

ACCESS ROSELLE

A Plan for Accessible Streets and Sidewalks

Final Report

Adopted December 1, 2025

Resolution 2025-2953

Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning

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

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- Main Street Merchants
- Median Park District
- North DuPage Special Education Cooperative
- Roselle Park District
- Roselle Library District
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- Universal Metro Asian Services

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Chicago Metropolitan Agency for Planning

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

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

- Accessibility creates opportunity.
- Accessibility creates economic benefits.
- Many people have, or will have, disabilities.
- Everyone benefits from accessibility improvements.
- Compliance with ADA is required and ensures the region continues to receive millions of dollars in annual transportation funding.

1. Introduction and purpose

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

A theme of access for everyone is prevalent throughout Roselle's previously adopted Strategic Plan (2022) and Comprehensive Plan (2016). Therefore, the Plan for Accessible Streets and Sidewalks builds upon these previous efforts to help ensure that facilities, streets, programs, and policies are accessible to everyone. This includes both residents and visitors.

The plan is generated through a combination of analysis of ADA-specific requirements for street features, such as sidewalks, and public input. The public input consists of surveys, interviews, and listening sessions that help identify major destinations and determine priority sidewalk routes. This combination of analysis and public input led to recommendations on how Roselle can improve access over the next 20 years along key routes and to major destinations.

It was adopted by the Village Board on December 1, 2025.

This plan was funded and supported by the Chicago Metropolitan Agency for Planning (CMAP), the regional planning agency for northeastern Illinois. Roselle is a member of CMAP.



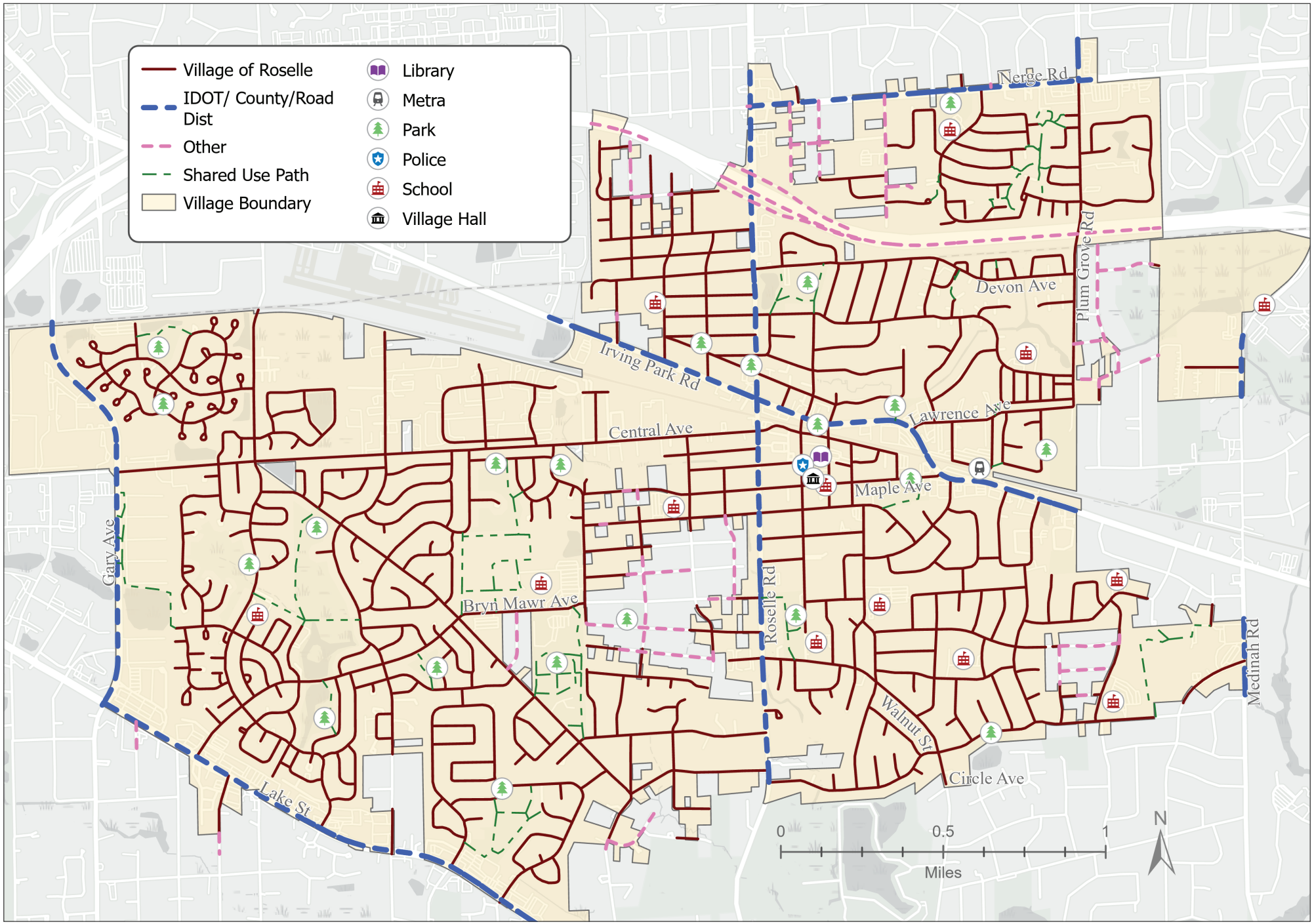
Purpose

The plan identifies accessibility barriers in Roselle, along with methods to rebuild or retrofit street features with an emphasis on key routes and destinations. The street features addressed in the plan include sidewalks, curb ramps, pedestrian signals, and crosswalks. These are the elements of a pedestrian network that help make travel easier for people with disabilities, as well as many others. This includes older adults, parents with strollers, and people who rely on sidewalks that are easy to use.

The focus is on streets and sidewalks that the Village maintains, as these are the routes the Village must ensure are accessible. The Illinois Department of Transportation (IDOT), Cook County, DuPage County, and Bloomingdale Township maintain other streets in Roselle, such as Irving Park Road and Roselle Road. Figure 1-1 on the next page is a map of streets by jurisdiction, as well as Village limits and destinations.

Figure 1-1

Roselle streets by jurisdiction



IDOT requires Roselle to maintain sidewalks on IDOT routes, while IDOT is responsible for other features, such as curb ramps and pedestrian signals, on state routes. DuPage and Cook Counties manage accessibility on streets they own and control. Public input provided on Roselle's plan includes challenges people encounter when navigating state and county routes. The public input section summarizes these comments, and the Village and CMAP may send them to the appropriate agency.

It is unlikely that every route will be fully accessible within the next 20 years; therefore, it is essential for Roselle to consider and update the schedule outlined in this plan accordingly.

It is also important that policies, such as requiring new development and properties that are redeveloped, lead to street improvements that make pedestrian features accessible. This plan does not address accessibility needs for other buildings or facilities owned by the Village of Roselle.

Roselle should pursue funding and develop projects based on the recommendations outlined in this plan, while also considering updates to policies and programs to enhance accessibility. Given limited public resources, sidewalk accessibility can be enhanced through partnerships with community groups, service clubs, or service projects. These partnerships may assist the Village through volunteer efforts to manage issues such as overgrown landscaping and keep walking paths clear.

Making Connections. Who benefits from accessible streets and sidewalks? Everyone! As shown in Figure 1-2, people of all ages and abilities benefit from well-designed sidewalks where access is maintained in all weather and construction conditions.

Implementing the plan's recommendations will enhance Roselle's accessibility, with



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

a focus on sidewalk routes that connect neighborhoods to popular destinations. These places should be a priority to make streets and sidewalks more accessible.

For example, the Village Hall is a vital location that requires accessibility due to the services it provides to the residents of Roselle. Other public destinations include Petal Porch and Plaza, the Library, and Roselle's Metra Station.

While parks, libraries, schools, and train stations have agencies that manage on-site accessibility, Roselle can improve access to these places on the streets and sidewalks under its authority.

People walking to and from these destinations simply want a safe, navigable route and may not realize the many jurisdictions responsible for the quality of their journey. A person walking from Roselle's Main Street to the Metra Station can stop at the library and run other errands. That journey includes streets managed by the Village and IDOT, and public facilities managed by the Roselle Library District and Metra.

The recommendations contained in this plan aim to make journeys like these easier for everyone by identifying key routes for the Village to improve over the next 20 years.

Navigating Roselle's Plan for Accessible Streets and Sidewalks

This plan meets the needs for a Self-Evaluation and Transition Plan under Title II of the ADA. It includes demographic data, past plans, and details on public input. Below is a list of chapters. Click on each chapter title to learn more.

2. ADA Policies and Responsibilities: Summary of key laws. Design standards. Roselle's ADA policies.

3. People and Plans of Roselle: A look at demographics and plans to enhance accessibility.

4. Public Input and Access to Information: This section explains how we collected public input for this plan. It also highlights the document's accessible features.

5. Self-Evaluation: How we reviewed the streets and sidewalks. It also identifies barriers to accessibility.

6. Transition Plan: Key priorities for Roselle to remove barriers and improve access on main routes.

7. Schedule and Implementation: The schedule shows when the Village will upgrade priority routes, change policies, and update programs. The implementation section recommends other actions the Village can take that may not be required under the ADA, but which can create more accessible streets.

8. Best Practices. References to best practices that improve accessibility.

9. Appendix: Detailed demographics. Public input results. Links to policies and design guidance.



Figure 1-2

Everyone benefits from accessible streets and sidewalks

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



2. ADA policies and responsibilities

The core purpose of this plan is to address the requirements of the Americans with Disabilities Act (ADA). ADA became law on July 26, 1990, to provide strong civil rights protection to people with disabilities. The law covers various aspects, including employment, government services, public areas, transportation, and communication. There are five sections of the ADA that relate to different facets of public life.

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

The Plan for Accessible Streets and Sidewalks addresses requirements contained in Title II of the ADA. That title prohibits state and local governments from discriminating against people with disabilities. Public agencies must ensure all programs, services, and activities are accessible.

Title II Requirements

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

It must adopt policies to provide people with disabilities access to information about how to notify the Village of barriers. Figure 2-1 provides more details.

Figure 2-1

ADA Title II Requirements for a Transition Plan

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



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

Roselle has designated an ADA coordinator and established a grievance procedure. It adopted these policies, along with the ADA Notice and Effective Communication in December 2024. These policies are shown in Figures 2-2, 2-3, and 2-4 on pages 12 through 14.

Adopting this plan complies with the self-evaluation, transition plan, and schedule requirements.

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

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

- U.S. Department of Justice
Civil Rights Division

ADA Coordinator Designation

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

The ADA Coordinator is Brian Joanis, Assistant Village Administrator. He holds this position at the time of adoption of this plan.

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

For example, a complaint or request regarding a sidewalk issue is directed to the Public Works department. A complaint about accessibility at Village Hall would be directed to the Administrator's office, where the ADA Coordinator resides.

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

Grievance Procedure

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

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

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

Non-Discrimination Notice

A Non-Discrimination Notice aligns with the grievance procedure and the role of the ADA Coordinator. The policy shows the Village's commitment to employment, clear communication, and updates to existing policies and procedures.

It states that the Village of Roselle will not charge extra fees to individuals or groups with disabilities. This includes costs for reasonable accommodation or policy changes. (Figure 2-3, page 13)

Effective Communication Policy

Effective communication practices are a requirement of the ADA, referenced in the non-discrimination notice. This policy establishes goals to make communication with people with disabilities as effective as it is for those who do not have a disability.

These methods can include communication aids, sign language interpreters, and online meeting platforms. If a request cannot be granted, every reasonable effort is made to find other services or equipment that are equally effective. (Figure 2-4, page 14)

These three policies were included in Resolution 2024-2841 and adopted by the Village Board on December 2, 2024.



"When claiming fundamental alteration or undue burden, the Village of Roselle will document the basis for its decision in a written statement and demonstrate that all resources available for the funding and operation of the service, activity, or other programs were taken into consideration.

- Village of Roselle Effective Communication Policy, Resolution 2024-2841

Figure 2-2

Grievance procedure under the ADA

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

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

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

Brian Joanis
ADA Coordinator and Assistant Village Administrator
31 S. Prospect Street
Roselle, IL 60172

Within 15 calendar days after receipt of the complaint, the ADA Coordinator and Assistant Village Administrator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting the ADA Coordinator and Assistant Village Administrator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Village of Roselle and offer options for substantive resolution of the complaint.

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

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

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

Adopted via Resolution 2024-2841 on December 2, 2024.

Figure 2-3

Non-discrimination notice under the ADA

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

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

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

Modifications to Policies and Procedures: The Village of Roselle will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in Village of Roselle offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Village of Roselle, should contact the office of the *Assistant Village Administrator* as soon as possible but no later than 48 hours before the scheduled event.

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

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

Village of Roselle will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Adopted via Resolution 2024-2841 on December 2, 2024.

Figure 2-4

Effective communication policy

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

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

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

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

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

The following are examples of auxiliary aids and services:

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

Adopted via Resolution 2024-2841 on December 2, 2024.

Self-Evaluation

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

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

Transition Plan

The transition plan must outline the changes necessary to make public infrastructure accessible, based on the findings of the self-evaluation. It sets priorities for programs, policies, and structural changes. The transition plan sections follow the rules provided in ADA. It then incorporates guidance from the U.S. Access Board, the U.S. Department of Justice (DOJ), and the U.S. Department of Transportation (USDOT) to recommend ways to remove barriers to accessibility in public rights-of-way.

Beyond Title II requirements, this plan provides these recommendations:

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

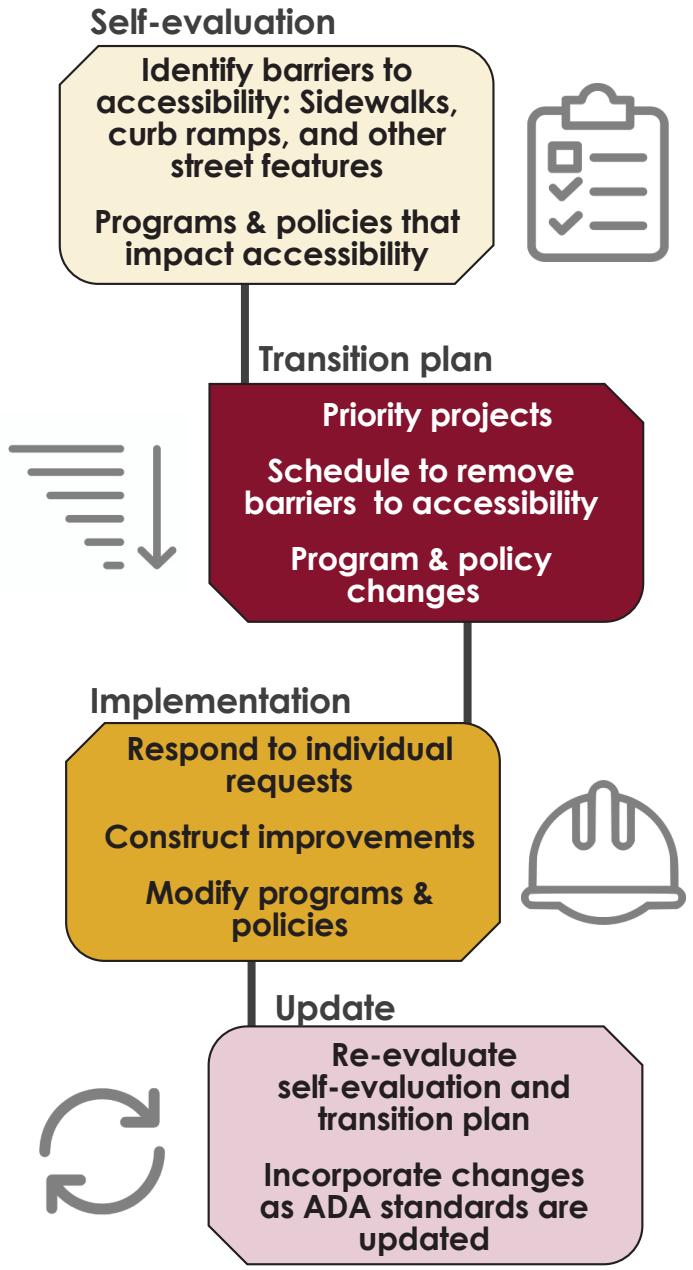
Schedule

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

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

Figure 2-5

Making streets and sidewalks accessible



Other ADA-related Laws & Requirements

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

Civil Rights Acts

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

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

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

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



Design Standards and Guidance

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

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

2010 ADA Standards for Accessibility

The ADA Standards, issued by DOJ, apply to facilities under the ADA. Such facilities include public buildings, parking lots, and other non-street features. The ADA standards cover both new construction and alterations to existing facilities.

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

Public Right-of-Way Accessibility Guidelines (PROWAG)

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

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

If the Village designs streets that incorporate PROWAG, it means they will substantially meet the requirements once PROWAG becomes a standard. This is why the Village is recommended to meet or exceed PROWAG design elements.

Standards vs. Guidance

The 2010 ADA Standards for Accessible Design are federal standards. Standards are strict requirements, viewed as having limited flexibility in their application. Guidelines are best practices and do not have the same strict requirements as standards do.

PROWAG, as of summer 2025, is classified as guidance. When PROWAG is adopted by the DOJ, it will become the standard for streets and sidewalks.

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

ADA Standards

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

vs.

PROWAG

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

Source: Rocky Mountain ADA Center

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

Illinois Accessibility Code

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

The IAC acts like a building code. All new buildings and updates to current facilities must meet these design standards. IAC sets the minimum requirements for how that is done. Any government unit can develop rules that exceed IAC, provided they are intended to improve conditions. Generally, the IAC mirrors much of what is included in the 2010 ADA Standards but does not incorporate PROWAG.

Illinois DOT Design Standards

The IDOT Bureau of Local Roads and Streets Manual provides local municipalities with consistent standards for street design. Section 8-1 of the manual outlines the requirements for local agencies to develop a Public Right-of-Way Accessibility Transition Plan (see Chapter 9: Appendix for links to the manual).

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

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

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

> **"On sidewalks, a pedestrian access route should not alternate between one side of a highway and the other unless caused by temporary pedestrian re-routing due to construction of sidewalks and/or curbs and gutters."**
>
> - Illinois DOT Local Roads and Streets Manual, Section 8.1.

3. The people and plans of Roselle

Everyone in Roselle, which has nearly 23,000 residents, benefits from accessible streets and sidewalks, as do local businesses and visitors. The Village's 2022 Strategic Plan recognizes this in its values statement:

- "Roselle is a welcoming community where **people of all ages** and walks of life succeed and grow. Conveniently located, with **safe, well-maintained neighborhoods** and a commitment to quality public services. Roselle is **'close to everything'** with small-town charm."

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

Since many destinations in Roselle are close to everything, this makes walking easy. It also means people do not always need to drive to parks, schools, the library, Main Street, and other local spots.

The People of Roselle

Improving accessibility means understanding the people of Roselle and their needs. Knowing the rate of people with disabilities, the proportion of the population within different age groups, and where people may not have convenient access to a vehicle informs project and program recommendations in this plan. Figure 3-1 highlights select Census data that are indicators of the number of people in Roselle who may be more reliant upon an accessible sidewalk system than others.

Even though Roselle's population stayed about the same from 2013 to 2023, the number of people reporting a disability grew by nearly 20%. It increased from 1,538 in 2013 to 1,833 in 2023, with approximately 1 in 12 people in Roselle having a disability. Of those Roselle residents reporting a disability, more than 800 have more than one disability.

The proportion of Roselle residents with disabilities is roughly same as DuPage County's rate. It is slightly lower than the rate of 1 in 10 people reporting a disability in the CMAP region of northeastern Illinois.

Figure 3-1 at right shows other 2023 data from the US Census Bureau's American Community Survey. While some of these figures may seem small in comparison to the overall population, any barrier for a person with disabilities also affects their family, friends, and coworkers.

Figure 3-1

Select Census data for Roselle

22,731
PEOPLE LIVE IN ROSELLE



1 in 12
HAVE A DISABILITY
1,833 PEOPLE

2 out of 3
PEOPLE REPORTING A DISABILITY
ARE AGE 65 AND OVER - 1,227 PEOPLE

1 in 6
ARE AGE 65 AND OLDER
- 3,934 PEOPLE

1 in 3
HOUSEHOLDS HAVE
ACCESS TO 0 OR 1 VEHICLE -
2,954 HOUSEHOLDS

Older adults are a population group that is also reliant upon an accessible street and sidewalk system. The proportion of the population aged 65 and over rose from 10.3% of Roselle's population in 2013 to 17.3% in 2023. As the population ages, accessible streets allow greater options for people to age-in-place in their own neighborhood and remain physically active and independent. Two out of three Roselle residents who report having a disability are aged 65 and over, which is significant.

Census data in Figure 3-2 includes details on the types of disabilities reported by residents of Roselle. More than 1,200 people report an ambulatory difficulty, meaning they use a mobility device. Almost 300 people report vision difficulties. They may be blind, have low vision, or another type of vision impairment. About 700 people struggle with independent living. This means they cannot do many errands by themselves.

Figure 3-3 (next page) illustrates the percentage of the population, by Census tract, who report having a disability. The neighborhoods north of the Metra Station have the highest percentage.

Figure 3-2

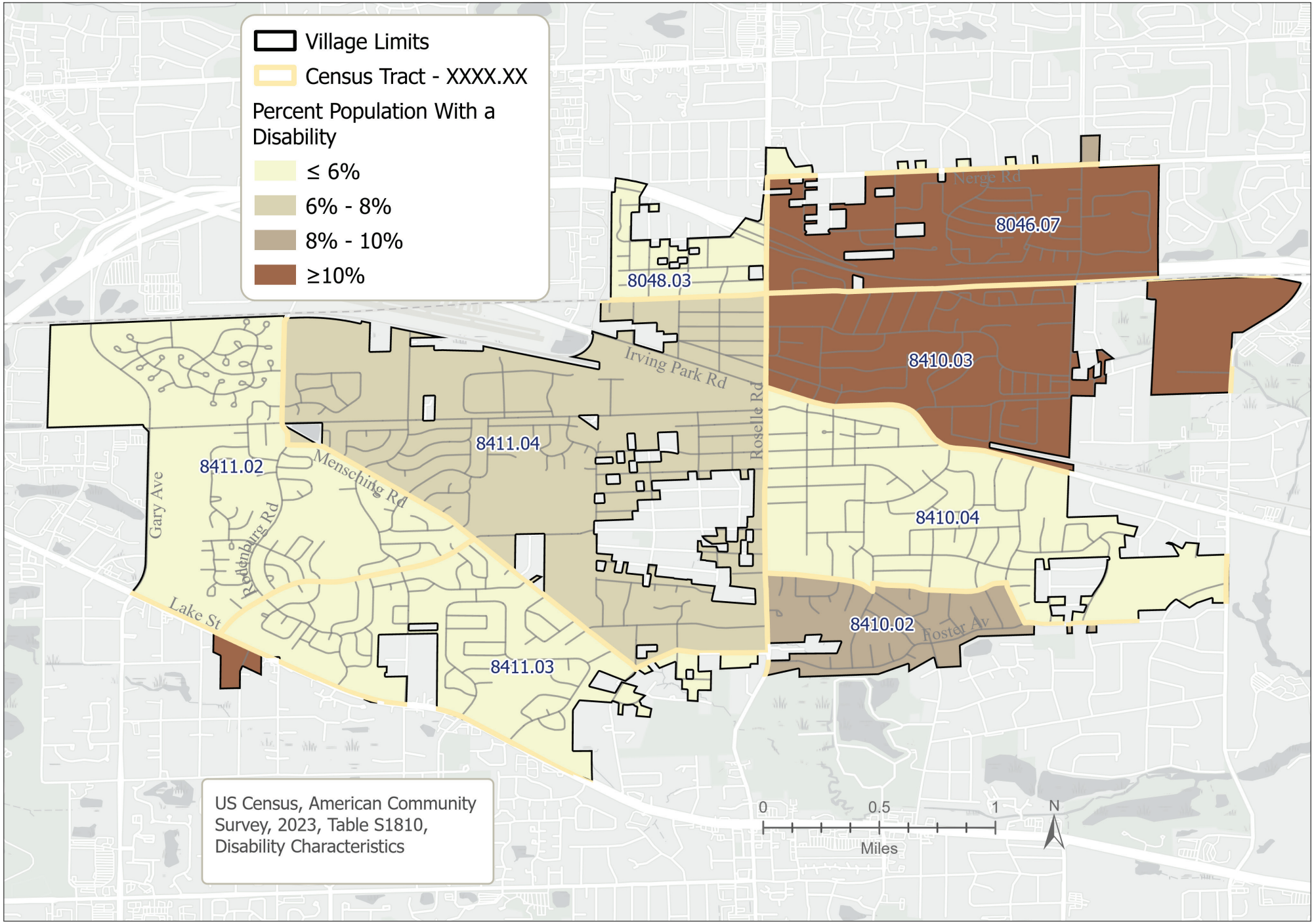
Select Census data for Roselle

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

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

Figure 3-3

Percentage of people reporting a disability, by Census tract



The Plans of Roselle

The Village of Roselle's Strategic Plan (2022) and Comprehensive Plan (2016) aim to make the community more accessible and walkable. This aligns with the goals of ADA Title II. Part of achieving these goals is developing this Plan for Accessible Streets and Sidewalks.

The CMAP program, launched in 2024, assists communities in developing these plans. CMAP chose Roselle as one of the first seven municipalities in the Chicago region to pursue this plan. This shows the Village's commitment to its goals. It aims to make the community more inclusive and accessible for all.

Another commitment made by the Village was to adopt the ADA policies summarized in Chapter 2. The Village adopted these policies early, rather than waiting for the completion of the plan. This keeps it in good standing until the Self-Evaluation and Transition Plan is complete.

Figures 3-4 (below) and 3-5 (next page) show the main parts of the 2022-2025 Strategic Plan and the 2016 Comprehensive Plan. Both plans focus on accessibility themes.

Figure 3-4

2022-2025 Strategic Plan

The Strategic Plan for Roselle makes clear the community's values as they relate to accessibility.

"Roselle is a welcoming community where people of all ages and walks of life succeed and grow. Conveniently located, with safe, well-maintained neighborhoods, and a commitment to quality public services. Roselle is 'close to everything' with small-town charm."



"Our mission is to provide for the common good and deliver municipal services that support public safety, neighborhood livability, and responsible economic growth. This is accomplished with a customer-focused approach and data-driven decision-making."



- **Social & Civil Engagement:** "Roselle values the strong sense of community and belonging that comes from engagement with others."
- **Public Services That Work:** "Roselle values quality public services delivered cost-effectively."

Figure 3-5

2016 Comprehensive Plan



The Comprehensive Plan for Roselle highlights the community's goal for a walkable community that is accessible for all, while acknowledging the faults of the existing transportation infrastructure and noting specific opportunities for improvement.

Background

"This 2016 Plan builds on the momentum of these recent successes with a major focus on expanding the Town Center towards the Metra Station to the east and creating a true Transit-Oriented Downtown that is walkable, bike-friendly and livable for all age groups." (page 5)

Goals

"Growth that emphasizes access to transit and other transportation alternatives can reduce our reliance on cars, helping to reduce congestion and transportation costs for everyone." (page 6)

Strengthening a Great Community

"The residents of Roselle will continue to enjoy public parks and open spaces within easy walking distance of every neighborhood. A connected system of trails will make biking to the many Village destinations safe and convenient." (page 8)

Roselle's Existing Transportation System

- "Additional mobility options will be needed to support quality of life as the aging population cannot or chooses not to drive." (page 36)

- "While all three Metra stations can be accessed on foot, there are safety concerns at pedestrian crossings on Irving Park Road near the Roselle station rail crossings between Pinecroft Drive and Maple Avenue. While the Village would need to further analyze safety in the area, the public's perception of compromised safety means that the existing pedestrian crossings may not be fully utilized." (page 36)

- "Transportation, especially transit options, not only has the potential to link seniors to community-based support services, but also provides access to economic opportunities for social engagement. For seniors who elect not to or can no longer safely drive, transit provides a critical mobility option for sustaining their quality of life and helps to build more inclusive, livable communities." (page 36)



4. Public input and access to information

Public input is essential for developing ADA Transition Plans. People with disabilities must have equal access to public input opportunities. The plan should allow access to continue even after its adoption. More than 375 people participated in the process using various outreach methods. Figure 4-1 provides more details about the methods to promote involvement.

