



VILLAGE OF GLENVIEW

ACCESSIBLE GLENVIEW

ADA TRANSITION PLAN

Acknowledgements

Village of Glenview Board of Trustees

Michael Jenny, President
Jim Bland
Mary W. Cooper
Gina Deboni
Tim Doron
Katie Jones
Adam Sidoti

Village of Glenview Staff

Matthew Formica, Village Manager
Maggie Bosley
Jeff Brady
Adriana Webb
Ben Wiberg
Tony DeRose
William Fitzpatrick
Joe Footlik
Jennifer Gandy
David Just
Joe Kenney
Brent Reynolds
Jeff Rogers
Nick Santoro
Robyn Flakne

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01. INTRODUCTION

As a public agency with more than 50 employees, The Village is required by the Americans with Disabilities Act (ADA) to ensure that all its facilities, services, programs, and activities in the public right-of-way are accessible to all individuals. Glenview is committed to meeting the highest standard in the planning, design, implementation, and maintenance of all public facilities in service of residents and visitors to the Village. The National Cooperative Highway Research Program (NCHRP) has outlined the following eight steps for public agencies to achieve compliance with the ADA:

1. Designate an ADA Coordinator;
2. Provide Public Notice of ADA Transition Plan;
3. Adopt a Grievance Procedure;
4. Develop internal design standards, specifications, and details;
5. Develop an ADA Transition Plan and complete the self-evaluation;
6. Approve a schedule and budget for the Transition Plan and recommended improvements;
7. Prioritizing improvement projects; and
8. Actively monitor and update the plan/progress.

Several steps have been taken to modernize the Village’s buildings, parks, and other public facilities to align with accessibility requirements, but federal guidance has continued to evolve, particularly for establishing equal access within the public right-of-way. To ensure that everyone will have equitable access to the public way, the Village is developing an ADA Transition Plan which outlines what is required by law, incorporates local land use, and how existing guidance should be incorporated to the Village’s practices and facilities. This ensures that accommodations are improved for those who need it most.

This ADA Transition Plan relies on the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right-of-Way Accessibility Guide (PROWAG) to ensure physical access for people with disabilities in new construction and alterations of the public right-of-way.

