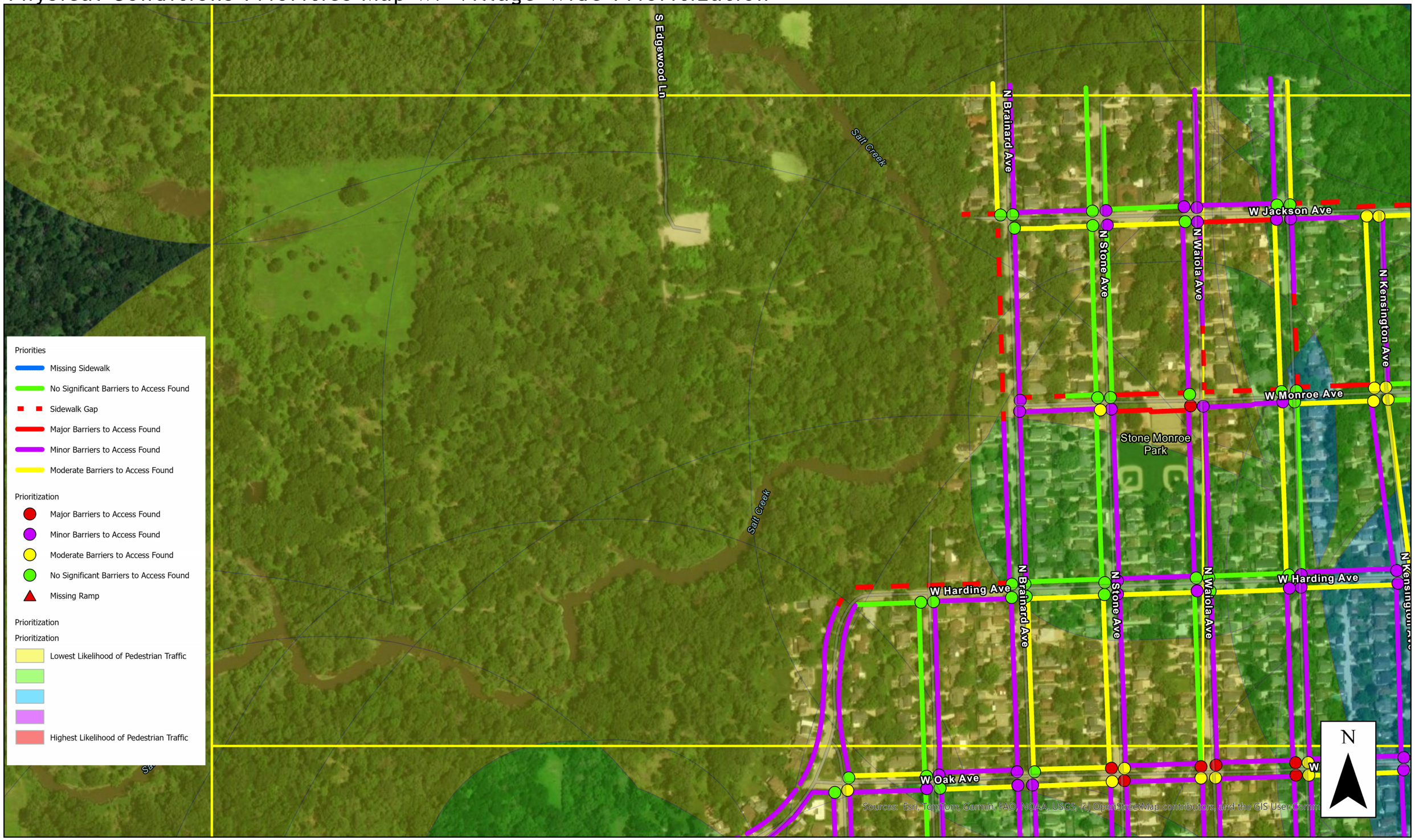
ADA Transition Plan

GRID 7

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