This chapter explains how to gather public input. It also summarizes how to make information easy to access. It also provides suggestions for the Village to maintain accessibility to the plan and its progress after adoption.

Public Input Overview

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

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

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

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



Figure 4-1

Public outreach: Total connections, by overall and by method

606 Total Connections

482 Website views

79 Surveys completed

21 Social media comments & shares

9 Public meeting attendees

8 Organization/agency interviews

7 Social media posts

Online Input Opportunities

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

- **EngageHQ Website:** CMAP provided a dedicated website for posting information on the plan. It included a map that allowed people to pinpoint specific areas of concern or interest.
- **Village of Roselle Website and Social Media:** The Village created a page for the plan on its website. The Village used it to provide updates and direct people to online input opportunities. The Village promoted the plan's input opportunities via seven posts on its Facebook page.
- **Two Online Surveys:** In fall 2024, a general survey allowed people to provide input on their priority destinations and identify the types of improvements they felt were necessary (e.g. sidewalks, curb ramps, pathways, etc). A spring 2025 survey sought input on priority projects.

Public Input Meetings

The planning process included two public input meetings. The first meeting was in November 2024. It aimed to collect thoughts and feedback on the goals of the Plan for Accessible Streets and Sidewalks. The second meeting was in May 2025. The meeting goal was to determine the public's preferred routes for upgrades.

Each meeting included two drop-in sessions at Roselle's Village Hall—a daytime session from 11:30 am to 1 pm and an evening session from 5:30 pm to 7 pm. A total of nine people attended the two meetings. During the fall 2024 public input meetings, the organizers identified a Roselle resident who expressed interest in serving on the steering committee.

Stakeholder Interviews

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

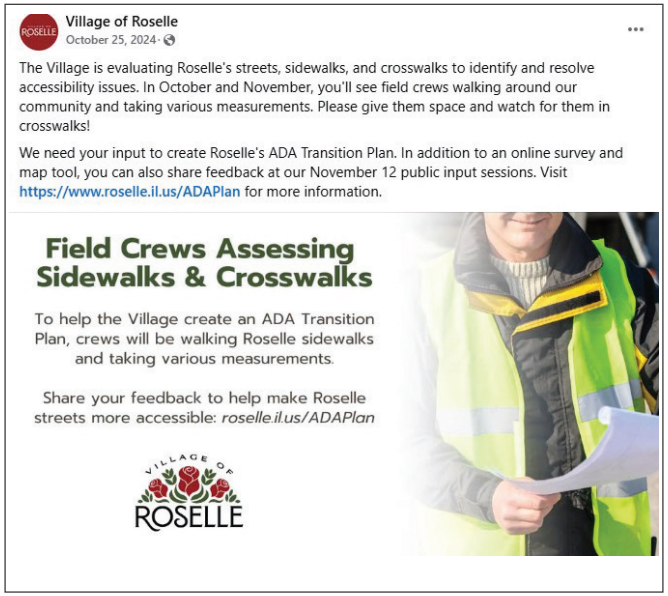
The consultant conducted interviews via online meeting platforms, and each lasted 30 to 60 minutes. The organizers asked the interview participants if they wanted to join the steering committee.

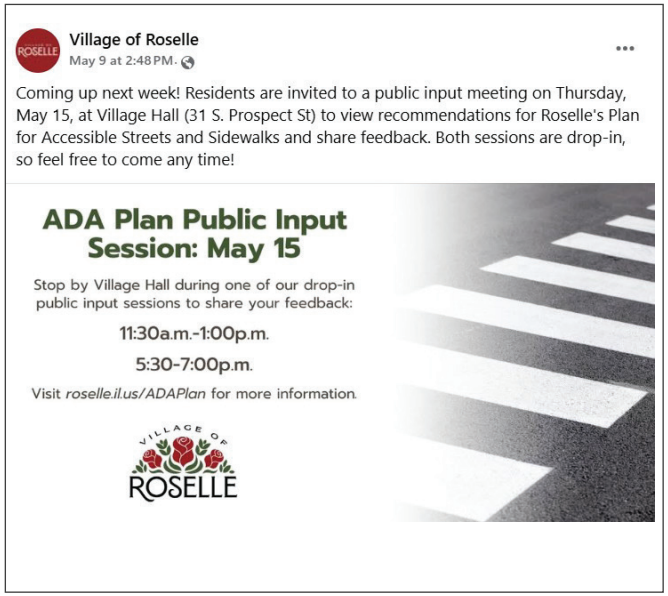
Steering Committee

A steering committee of six people met four times from fall 2024 to summer 2025. The steering committee met via virtual meeting. It included two staff members from the Village of Roselle, a citizen from the first public input meeting, and representatives from Roselle Park District, DuPage County Senior Council, and CMAP. The committee reviewed the plan and gave feedback on different aspects as it developed. This included public input results, project identification, and recommendations.

Figure 4-2

Sample social media posts





Results

The following includes and summarizes the results of the various public and stakeholder outreach efforts.

- **Figure 4-3** (below): Key themes of public and stakeholder input.
- **Figure 4-4** (page 27): Outreach methods and number of connections via each method.
- **Figure 4-5** (page 28): Map of input on specific locations.
- **Chapter 9: Appendix*:*** More details about the public input process, like survey questions and detailed responses.

Figure 4-3

Public and stakeholder input: Key themes

Sidewalk Routes & Street Crossings

- Continue addressing sidewalk surface conditions, such as cracks, tripping hazards, and slopes. Several location-specific comments were provided.
- Address tree branches and bushes that reduce the functional width of the sidewalks and need trimming.
- Bryn Mawr Avenue: Fill sidewalk gaps on Bryn Mawr Avenue (primarily in sections not annexed by the village). Add curb ramps specifically in sections where there are side streets that create a T-intersection.
- Maple Avenue: Upgrade and add crossings along Maple Avenue, specifically near fire station and new site planned for the Library.
- Mensching Road: Upgrade sidewalks and crossings along, including routes to/at school bus stops.
- Irving Park Road (Route 19; IDOT jurisdiction): Upgrade crossings at existing traffic signals along Irving Park Road. This includes improved ramps/crosswalks and adding Accessible Pedestrian Signals (APS; audible pushbuttons). Complete sidewalks and pathways along route.
- Roselle Road (DuPage Co. jurisdiction): Improve accessibility, safety, and frequency of crossings of Roselle Road, specifically near Turner Park. Extend/expand sidewalks.

Destinations

- Turner Park: Improve access to Turner Park, specifically crossing Roselle Road (see Other Themes).
- Parks, overall: Upgrade access from neighborhoods.
- New Library site on Maple Avenue: Consider improved access on sidewalks and crossings accessing the area.
- Roselle Metra Station: Numerous streets/crossings referenced in the vicinity of the station, but not necessarily specific to getting to the train.

Programs & Policies

- Desire for increased enforcement of parked vehicles blocking sidewalks.
- Increase enforcement and education to property owners who do not clear sidewalks of snow or trim landscaping.
- Place lines on the outer edges of shared use pathways to improve detectability of pavement edge.
- Address speeding on Maple Avenue and Rodenburg Road.
- Add stop signs in neighborhoods and subdivisions to help manage traffic.

Other Themes

- Improve/add accessible parking spaces at businesses and in parking lots.

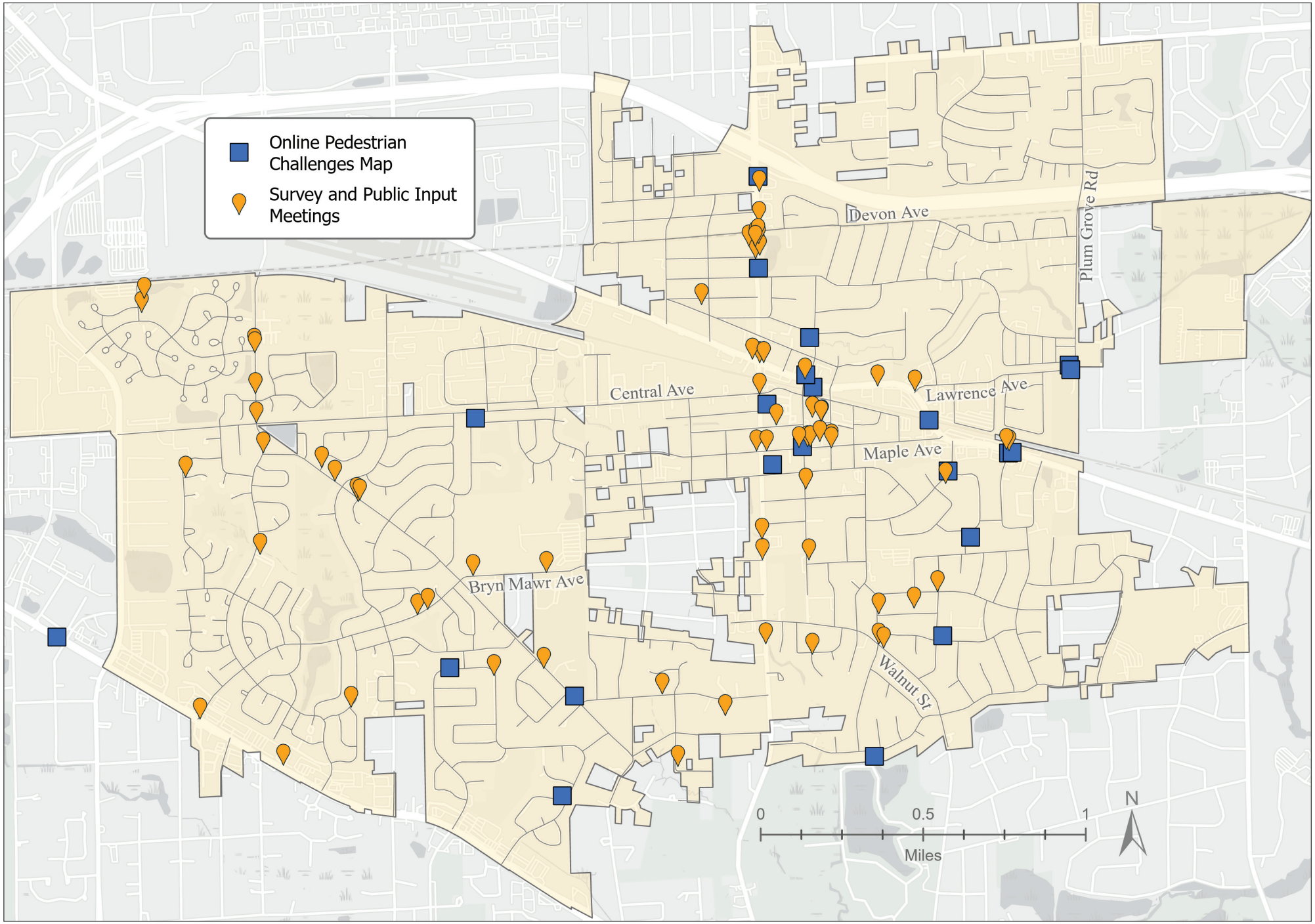
Figure 4-4

Detailed public outreach and input information

Outreach method	Number of connections
EngageHQ Website CMAP hosted a website for the plan via its EngageHQ platform. The website included project information, a schedule, links to the survey, and an interactive map where participants could place virtual pins at locations they felt were in need of accessibility improvements. URL: https://engage.cmap.illinois.gov/roselle-ada (site may not remain active after plan adoption)	**Total views: 294** **Map pins: 37**
Public Input Meetings Two public input meetings were held at Roselle Village Hall. For each meeting there were two drop-in sessions—one from 11:30 am to 1 pm and the other from 5:30 pm to 7 pm. • **Public Input Meeting #1:** November 12, 2024 to gather input on initial ideas and priority destinations. • **Public Input Meeting #2:** May 15, 2025 to gather feedback on priority projects.	**Total attendees: 9** **Meeting #1: 5** **Meeting #2: 4**
Online Surveys • **Survey #1:** Posted in fall 2024 to gather initial ideas on people's individual interest in the plan, the types of destinations they felt were important to make accessible, and comments on specific sidewalk routes. • **Survey #2:** Posted in spring 2025 to coincide with Public Input Meeting #2 to gather feedback on specific projects being considered for the Transition Plan.	**Total completed surveys: 79** **Survey #1: 47** **Survey #2: 32**
Stakeholder Interviews Virtual interviews or discussions occurred in fall/winter 2024/2025 with the following organizations: Western DuPage Special Recreation Association, North DuPage Special Education Cooperative, Roselle Park District, Roselle Library District, Medinah Park District, DuPage Senior Council, Main Street Merchants, and Universal Metro Asian Services.	**8 agencies/organizations**
Additional Public Outreach • **Village Website:** URL: https://www.roselle.il.us/1012/16566/Roselle-ADA-Transition-Plan • **Social Media:** The village promoted the plan via its Facebook site. A total of seven posts appeared in 2024 (October 25, November 5, December 17) and 2025 (February 25, March 11, May 2, May 9)	**Village website views: 188** **Social media comments: 21** **Shares: 26**

Figure 4-5

Map of location-specific public comments



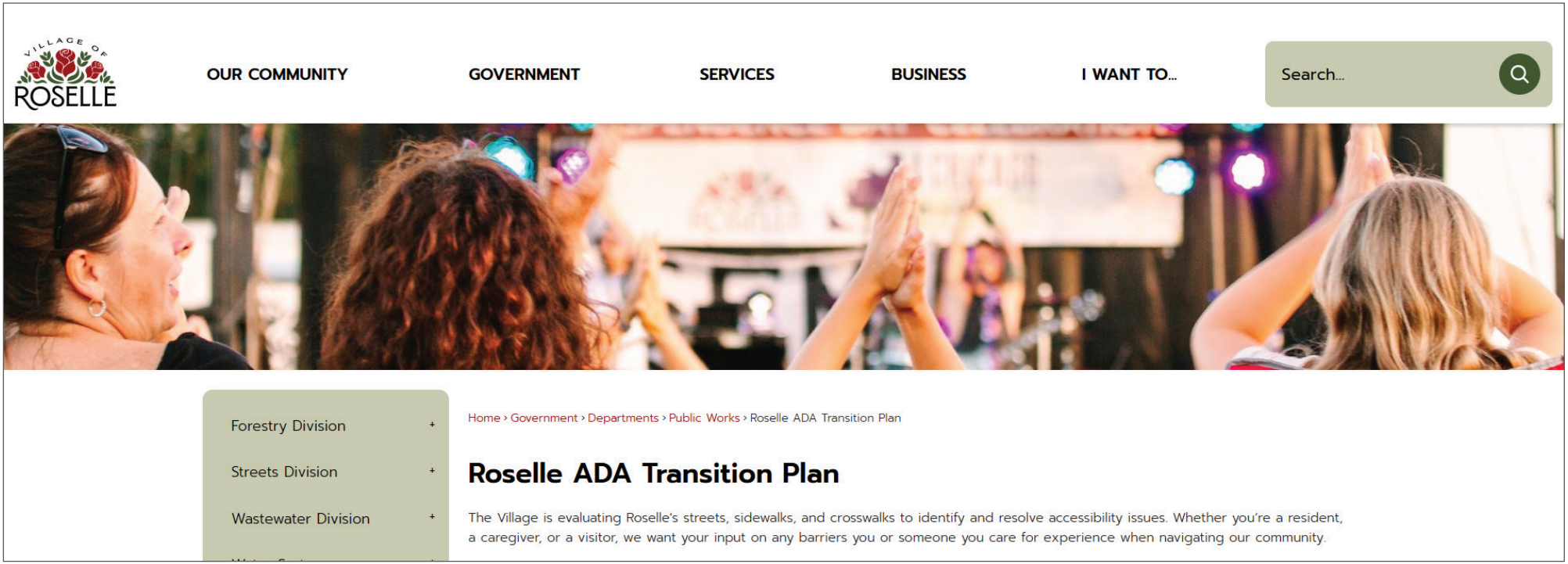
Access to Information

People need to access documents about Roselle's Plan for Accessible Streets and Sidewalks. This includes the plan itself and other related materials. The organizers provided potential participants with information on how to obtain assistance. They provided details on how to request auxiliary aids, American Sign Language (ASL) interpretation, and virtual one-on-one meetings for those who could not attend.

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

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

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



5. Self-evaluation

The first step in creating an ADA Transition Plan is to list the physical barriers along the Village's streets. This self-evaluation process meets federal rules by identifying barriers that limit accessibility.

This plan addresses only the facilities that are part of streets and sidewalks managed by the Village. It does not cover public buildings or private streets inside the Village limits.

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

The self-evaluation of streets includes an inventory of:

- Sidewalks.
- Curb ramps.
- Driveway crossings and alleys (where applicable).
- Street-adjacent shared use pathways.
- Blocks with marked, on-street parking stalls.

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

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

- ADA National Network



Methodology

Roselle has an estimated 138 miles of sidewalks along 91 miles of Village-managed streets. The consulting team used a two-step method to list the barriers that restrict access on streets and sidewalks. The assessment took place in fall 2024.

The first phase involved collecting data in the field. Crews walked 53 miles of sidewalks. They used smartphone apps linked to Geographic Information Systems (GIS) to note conditions.

The team used the crowdsourcing program Project Sidewalk to evaluate the remaining 85 miles of sidewalk. Google Street View images were used for this assessment. The team spent about 370 hours collecting right-of-way data using two methods.

The first phase assessment focused on key routes in Roselle. A GIS analysis helped identify major streets, such as arterials and collectors, as well as local streets within a quarter mile of main public locations. CMAP and the Village chose these destinations during the first scoping process. The project team included the rest of the streets in the second phase (Project Sidewalk).

Figure 5-1 on the next page shows the streets subject to each of the assessment methods. These results help find priority routes in this chapter. They are part of the priority recommendations in Chapter 6: Transition Plan.

Additional data was collected for streets with marked on-street parking stalls to determine if the Village has the minimum number of stalls designated for parking by people with disabilities. Designated parking spaces were evaluated to determine their accessibility following PROWAG guidance.

Signalized intersections with crosswalks and dedicated pedestrian crossings equipped with flashing signals are crucial components of the street system. Here, ADA requirements must be followed.

PROWAG requires crosswalks at signals to have accessible push buttons. Agencies must time the walk signal and don't walk + countdown signal to give people with disabilities enough time to cross.

The Village controls one signalized intersection at Rodenburg Road and Central Avenue. It also has a dedicated pedestrian crossing signal at Rodenburg Road and Travis Parkway. Both met PROWAG's operational guidance.

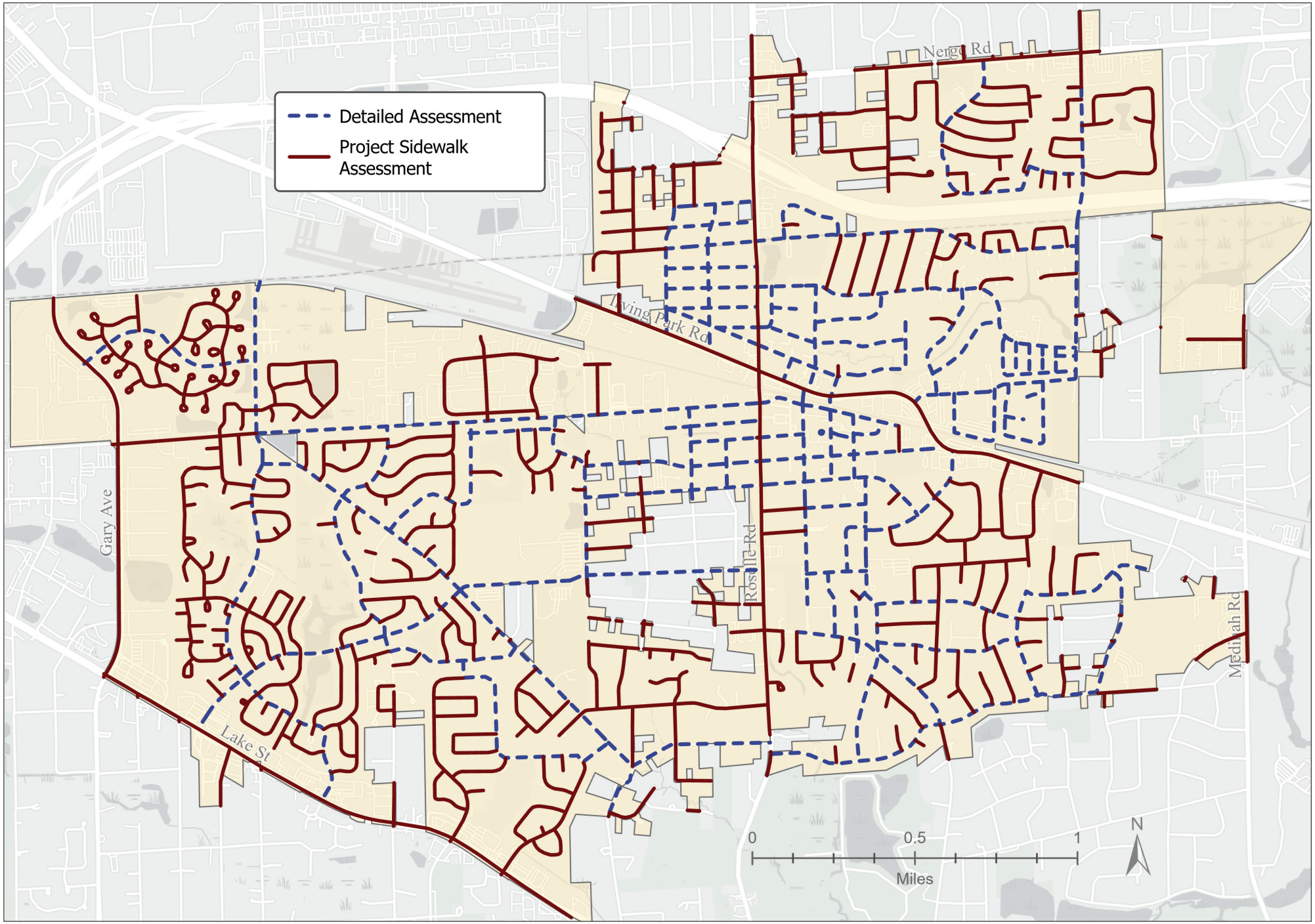
IDOT and DuPage County manage the other signalized intersections in the Village. They are not part of this self-evaluation.

More details on the assessment method are in Chapter 9: Appendix.



Figure 5-1

Map of self-evaluation, by assessment type



Assessment Results

The following pages summarize the field assessment results. They are organized by sidewalk features and street crossing conditions. Figure 5-2 below provides a brief summary of the features inspected in the Village's public rights-of-way. This report aims to provide a snapshot of the conditions measured during the fall 2024 field assessment.

These individual features are mapped, with summary tables for each feature to show the overall needs. Figure 5-3 is a summary for interpreting these results.

The ADA-related features are combined into one dataset. This dataset creates the "heat map" on the next page (Figure 5-4). This heat map illustrates the relative magnitude of street and sidewalk conditions that can limit accessibility. Chapter 6: Transition Plan addresses the priority routes that it helped identify.

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

Figure 5-2

Assessment summary

Features	Number Assessed
Sidewalks (miles)	**138.4**
No Sidewalks (miles)	23.2
Curb Ramps	**2,040**
Driveways with Accessibility Needs	**26**
Sidewalk Obstructions	**261**
Heaving/Cracking	16
Surface Deterioration	46
Vegetation	38
Immovable	34
Movable	10
Terminating Sidewalk	20
Other	97
Designated On-Street Parking Spaces	**18**
Total Features Inventoried (excluding sidewalk miles)	**2,214**

Figure 5-3

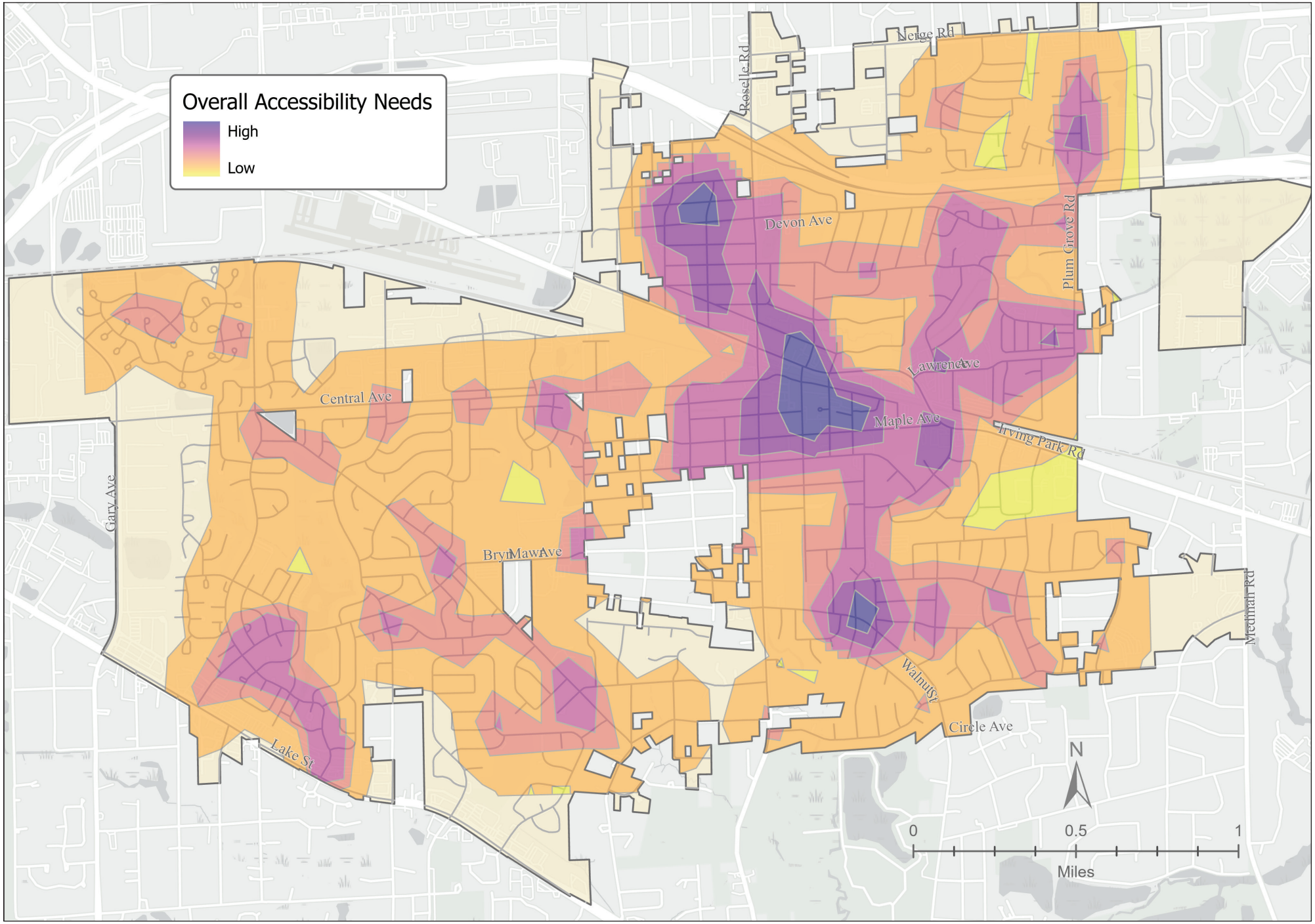
Interpretting assessment results

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

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

Figure 5-4

Heat map of overall accessibility needs



Sidewalks

The sidewalk assessment examined various measurements contained in PROWAG. Figure 5-5 shows a summary of key measurements. These measurements were used to help order sidewalk segments in terms of the level of need required to upgrade them to meet PROWAG guidelines.

About 6.1 miles of current sidewalks may need full reconstruction to meet accessibility needs. Another almost 8 miles are shown to need some type of repair, but are not likely to require reconstruction.

The assessment categorizes the results into four sections, as shown in Figures 5-6.

The absence of a sidewalk is not considered out of compliance with ADA and PROWAG. A sidewalk gap can be a bigger barrier for residents than the current sidewalk conditions.

Identifying sidewalk segments

The sidewalk segments mapped for the self-evaluation typically consist of one block of sidewalks on one side of a street. Some blocks may be divided into more than one segment if the prevailing conditions within a block change dramatically. See Figure 5-7 on page 36.