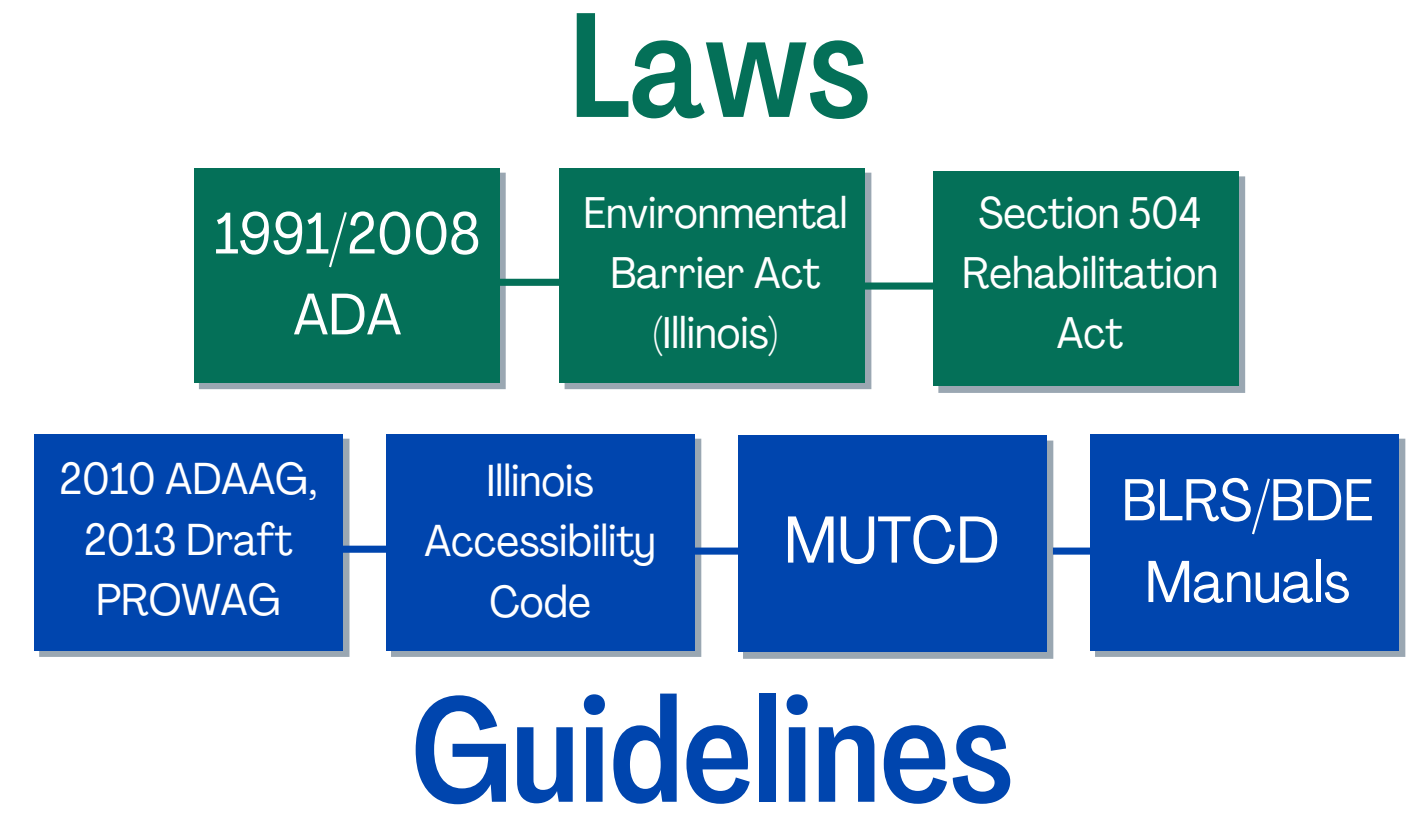
AMERICANS WITH DISABILITIES ACT

The ADA became law in 1990 and is enforced by the US Department of Justice. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, school, transportation, and all places available to the public. Designing and constructing facilities for public use that are not accessible by people with disabilities is discrimination.

The ADA is divided into five sections that relate to different aspects of public life:

- Title I – Employment
- Title II – Public Services: State and Local Government
- Title III – Public Accommodations and Services Operated By Private Entities
- Title IV – Telecommunications
- Title V – Miscellaneous Provisions

FIGURE 1: LAWS & GUIDELINES



Title II specifically addresses discrimination on the basis of disability by “public entities” such as state and local government agencies, requires public entities to make their programs, services and activities accessible to individuals with disabilities, outlines requirements for self-evaluation and planning; making reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination; identifying architectural barriers, and communicating effectively with people with hearing, vision, and speech disabilities.

The Department of Justice published revised regulations for Titles II and III of the ADA of 1990 in the Federal Register on September 15, 2010, which include the 2010 Standards for Accessible Design. In the revised regulations, the Department included detailed guidance from the revised regulations related to the 2004 ADAAG and the Code of Federal Regulations (28 CFR 35.151 and 28 CFR part 26).

PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES

The Access Board develops and maintains design criteria for the built environment under the ADA and other laws that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, and other components of the public rights-of-way.

The Access Board released proposed Pedestrian Facilities in the PROWAG in 2011 for public comment. PROWAG is recognized by the Federal Highway Administration (FHWA) as the recommended best practices and can be considered the state of the practice to be followed in areas not fully addressed by the ADAAG standards.

PROWAG provides the technical requirements for facilities in pedestrian access routes. This includes guidelines for curb ramps, sidewalks, crosswalks, accessible pedestrian signals and pedestrian push buttons, transit stops and shelters, on-street parking spaces, and passenger loading zones.

GLENVIEW'S ADA TRANSITION PLAN

The plan will provide a roadmap for the Village to implement improvements that will bring the Village into ADA compliance for all public rights-of-way. This will ultimately eliminate barriers for those who are most vulnerable – children, seniors, and persons with disabilities.