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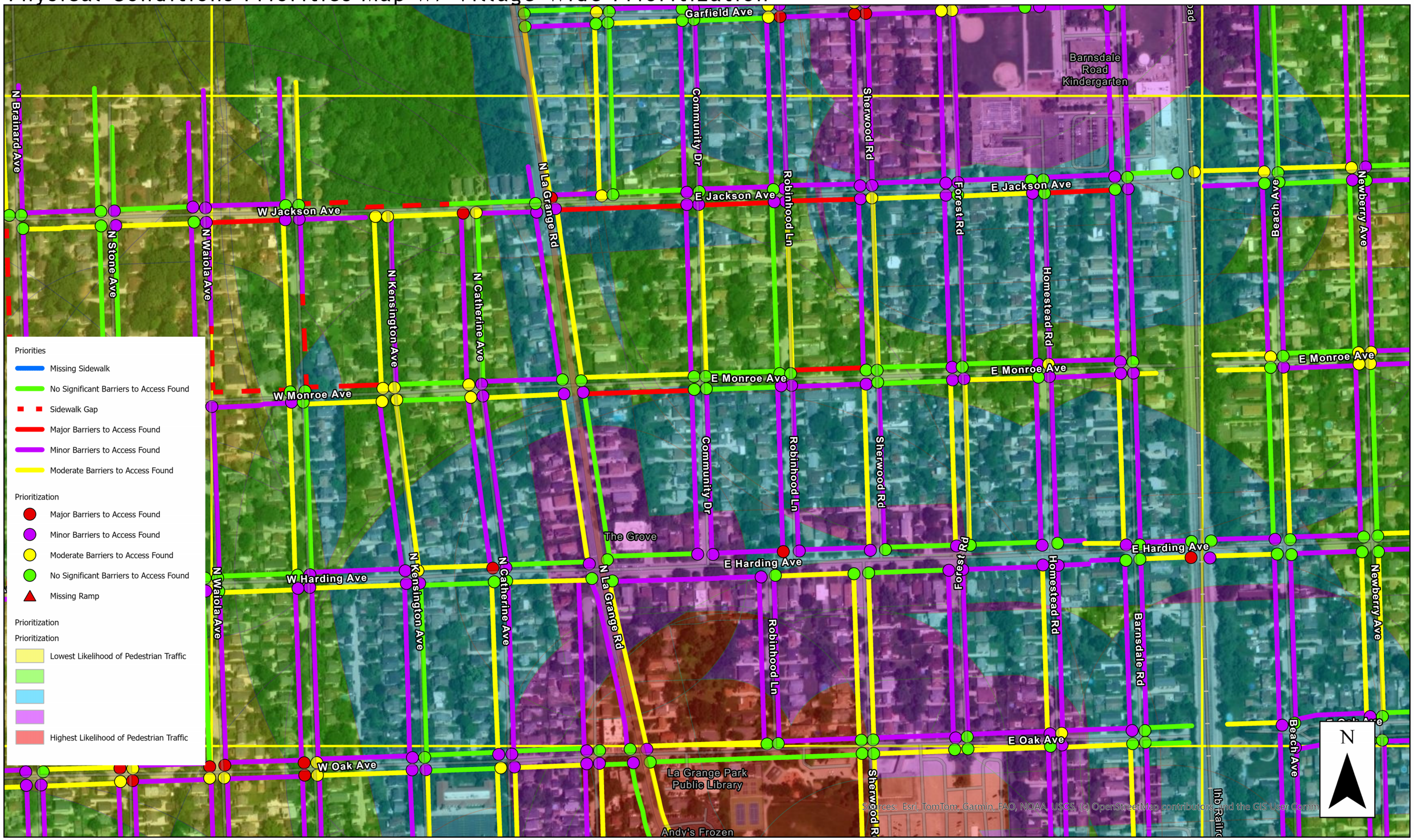
ADA Transition Plan