This typically occurs when one section of sidewalk within a block is older than another and surface conditions are noticeably different. It can also occur if the Village more recently repaired one part of a sidewalk block due to cracks or heaving while the other portion was not repaired or reconstructed.

The newer section of sidewalk may be deemed fully accessible while the other portion of the block may have noticeable needs.

Figure 5-8, on page 37, shows a summary map of sidewalk conditions.

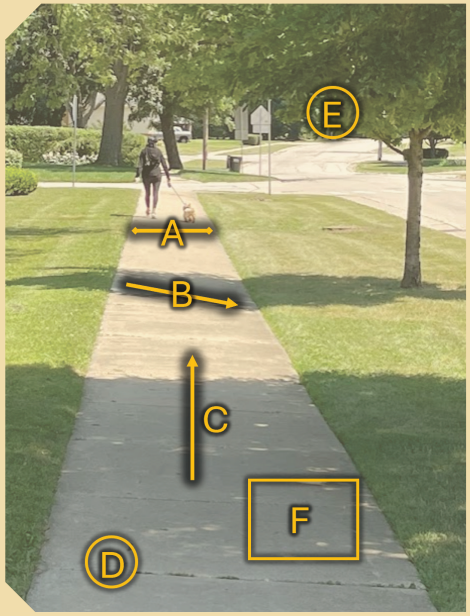
Repair versus reconstruction

The level of accessibility needs identified through the self-evaluation resulted in a determination that sidewalk segments likely require repair or reconstruction to address the issue.

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

Figure 5-5

Primary sidewalk features



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

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

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

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

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

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

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

Figure 5-6

Sidewalks summary

Condition*	Segments	Percent	Length (miles)	Percent
Significant Accessibility Issues	156	19.8%	6.1	13.6%
Minor Accessibility Issues	202	25.6%	7.9	17.6%
No Sidewalk Deficiencies	144	18.3%	4.9	10.9%
No sidewalk/sidewalk gap	286	36.3%	26.0	57.8%
Total	**1,409**	**100.0%**	**104.7**	**100.0%**

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

Figure 5-7

Sidewalk conditions and determining level of repair/replacement

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

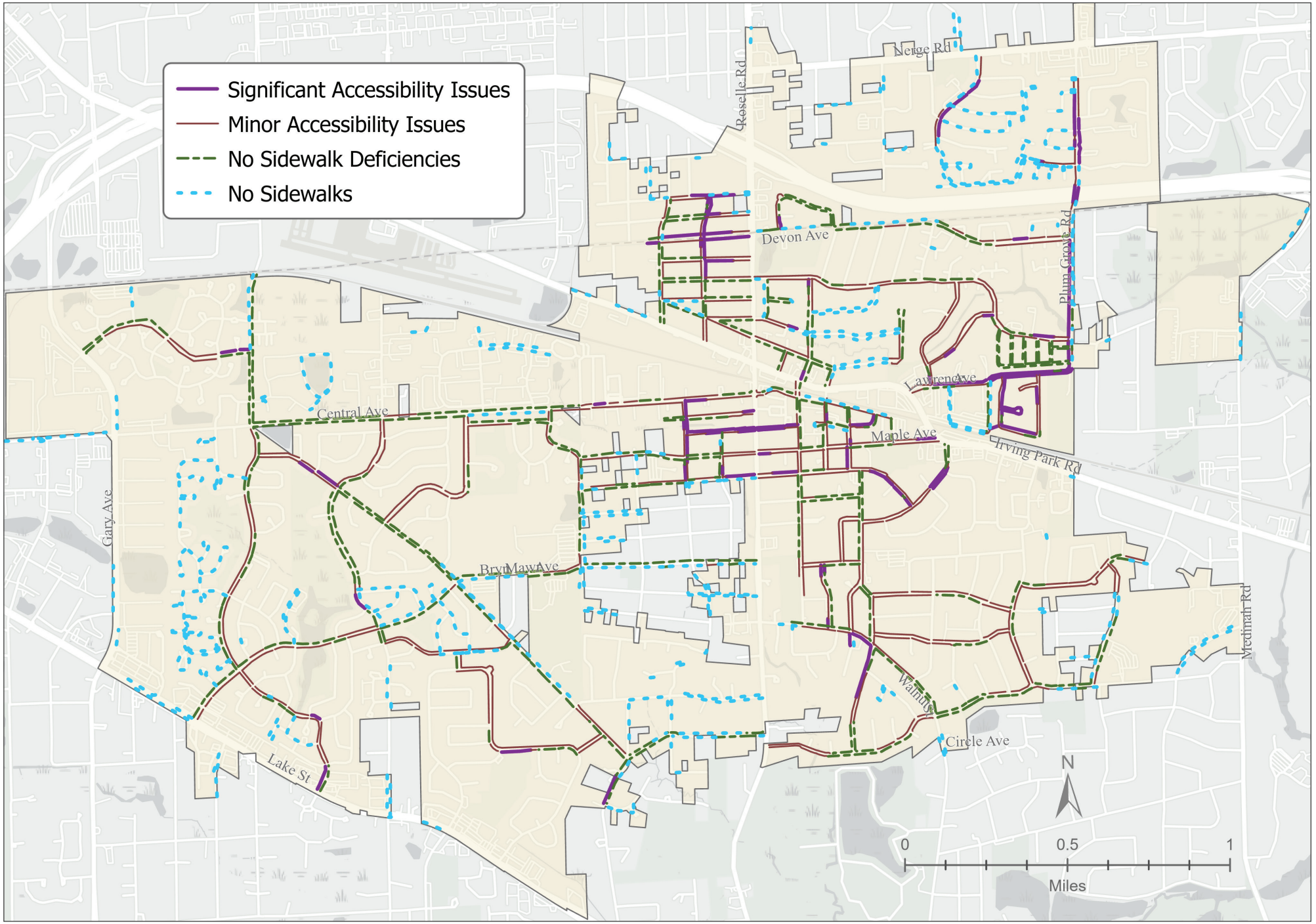
Some sidewalk segments with "minor accessibility issues" may be candidates for repairs, like shown on the right.





Figure 5-8

Map of sidewalk conditions



Sidewalk Obstructions

Sidewalk obstructions vary by type and location. We inventory these based on their specific conditions. Examples include surface issues, foliage, and movable or immovable items.

Refer to Figure 5-9 for images of different obstructions. There were 261 obstructions identified. These are broken down in the following categories in Figure 5-10 and mapped on the next page in Figure 5-11.

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

Figure 5-9

Types of sidewalk obstructions

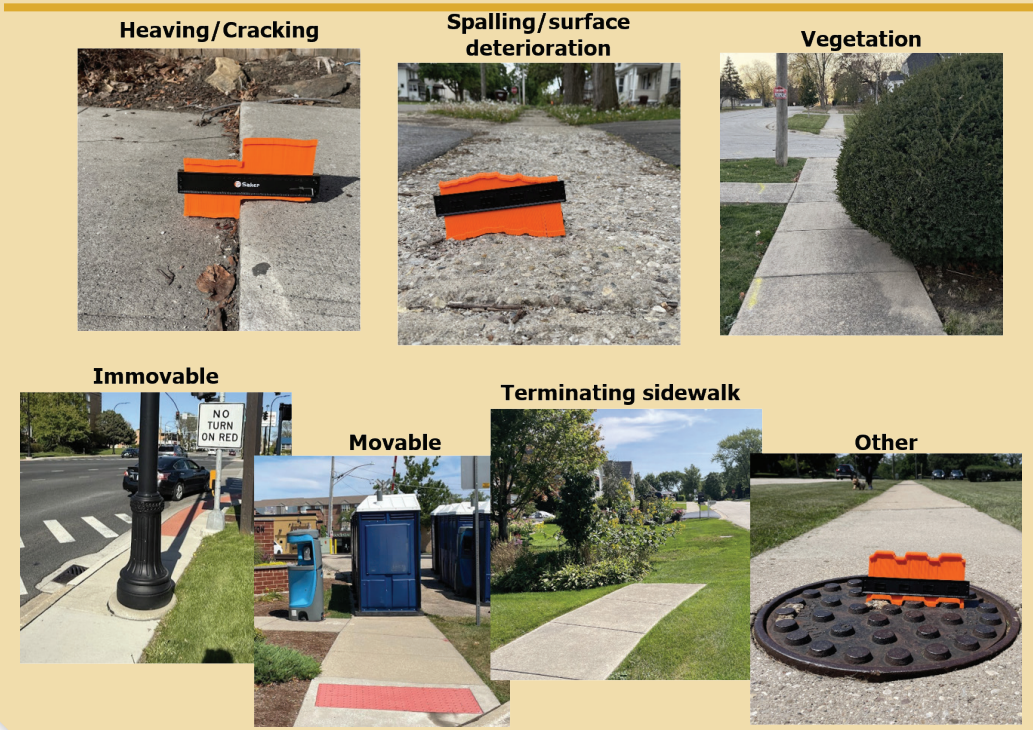


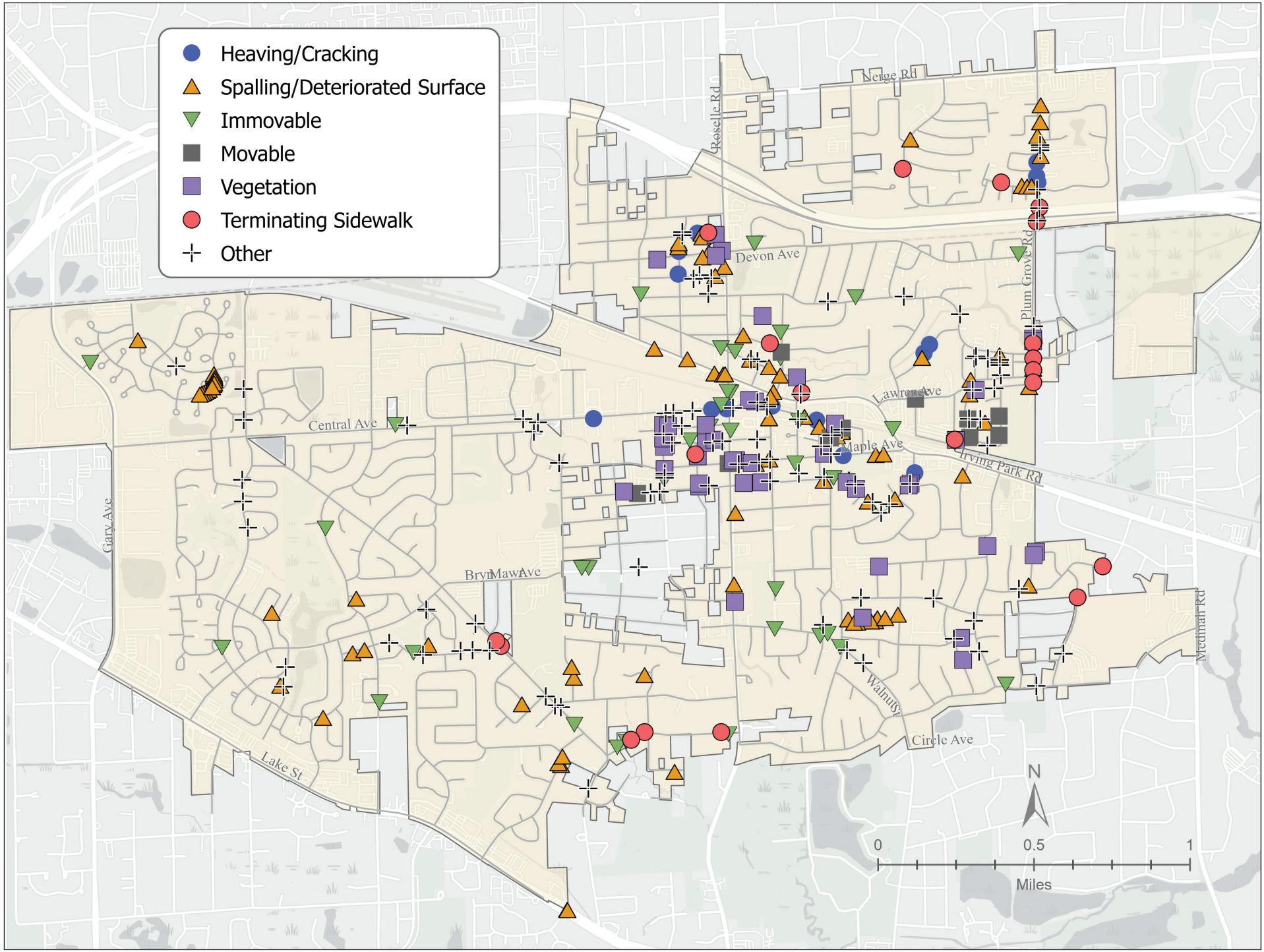
Figure 5-10

Obstructions summary

Type of Obstruction	Count	Percent
Heaving/Cracking	16	6%
Spalling/Surface Deterioration	46	18%
Vegetation	38	15%
Immovable	34	13%
Movable	10	4%
Terminating Sidewalk	20	8%
Other	97	36%
Total Obstructions	**261**	**100%**

Figure 5-11

Map of sidewalk obstructions



Driveways

For this assessment, driveways are where a concrete sidewalk goes over a driveway and:

- Do not include curb ramps; and
- Do not include a PAR of at least 4 ft in width and having a cross slope of ≤2.1%.

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

Figure 5-12 shows different types of pedestrian routes. These routes cross what is viewed as a sidewalk that crosses a driveway. These two examples lack a PAR of at least 4 ft in width with a cross slope ≤2.1%.

Sidewalks that cross a driveway and have an accessible PAR were not identified as driveways during the assessment. If there are surface conditions or other obstructions, they are part of the sidewalks inventory. Access points with clear curb ramps or curb returns are included in the curb ramp assessment. They are not considered driveways.

The driveway assessment results are in Figure 5-13 (lower right) and on the map in Figure 5-14 (next page). There are 26 driveways identified under these two categories.

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

Figure 5-12

Primary driveway features

A. Narrow Pedestrian Access Route (PAR)

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



B. Probable Reconstruction

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



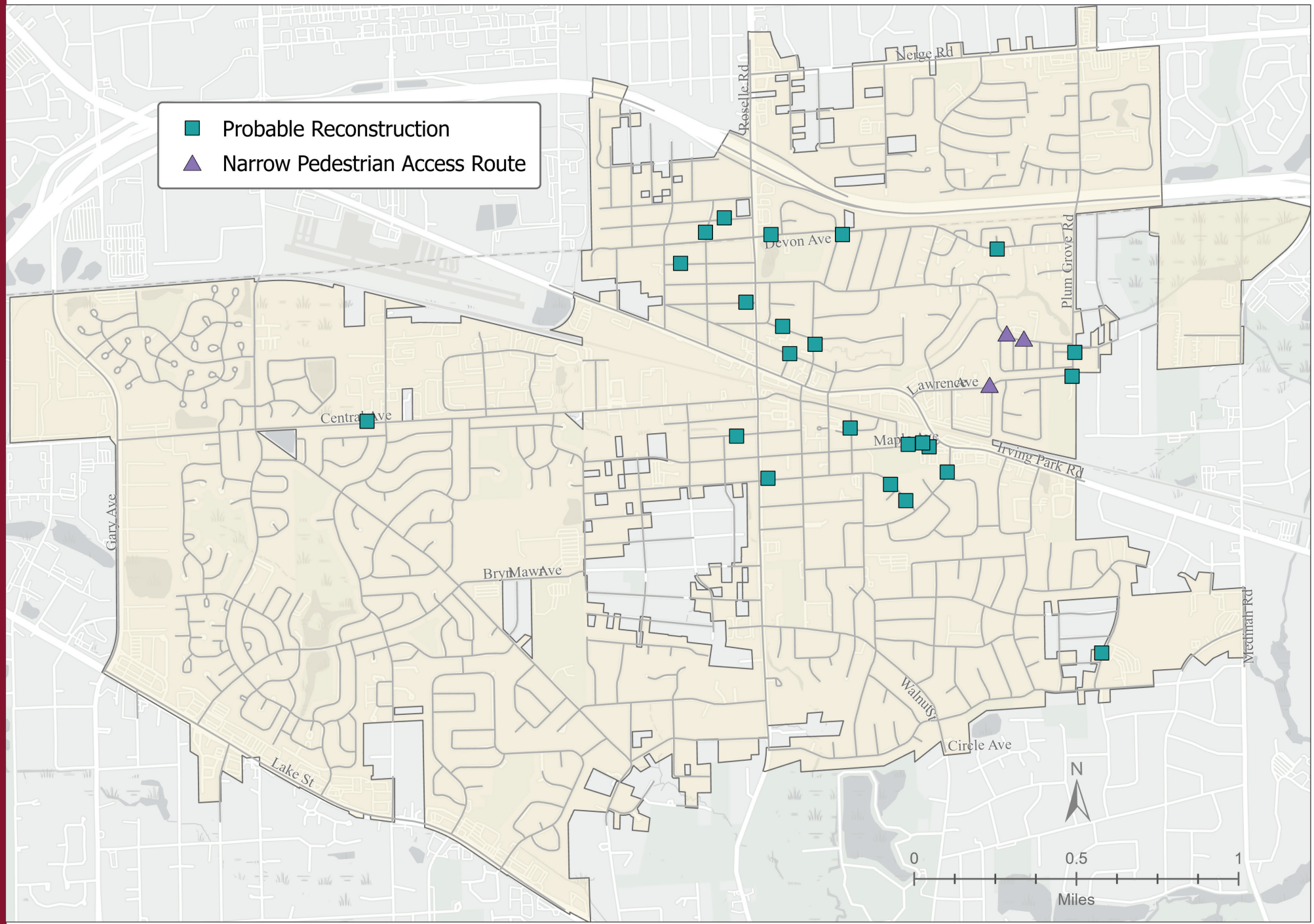
Figure 5-13

Driveways summary

Condition	Count	Percent
Narrow Pedestrian Access Routes	3	12%
Probable Reconstruction	23	88%
Total Driveways with Accessibility Needs	**26**	**100%**

Figure 5-14

Map of driveways with accessibility needs



Curb Ramps

The curb ramp inventory includes more than 1,900 curb ramps and identified 113 locations where ramps should be placed.

A scoring method was used to sort curb ramp needs based on conditions. Figure 5-15 illustrates some of the key measures.

It is estimated that 75 existing ramps on Roselle streets will likely require full reconstruction due to their conditions. The 113 locations that lacked curb ramps are primarily where streets create a T-intersection, creating what is legally defined as unmarked crosswalks on each of the three legs.

Figure 5-16 (next page) summarizes the number of ramps within five levels of likely upgrades, It shows that nearly 60% of Roselle's ramps may require small-scale repairs to improve accessibility.

Key Measurements

The field assessment measured 26 to 32 features for each ramp. The number of measurements varies by the type of ramp. To help streamline the results, the six categories listed below were identified for each ramp. These six features impact curb ramp accessibility the most.

They are (with the PROWAG threshold in parentheses):

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

These measurements helped sort ramps by the severity of accessibility needs. This guides the projects identified in Chapter 6: Transition Plan.

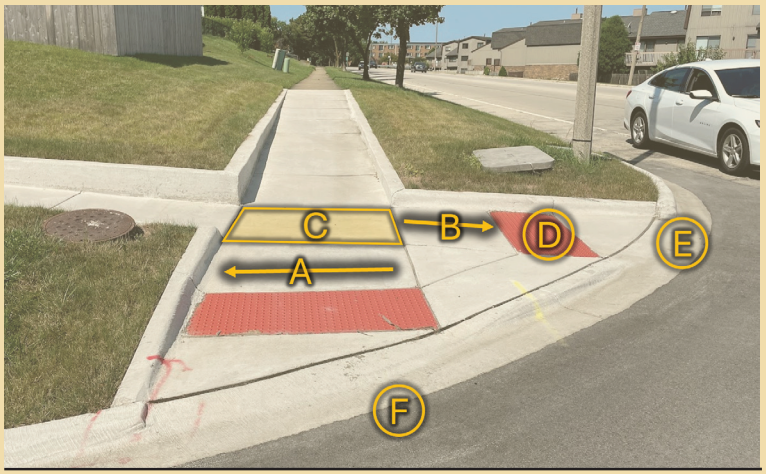
Figure 5-17, on page 44, displays the locations of ramps based on the level of accessibility need.

This method is different from usual ones. Most methods give a simple "pass or fail" score to curb ramps based on various measurements.

Curb ramp design is very complex, and the conditions of an individual street corner often mean that making a ramp fully compliant with PROWAG guidance is infeasible.

Figure 5-15

Primary curb ramp features



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

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

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

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

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

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

Figure 5-16

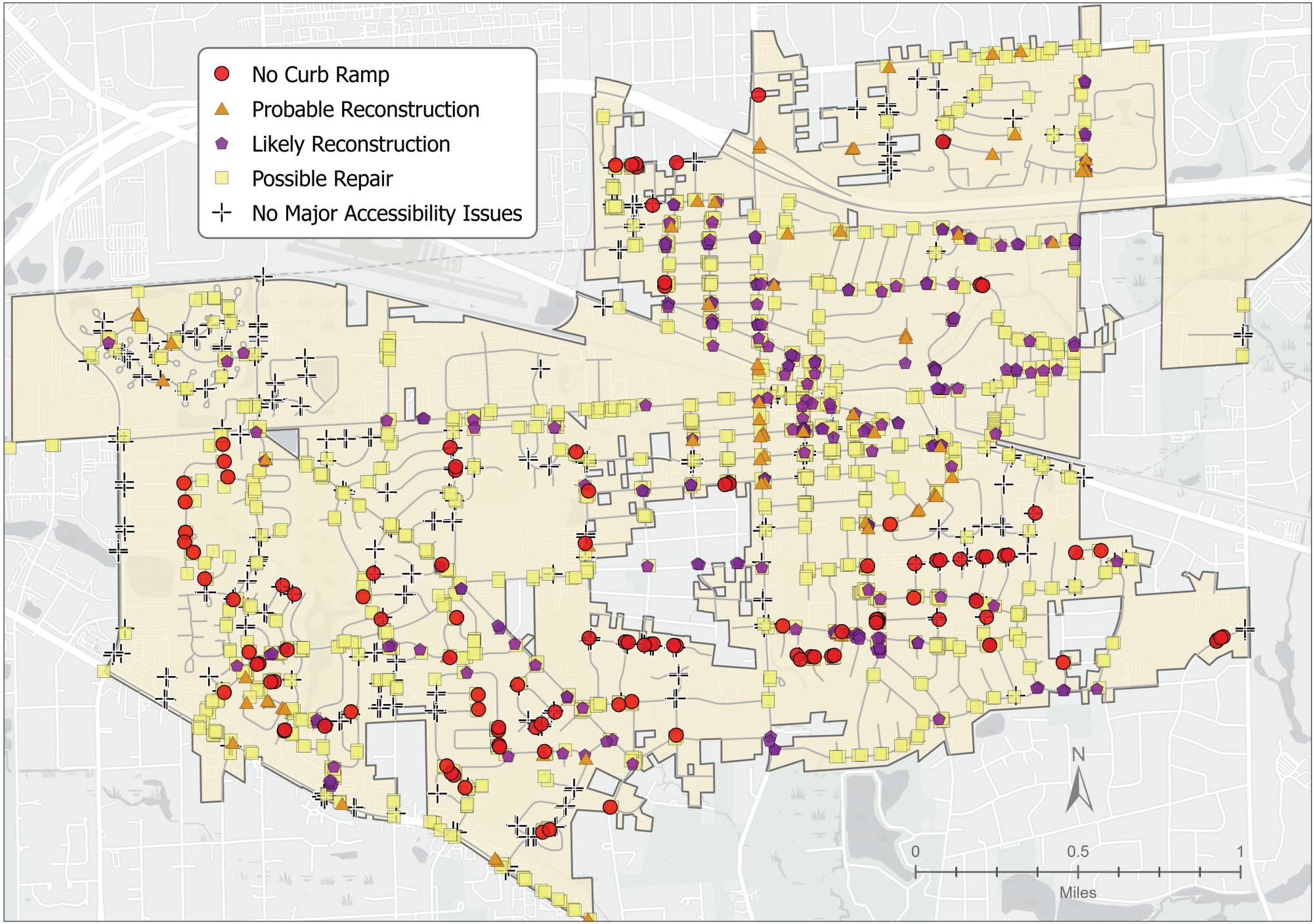
Curb ramps summary

Condition*	Total	Percent
No Curb Ramps Field assessment indicated there were no curb ramps to provide an accessible street crossing at an intersection where required. These are located primarily at T-intersections (an intersection where one street intersects, but dead ends, with another).	113	6%
Probable Reconstruction Field assessment indicated inaccessible features are of a magnitude that ramps require reconstruction to make them accessible.	75	4%
Likely Reconstruction Field assessment indicated these ramps have between four (4) and six (6) of the features listed in Figure 5-15 and limit accessibility. Correcting them likely requires reconstruction but repairs may be possible.	234	11%
Possible Repair Field assessment indicated these ramps have between one (1) and three (3) of the features listed in Figure 5-15 and limit accessibility. Correcting them may occur through spot repairs, such as grinding or adding Detectable Warning Surfaces (DWS).	1,170	57%
No Major Accessibility Issues Field assessment indicated these ramps have no significant issues that limit accessibility.	448	22%
Total Curb Ramp Locations	**2,040**	**100%**

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

Figure 5-17

Map of curb ramps, by condition



On-Street Parking

Roselle has 266 on-street, marked parking spaces. These spaces offer parking for adjacent commercial properties and must include accessible parking spaces (see Figure 5-18). Of those 266 spaces, the Village designates 18 for accessible parking.

PROWAG uses a ratio of total on-street parking spaces to decide how many accessible spots to include. The ratio is generally one accessible parking space for every 25 parking spaces, up to a maximum of 200 spaces. Figure 5-19 shows these ratios.

For this analysis, a block face is used to calculate the ratio of accessible parking. See Figure 5-17 for details. In Roselle, defining block perimeters can be tricky. This is because most blocks do not have parking on all four sides.

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

Figure 5-20 on the next page shows the block perimeters in Roselle. It also lists the total number of parking spaces and the number of designated accessible parking spaces. The table indicates if accessible parking ratios are met and if the design of the spaces aligns with PROWAG guidance.

PROWAG has rules for when accessible on-street parking is not required. They are:

- Spaces designated exclusively as residential parking.
- Spaces designated exclusively for commercial or law enforcement vehicles.
- Where on-street parking spaces are altered, the requirements of shown in Figure 5-18 shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces specified are provided.

One area in Roselle that is exempt from these restrictions is along Devon Avenue. This stretch is between Ventura Club Drive and Plum Grove Road. Roughly 105 parking spaces along Devon Ave provide parking for adjacent residences.

Figure 5-18

PROWAG parking ratios

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

Figure 5-19

Identifying block perimeter

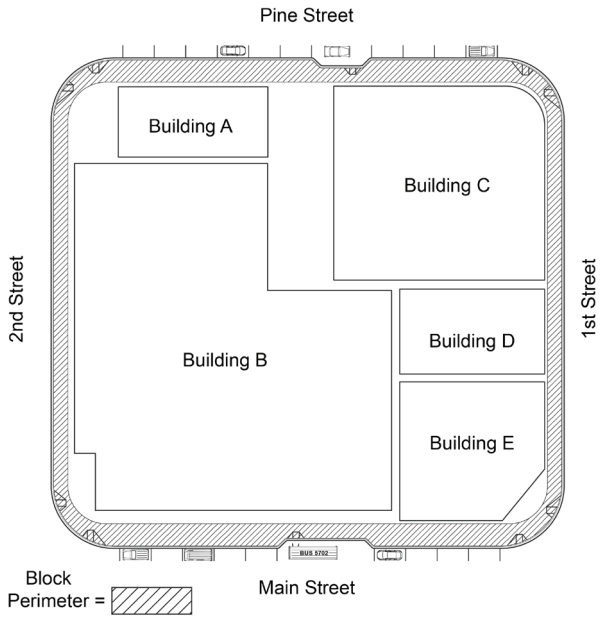


Figure 5-20

On-street parking analysis

Block or Block Perimeter	Number of Spaces	Number of	Meets Minimum Ratio?	Accessible spaces address design requirements?
Devon Avenue (Ventura Club Drive to Plum Grove Road)	105	0	Exempt	Exempt due to adjacent residential land uses.
Hattendorf Avenue (Bokelman Street to Prospect Street)	9	0	No (Add 1)	
Hattendorf Avenue (Roselle Road to Bokelman Street), Bokelman Street (Hattendorf to Irving Park Road)	52	6	Yes	No. Restripe and sign for van accessible parking. Add ramps.
Main Street (Park Street to Howard Avenue), Park Street (Main Street to Elm Street, east side), Howard Avenue (Main Street to Frontier Drive)	62	1	No (Add 2)	No. Restripe and sign for van accessible parking.
Main Street (Prospect to Park Street), Park Street (Main Street to Elm, west side), Elm Street (west of Park Street.)	73	6	Yes	No. Restripe to align access aisle with ramps and ensure access aisle is on passenger side of parking space.
Main Street (Roselle Road to Prospect Street)	66	3	Yes	Yes.
Park Street (Pine Avenue to Maple Avenue)	13	2	Yes	No. Sign for van accessible parking
Pine Avenue (west of Hill Street)	4	1	Yes	No. Add ramp and stripe for van accessible.
Prospect Street (Kemmerling Park Frontage)	28	2	Yes	No. Sign for van accessible parking.