This ADA Transition Plan begins by documenting the Village's existing practices with respect to identification, inspection, reporting, and barrier removal processes. ADA transition plans require a self-evaluation and inventory of its pedestrian facilities. The self-evaluation has been initiated and data collection forms have been prepared which focus on ADA requirements and PROWAG guidance for sidewalks, curb ramps, pedestrian signals and push buttons, and other pedestrian access routes (PAR) to complete the evaluation. Data collected through these forms will aid in assessing the current state of the Village's ADA compliance and in determining priorities for upgraded facilities. An order of priority for continued evaluation has also been outlined within this Transition Plan.

02.

PRACTICES, PROGRAMS, AND PROCEDURES

The Village of Glenview has already taken many steps to achieve ADA compliance and continually works to upgrade public facilities. The following section details those steps which have already been completed or are in progress.

ADA COORDINATOR

The ADA coordinator is designated by the Director of Community Development. Inquiries can be directed to Community Development (CD) located at 2500 East Lake Avenue, Glenview, Illinois or by phone at 847-904-4340. A stated goal of the department is to strive to create great places to live, work, and play; ensure Glenview's buildings and developments are safe; and design, review, and construct the Village's infrastructure.

PUBLIC OUTREACH

This draft ADA Transition Plan will be made available for public distribution and review upon its draft completion. Revisions to the stated implementation schedule will be made based on public feedback and community direction.

GRIEVANCE PROCEDURE

As a part of a commitment to meeting the requirements of the Americans with Disabilities Act, the Village of Glenview provides a grievance procedure to 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 Glenview. Complaints should be in writing and contain information about the alleged discrimination. Within 15 days after the receipt of the complaint, the ADA coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or his/her designee will respond in writing with the position of the Village of Glenview and offer options for substantive resolution of the complaint. Additional information about the Community Development Department and the ADA grievance system can be found on the Village of Glenview's website.

DESIGN STANDARDS, SPECIFICATIONS, AND DETAILS

The Village is responsible to conform to federal and sound traffic engineering measures and to administer traffic policy uniformly and safely. Resolution No. 15-182, passed on November 17, 2015, provides a means for the public to request the installation of a new sidewalk upon receipt of a petition with a minimum of ten signatures and hosting a public meeting. Approval of new sidewalks requires two-thirds of the directly adjacent homeowners vote in support of the project.

The Village of Glenview's Engineering Standard Manual (ESM) ensures changes to existing developments and proposed developments will comply with the local, state and/or federal standards, which includes ADA requirement. Construction specifications are provided by the Engineering Standards for different aspects of the pedestrian access route. These design specifications require compliance with ADA requirements or provide standards that are in line with ADA requirements. All sidewalk and sidepaths for new residential and commercial development must be designed and comply with ADA standards.

The Village of Glenview staff develops and maintains a five-year Capital Improvement Program (CIP) to repair and enhance sidewalks and curbs within the Village's limits. Annually, the Village aims to construct or upgrade approximately eight miles of roadways and all applicable ADA infrastructure within the project limits. The project is divided into six sections, and is expected to take two years per section to complete. Starting in 2020, Public Works staff began surveying sidewalks. Every year, work generally begins in February and ends in November. In addition to the annual sidewalk program, Village staff continues to repair driveways, pavement patches, and utility restorations through work orders and resident requests. All new residential and commercial developments must conform sidewalks and sidepaths to ADA standards.

03.