GRID 8

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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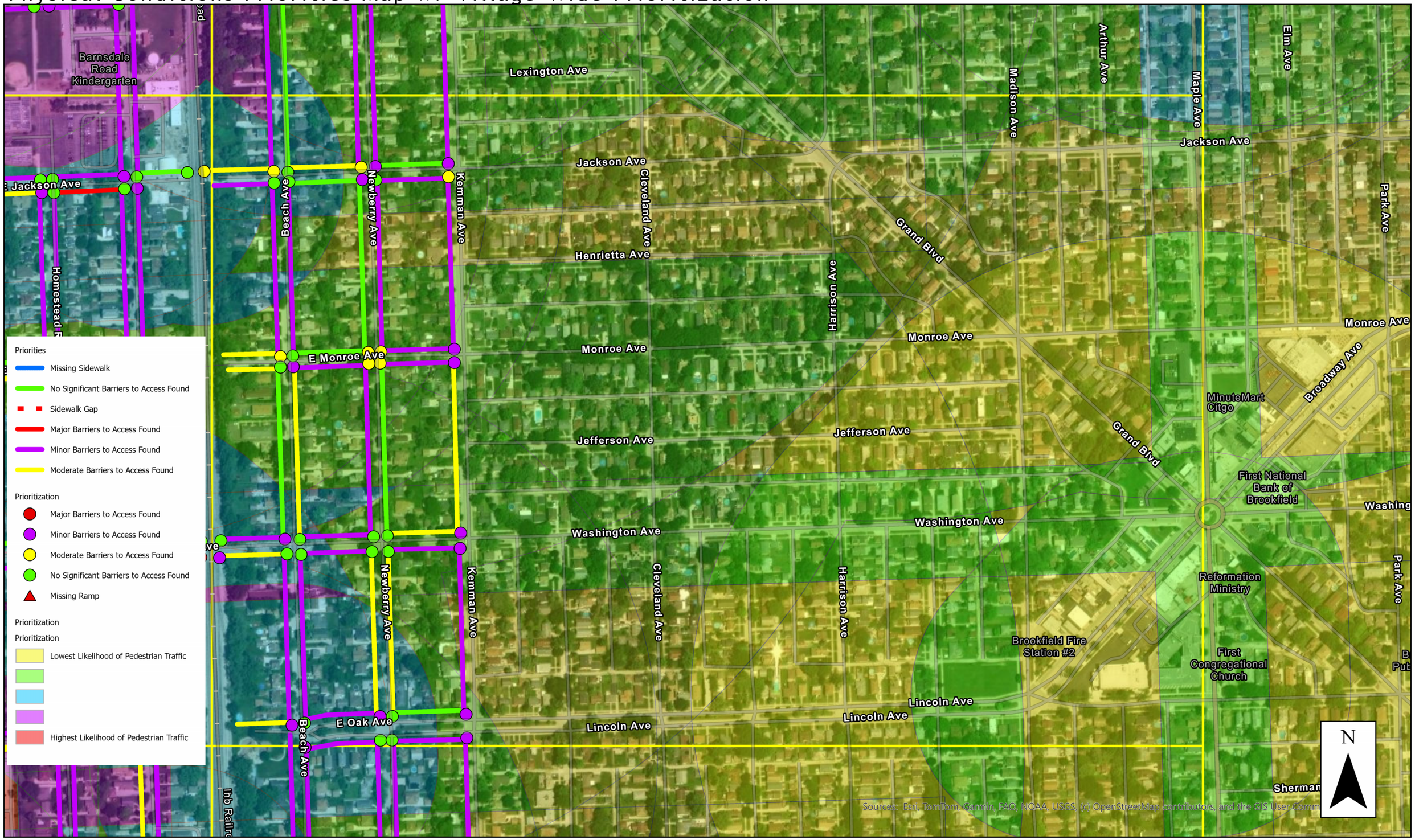
ADA Transition Plan