Policies and Programs

The Village of Roselle's policies were reviewed to see if they affect street and sidewalk accessibility.

The policies studied include ADA-specific rules under Title II, like ADA Notice and Grievance Procedure; the Village Code; and private property owner duties for maintenance and snow removal.

ADA Title II requirements

The review revealed that the Village had not adopted resolutions for its ADA Notice, Grievance Procedure, or the designation of an ADA Coordinator.

Due to the absence of these policies, the Village was recommended to adopt these resolutions before the Plan for Accessible Streets and Sidewalks is completed. The Village implemented these recommendations and adopted the policies in December 2024. Policy and adoption details are addressed in Chapter 2: ADA Policies and Responsibilities.

Village Code

The Village Code was reviewed to find chapters relevant to accessibility in public rights-of-way. The chapters and appendices that were the focus of this review are:

- Chapter 9: Licenses, Permits, and Business Regulations.
- Chapter 18: Streets and Sidewalks.
- Appendix A: Zoning.
- Appendix B: Subdivision Regulations.

The results of this review of these sections of Village Code indicated:

- **There are no identifiable policies within the Village Code that create barriers for people with disabilities.**



The Code effectively meets accessibility needs when construction or other allowed activities impact sidewalks. New development requires the Village to review and approve the addition or upgrade of sidewalks.

Chapter 7: Schedule and Implementation suggests ways for the Village to update its policies. These updates will help align with best practices.

Property Owner Responsibilities

The Village Code explains what property owners must do for sidewalks in section 18: Streets and Sidewalks. Most municipal rules say property owners must keep their sidewalks clear and in good shape. Roselle's policies reflect this common practice.

The Code prohibits people from putting materials, like snow, on sidewalks when they clear it off their property. Clearly defining sidewalks to include curb ramps could improve these policies. Most municipal policies miss this point. These policies were established before curb ramp rules were implemented. Specifying curb ramps in combination with sidewalks can help clarify policy and facilitate proper expectations of property owners.

The Code could improve by including landlord duties. They should ensure sidewalks are well-managed and maintained. This applies when the adjacent land is rented, not owned by the occupants, whether commercial or residential.

Sidewalk Repairs

The Village Code, section 18-51, identifies the cost share policy for sidewalk maintenance and repairs. It states:

"The Village may share equally with owners of the property abutting defective sidewalks in the costs of the repair of such sidewalks; provided, however, the share of such costs to be paid by the Village shall not exceed the sum of one dollar ($1.00) per square foot of sidewalk."

This policy matches what most municipalities do. Such policies help maintain the accessibility of sidewalks.

Roselle has a proactive sidewalk repair program. The Village budget for fiscal year 2025 indicates that over 85,000 square feet of sidewalks were repaired or replaced between 2021 and 2023.

Snow Management

Snow management policies and programs that affect accessibility include:

- **Enforcing property owner sidewalk snow removal policies:** This helps keep secondary routes clear and may be addressed each year through social media and other announcements to remind property owners of their responsibilities.

> **"Sidewalks shall be constructed along the public streets at the owner's expense for each building hereafter erected within the Village. Such sidewalks shall extend for the full frontage of all lots along the streets and shall be erected in accordance with other ordinances of the Village."**
>
> - Roselle Village Code Section 18-9

- **Plowing snow from key pedestrian routes:** The Village spends about $55,000 each year on sidewalk snow removal. This is not required, but it is viewed as a best practice.
- **Keep crosswalks clear:** The Village must ensure access to crosswalks and curb ramps. They should remove any snow left on the street after plowing. This snow can pile up and block access to curb ramps and crosswalks. Agencies can use practices to prevent this during plowing.

Construction Affecting Pedestrian Routes

Agencies must keep pedestrian routes open in work zones. These areas are called Temporary Traffic Control (TTC) zones.

ADA policies, like those in the federal Manual on Uniform Traffic Control Devices (Section 6), require pedestrian routes to remain accessible. They should have features similar to those that were there before construction.

Sidewalks and paths need signs for closures, just like detour signs for drivers when streets are closed.

Construction projects that impact pedestrian routes include:

- **Street resurfacing projects:** Maintain pedestrian routes, including crosswalks, to keep them open and accessible. Work crews can assist people through the work zone during periods when access is not maintained and work is in progress.
- **Sidewalk repair and replacement projects:** Even replacing a single segment of sidewalk requires proper barricades to prevent access to areas where excavation has occurred and where pedestrians might encounter equipment. Detours should be marked and signed. They must also keep similar accessibility.



"The needs and control of all road users—motorists, bicyclists, and pedestrians within the highway, or on a site roadway open to public travel, including persons with disabilities—through a Temporary Traffic Control zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents."

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

- **Major street and intersection improvements:** Big construction projects affect pedestrians the most. They can cause long detours and put pedestrians in tough spots. Detour routes should stay accessible. Access to businesses must remain open from nearby sidewalks.

A review of work zone practices in Roselle revealed a need to enforce and inspect pedestrian access routes in work zones. The observed practices show that improvements can be made in these areas:

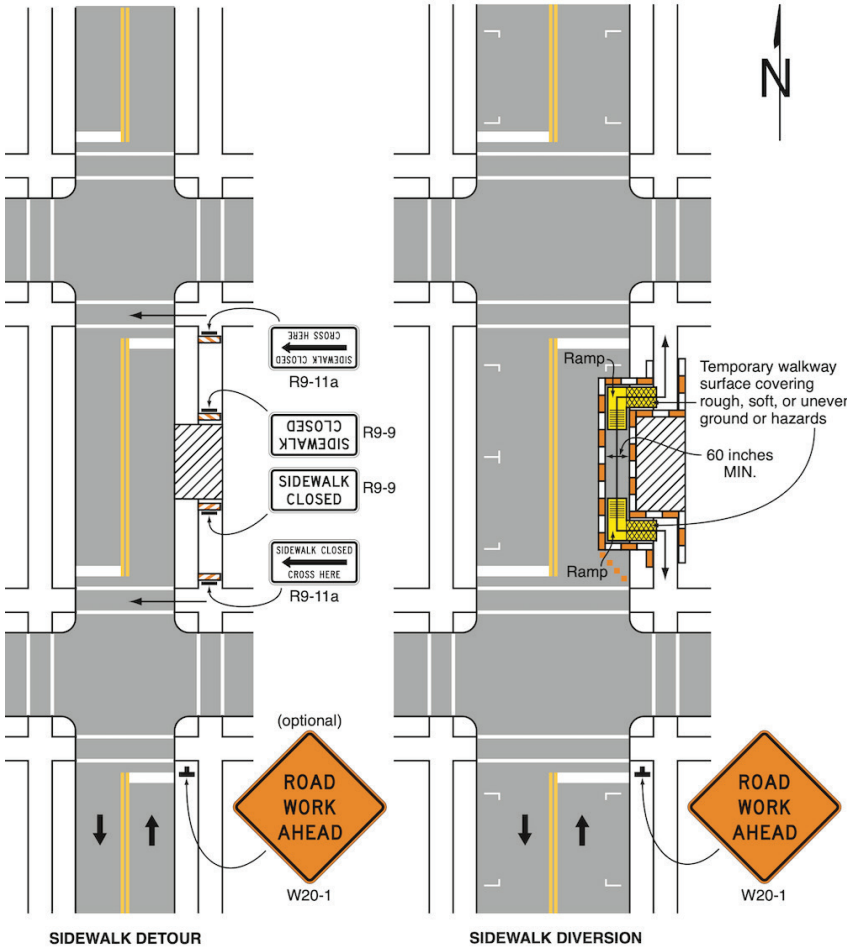
- Sign detour routes and make sure similar facilities are available along the way.
- Use barricades that can be detected by canes. These will help stop people with disabilities from entering the work zone by mistake.

Note that these findings are not unique to the Village of Roselle. IDOT resurface of Irving Park Road in spring 2025 lacked proper work zone treatments. This project, like other local and state work zones in the CMAP region, did not meet MUTCD and ADA standards. Figure 5-21, at right, shows a sample diagram from MUTCD that can be used to help guide applications within work zone pedestrian routes.

Chapter 8: Best Practices covers methods to improve work zones. It provides examples of common accessible work zone applications.

Figure 5-21

MUTCD: Sidewalk detour and diversion



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

6. Transition Plan

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

Using the transition plan

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

It is recommended that a full update to this plan in occur approximately 10 years to account for changes. Periodic updates may occur through the development of a transition plan progress report (recommended in Chapter 7).

While projects like fixing a sidewalk, improving a pedestrian crossing, or reconstructing a curb ramp are very visible and garner the most attention, updating programs and policies can be just as important. Roselle's accessibility-related programs and policies help ensure funding is available for projects, streets are managed in an accessible manner after projects are completed, and private development helps contribute to upgrading the street and sidewalk network.

An annual transition plan implementation goal substantiates Roselle's commitment to making its streets more accessible and can occur through existing capital programs. Programs and policies that enhance work zone accessibility for pedestrians can significantly improve the freedom and mobility of people with disabilities when sidewalk routes are disrupted.



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

Adapting to change. There are many circumstances that will prompt changes to the transition plan. The plan and its associated schedule are intended to evolve in response to these changes. Properly documenting these changes keep the plan current.

There are several factors that could prompt such changes:

- Responding to requests from residents who have a disability is a justifiable reason to modify the order in which projects are implemented. Roselle may be able to respond to requests to improve a sidewalk or curb ramp that is not on a programmed route or a priority route.

  This allows a person with a disability, their caretaker, and/or their family greater freedom of mobility. Accommodating such requests, when feasible is aligned with ADA principles.
- The redevelopment of properties along a priority route may alter how the Village invests in a project along that street. The change may be substantial enough to address the primary accessibility needs, or the redevelopment schedule may necessitate a change in the project schedule on a priority route.
- Roselle has accessibility needs that are not related to streets and sidewalks. The Village may find that upgrades are needed to publicly-owned facilities. Its leaders may determine these upgrades are a higher priority. It is the duty of the Village Board to determine that and make those decisions.
- The Village may need to divert funds from transition plan implementation to respond to other needs. Having to address things like emergency repairs on a water or sewer line could mean accessibility projects are delayed.



- Roselle may determine that it needs to address non-accessibility needs on a street that is in a lower tier in the transition plan (or not identified as a priority project at all). This could be the result of needing to replace underground utilities on a street or a change in resurfacing priority. The Village should strive to improve as many accessibility features as possible when performing other work on the same street.

Ultimately, the goal is to continually upgrade the system to make it more accessible and demonstrate to the public how this is being achieved, even if the order in which it occurs changes.

Programs and policies to remove barriers to accessibility

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

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

Building new infrastructure

The ADA requires that all new infrastructure be accessible when constructed. New infrastructure is considered the addition of sidewalks and curb ramps where they did not previously exist, as well as the reconstruction of existing infrastructure. This occurs either through the Village's capital projects or requirements established through the Village's codes regulating property development.

- **Recommendation: Update Village code for property redevelopment.** The code requires sidewalks to be built in many instances, including annexation, and makes it clear that sidewalk construction is expected. What is not clear is whether property undergoing redevelopment is required to rebuild non-compliant or damaged sidewalks and curb ramps along its frontage. The Village may strengthen these codes to clarify what is required for reconstructing existing sidewalks on a property's street frontage. This should establish a clear expectation that property developers replace the sidewalks, curb ramps, and driveways that do not substantially comply with PROWAG design guidelines. The Village can allow properties to request a hardship or design exception if the developer can prove that full compliance is infeasible.

Reconstructing existing infrastructure

The projects identified in the transition plan involve retrofitting existing sidewalk networks rather than constructing new facilities where they did not previously exist. This is because sidewalks already exist on almost all Village-managed streets.

Roselle Code of Ordinances

Chapter 18, Article I, Section 18-9

A. Sidewalks shall be constructed along the public streets at the owner's expense for each building hereafter erected within the Village. Such sidewalks shall extend for the full frontage of all lots along the streets and shall be erected in accordance with other ordinances of the Village.

No certificate of occupancy shall be issued permitting any occupancy in any building until the sidewalk requirements as set forth in this section have been completely met.

Chapter 6, Division 3, Section 6-298

Public sidewalks shall be five (5) feet in width, set a minimum of six (6) inches above crown of road and one foot outside of lot line.

Currently, accessibility upgrades occur as part of Roselle's Street Improvement Program and Concrete Repair Program. These may not always occur on priority routes and there will always be spot repairs needed for existing sidewalks.

- **Recommendation #: Establish a $200,000 annual implementation goal for priority routes.** Showcasing a commitment to transition plan implementation is then best achieved through an annual implementation funding goal for priority routes. The cost estimates for priority routes in Roselle suggest that a $200,000 annual goal allows the Village to address these priorities in a reasonable timeframe. Funding for this goal can be drawn from expenditures already planned for the Street Improvement and Concrete Repair programs. It is subject to the Board's annual review. The first five to seven years of this goal are substantially accounted for in Tier 1 projects, which are part of the Street Improvement Program.

  Calculating how this goal is met can be achieved over a multi-year period to account for budget considerations and other capital project needs. For example, an annual goal of $200,000 would equal $1 million over a five-year period. The Village may pursue funding from other sources and apply those funds to its annual goal, allowing its local funds to be used to address other accessibility needs or public work priorities. This goal may be revisited when the transition plan is updated or once all priority routes are addressed.

- **Recommendation #2: Develop a progress report to track accessibility investments**. Tracking the expenditures that go toward accessibility upgrades fulfills the requirements of municipalities to monitor their progress in removing barriers. It is required, at minimum, to be developed once every five years to showcase the Village's progress. The Village is recommended to produce a report every one to two years to keep it current. Expenditures that improve accessibility, even on non-priority routes, should be quantified for the report. The report should identify upgrades that occur through the Street Improvement Program and Concrete Repair Program, projects that result in upgrades on non-priority routes, and upgrades prompted by the Village's policies. All such expenditures result in the removal of barriers to accessibility, even if not along priority routes. Hence, the estimated cost or value of the entire suite of accessibility upgrades should be reflected in the progress report.

- **Recommendation #3: Go beyond minimum ADA requirements on resurfacing projects**. When the Village resurfaces a street, it is encouraged to incorporate accessibility improvements beyond the minimum requirement to ensure curb ramps meet accessibility requirements. Additional upgrades that can be considered are sidewalk repairs, adding ramps at alley crossings, and reconstructing driveways. The Village may determine a suitable goal for addressing accessibility beyond the minimum requirements, as such efforts should not pose a disproportionate financial burden.



Improving snow management for accessibility

Major snow events create challenges for maintaining an accessible sidewalk system. The variability of snowstorms, as well as the limited resources agencies have for maintaining streets during winter weather, all impact the sidewalk system. Historically, Roselle averages around 38 inches of snow per year, which often takes several days or weeks to melt away after a storm.

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

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

When sidewalks are buffered from the street, snow can easily be plowed into those buffers without impacting the sidewalk. Building buffered sidewalks may not be possible on constrained corridors.

Plow operators should avoid plowing snow onto sidewalks. This can be mitigated via slower operating speeds for plows when sidewalks are located immediately behind the curb.

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

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

Recommendations. The Village may consider implementing certain practices to maintain access during snow events. They include:

- Active engagement with property owners' requirements to clear snow from sidewalks. This can include outreach efforts to remind them that snow must be cleared within a reasonable timeframe and that it must be shoveled or plowed to avoid blocking access to curb ramps and crosswalks. The Village may consider applications for hardship cases for residents who are older adults or have disabilities that make it difficult for them to comply with the Village code.

> **"Snow removal and treatment for ice on sidewalks is also a pedestrian accessibility issue, for which FHWA has oversight responsibility...Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets... The FHWA's role is to assure that reasonable snow removal efforts are provided to make facilities safe and traversable, considering local conditions."**
>
> - FHWA Memorandum: Snow Removal on Sidewalks Constructed with Federal Funding, August 27, 2008

- Ensure the Village is clearing sidewalks along the frontage of Village-owned properties (e.g., public buildings, shared use paths), as well as on any Village-maintained infrastructure like bridges or culverts.
- Map sidewalk routes the Village currently plows, and accompany the map with a summary of when this occurs in relation to other snow plowing. Document how the routes were chosen. These materials can be posted online, if desired, and should be included in the recommended progress report.
- Clear snow that remains within the curb-to-curb section of the street and blocks curb ramps and crosswalks. Additionally, clear snow around pedestrians' pushbuttons at crossings with traffic signals and flashing beacons. Crews may return to these locations to clear these obstructions once primary plowing operations are complete.

Enhancing work zone practices

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

MUTCD requires the jurisdiction that controls the streets to ensure work zones are accessible, therefore it is not the sole responsibility or liability of a contractor.

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

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

Construction zones are constantly evolving, meaning traffic control plans designed at the onset of the project may not be applicable a few weeks into a project as construction activities shift. This means routine inspections are critical to managing contractors and developers who impact the sidewalk system.

Considerations for improving work zone accessibility include the following:

- **Recommendation #1:** Work zone training. Village staff are encouraged to engage in online, or in-person training focused on work zone accessibility. These are available through agencies like IDOT or FHWA, as well as through the American Road and Transportation Builders Association (ARTBA).



Training and improved inspection procedures can help avoid barriers to accessibility emerging in the day-to-day phases of construction.

In the image above, a sidewalk route remains open during a resurfacing project. The street is inaccessible due to pavement removal. Temporary asphalt can be placed at these transitions when the work zone is not active to avoid leaving abrupt edges that are difficult for people like wheelchair users to navigate.

- **Recommendation #2: Identify preferred work zone materials.** Roselle may consider identifying its preferred materials for features like sidewalk barricades, audible devices, and temporary ramps. This creates consistent expectations for contractors working in the Village's rights-of-way. The Village may reference these preferred materials within its overall engineering forms and manuals, as well as within bid documents.

Projects to remove barriers to accessibility

The cost estimate to remove the barriers to accessibility was identified through the self-evaluation.

- **Roselle has an estimated $5.5 million worth of infrastructure upgrade needs to provide a fully accessible system on Village-managed streets.**

This estimate is not realistically achievable but reflects a cost to remove all barriers to accessibility as of 2025. Even if all of these were addressed, new accessibility needs will arise due to the aging of infrastructure. Based on thsi estimate, the Village should address its priority needs to upgrade the streets along priority routes identified in this plan. These were identified was done in consideration of what could reasonably be achieved over the next 20 years.

The results of the self-evaluation were used to identify a list of priority projects through the following methods:

- Input from Roselle staff and the steering committee.
- Public input from the fall 2024 and spring 2025 public meetings and surveys.
- Consultant input, stemming from field observations and examining the heat map of accessibility needs created from self-evaluation data.

This resulted in 16 priority projects along 20 streets managed by the Village. Figure 6-2, on page 61, is a map of these projects.

- **Recommendation: To remove barriers to accessibility, the Village should first implements Tier 1 projects.** Seven Tier 1 projects are located along streets the Village plans to resurface in the five to seven years after adoption of the plan. Within that timeframe, the Village should add the three accessible parking spaces on the streets identified in the self-evaluation and later in this Chapter. Once complete, Roselle is recommended to address Tier 2 and Tier 3 projects and may reorder these projects to align with its street resurfacing schedule.

Project ranking

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



Accompanying each project is a total project score that was used to determine its priority ranking. The results of that ranking are shown in Figure 6-1 (page 60) and mapped in Figure 6-2 (page 61)

The project priority ranking was determined by adding scores of nine criteria. The criteria for scoring included:

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

The details on how projects were scored are included in Chapter 9: Appendix.

Collectively, these criteria add up to a maximum of 100 possible points for each project. The 16 projects ranged in scores from 42 points (lowest ranking) to 91 points (highest ranking).

Project tiers

The point totals were used to establish an initial ranking of projects with a goal of organizing the 16 projects into three tiers for implementation. Three sets of projects, organized in Tiers 1 through 3, are identified for the Village to implement over the next 20 years. The project ranking and tiers are incorporated into the transition plan schedule to guide these investments (see Chapter 7).

The Village staff reviewed the list of priority projects and identified those that were along streets in need of resurfacing. The result was eight projects along 12 streets. Seven of these eight projects were in the top 10 of the initial ranking, while the other was ranked 15th.

It was determined that the eight projects the Village noted as aligning with priorities for resurfacing would comprise the Tier 1 set of projects. Projects identified in Tiers 2 and 3 are ordered based on their ranking in the evaluation.



A sidewalk route's connectivity to and distance from Roselle's Metra Station was one of eight factors considered when scoring and ranking projects.

- **Tier 1 projects** are the highest priorities and recommended for implementation in the next five to seven years. They have a combined estimated cost of $1.4 million.
- **Tier 2 projects**, of which there are four, have a combined estimated cost of $720,000 and may be addressed once Tier 1 projects are complete.
- **Tier 3 projects** include the remaining four routes. They have a combined estimated cost of $610,000.
- **Accessible on-street parking spaces.** Two areas with on-street parking showed the need to add accessible parking spaces to comply with the ADA minimum ratios. One space is recommended to be added to Hattendorf between Bokelman Street and Prospect Street. Two spaces are recommended to be added to the block created by Main Street, Park Street, and Howard Street in the Village center. These may be done when adjacent streets are improved or when the street is restriped.

Overall priorities are subject to change as project schedules, funding sources, and other intangibles influence implementation feasibility. The Village may revisit these rankings and tiers at any time to account for such changes and other factors that impact its ability to implement them. This includes adding or removing projects from the list. Changes should be documented as part of updates to the transition plan and in the recommended progress report (see Chapter 7: Schedule and implementation).

Project Summaries

The priority projects are relatively similar in terms of the types of improvements that are recommended to make them accessible. They consist primarily of the following types of upgrades:

- **Sidewalk repair:** Replace sections of sidewalks that have surface conditions, cracks, and heaves that exceed PROWAG thresholds. Minor repairs, where possible.
- **Curb ramp repair and replacement:** Upgrade ramps where features are correctable to align with PROWAG design guidance. Some may require minor repairs or the addition of detectable warning surfaces but accessible otherwise.
- **T-intersection curb ramps:** Add a ramp to allow crossing of at least one-leg of the through street at a T-intersection.
- **Street transitions:** Fix minor cracking and heaving where the curb ramp transitions to the crosswalks, primarily where concrete features meet the asphalt roadway.
- **Driveways:** Correct cross slopes on sidewalks that are built to cross driveways, which may require addressing slopes on the private property side of the driveway. Given this potential constraint, strive for a design that is accessible to the maximum extent feasible.

Figure 6-1

Priority Projects - Ranking and Tier

Tier 1 Projects ($1.41 million)
These eight projects are scheduled for implementation in the five to seven years after adoption of this plan.

The Village plans to improve them concurrently with street resurfacing projects along these routes.

Tier 2 Projects ($720,000)
These four projects should be addressed once Tier 1 is complete.

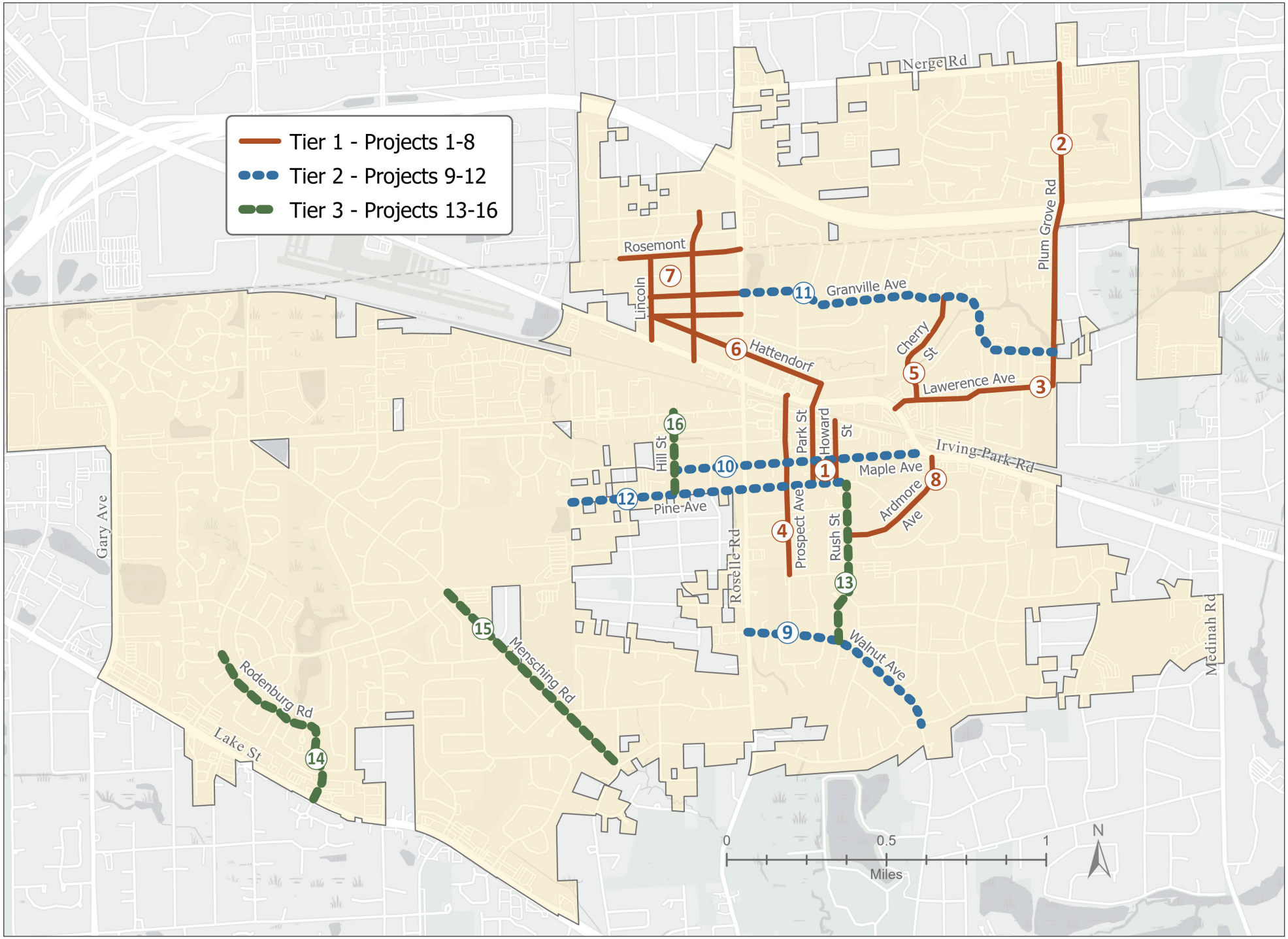
Tier 3 Projects ($610,000)
These four projects should be addressed once Tier 1 and Tier 2 are complete. The Village may revisit this list and adjust as needed.

Priority Project	Total Points (max. 100)	Cost Estimate	A. Pop. with a Disability (20 points)	B. Proximity to Schools, Parks, Public Bldgs (20 points)	C. Over Age 65 (15 points)	D. Vehicle Access (10 points)	E. Proximity to Transit (10 points)	F. Traffic Speed (5 points)	G. Traffic Volume (5 points)	H. Intangibles (15 points)
1. Park St, Hattendorf Ave to Pine Ave & Howard St, Main St to Pine Ave	91	$115,000	20	20	15	10	5	1	5	15
2. Plum Grove Rd, Lawrence Ave to Nerge Rd	90	$230,000	20	15	15	10	5	5	5	15
3. Lawrence Ave, Irving Park Rd to Plum Grove Rd	87	$160,000	20	10	15	7	10	5	5	15
4. Prospect Ave, Irving Park Rd to Bryn Mawr Ave	74	$150,000	5	20	15	10	3	3	3	15
5. Cherry St, Lawrence Ave to Granville Ave	79	$70,000	20	15	15	7	5	1	1	15
6. Hattendorf Ave, Glenlake Ave to Park St	77	$120,000	20	15	15	3	3	1	5	15
7. Marion Park Neighborhood Streets (Devon, Lincoln, Marion, Granville, Glenlake)	69	$415,000	15	20	7	5	3	3	1	15
8. Ardmore Ave, Rush St to Irving Park Rd	49	$150,000	5	5	7	10	5	1	1	15
9. Walnut Ave, Roselle Rd to Foster Ave	83	$120,000	15	20	15	10	3	3	5	12
10. Maple Ave, Hill St to Irving Park Rd	80	$160,000	15	20	7	10	10	5	5	8
11. Granville Ave, Roselle Rd to Plum Grove Rd	78	$205,000	20	15	15	7	5	3	1	12
12. Pine Ave, West End Rd to Rush St	58	$235,000	15	5	7	10	5	3	5	8
13. Rush St, Pine Ave to Walnut St	58	$175,000	5	15	7	10	5	3	1	12
14. Rodenburg Rd, Northampton Ln to Lake St (US 20)	55	$195,000	10	15	7	5	0	3	3	12
15. Mensching Rd, Bryn Mawr Ave to Rosedale Ave	52	$130,000	15	10	7	5	0	3	5	7
16. Hill St, Central Ave to Pine Ave	42	$110,000	15	5	7	3	0	3	1	8

Total: $2.74 million

Figure 6-2

Priority Projects Map



7. Schedule and Implementation

This chapter outlines a schedule for addressing the recommendations identified in the transition plan, as well as other requirements established under Title II of the ADA. The recommended timelines for implementing individual items in the schedule are a starting point for the Village's effort to transition its system to be more accessible.

Some action items, such as adopting this plan and revising ADA policies, are relatively easy to accomplish and can be done within months of the completion of this effort. Other projects may require several years to accomplish.

This chapter includes additional implementation recommendations that improve accessibility but may not be a Title II requirement. This includes working with the Illinois DOT and the counties to improve accessibility on routes they maintain in Roselle.

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

- **ADA Coordinator and Assistant Village Administrator, Brian Joanis, or his designee.**
- **Development and Engineering Services Director, Kristin Mehl, or her designeed.**

Using the schedule

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



Changes can be prompted by numerous influences within the capital improvements budget, such as addressing other Village priorities and adjusting for budget and project cost constraints. The Village should document why these changes occur.

Projects identified in the priority tiers should be considered each year as the Village begins its annual budget update. At that time, the Village may determine if a project is moved from one tier to another, or if other public works projects are a higher priority than an accessibility-based project.

Other accessibility projects, such as upgrades to Village-owned facilities, may be evaluated to determine if they serve a greater need for the people of Roselle than a street project.

The schedule is shown in Figure 7-1 on pages 64 and 65.

Project-based schedule modifications

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

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

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

The bullets below outline the priority order under which modifications can be considered.

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

Following this process helps serve the people who need the upgrades the most and helps reduce liability.

Prioritizing project schedule changes

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

Figure 7-1

Schedule

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
A. Adopt ADA policies and Designate ADA Coordinator.	2024	Adopt ADA Grievance, Notice, and ADA Coordinator Designation policies, as required under Title II of the ADA.	Adopted in December 2024 via Resolution 2024-2841
B. Adopt the plan.	2025	Adopted the plan to fulfill requirements under Title II of the ADA.	Adopted in December 2025 via Resolution 2025-2953.
C. Update Village website.	2025/2026	Add plan to Village website. Ensure the website follows Web Content Accessibility Guidelines (WCAG). Consider training for staff on making web content and documents accessible.	
D. Implement Tier 1 Priority Projects.	2026-2032	Proceed with scheduling Tier 1 projects concurrently with planned resurfacing projects. Incorporate on-street parking space upgrades into projects or when street restriping occurs. If changes occur, document why in recommended progress report.	
E. Formalize commitment to Annual Implementation Fund/ Goal.	2026	Affirm commitment to an annual goal of $200,000, which may be revisited during each budget cycle. Track expenditures for any accessibility upgrades that occur in Village-maintained public rights-of-way to apply to this goal. This goal can be met through expenditures on priority routes that are funded through the Street Improvement Program and Concrete Repair Program.	
F. Document snow management procedures.	2026	Consider mapping and providing reason and justification for sidewalk routes subject to Village-led snow removal. Evaluate routes to destinations and priority corridors when revising the map.	
G. Adopt PROWAG as Village's preferred design standards.	2026/2027	Designate, through updates to Village policy or department manuals, PROWAG as the Village's standards for accessibility.	
H. Develop progress report.	Starting in 2026/2027	Document Village-led projects, as well as any changes to this schedule. Report is recommended to be produced annually or every two years, but may be done at least once every five years. Include all upgrades made to public rights-of-way, as well as access improvements at the Village's public buildings.	

Figure 7-1, continued

Schedule

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
I. Submit requests to IDOT and the counties for accessibility upgrades on streets under their jurisdiction.	2026 or after	Use the results of this plan to request accessibility upgrades to IDOT and DuPage/Cook County routes. Showcase how public input identified these routes as barriers to accessibility for the people of Roselle. This includes filling sidewalk gaps, upgrading curb ramps, and installing Accessible Pedestrian Signals.	
J. Maintain transition plan implementation fund.	2032 and beyond	The approximately $1.4 million of planned accessibility upgrades for Tier 1 projects shows a substantial commitment to implementing this plan. Funding levels beyond 2032 can be adjusted based on how well the Village progresses on priority projects and what other accessibility needs arise.	
K. Implement Tier 2 Priority Projects, incorporating additional public input.	2032-2036	Once Tier 1 projects are budgeted for and/or complete, determine the order in which Tier 2 projects are implemented and which funding sources are applied.	
L. Update self-evaluation and transition plan.	2035/2036	This plan is recommended to be updated approximately every 10 years after its adoption. This will account for accessibility upgrades already completed, any changes in the ADA Standards and PROWAG, and the impacts that 10 years of weathering and other factors have on the accessibility of streets and sidewalks.	
M. Implement Tier 3 Priority Projects (or new priorities when plan is updated).	2037-2042	Once Tier 2 projects are budgeted for and/or complete, determine the order in which Tier 3 projects are implemented and which funding sources are applied. The Village may revisit these priorities when the recommended update occurs (Item L).	
N. Update Village Code to better incorporate accessibility themes.	TBD	Determine when the Village is updating its zoning/subdivision codes. Consider incorporating changes to better clarify expectations of new development, as recommended in this plan. Reference PROWAG as the Village's accessibility standards in the code.	

Developing a progress report & documenting changes

A requirement of Title II is to document progress on implementation of the transition plan. This is required to occur at least every five year, but may occur more frequently. This progress report enables the Village to document its transition to compliance. The report also serves as a scheduled update or amendment to the transition plan.

It is also important for the Village to document the year a specific improvement was made in the event of a grievance being filed. This progress report should be compiled by the ADA Coordinator, with each department providing input on its progress since the previous reporting period. It is recommended that the report be adopted by the Village Board. The progress report can be divided into sections, summarized below. Links to sample reports are included in Chapter 9: Appendix.

Documenting project modifications

Progress made on Roselle's streets includes new and repaired sidewalks, curb ramps, and other accessibility upgrades constructed by developers and the Village. Upgrades made to public buildings, and other facilities managed by the Village should be included. This documentation can include:

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

Documenting policy modifications

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

Documenting program modifications

Re-stating the grievance procedure in the progress report or providing links to it is a good practice in case people are accessing it for the first time. Program-

Transition plan progress report

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

related modifications could involve updating work zone and snow management practices, updating websites to comply with accessibility guidelines, and changing contract requirements to require consultants and others to produce documents in an accessible format. The progress report can also include any training staff participated in to improve accessibility, as well as specific outreach to the disabled community on topics such as project designs, bus route changes, and the like. A paragraph describing the process will suffice.

Incorporating citizen requests and public input

A community the size of Roselle may be able to address individual requests for accessibility improvements from citizens who have a disability, or their caretakers. Accommodating such requests is aligned with the principles of the ADA.

Even if a request is made through informal methods rather than through a grievance or complaint, Roselle is recommended to determine it can feasibly address the request in its current or upcoming budget.

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

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

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



Public input

The public should have regular and meaningful input into project implementation, program and policy changes, and updates to the transition plan. This can occur through a variety of methods, which are summarized in this section.

The Village may determine the scale of projects that it feels warrant project-specific input from the surrounding neighborhoods. This is strongly recommended for projects where the Village is considering adding new sidewalks or implementing alternative designs for pedestrian facilities.

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

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

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

Accessibility advisory committee

The schedule suggests that the Village consider organizing an Accessibility Advisory Committee to serve as an input and sounding board for the implementation of the transition plan. Given Roselle's size, this committee could serve on an ad hoc basis, meeting annually or as needed. The key roles of such a committee may include:

- Reviewing and approving the transition plan progress report,
- Making recommendations on modifications to the schedule and priorities, and
- Providing input on how the Village addresses challenging situations.

The committee may be comprised of individuals with disabilities, caretakers of people with disabilities, local organizations that serve and represent the needs of people with disabilities, and older adults who are increasingly reliant on accessible facilities.

The relatively small population of Roselle may create challenges in organizing this committee. The Village may advertise its intention to organize the committee through newsletters, social media, and promotion via local organizations. Organizations engaged in the steering committee and stakeholder interviews for this plan can serve as a starting point for identifying potential committee members.



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

Including accessibility in other planning efforts

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

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

The Village should ensure that agencies like IDOT, Cook County, and DuPage County incorporate the plan's findings and recommendations into their own plans that apply to streets that bisect Roselle. CMAP should also incorporate and reference this plan in its own studies that include Roselle.

Design guidance and standards

There is no single accessibility guide or standard that can fully address the accessibility needs and context of Roselle.

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

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



Documenting design exceptions

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

The US Department of Justice (DOJ) notes that projects should be constructed to the "maximum extent feasible," and this language is reflected in PROWAG and the ADA Standards. This is especially relevant for infill or redevelopment projects that encounter various constraints. Constraints can include limited right-of-way, underground utilities, and existing infrastructure, including traffic signals, utility poles, and traffic signal controls.

It is recommended that the Village adopt and incorporate an Accessibility Exceptions Certification Form into its policies and procedures. A full version of this form is included in the Appendix, and a screenshot is shown on the right in Figure 7-2.

The form documents how the Village designed a project to the maximum extent feasible for streets, public buildings, and other facilities. Completing this form and ensuring it is included in the project files helps reduce legal liabilities should the Village be subject to a complaint on a facility that is not fully compliant.

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

Accessible documents

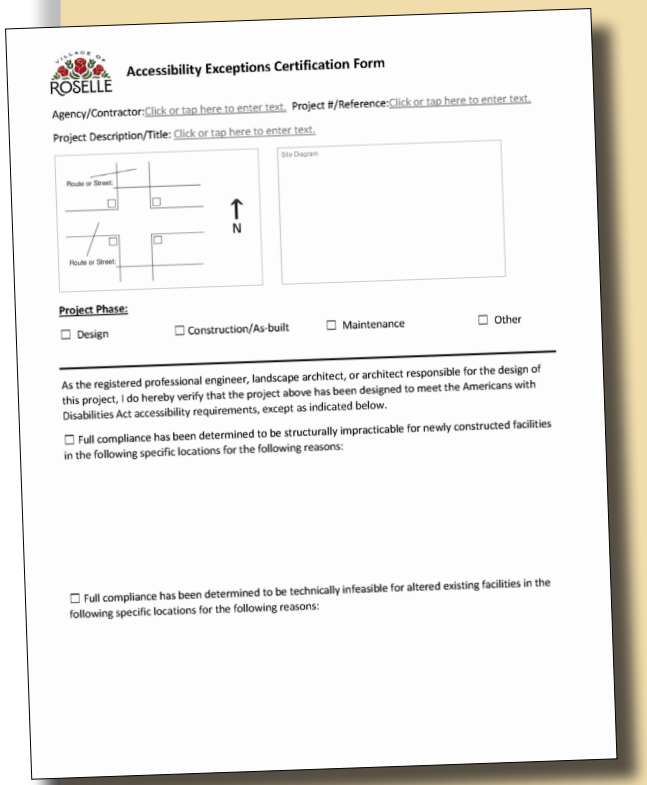
The Village has incorporated the WCAG into its website. While this ensures the static content of the site is accessible to people with disabilities, there may still be PDF documents that are inaccessible to individuals who use screen readers and other assistive technologies. Roselle's Plan for Accessible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

The Village is recommended to add language to its contracts requiring the incorporation of accessibility features in public documents that consultants and other vendors develop. This ensures documents produced for the Village are accessible and reduces the burden on staff.

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

Figure 7-2

Accessibility Exceptions Certification Form



Accessibility Exceptions Certification Form

ROSELLE

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

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

Route or Street

Route or Street

N

Site Diagram

Project Phase:

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

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

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

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

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

Partnership projects with Illinois DOT and Counties

Public input for this plan pointed to a desire to improve accessibility and safety of sidewalks and crossings of streets managed by IDOT, Cook County, and DuPage County. The following projects are some to consider.

- **Accessible Pedestrian Signals (APS) and curb ramps at signalized intersections (IDOT and counties):** Request the agencies upgrade curb ramps for compliance and add pedestrian signals/pushbuttons to be APS.
- **Roselle Road pedestrian crossings:** The counties manage this corridor, with the county line located at Devon Avenue and Roselle Road (at Turner Park). Most of Roselle Road is within DuPage County's jurisdiction. South of Central Avenue, pedestrian safety and accessibility would be improved with upgrades to pedestrian conditions at existing signalized intersections and the reconstruction of driveways to be more accessible. An upgraded pedestrian crossing at Roselle Road and Granville Road is planned through the County's efforts and, if funded, would be managed by the Village.
- **Irving Park Road (IL Route 19) sidewalk gaps and pedestrian crossings:** A recent resurfacing project resulted in improved curb ramps and upgrades to some pedestrian pushbuttons. The Village received a grant to add a shared-use pathway from Marion Street to the western Village limits and from Maple Avenue to the eastern Village limits. It also includes upgrading the pedestrian crossing at Park Street and sidewalk improvements from Marion Street to Maple Street.

Funding

Financing the implementation of this plan may occur by utilizing local, state, and federal funding. The Village should seek state and federal funding sources whenever possible to help maximize the effectiveness of its local funding. This section includes a summary of existing programs the Village may consider.





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

- U.S. Access Board, Preamble to the Final Rule for Pedestrian Facilities in the Public Right-of-Way. August 8, 2023.

Annual investment program

The recommendation in the transition plan to establish an annual funding goal of $200,000 serves as the starting point for implementing this plan. This fund should be applied to upgrading accessibility features on priority routes. The Village may pursue funding via outside sources to help meet this goal.

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

Grants

There are various grant programs administered by IDOT and CMAP that the Village may pursue implementing priority upgrades, as well as improvements on IDOT routes. Figure 7-3 includes summaries of some grant programs, which include specific program language provided by the funder.

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

Figure 7-3

Funding Opportunities for Accessible Streets and Sidewalks

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

8. Best Practices

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

The human design vehicle and accessibility

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

Achieving this requires a higher level of design consideration beyond what is recommended in PROWAG and the ADA Standards. For example, building a 4-foot-wide sidewalk with a 5-foot-wide space every 200 feet meets the technical guidance for ADA compliance.

This is illustrated, in practice, in the image shown at right. However, it is not considerate of the space needed for most sidewalk users, especially people who desire to travel side by side along the sidewalk. It is like building a brand new one-lane bridge, which is now considered an outdated practice.

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

Another design practice analogous to this is the design of streets and highways for motor vehicles. Engineers will oftentimes design streets and highways for what is referred to as the "design vehicle." The design vehicle is seen as a frequent user of the street, for which the minimum street dimensions should accommodate.

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

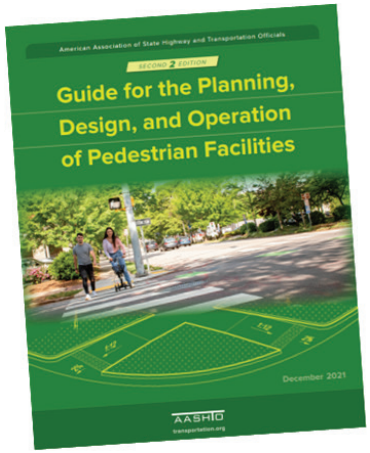
When sidewalk users are considered in the same way, designers recognize that there are a variety of design users who have various dimensional needs when traveling along a sidewalk. The figures on the next page show diagrams from the American Association of State Highway and Transportation Officials (AASHTO)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

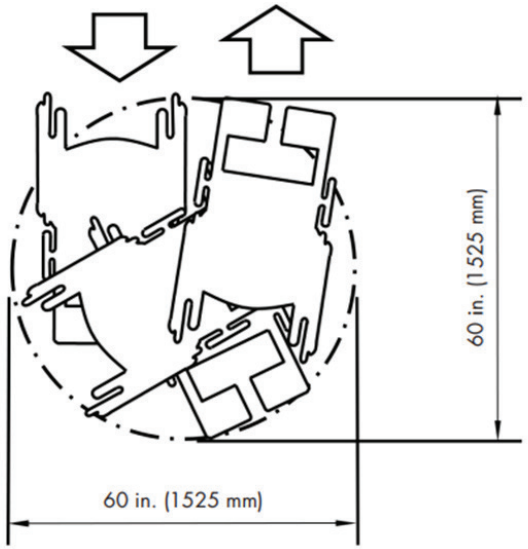


Adding a 5-foot-wide "passing area" every 200 feet along an otherwise 4-foot-wide sidewalk complies with PROWAG. However, it is not recommended as a default design and should be applied only in constrained situations.

Figure 8-1

AASHTO: Wheelchair turning space and cane traveler operating space





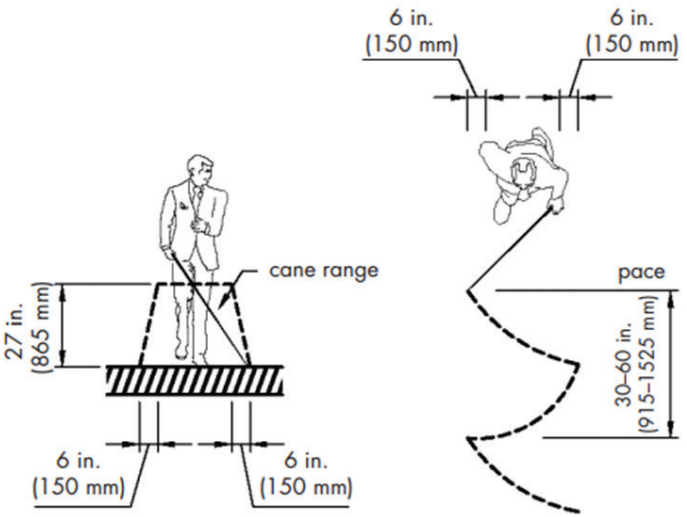


Figure 8-2

Minimum clearance width for sidewalk users


Cane traveler: 4 ft


Wheelchair user: 5 ft

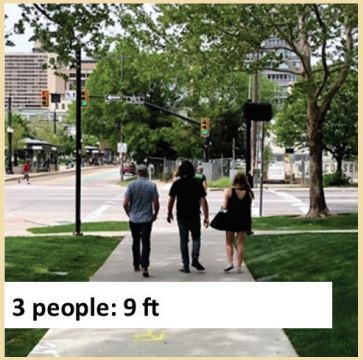

Jogger: 5 ft


2 people: 7 ft


Wheelchair user + friend: 8 ft


Cane traveler + friend: 8 ft


2 wheelchair users: 9 ft


3 people: 9 ft

Functional sidewalk width

The physical width of a sidewalk does not represent the functional (or effective) width of a sidewalk. Motor vehicle travel lanes on the street are designed to account for shy distances from things like bridge railings and people in the adjacent or opposing travel lane. This ensures there is an adequate and safe operating distance between these road users.

While the width of a passenger SUV can be between 7 and 8 feet, the lanes on which those vehicles are asked to operate are often 11 or 12 feet wide. The same philosophy should be applied to sidewalk widths.

The Federal Highway Administration's guide, The Highway Capacity Manual, addresses functional widths for both motor vehicles and pedestrians. As shown in the diagram in Figure 8-3, factors such as the presence or lack of a buffer from the street, vertical elements like fences and buildings, and other features like trees and landscaping reduce the functional width of a sidewalk. Most notable are:

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

Figure 8-4 is an example of a sidewalk with 4 feet of surface width, lacking a buffer from the street, and having a bridge railing on the backside of the sidewalk. This sidewalk has a functional width of only 1 foot when accounting for these factors. If this pedestrian came across another pedestrian, especially one using a mobility device like a wheelchair, there would be little or no space to maneuver.

Figure 8-3

FHWA: Example clearances required to maintain effective walkway width

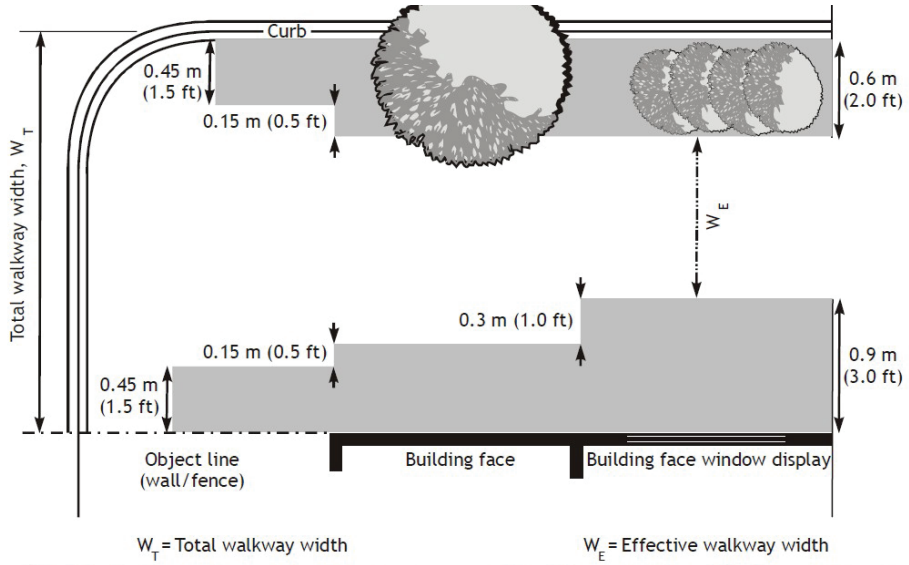


Figure 8-4

Example of reduced functional width



Why does functional width matter?

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

When sidewalks are designed in consideration of minimum widths for ADA compliance and overlook the functional width, then the value of that sidewalk is diminished. The sidewalk may be used only by people who must use it, or they may choose to walk in the street if they feel traffic speeds and volumes pose little threat. Figure 8-5 shows two different contexts with sidewalks of the same width.

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

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

Figure 8-5

Comparing functional width





These two sidewalks have the same pavement width, yet their functional width is very different. In the image on the left, the functional width is reduced due to the lack of a buffer from moving traffic and the presence of vertical features on the backside of the sidewalk. While two people walk side by side, it is not a comfortable environment. In the image on the right, the sidewalk's pavement width and functional width are the same. This is because there is a buffer from the street and no vertical features that reduce the functional width.

Designing for constraints

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

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



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

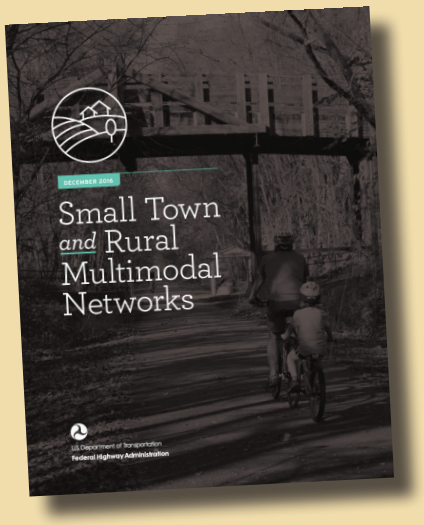
FHWA's Small Town and Rural Multimodal Networks Guide

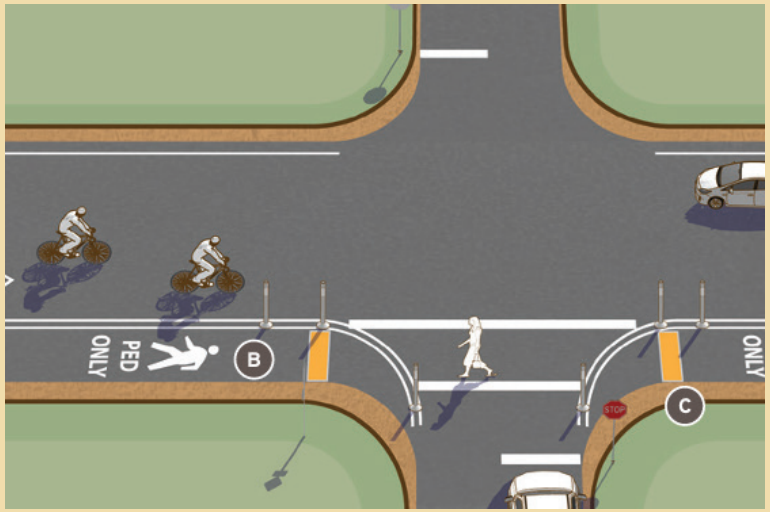
In 2016, FHWA endorsed a design guide to help agencies improve safety and accessibility for pedestrians and bicyclists with alternative designs not found in common design guides. The Small Town and Rural Multimodal Networks Guide illustrates more than a dozen treatments for mixed traffic facilities,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

The guide includes information on the appropriate street settings in which to

Figure 8-6

Pedestrian lane example from the FHWA Small Town and Rural Multimodal Networks Guide





ACCESSIBILITY

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

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

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

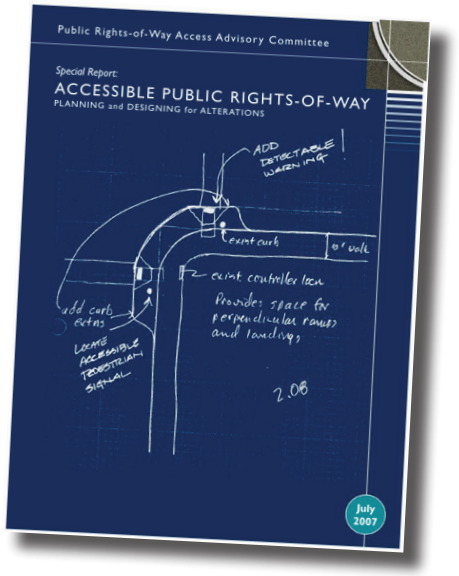
consider these alternative design treatments. Given it was developed by FHWA, designers should feel comfortable using these designs, and agencies can cite its use when pursuing grants through agencies like IDOT.