GRID 9

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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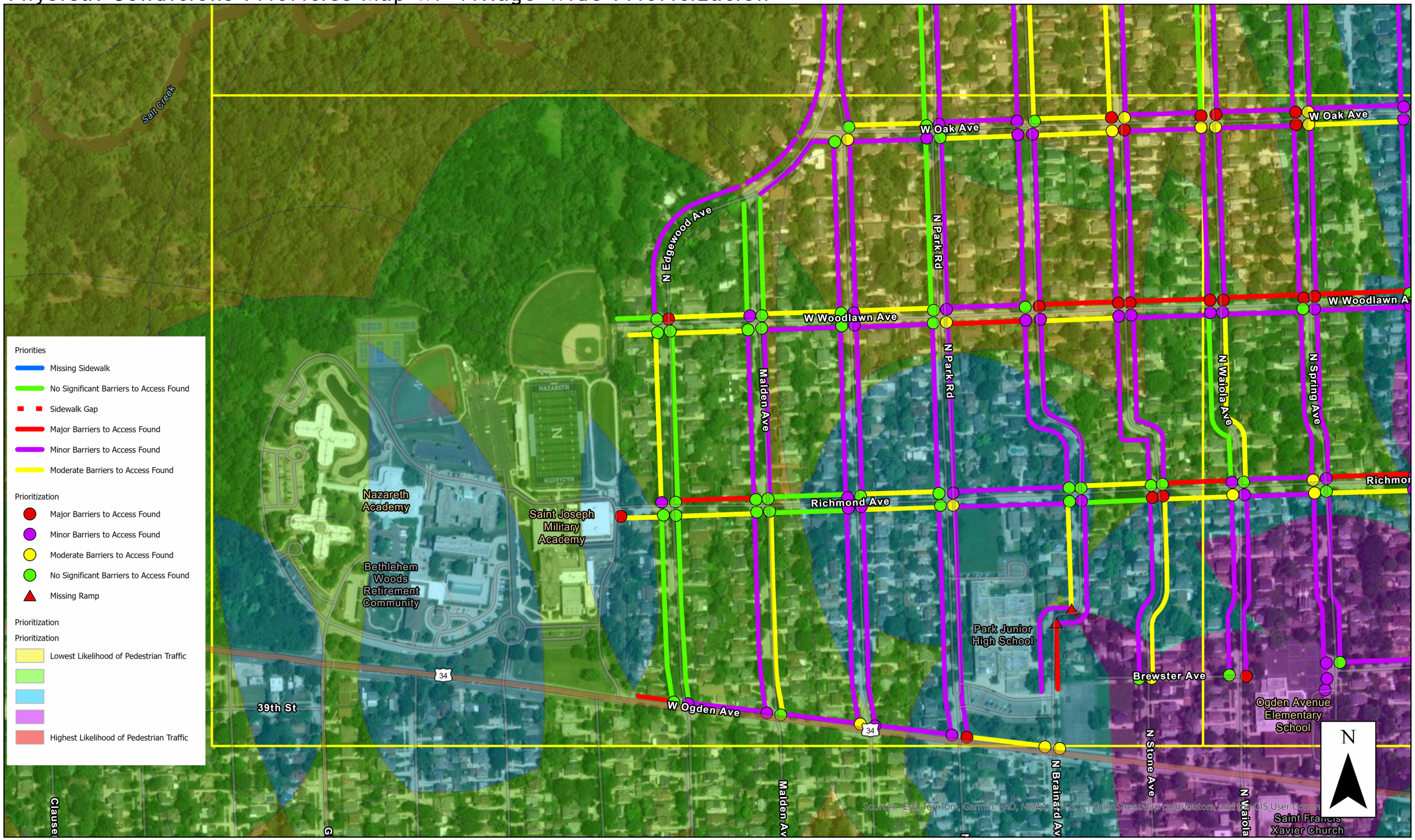
ADA Transition Plan