Curb ramps

Illinois DOT's Highway Standards and District Specific Standards are utilized by most agencies in the state and include design standards for a variety of curb ramps. These include (with links, current as of July 31, 2025):

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

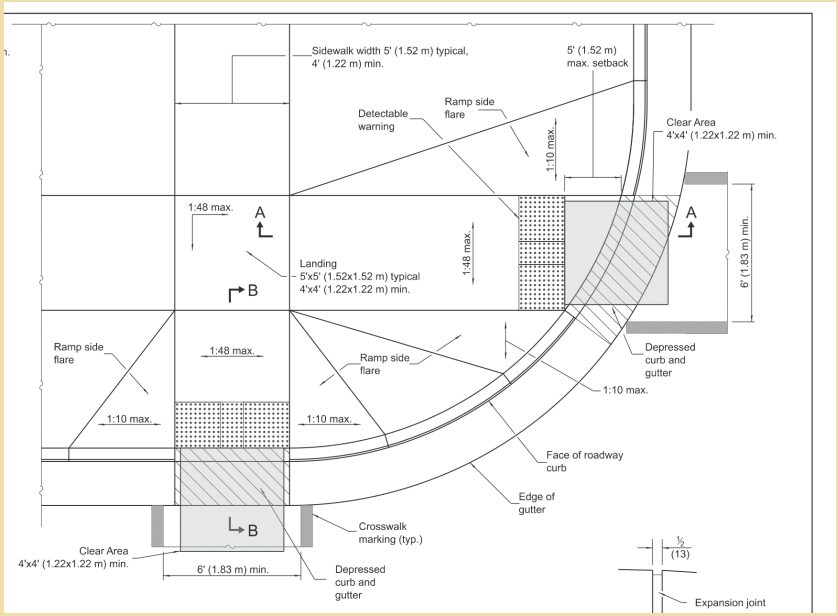
These standard drawings are a great starting point to determine which curb ramp is the best fit for a particular intersection or mid-block crossing. A limiting factor in the use of IDOT's standard drawings is that they are best used when streets or intersections are widened and there are few constraints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

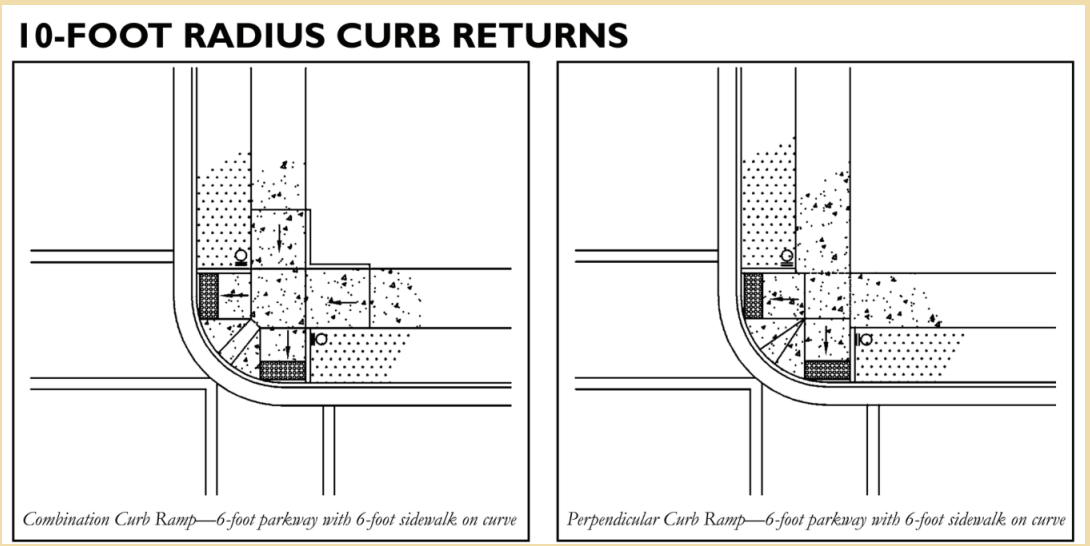


Access the report, current as of July 30, 2025.

Figure 8-7

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





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

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

Avoid using diagonal ramps

Figure 8-8 illustrates what is called a diagonal curb ramp. Diagonal curb ramps are single curb ramps installed at the apex of a corner to serve two street crossings. They are sometimes the preferred treatment because they cost less than providing a separate ramp at a street corner to serve each crossing direction.

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

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

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

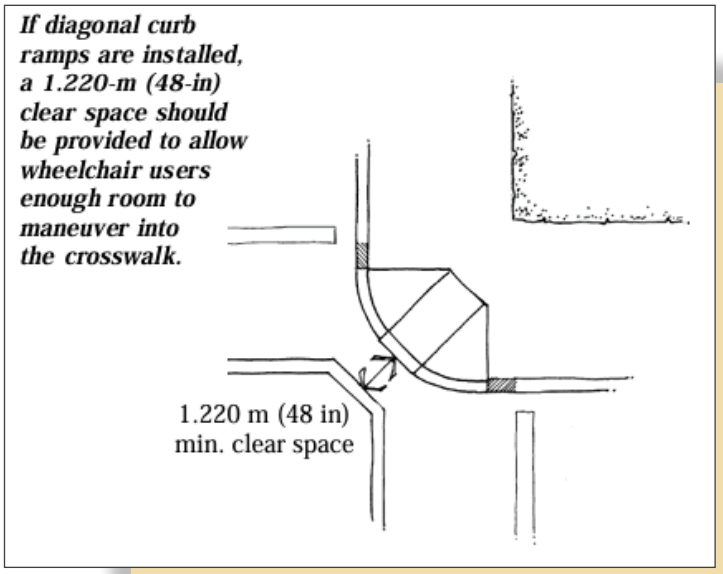
Therefore, municipalities should ensure diagonal ramps are not allowed as part of a development approval process when new streets are built and are not included in major corridors or alteration projects. If diagonal ramps are determined to be the only option, designers need to recognize that they have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

Unmarked crosswalks and T-intersections

There are two types of crosswalks: marked and unmarked. Identifying a marked crosswalk is easy since it is painted on the street. Unmarked crosswalks are not as intuitive, yet they are present in every community.

Figure 8-8

Diagonal curb ramps



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

- FHWA Designing Sidewalks and Trails for Access

Under Illinois code, every intersection that has sidewalks automatically creates a crosswalk across all legs of the intersection, even if a crosswalk is not striped across the street. Therefore, pedestrians have a right to cross at an intersection within a marked or unmarked crosswalk. Motorists have a responsibility to yield to them. This law is in place, in part, to allow sidewalk users to move freely within their own neighborhoods. If people were allowed to cross streets only at marked crosswalks, then cities would have to paint them at every intersection within residential neighborhoods. Figure 8-9 shows one example.

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

T-intersections

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

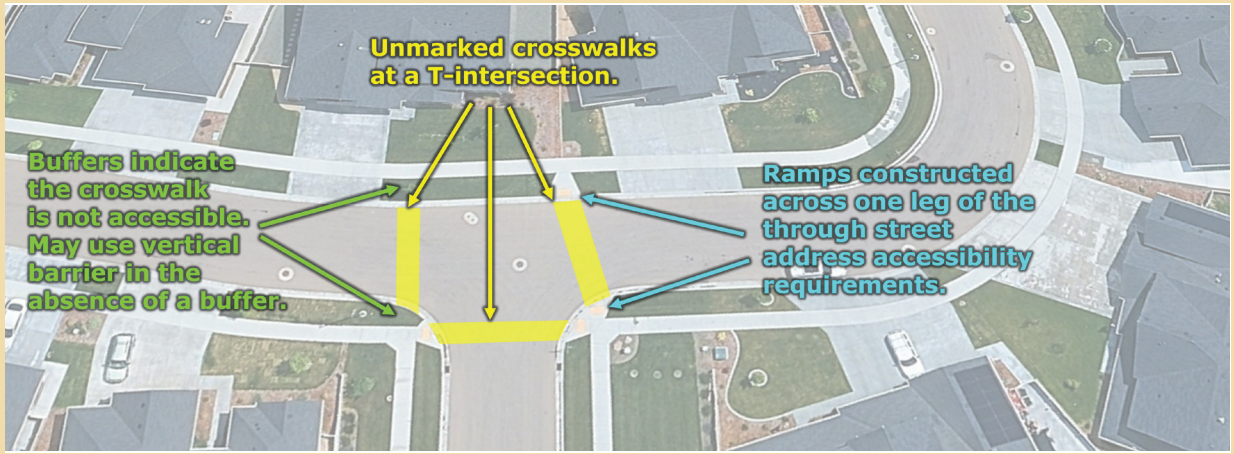
In a strict sense, ADA requires curb ramps to be constructed across all the marked and unmarked crosswalks at a T-intersection. Given the increased costs of constructed ramps for all such crossings, the US Access Board has clarified that agencies can construct only one ramp across the through street.

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

Figure 8-9

Accessibility at T-intersections

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



Avoiding out-of-direction travel

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

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

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

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



Figure 8-10

T-intersections and PROWAG

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

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

Work zones (Temporary Traffic Controls)

The federal MUTCD, Section 6, addresses work zones under "Temporary Traffic Controls (TTCs)." These are the common work zone or construction zone applications typically found in many street projects. They include signs, signals, pavement markings, barricades, and channelizing devices. MUTCD states:

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

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

Regarding accessibility, Section 6C.03 states:

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

Further, Section 6N.04 includes:

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

Figure 8-11 on the right includes several statements contained in MUTCD. It is advisable for project managers, inspectors, and contractors to understand MUTCD Section 6 in its entirety to properly address accessibility requirements for work zones. At the time this plan is written, the 11th edition of MUTCD is the latest version. It was adopted by FHWA in 2023, and all states are required to adopt it by January 2026. It can be accessed at the link provided below (current as of July 2025):

- MUTCD Part 6 - Temporary Traffic Control.

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

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

Figure 8-11

MUTCD and Work Zone Accessibility

MUTCD Section 6C.02 guidance on pedestrian considerations in work zones

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

Getting it right

Work zone compliance is a challenging undertaking, given the nature of projects and the constant challenges of managing all modes of travel through a construction zone. Work zones are constantly evolving, meaning plans for pedestrian routes designed at the project's onset may not be applicable a few weeks into the project as activities shift. Figure 8-12 includes several examples.

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

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

Figure 8-12

Common work zone treatments

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

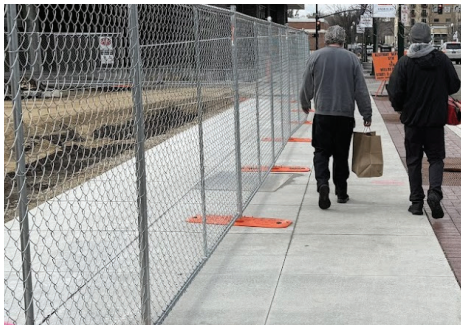
Figure 8-12, continued

Common work zone treatments

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

Figure 8-12, continued

Common work zone treatments

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

Electric Vehicle charging stations

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

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

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

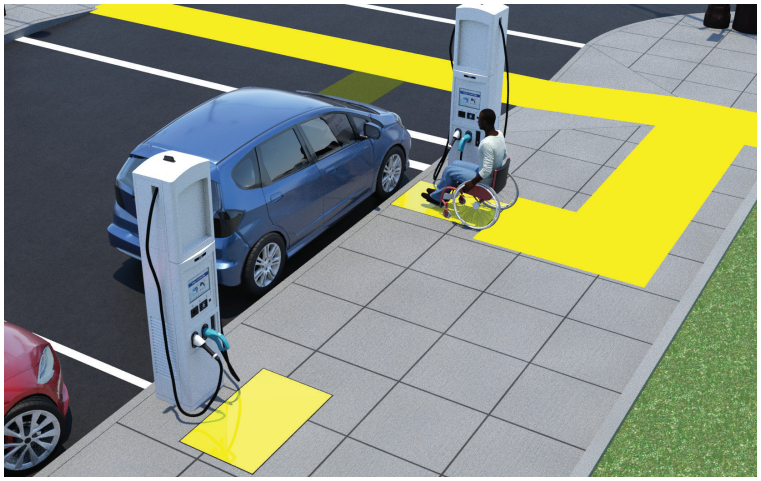
Accessible EV chargers must be located on an accessible route and provide:

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

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

Figure 8-13

Accessible EV charging in a streetside setting



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

Link current as of July 31, 2025.

Figure 8-14

Accessible EV charging stations





9. Appendix

A. References

B. ADA coordinators for other agencies in Roselle

C. Glossary of terms

D. Accessibility exceptions certifications form

E. Public and stakeholder input: Detailed information

F. Self-evaluation: Methodology for data collection

G. Census tract maps

H. Transition plan: Detailed scoring for priority projects

Appendix A: References (links current as of September 2025)

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

Appendix B: ADA Coordinators for other agencies in Roselle

Illinois Department of Transportation (IDOT)

IDOT Headquarters

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

IDOT Region 1

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

Cook County Department of Transportation & Highways

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

DuPage County Department of Transportation

Melisa Ribikawskis
DuPage County Division of Transportation
421 N County Farm Rd, Rm 2-300
Wheaton, IL 60187
Phone: 630-407-6900
Email: ADADOT@dupagecounty.gov
Website

Roselle Park District

Lynn McAteer
Executive Director
10 N. Roselle Road
Roselle, IL 60172
Phone: 630-894-1027
Email: lmcateer@rparks.org
Website

Medinah Park District

Steve Muenz
Executive Director
22W130 Thorndale Ave.
Medinah, IL 60157
Phone: 630-893-2560
Email: Steven@medinahparkdistrict.org
Website

Bloomingdale Park District

172 South Circle Avenue
Bloomingdale, IL 60108
Phone: 630-529-9184
Email: staff1@bloomingdaleparks.org
Website

Appendix C: Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grade*: See Running slope.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Street*: See Roadway.

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

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

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

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

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

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

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

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

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

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

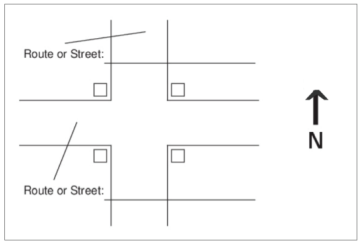
Vibrotactile*: A method of communicating information by touch using a vibrating surface.

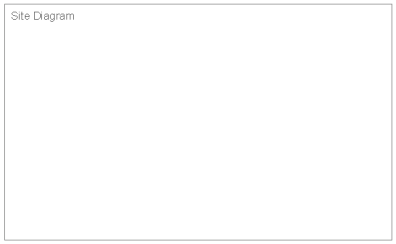
Appendix D: Accessibility exceptions certification form

Accessibility Exceptions Certification Form

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

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





Project Phase:

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

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

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

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

Accessibility Exceptions Certification Form

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

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

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

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

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

Appendix E: Public and stakeholder input - detailed information

Steering committee members

Steering Committee Member	Organization
Brian Joanis	Village of Roselle
Emily Gilco	Village of Roselle
Matt Rasmussen	Village of Roselle
George Perkins Anene	CMAP
Lynn McAteer	Roselle Park District
Rita McDonough	DuPage Senior Council
Sarah Albrecht	Citizen

Stakeholder interviews

Stakeholder	Date
Western DuPage Special Recreation District	11/18/2024
Roselle Park District	11/19/2024
North DuPage Special Recreation District	11/20/2024
Roselle Library District	11/21/2024
Medinah Park District	11/22/2024
DuPage Senior Council	11/22/2024
Main Street Merchants	1/8/2025
Universal Metro Asian Serivces	1/24/2024

Public Input Meeting Attendees - November 12, 2024

Name	Citizen/Organization
Carolyn G.	Citizen
Zack Newmann	DuPage Senior Council
Rita McDonough	DuPage Senior Council
Sarah Albrecht	Citizen
Terry Erickson	Citizen

Public Input Meeting Attendees - May 14, 2025

Name	Citizen/Organization
Terry Erickson	Citizen
Jerry Tipperreiter	Citizen
Linda Anderson	Citizen
<Did not leave name>	Citizen

Social Media Posts

October 25, 2024

Village of Roselle
October 25, 2024 ·

The Village is evaluating Roselle's streets, sidewalks, and crosswalks to identify and resolve accessibility issues. In October and November, you'll see field crews walking around our community and taking various measurements. Please give them space and watch for them in crosswalks!

We need your input to create Roselle's ADA Transition Plan. In addition to an online survey and map tool, you can also share feedback at our November 12 public input sessions. Visit https://www.roselle.il.us/ADAPlan for more information.



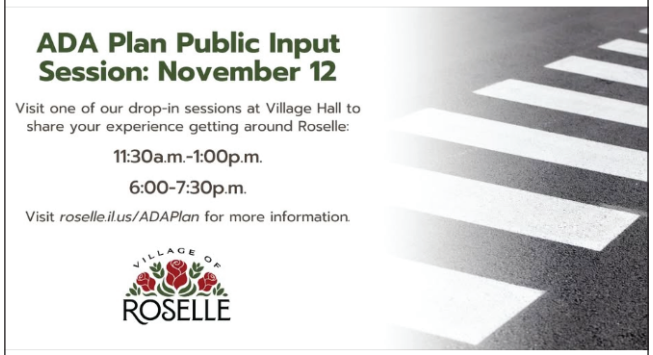
17 11 comments 1 share

November 5, 2024

Village of Roselle
November 5, 2024 ·

We're evaluating Roselle's streets, sidewalks, and crosswalks for accessibility issues, and we want to hear from YOU! On Tuesday, November 12, stop by Village Hall during one of our public input sessions to share your feedback. These are drop-in meetings, so you can arrive and leave at any time during the session. No registration is required.

To learn more or submit feedback online, visit roselle.il.us/ADAPlan.



6 5 comments 2 shares

December 17, 2024

Village of Roselle
December 17, 2024 ·

Want to help resolve accessibility issues around Roselle? Your feedback will help us create Roselle's ADA Transition Plan! Please share your feedback by either taking the survey or dropping a pin on the Pedestrian Challenges Map available online at www.roselle.il.us/ADAPlan.

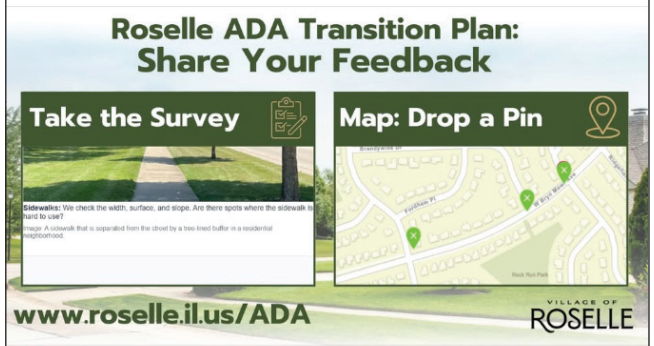


7 6 comments 2 shares

February 25, 2025

Village of Roselle
February 25 ·

Help improve crosswalk and sidewalk accessibility in Roselle! You can share your thoughts by taking the survey or by dropping a pin on the map to let us know where ... See more

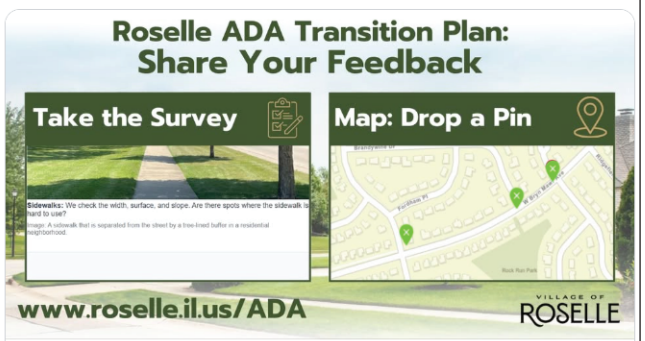


5 3 comments 7 shares

March 11, 2025

Village of Roselle
March 11 ·

Time is running out to submit your feedback! Your comments will be incorporated into Roselle's ADA Transition Plan, which will help improve street and sidewalk accessibility around town. If you have feedback, make sure you share it through either the survey or by dropping a pin on the map!



Village of Roselle
February 25 ·

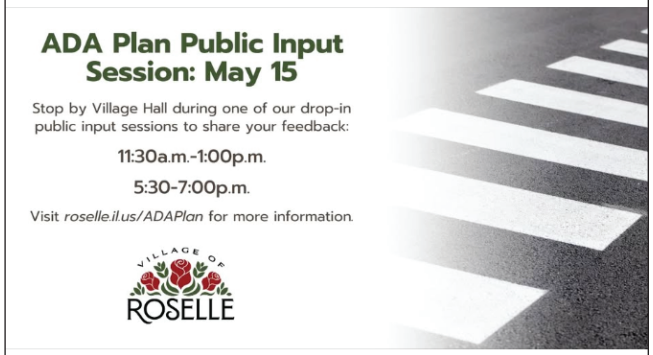
Help improve crosswalk and sidewalk accessibility in Roselle! You can share your thoughts by taking the survey or by dropping a pin on the map to let us know where ... See more

1 2 shares

May 2, 2025

Village of Roselle
May 2 ·

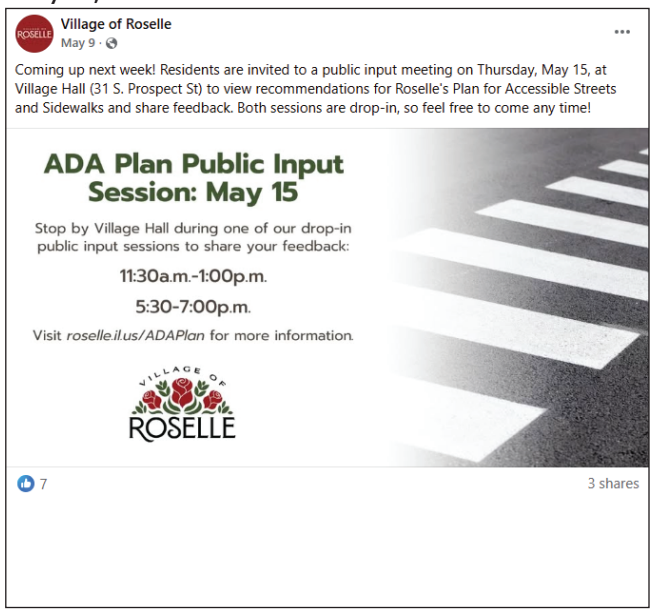
The Village is working to identify which streets need upgrades to improve accessibility. Residents are invited to a public input meeting on Thursday, May 15, at Village Hall (31 S Prospect St) to view recommendations for Roselle's Plan for Accessible Streets and Sidewalks. You can provide feedback during one of the public input sessions (11:30a.m. to 1:00p.m. OR 5:30p.m. to 7:00p.m.). These public input meetings are drop-in sessions, so feel free to come any time!



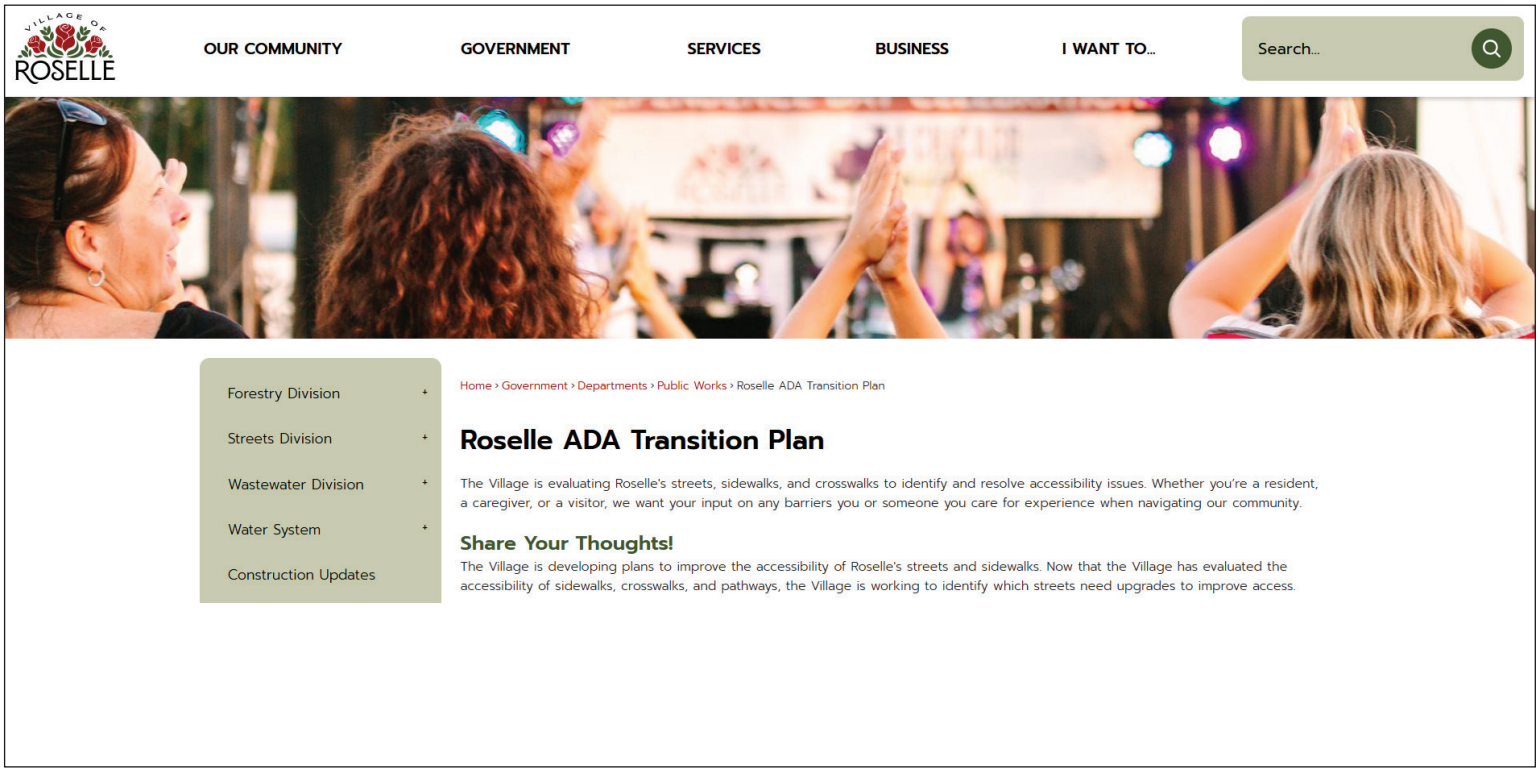
5 4 shares

Social Media Posts

May 9, 2025



Village website for the plan



Roselle Reporter (newsletter)

November/December 2024



ADA Transition Plan Public Input Session

The Village is developing an Americans with Disabilities Act (ADA) Transition Plan to identify and resolve accessibility issues affecting Roselle's streets, sidewalks, and crosswalks. The community can shape this plan by sharing their experience getting around Roselle. Come to Village Hall on Tuesday, November 12 to provide feedback during one of our public input sessions: 11:30a.m. to 1:00p.m. or 6:00 to 7:30p.m. More information will be available on the Village's website at **roselle.il.us/ADAPlan**.

Upcoming Events

Rose Ambassador Scholarship Event Applications Due November 22
High school students can compete for college scholarships totaling over $5,000 at the annual Rose Ambassador scholarship event, which will be held on February 7, 2025 at the LPHS West Campus. Visit **roselle.il.us/Scholarship** to review contest requirements and download the application. Applications are due to the Roselle Arts and Culture Foundation by Nov. 22.

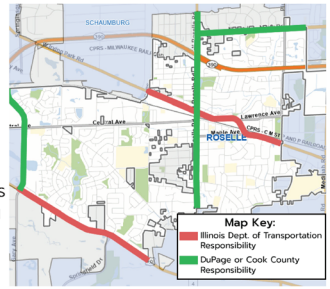
Coffee with the Board: November 30 - details on page 4

Winterfest: December 7 - details on page 3

Snow Plow Procedures

How can I report plowing issues?
Visit **www.roselle.il.us/SnowPlow** to report streets that need salt or plowing, or to report right-of-way or mailbox damage.

Does the Village plow every street in Roselle?
Public Works plows over 70 miles of roadways and approximately 135 cul-de-sacs in Roselle. The Village is responsible for most residential areas and side streets, except for those managed by some local homeowners associations. State and county agencies handle most of the main roads running through Roselle, (Lake Street, Gary Avenue, Irving Park Road, Roselle Road, and Nerge Road). To learn more about how Public Works responds to snow events, visit **roselle.il.us/PlowInfo**.



Nov/Dec 2024

New Online Services, Holiday Light Recycling pg 2
Winterfest is Dec. 7, Winter Driving Tips pg 3

Reminders

Yard Waste Pickup Ends Last Week of November
More information: page 2

Street Parking Prohibited
on all streets when there is a snowfall of 2 inches or more

Garbage Pickup

Garbage pickup schedule is unchanged during the week of Thanksgiving.

During the weeks of Christmas and New Year's Day:
- Tuesday pickup is unchanged
- Wednesday pickup will occur on Thursday

Contact Us

Village Hall: 31 S. Prospect St.
(630) 980-2000
www.roselle.il.us

Hours:
Mon.-Tues., Thurs.-Fri.: 8:30a.m.-5:00p.m.
Weds.: 8:30a.m.-1:00p.m.

Submit a Public Works Request Online:
www.roselle.il.us/PW-Request

January/February 2025



Board Eliminates Vehicle Sticker Program, Approves Balanced 2025 Budget

For the tenth consecutive year, Roselle trustees have passed a balanced budget that funds core community services while investing in the Board's strategic goals for Roselle. 2025 budget highlights include:

Funding a transformative **5-year Capital Improvement Plan** with revenue from a 1.5% home rule sales tax. Projects include pedestrian accessibility improvements, sewer treatment updates, and streetscaping enhancements.

Farewell, Vehicle Stickers: Program Eliminated Effective Oct. 1, 2025

Continued Investments in Overweight Truck Enforcement to address increased truck traffic along Central Ave., Lake St., and Rodenburg Rd.

Converting contracted paramedic services to in-house staff, **improving emergency response** while also resulting in a **budget savings of $108,000**

Community upgrades supported by **$1.1 million in state/federal grants,** including: Pedestrian bridge across Irving Park Rd., stormwater updates, and road improvements.

Turn to page 3 for more 2025 budget highlights.

Upcoming Events

State of the Village Address: January 13 Board Meeting
At the annual State of the Village address, Mayor David Pileski will discuss upcoming projects and initiatives that will begin in 2025 and highlight Roselle's accomplishments in 2024. Join us at 7:00p.m. in-person at Village Hall or watch the live stream on YouTube (**www.youtube.com/VillageofRoselle**).

Rose Ambassador Scholarship Event: February 7
Local high school students will compete for college scholarships in this annual event held at LPHS West Campus: **www.roselle.il.us/Scholarship**

Street & Sidewalk Accessibility Feedback

The Village is evaluating Roselle's streets, sidewalks, and crosswalks to identify and resolve accessibility issues, and we want your input on any barriers you or someone you care for experience when navigating our community. Visit **www.roselle.il.us/ADAPlan** to drop a pin on the Pedestrian Challenges Map or share your experiences in the survey.

Jan/Feb 2025

Water & Sewer Rate Update Holiday Recycling pg 2
2025 Budget Land Swap Agreement pg 3

Reminders

Street Parking Prohibited
on all streets when there is a snowfall of 2 inches or more

Report Snow & Ice Issues

www.roselle.il.us/SnowPlow

2025 Election Info

Early Voting Opens: Feb. 20

Election Day: Apr. 1

For more information, visit *www.roselle.il.us/Clerk*

Contact Us

Village Hall: 31 S. Prospect St.
(630) 980-2000
www.roselle.il.us

Hours:
Mon.-Tues., Thurs.-Fri.: 8:30a.m.-5:00p.m.
Weds.: 8:30a.m.-1:00p.m.

Submit a Public Works Request Online:
www.roselle.il.us/PW-Request

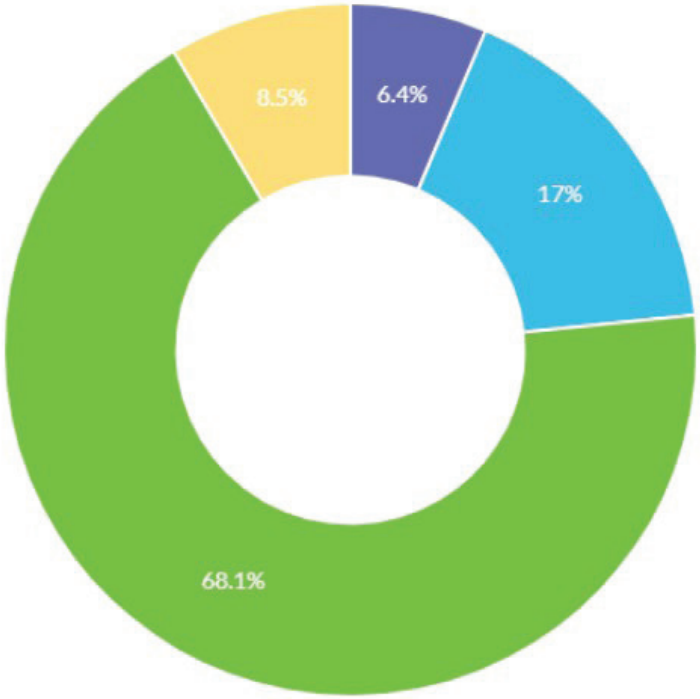
Public Input Survey #1 - Detailed Results

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

Question 1 - Which of the following best describes you?

Q1 Which of the following best describes you?

Multiple Choice

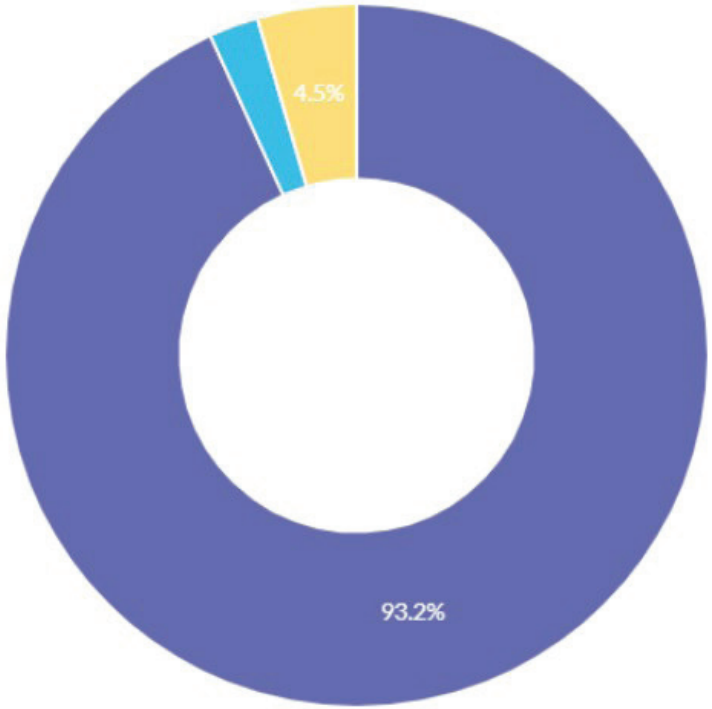


Choice	Total
Individual with a disability	3
Family member, friend, or caregiver to a person with a disability	8
I don't have a disability. But, I am concerned about access to sidewalks, crosswalks, and pathways.	32
Other	4

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

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

Multiple Choice



Choice	Total
Full-time resident	41
Part-time resident	1
Resident of nearby community	0
Frequent visitor	2

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

- I wish the village would ticket more cars that block the sidewalk. This is especially bad in the Waterbury area across from the school. Rows of houses, (some with four cars!) block the sidewalk, making us have to walk around them, and INTO the street with my baby carriage.
- no
- Our sidewalk at 411 Mensching is sloped. I think because a pipe underneath the sidewalk has sunk into the ground. I already mentioned this to Public Works!
- On east Bryn Mawr and prospect there are inconsistencies in the level of sidewalks. They fill with water or are easily tripped.
- The sidewalks on Berkshire Terrace are in very poor shape. As a new resident in Roselle, we are very disappointed in the quality of the sidewalks. Some sections of the sidewalks are newer than others therefore making it very inconsistent. Can you improve the quality of the sidewalks on both sides?
- Travis Parkway heading west towards train station, just before crossing over to train station area. Sidewalk is completely crumbled etc. Travis Parkway sidewalk by public post office box
- The stretch of sidewalks extending from Nassau Dr. to Autumn Dr. is alarmingly uneven and poses significant hazards for pedestrians, particularly those navigating with baby strollers. It's imperative that immediate action is taken to address this serious safety concern.
- Sunken areas on sidewalks that fill with water during rain and snow melt. My husband and neighbor use a cane and many times walk out to the street to avoid the water.
- I live on Mensching at Rodenburg, the streets here are great. I can't walk well anymore and use my wheelchair to get outside. The sidewalks are well
- I walk my dogs at 8pm every night. And though I am not fully disabled, I am an insulin dependent diabetic with an arthritic knee. Although some people are considerate & park a 3rd car sideways in the apron so they do not block the sidewalk, MANY people inconsiderately block the sidewalk with their cars. This is illegal & officers should at the very least give them warning tickets & if they continue to do it give them actual fines. Thank you.
- Yes, in the area of 14 and 16 East Elm Ave. Sidewalk is buckling
- Not that I am aware of
- There is only one-sided sidewalk on the portion of Bryn Mawr Ave that runs from Garden to Mensching. This requires pedestrians to make multiple cuts across a busy road that often has speeding traffic. Adding sidewalk from Mensching to Garden (or even just Mensching to Brandywine if the crosswalk there is improved!) would greatly enhance the safety for pedestrians in this area. In addition to that, the sidewalks and crosswalks along Roselle Rd are generally unsafe. It would be nearly impossible for me to access the downtown Roselle area if I had any mobility issues whatsoever. Lastly, the sidewalks/ crosswalks along Lake St, while not quite an ADA priority, could be enhanced for business purposes. There is opportunity to invest in this area to potentially help the struggling strip mall and businesses along Lake St in Roselle.
- None around my neighborhood that I know of
- Yes- Between 329-333 E Ardmore Ave, Roselle, IL 60172 (Overgrown bushes taking up half the sidewalk). Can't get through with a stroller. Also, 411 Locust Ln, Roselle, IL 60172 on the side of Ridge Rd (Overgrown bushes all summer long).
- On oak street many areas are starting to raise up
- The width of the sidewalk varies on Prospect between Maple and Byrn Mahr. The surface also differs.
- We live across from Marion Park. There are areas where the sidewalk has risen or is blocked by vegetation in our area. There are also places with no sidewalk in the neighborhood.
- There are areas where the sidewalk has lifted. The village is usually good at keeping up with these transition areas and making them safe. Please check frequently and correct.
- not that I have seen
- The sidewalk by Waterbury School
- The angle at the south corners of Spring St and Walnut are difficult to maneuver with a wagon or bike.
- All of Irving Park Road- from Maple to Roselle Road
- Sidewalks are too narrow on Catino Court and other streets leading to Walnut. The village needs to make sure sidewalks are passable. Do not allow multi-stem hedges and arborvitaes to be installed near sidewalks - it's a recipe for problems long term. Check the "passability" of all sidewalks 2-4 times a year. Some plants can put your eye out. Also do not allow sump pump discharges to be installed too close to a sidewalk. It creates algae in the summer and ice in the winter... Both lead to falls. One area is on Countryside on the west side of the street near Devon I believe.
- At Mulford Lane and Mensching, the sidewalk on Mulford ends at the sidewalk on Mensching. The sidewalk used to go to the curb on Mensching, children waiting for the bus could wait on the sidewalk to get on the school bus. Years ago they took out the sidewalk area to the curb. It didn't matter, the kids had grown. Now we have children again, and in winter with snow I see them having to walk in the street to wait for the bus. Please install a sidewalk.
- No
- Picton & Forest needs sidewalks. Any busier road must have sidewalks
- The sidewalk on the east side of Roselle Road, just north of Devon Avenue is blocked by various concrete parking barriers. This isn't only hazardous for folks with disabilities, but also for small children. These concrete barriers should be removed off of the sidewalk so that it can be used normally. The only way to use the sidewalk in this area is to climb over the barriers.
- Just south of the exit from the Roselle Middle drive, sidewalk ponds water whenever it rains.
- The sidewalk is hard for a person like me that is visually impaired when there is too many trees lining the sidewalk as to provide a very dark shadow I'm not talking about one tree I'm talking about multiple trees together and when residents don't trim the tree, I also get smacked in the face by branches
- No and 100% compliance cost vs percentage of people this affects seems like a big tax burden

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

- no
- Not in my part of the village.
- There are no curb ramps on Spring Street and Berkshire Terrace. Can you resolve this problem?
- All are cracked and falling apart in Pembroke estates
- I do not think the colored and bumped sidewalks are of value for anyone in a wheel chair or on a bIke. It is a horrible feeling as you go over if in a wheelchair-terrible for your back and can throw a child on a bike off of the bike while these may assist the blind, the rest of the disabled are at further risk. If blind, the pink color surely is of no value
- N/A
- They are near Rodenburg and Menching
- Not that I am aware of
- The Bryn Mawr/Mensching/Garden/Brandywine area that was previously mention would benefit from curb ramps. I imagine this would require sidewalk on both sides of the road. Also, Roselle Rd desperately needs curb ramps and high visibility signage all along it to help pedestrians safely cross and access the main buildings in the village. Also, the Lake St/Bryn Mawr intersection could benefit from a crosswalk and a sidewalk, but that is less of a safety issue.
- I bought my house in 1978 and my curb was never adjusted. Just a normal curb
- No
- The village seems to be doing a consistent job of addressing this as they do work throughout the village.
- works great
- The ramps in our area are good but there are stretches without a sidewalk where the ramp leads to grass
- None that I can recall need repair.
- no problem with this
- None that stick out in my mind.
- Need a sidewalk on Mulford Lane to Mensching. See previous answer.
- No
- Where there is sidewalks its fine
- The curb ramps with the raised bumps are treacherous to someone on crutches.
- Yes, there is quite a few sidewalks that do not have curb ramps. I do like having these because it tells me when I am about to cross the road and when I am done crossing the road, some of these curb ramps do need repair there is one on the corner of Turner and White Oak on the way to the elementary school that is a tripping hazard.
- No

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

- no
- I think a walk signal would be great on maple by the fire station. Especially since the village is having more events at Petal Plaza.
- Need to install this at Rodenburg and Travis. Take your life in your hands trying to cross the street
- N/A
- Work well at central and Rodenburg
- Irving Park Road and Roselle Rd
- There are push buttons at Central and Roselle Roads. But there is a lot of traffic and the walk signal is not long enough for pedestrians to get across the intersection before cars start going again.
- Not that I am aware of
- Roselle Rd and Bryn Mawr Ave, as well as Roselle Rd and just about any cross road that doesn't currently have this. It would greatly enhance safety for foot traffic.
- We should have something at Turner Park for children crossing on Roselle Rd from west to east.
- I would like to see a push button installed, at Travis Park Way and Rodenburg
- At a couple of intersections I have seen people use the wrong button to activate the walk signal they want. This has happened at Central/Main and Roselle Road and Roselle Road and Irving Park Road. Could clearer signage on each signal help this.
- There are no signals or lights for crossing safely to turner Park from the Marion Park neighborhood
- None that I can recall.
- N/A
- They appear to work at the ones we use. If I can recommend adding any, I think there should be 1 pedestrian crosswalk buttons and lights along Roselle Rd by Turner park, and at the pedestrian cross walk at Maple and Park St.
- Lawrence and Irving - there are options missing
- No
- Don't know of any.
- I'd do not cross any streets that require traffic lights
- No

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

- no
- I have no issue with these.
- Pathway by Roselle dog Park. Asphalt is raised, cracked etc.
- They are great
- Not that I am aware of
- The intersection of Brandywine and Bryn Mawr currently leads from a pathway like this to the bottom of a persons driveway, and it is at an angle with very low visibility in an area where there is often speeding traffic. It would be much better if there was a sidewalk added from Garden to Brandywine (as well as all the way down to Mensching) on this side of the road, so that people could safely cross into the park, as well as follow the road down all the way to Roselle Rd.
- None that I know
- I have not had a problem with this.
- None that I know of.
- None that stick out in my mind.
- the most dangerous intersection in town is Prospect and Irving Park Road for cars and pedestrians.
- No
- Just when electric bikes are present.
- The only thing that I can say is, it would be nice if the pathway was lined with some kind of yellow marking on each side so it makes it easier for a person that is visually impaired like me to be able to tell if I am going to walk off of it onto the grass being most pathways are black. It is hard to distinguish from the dark green grass.
- No

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

- The townhomes across from Waterbury school consistently block the sidewalks
- Maple avenue is almost always a nightmare to cross. Even at the crosswalks.
- There is heavy foot traffic, bike traffic, and car traffic at the intersection of Borden and Mensching. People access the park all day and use the paths to walk to school. There are no safety measures for pedestrians and it's mostly children walking and biking. People speed down the street and it's a better of time before there's an accident. Something should really be done. I highly suggest speed bumps or flashing walk crossing lights for the kids.
- Crossing Roselle rd. To get to Turner Park. Car traffic does not stop for pedestrians. A crosswalk light would be incredibly helpful to allow people to access park.
- As previously stated, the stretch of sidewalks extending from Nassau Drive to Autumn Drive is dangerously uneven and presents significant hazards for pedestrians. In general, the sidewalks within the residential area bordered by Mensching Road and Garden Avenue are in a lamentable state. Numerous sections throughout this area exhibit severe irregularities that compromise safety and accessibility.
- Turner park Roselle road and Granville
- Maple Ave by the fire station. Several middle school kids cross the street during the school year and traffic never stops and several cars speed down Maple.
- Village Hall. Now that you have created Petal Plaza and removed the turn around to drop off your water payment in the circle, the distance to walk from the handicap parking by the Police Department to the village hall is unacceptable for individuals that have a hard time walking. The other option you have forced upon us, is to park on the street which is always full and the walk just as far of a distance. What plans are there to allow parking closer to the placement of the new drop box in the corridor for those that have difficulty walking especially in the winter months?
- Bryn Mawr should be considered a high priority pathway for the village. There is currently a high population of villagers in the Lake St side of town that lack safe pedestrian access to the heart of the village. With investments in the library, a new strip mall, and many other exciting things to come in downtown Roselle, I would love to see Bryn Mawr become a pathway for pedestrians to safely travel to go visit all of the coming attractions!
- Crossing from east to west and vice versa on Roselle Rd by Turner Park. Very dangerous and children have died crossing. Please save our children and seniors.
- Rodenburg is very busy and many speeders. There is a Crosswalk at Rodenburg and Travis Park Way to let people cross at the bike trail or go to the train station. Cars do not stop! and let people cross. The other day one car stopped going one direction the others continued coming in the opposite direction. A flashing light might get their attention to let pedestrians especially someone disabled cross.
- Forest avenue is awful for anyone in wheelchair. No safe place to be. It is worse when cars park on the street.
- This is probably more of an enforcement issue. I walk throughout the village, but especially in the area south of Irving Park and west of Roselle Road. I often encounter parked vehicles across the sidewalk. While not an issue for me, I have seen others struggle some with this as they have to go aroung the vehicle.
- None
- Crossing Irving Park at Pinecroft Dr continues to be hazardous at all times of day, but particularly after dark. This is a major crossing for pedestrians to use Metra trains. A pedestrian activated flashing crosswalk signal would be ideal. At the least, better night time lighting would help. There are two crossings. It appears the eastern one is used the most, but the barely adequate street light is near the western crossing.
- Street parking on Prospect make it difficult for 2 cars to pass at the same time. Parking for businesses on that street is not practical. Many cars stop to drop off, blocking traffic.
- My issue is The Village moving the Village box and US Mailbox away from a drive-through, easily accessed. It was so much more convenient & accessible when you could pull up and drop off any and all items right from your car window. I use the mailbox almost every day with items to drop off on my way

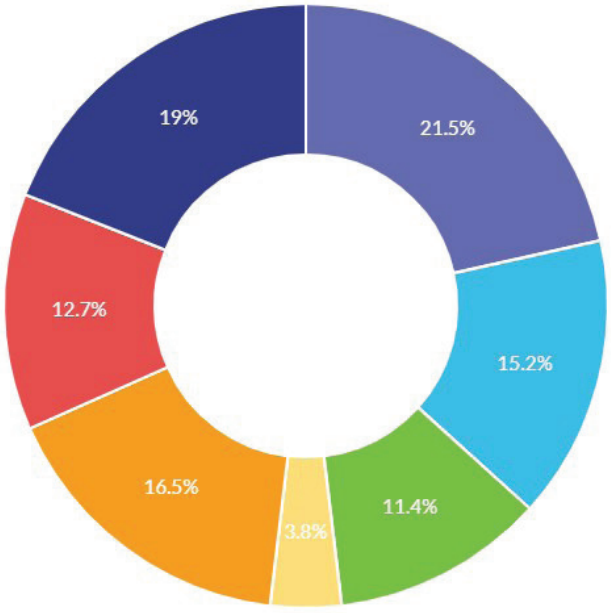
home from the office and once a month use the Village box to pay the water bill. Now you have to TRY to find a parking spot which is horrendous during the daylight hours and down GO INTO the building and the US Mailbox at the library is very hard to maneuver in the library circle. The winter is going to be a disaster and I surely do not want pay to mail my Village bill. After 30 years living here it's sad that you took away the convenience for older residents.

- Most areas we've explored seem to be mostly accessible in the community. I am familiar with accessible playgrounds and wish the designers for the expected playground at Kemmerling didn't dismiss my request for more accessibility, saying not enough people with disabilities use them. Probably because they're not used to having them. I know that's more of a park district issue, but still at the front of my mind in general with the parks.
- Turners pond - IMPOSSIBLE to safely cross Roselle road to get to. No one drives 30 mph let alone yields to pedestrians
- Need a sidewalk on Mulford Lane extending to the curb on Mensching for children waiting for the school bus.
- Along roads that dont have a sidewalk. I understand if its unincorporated but in the town like forest an picton. Are busy roads with minimum sidewalks very dangerous with kids.
- It is hard for me to cross over Irving Park Road as I need the lights to stop when crossing being a visually impaired person I requested an audio light traffic signal to be put in, but do not know if the state of Illinois has done that yet. I also have trouble crossing over Maple and park to go to the Library it is takes me quite a minute on the corner of Park and Maple is there is no stop sign there or any way for vehicles to slow down. It would be nice if the cross walk was painted better as it is faded. And the biggest issue for me is the Z bikes that ride on the road I don't see that well and I can hear a car coming to cross the road safely but the Z bikes are so quiet and fast that it's just a matter of time that I cross the road and get hit by One as they are not obeying the rules of the road, so I would definitely like something done so these are no longer an issue very hazardous to a blind person

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

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

Multiple Choice



Choice	Total
Parks	17
Schools	12
Train Stations & Bus Stops	9
Village Hall	3
Library	13
Shopping Districts	10
Other	15

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

- Sadly we need stop signs at all subdivision intersections, where people turn from one road onto another, on the street that doesn't have the right-of-way. People just fly onto the other street without even looking. While this is a safety issue for cars on the main road with people cutting in front of them, it certainly isn't safe for pedestrians either. It's particularly bad with people flying onto Middleton from Woodside and Meade without even looking or hesitating. Don't bother with Yield signs, the people doing this probably don't understand them.
- Sidewalks / ramps that force people into major traffic - Irving Park road and Pinecroft.
- No I only have an issue at maple.
- Upgrade crosswalks
- Roselle rd. To get to Turner park
- Sunken or raised area on any sidewalk should be of concern
- As previously stated, the stretch of sidewalks extending from Nassau Drive to Autumn Drive is dangerously uneven and presents significant hazards for pedestrians. In general, the sidewalks within the residential area bordered by Mensching Road and Garden Avenue are in a lamentable state. Numerous sections throughout this area exhibit severe irregularities that compromise safety and accessibility.
- yes, crossing Maple Ave is tricky because of speeding traffic
- The sidewalk along Irving Park by BMO and the new apartments by the bridge is in need of help as well
- The new library site needs to be considered a top priority for crosswalks. Bryn Mawr needs to be considered a top priority for new sidewalks. Roselle Rd needs to be considered a top priority for literally everything, as it is currently generally hazardous to all pedestrians.
- Roselle Rd crossing at Turner Park
- In the neighborhoods by houses
- no
- Park access from neighborhoods
- Not that I can recall.
- n/a
- No specifics at the top of my mind.
- Roads without them
- Nothing tighten the budget

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

- no. Wasting too much money
- No
- Cars in driveways blocking sidewalks.
- The distance I need to walk to pay my water bill from the Police handicap spot
- I am not disabled, so I am not fully aware of these policies. However, I plan on living in this town for the foreseeable future and I could easily become disable (and will absolutely become less mobile one day). So I would like to see Roselle continue to prioritize this subject because it matters to everyone whether they currently recognize it or not.
- None
- None
- No
- already informed you of Roselle's issues in previous question
- I have not experienced issues with Roselle's disability policies.
- I think the village needs to make sure all sidewalks are passible as I indicated earlier. We would benefit from a public awareness campaign about keeping your shrubs trimmed. EVERYONE should go outside and walk their own sidewalk to check for issues monthly. You need to create that culture with videos and articles that show the problem. I believe most residents would do the right thing. I hope you will adjust any ordinances that are out of date to protect us from algae, ice and overgrown shrubs. More people need to walk in Roselle. We to not compare well to other communities in that regard.
- For us the parking over the sidewalk ban is too restrictive starting at 10pm ending at 7am. Rarely is anybody in our household able to stay awake until 10pm. I think a move to 9pm or even 8am would help us out. How many with disability out after dark. Just to add some fairness to homeowners going through some years with more vehicles. This will change
- They dont offer much for seniors in the way of snow removal
- NO
- What's the percentage this really affects

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

- Stop wasting our money
- Can we put flashers or something to help on maple.
- Heading southbound on Walnut Street is very poor on both sides. Can you put curbs on this street? It is very busy and not that wide. The poor quality of the road is consistent all the way to Lake Street.
- Extend sidewalks on roselle road and Irving park road
- Walk up and down Chatham Lane, Chatham court, Pembrooke Court. There are many lifted areas of sidewalks that are a continuous hazard. This is mostly from trees pushing up. These should be addressed along with trees being properly trimmed, as well as grind down after removal. It becomes an eyesore
- N/A
- My current concern is sunken or uneven sidewalks that cause tripping hazards
- The new tulip seats in Petal Porch are not appropriate for adults. Benches would have been nice. The tulip seats are childish.
- I have been going on and on about Bryn Mawr/Mensching/Garden at this point, as well as Roselle Rd. The new library site is another high priority site for crosswalks. If I were to suggest one more crosswalk that is a lower priority, it would be the area near Coachlite Skating Rink near Thorntons. There have been several occasions when I have nearly seen kids get hit by cars here as they sprinted across in the dark on their way to the gas station for snacks. I would imagine that a clearly marked crosswalk would discourage this behavior. It would also generally be a good idea for those who are less mobile, as there really aren't any crosswalks in this area besides the big intersections. There are a lot of businesses/potential businesses here that would greatly benefit from increased access for pedestrians. This does not have to be such a car centric village, particularly near Lake St. Lots of cool things could be done here.
- Crossing Roselle Rd by Turner Park
- Give fines to people that don't clean their sidewalks.
- These are significant upgrades to walking in the community. I have noticed some of the red inserts that have been installed for some time seem to be cracking and breaking up. Is there a program to inspect these and change as necessary?
- NA
- Now that looks nice; I do not live near there
- We need inexpensive transportation for seniors who are bedridden. We spends hundreds of dollars for rides to doctors etc. and take my places because it's too expensive. I thank you for upgrading the streets but transportation is a nightmare.
- Include persons with disabilities in the decision making process.
- You did an amazing job on morningside- but need to address the traffic along Lawrence . Especially rush hours
- thank you for doing this survey!
- very nice
- Job well done
- Having new sidewalks would definitely be a blessing to me as a visually impaired person of Roselle this is my way of transportation to get around town with my children or by myself for casual walks right now. The sidewalks are very hazardous. Public works has done their best to grind down the really bad parts, but some of the sidewalks are crumbling or just really deteriorating so eventually new sidewalks would be a big benefit and help.
- Please stop with the tax burden projects just stop until the economy gets better

Public Input Survey #2 - Detailed Results

Question 1 - Based on the information provided, rank in order the areas you prefer to be the focus of the short-term upgrades. By short-term, we mean within the next 2 to 10 years.