GRID 10

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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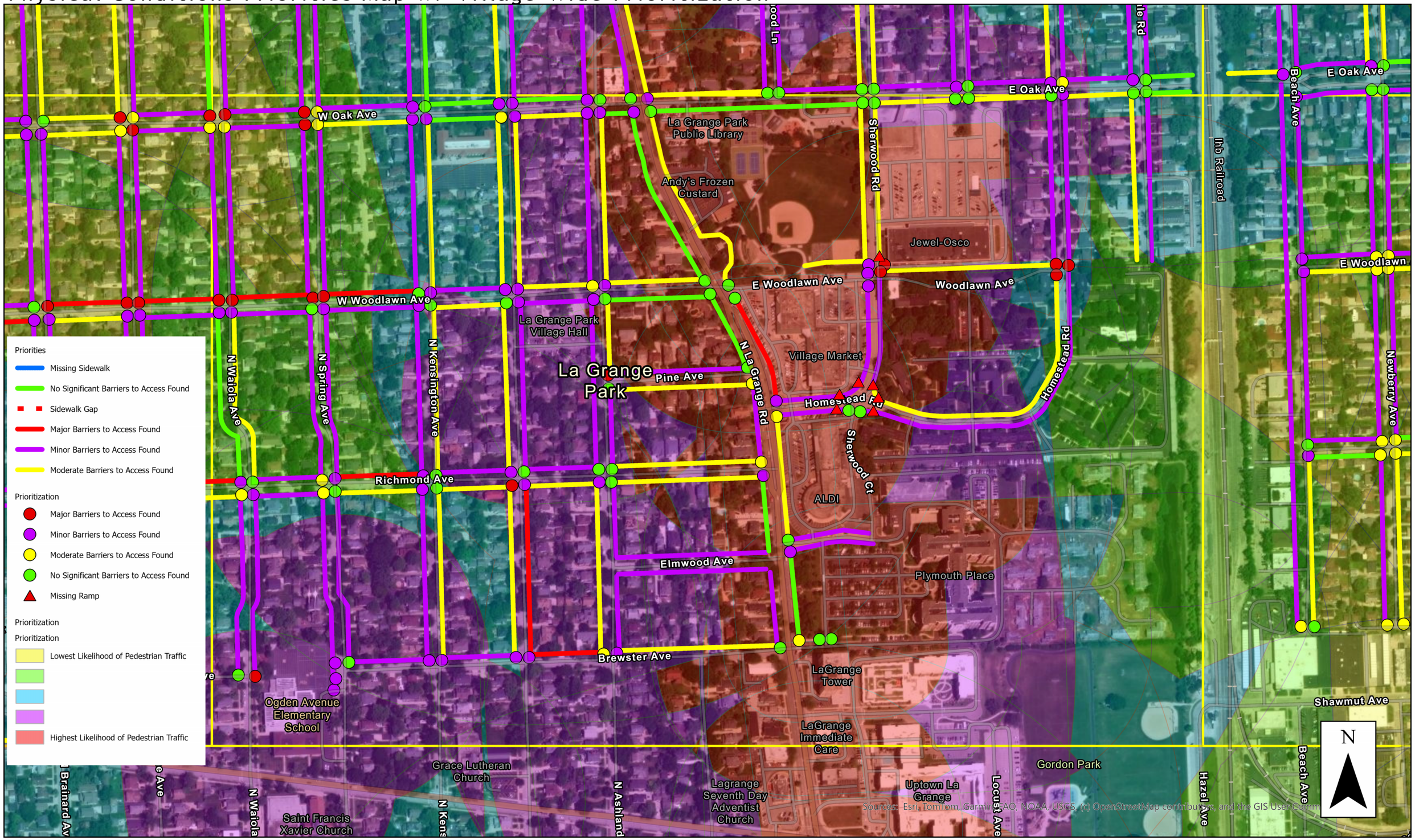
ADA Transition Plan

GRID 11

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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GRID 12

Physical Conditions Priorities Map w/ Village-Wide Prioritization

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