Number of responses: 26

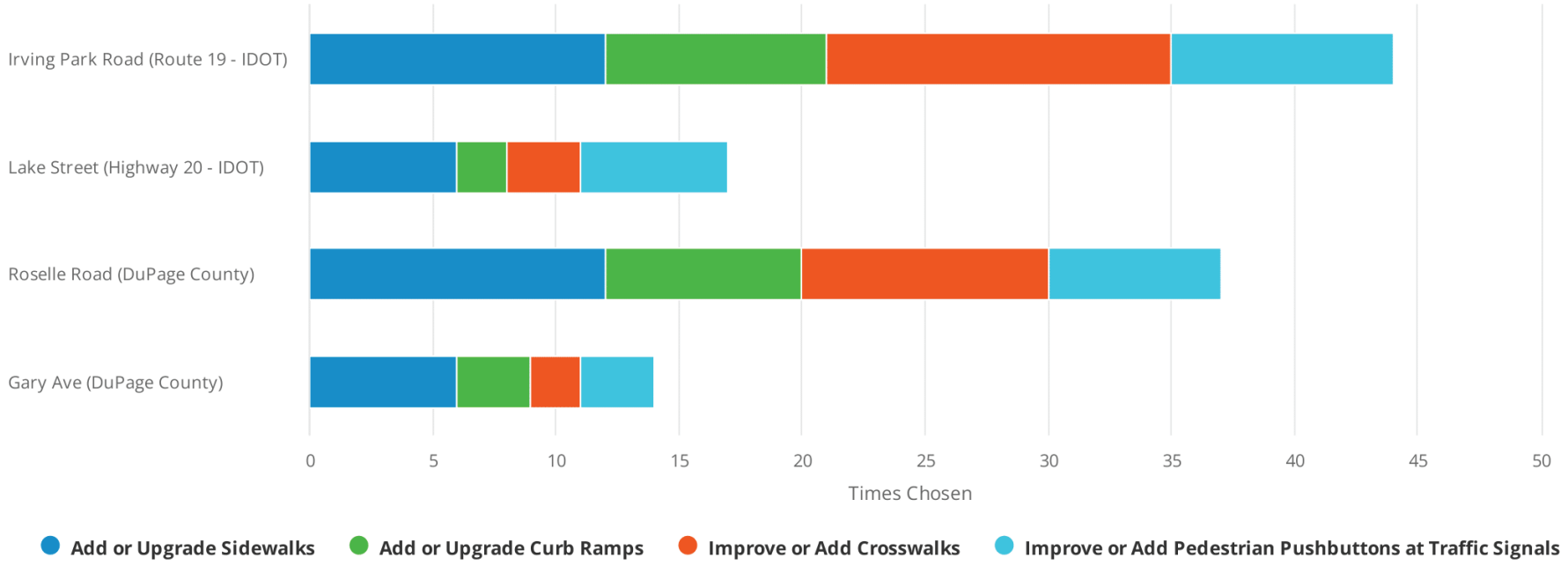
Rank	Choice	Distribution	Score	Times Ranked
1.	Area C: South of Irving Park Road and north of Pine Avenue. These are between Hill Street and Maple Avenue's intersection with Irving Park Road. This area includes Roselle's Town Center, Village Hall, and the current and future Library location.		91	25
2.	Area D: Ardmore Road, Rush Street, Walnut Street, and Prospect Street south of Maple Avenue. Nearby destinations are Kemmering Park, Roselle Middle School, and Spring Hills Elementary School.		82	23
3.	Area A: North of Irving Park Road, east and west of Roselle Road. Turner Park, Marian Park, and Roselle's Park District Headquarters are nearby.		77	23
4.	Area B: Lawrence Avenue, Plum Grove Road, and Cherry Street. Nearby are the Metra Station, Medinah Middle School, and Manary Park.		61	23
5.	Area E: Rodenburg Road, from Lake Street to Northhampton Lane.		37	24
		Lowest  Highest		

Public Input Survey #2 - Detailed Results

Question 2 - The Illinois Department of Transportation (IDOT) and the DuPage County Department of Transportation manage several streets in Roselle. While adding sidewalks or improving ramps, traffic signals, and crossings of these routes are not Roselle's responsibility, several people told us they desire upgraded facilities along these routes.

Please identify the desired improvements along the IDOT and DuPage County routes below. The Village and CMAP may use this input to request accessibility from the responsible highway agency.

Number of responses: 20



Question 3 - Do you have any further comments on these IDOT and DuPage County routes?

- There needs to be a crosswalk between Roselle Road and Devon to more easily access Turner Park.
- Gary/Travis Intersection is extremely dangerous, have had multiple near accidents with cars coming off 390 and blowing through a red light as cars turning off of Travis.
- Similarly Speed on Rodenberg between Central to Irving the cars and especially trucks fly down the road through the residential area
- Why have sidewalks on these major roads if they are not cleared during winter storms?
- Pedestrian crossing Irving Park at Pinecroft Drive needs a pedestrian activated crossing warning for Metra riders and others crossing, particularly after dark.
- In part, all the streets in the village of Roselle need to be resurface
- Although Irving Park Road is currently under renovation, and a left turn lane was added at Springhill and Irving (westbound), there needs to be something done with the occupants of the apartments on Irving Park Road / Springhill parking and blocking the corner of Irving and Springhill.

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

- Maple Avenue and Irving Park to walk to the Metra station
- Spring and Walnut
- Devon and Roselle Road
- Rodenburg Rd. and Central intersection. If cars are parked on the street at Rodenburg just west of central intersection. South bound traffic must drive in left turn lane to get thru intersection.
- Irving and Prospect
- Maple and Prospect is dangerous. It is scary to cross with cars going very fast on Maple and they don't stop for pedestrians. This is a busy walking pathway to get to downtown and should have a push button light up feature to ensure cars stop.
- Gary/Travis Gary/Central Rodenberg between Central and Irving Park
- Irving Park & Roselle Rd
- The street crossing to/from Picton and Foster is dangerous without a light or stop sign. Ditto crossing Roselle Road to access Turner Pond is also dangerous.
- Plum Grove @ Nerge

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

- Fix/re-pave the alley in-between Howard and Park Ave. Elm and Pine are at each end.
- The intersection at Spring and Walnut is not safe. It is a busy 4 corner stop. Please improve the location of the stop at the west side.
- 700 block of Quincy drive has several sidewalks that are trip hazard. Street blacktop in this block bad and collects water because it is low.
- Push buttons would make a huge difference on maple where there is not a stop sign or traffic signal.
- None Known at this time.
- West End, Newcastle Dr and Rosewood streets need new pavement. These streets are high traffic areas located by LPHS west campus and wear out quickly
- People need not park and block intersections. It is a common problem by Spring Hill School. Parents who are picking up their children block the intersection and crosswalks by the school. They will stop at the crosswalk on Turner and Pinecroft and wait for their child to be released from school. This causes a huge problem for the children/adults who are crossing at that intersection. There is a gentleman who supervises the "crosswalk," but the parents in their cars don't listen to him.

Appendix F: Self-evaluation - Methodology for data collection

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

Justification for using PROWAG

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

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

Phases

The data collection of the public right-of-way was completed in three phases. A database containing the results of data collection is on file with CMAP and was delivered to the Village for their own storage and use.

Phase 1 – Identifying routes. All streets under the jurisdiction of the Village were identified using street jurisdiction data provided by the Chicago Metropolitan Agency for Planning (CMAP) in a GIS format. The total mileage of streets was estimated to plan for how the data collection would occur.

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

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

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

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

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

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

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

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

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

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

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

Driveways. Driveways were identified as a separate dataset when the sidewalk continued across a vehicular access point to an adjacent property. This was for the

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

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

On-street parking. Technicians identified where marked parking spaces (e.g., individual stalls marked by painted lines or other markings) existed within the public right-of-way. They counted the total number of marked spaces and identified, where applicable, parking spaces designated for use only by people with disability parking placards.

Designated spaces were measured based on PROWAG and ADA standards. This included parking stall dimensions, cross slope, access aisle features (width, cross slope), and the presence of a curb ramp to access the space.

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

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

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

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

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

Phase 3 – Project Sidewalk data collection. Project Sidewalk is a virtual auditing tool that utilizes available Google Streetview imagery to assess sidewalk and curb ramp features. On the Project Sidewalk platform, positive sidewalk elements (curb ramps, pedestrian signals, crosswalks) and sidewalk issues (surface problems, missing curb ramps, no sidewalk) are labeled.

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

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

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

Curb ramps. The visual audit of curb ramps resulted in severity ratings for each ramp rather than technical measurements. For example, curb ramps that point into traffic are rated as a severity 2 or higher, depending on the degree to which the curb ramp leads into traffic. Other issues, such as debris, pooled water, surface problems, and narrowness (defined as a width of less than 3ft), increase the severity by 2-4 points depending on how badly they obstruct the use of the curb ramp and how many issues are present. The presence and adequacy of a detectable warning surface also impacted severity.

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

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

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

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

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

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

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

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

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

Modeling

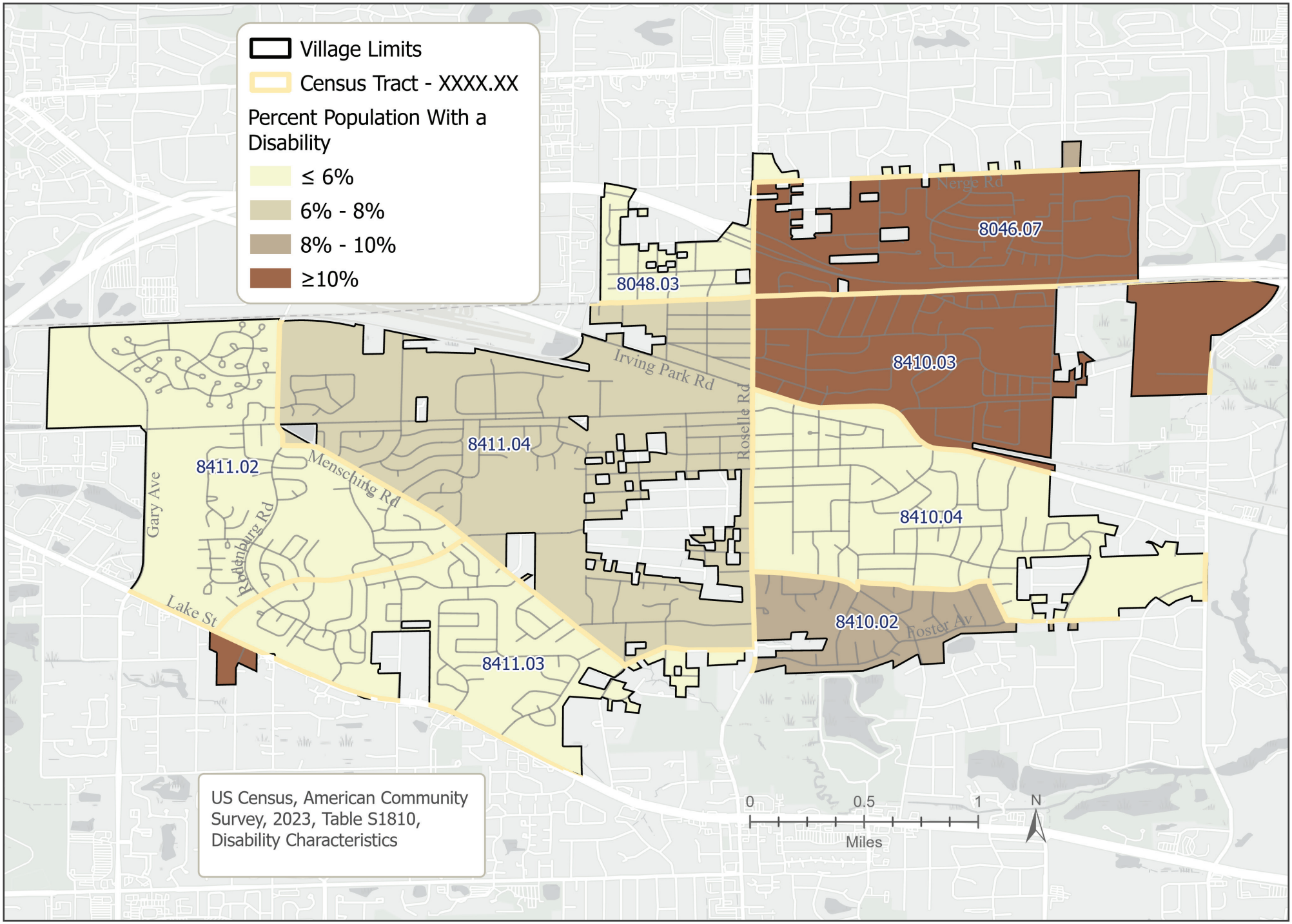
The alignment of a particular feature (e.g., sidewalk, curb ramp, push button) with PROWAG specifications can have multiple parts. Each of those parts is measured for consistency or alignment with the PROWAG specification.

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

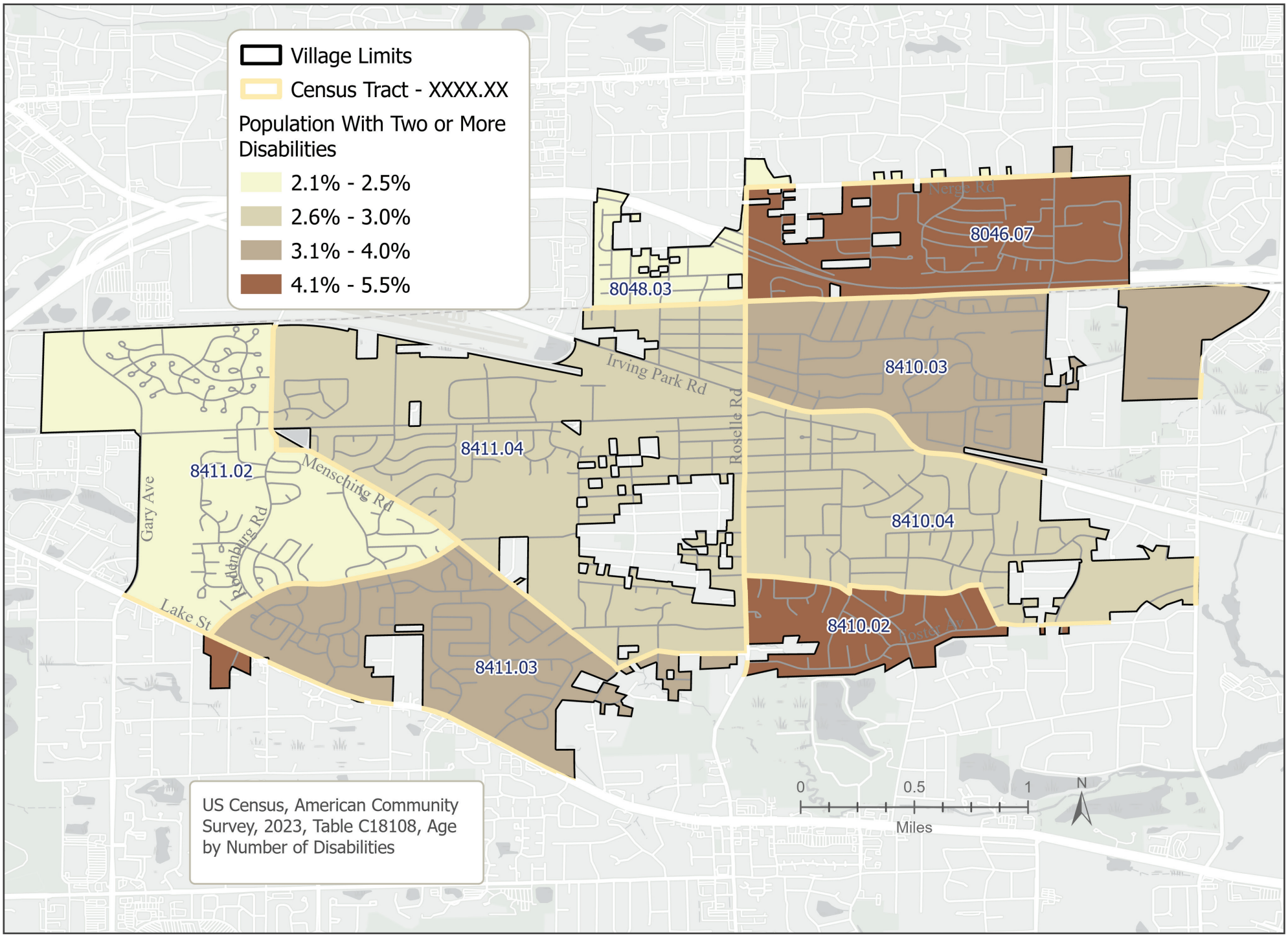
The actual field conditions can change from the time the data was collected to when a municipality designs or implements a project. Therefore, the results of the self-evaluation are not intended to be used as design recommendations or scoping documents. The municipality is recommended to field verify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

Appendix G: Census tract maps

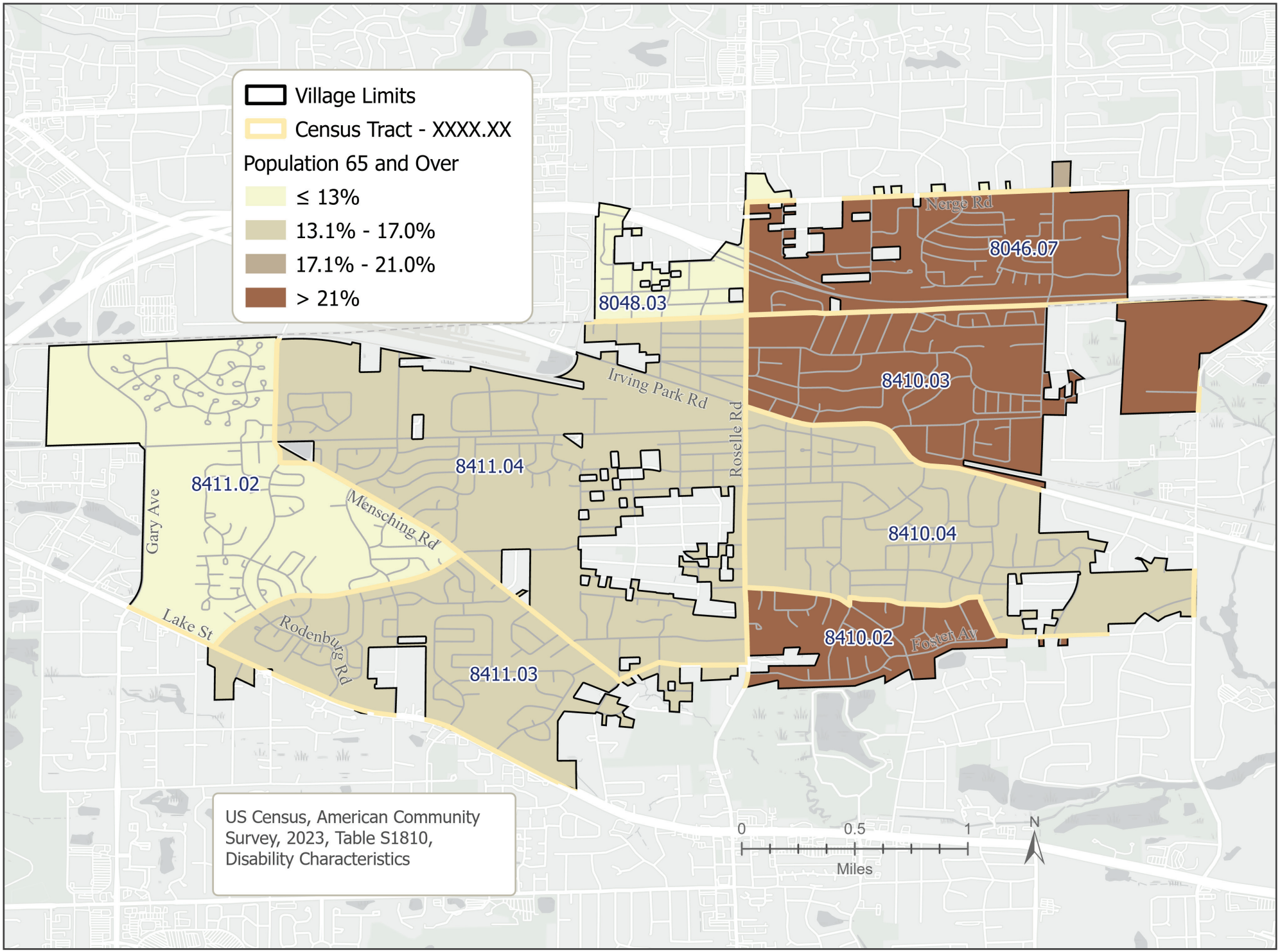
Percent of population reporting a disability



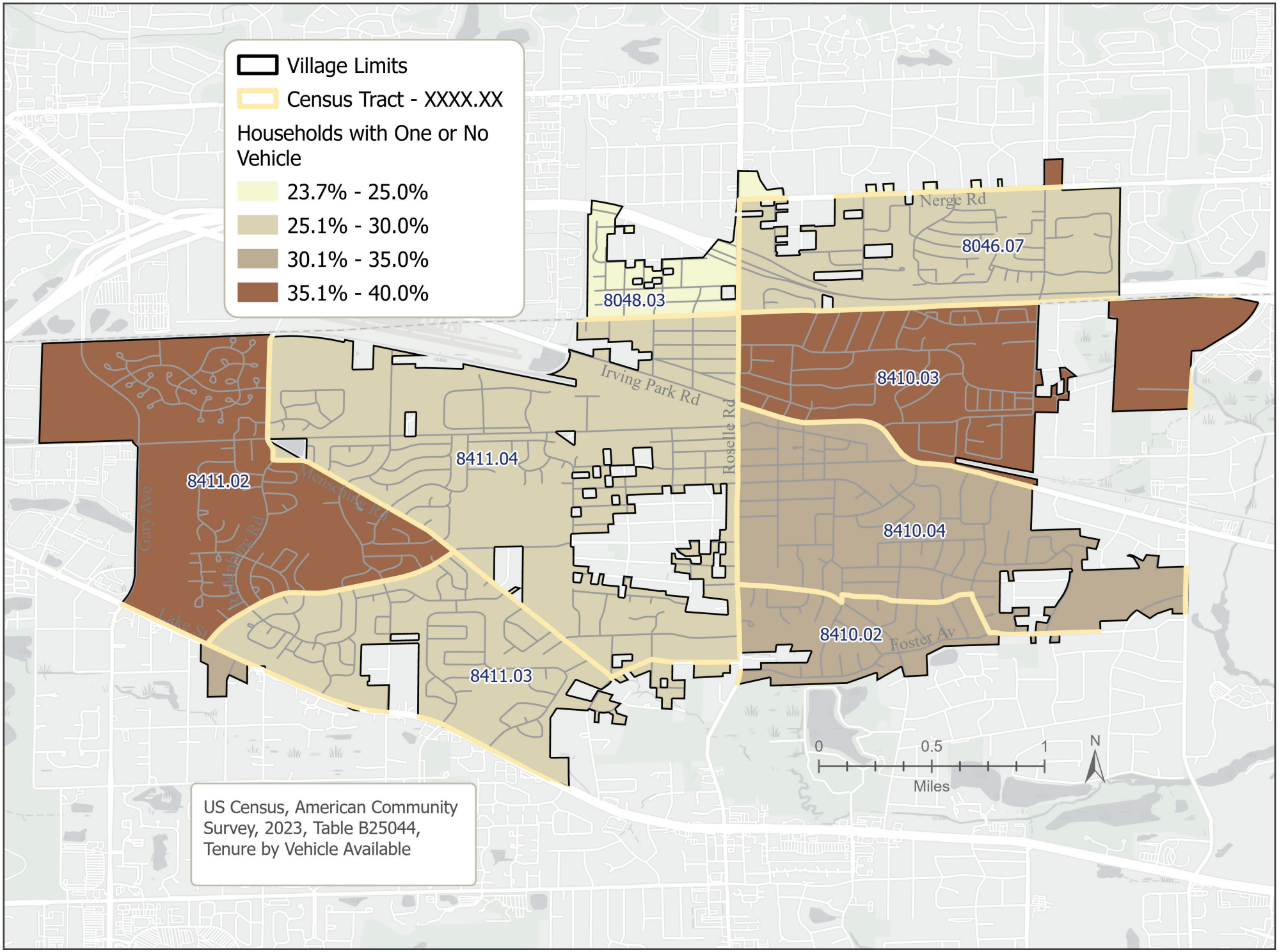
Percent of population reporting a two or more disabilities



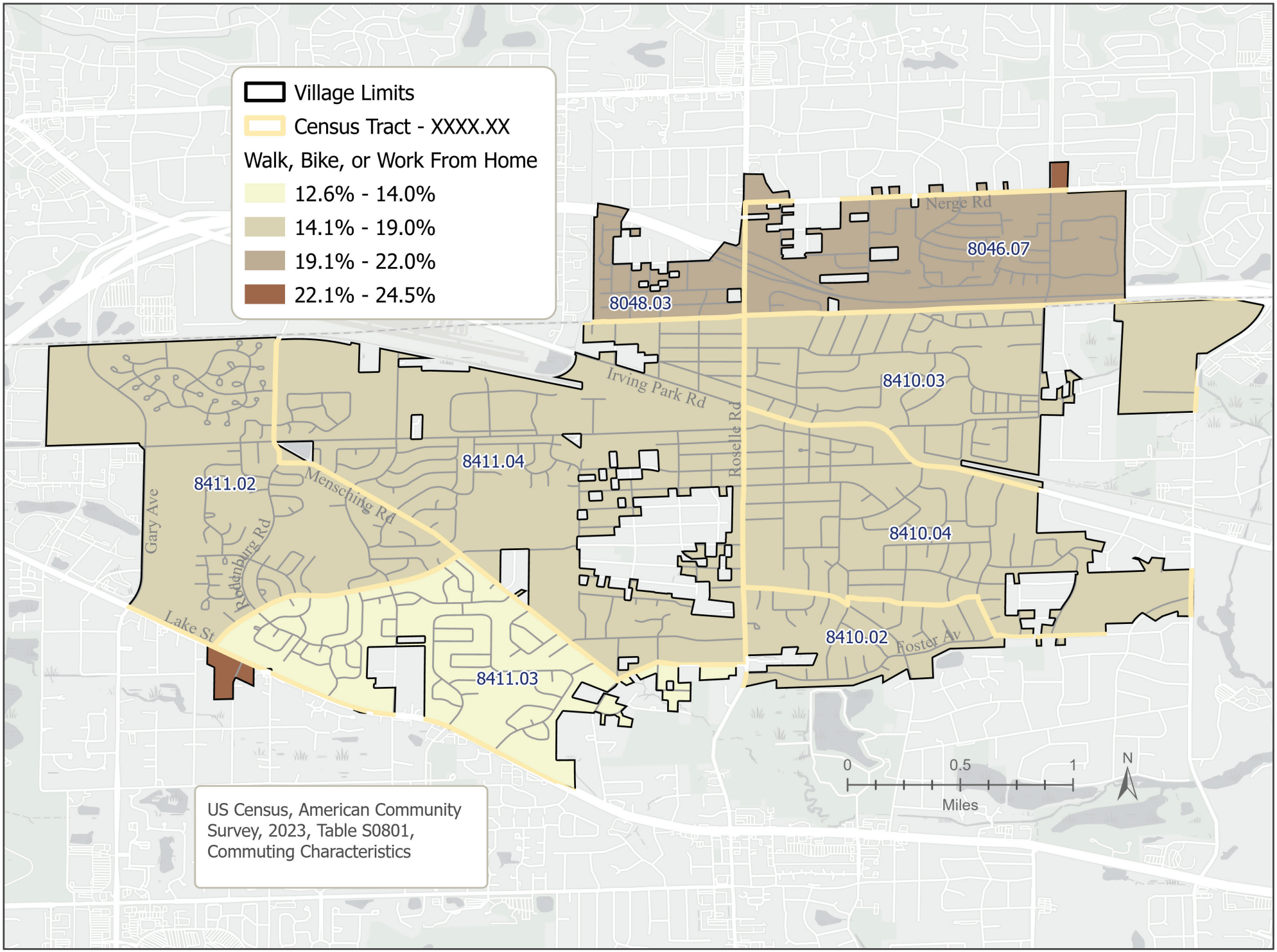
Percent of population aged 65 or over



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



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



Appendix H: Transition plan - scoring criteria for priority projects

A. Population with a Disability (maximum 20 points)

- 20 pts: Included in tract with highest percentage of population reporting 1 or more disabilities.
- 15 pts: Spans portion of tract with highest percentage population reporting 1 or more reported disabilities.
- 10 pts: Spans portion of tract with medium level of population reporting 1 or more disabilities.
- 5 pts: Within tract with lowest percentage of population reporting 1 or more disabilities.

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

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

C. Population over age 65 (maximum 15 points)

- 15 pts: Included in tract with highest percentage of population age 65 or over.
- 7 pts: Included in tracts with lowest percentage of population age 65 or over.

D. Vehicle Access (maximum 10 points)

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

E. Proximity to Transit (maximum 10 points)

- 10 pt: Direct to 2 or more routes
- 7 pt: Direct to 1 route
- 5 pt: Secondary connection to 1 or more
- 3 pt: No direct or secondary connect

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

- 5 pts: >=30 mph
- 3 pts: 25 mph
- 1 pt: 20 mph

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

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

H. Intangibles (maximum 15 points)

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