INFRASTRUCTURE AND PRIORITY AREAS

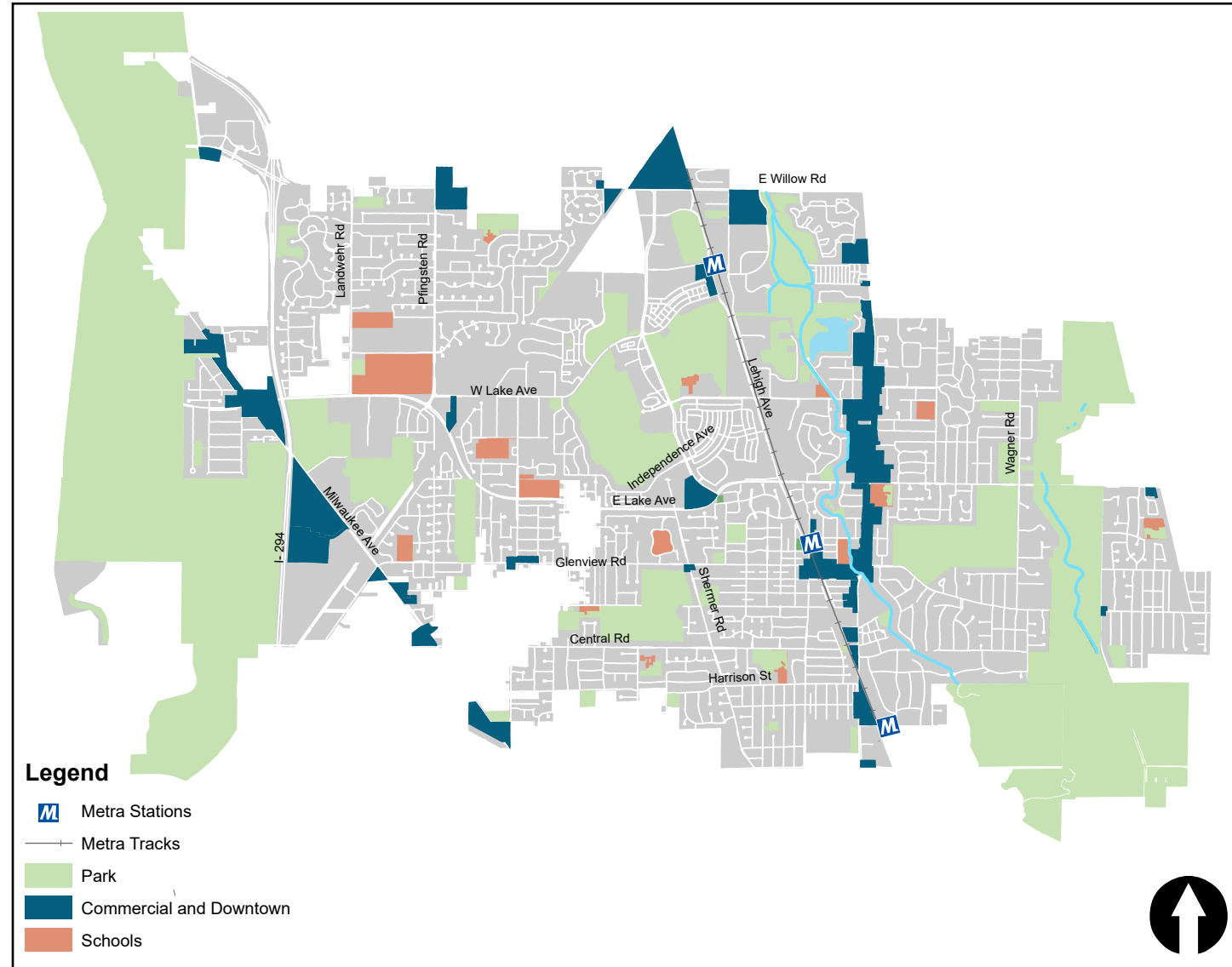
Since 2005, the Village of Glenview has been a member of the GIS Consortium, an organization of more than 40 communities that share resources, information, staffing, and technology so municipalities can optimize the value of GIS. The Village maintains community data and infrastructure inventory including the location of ADA infrastructure, area land uses, and other spatially organized information.

This information was compiled and assessed in order to develop priority guidelines for ADA improvements and self-evaluation. Guidance from the Illinois Department of Transportation (IDOT) encourages prioritization of projects dependent on surrounding land use (from highest to lowest priority):

- Areas where a specific accessibility request or need has been identified by the disabled community;
- Serving facilities such as shopping malls, supermarkets, strip retail centers, major employment sites and multi-family complexes;
- Serving single family residential areas; and
- Serving industrial areas and other areas not classified as high priorities.

To develop a prioritization system for data collection and infrastructure inventory, three land uses were identified as “priority” land uses: commercial/downtown, schools, and parks (see **Figure 2** below). These three land uses align with what is recommended by IDOT and are land uses that would be highly trafficked by vulnerable road users (e.g.: pedestrians, children, and seniors).

FIGURE 2: VILLAGE OF GLENVIEW PRIORITY LAND USES

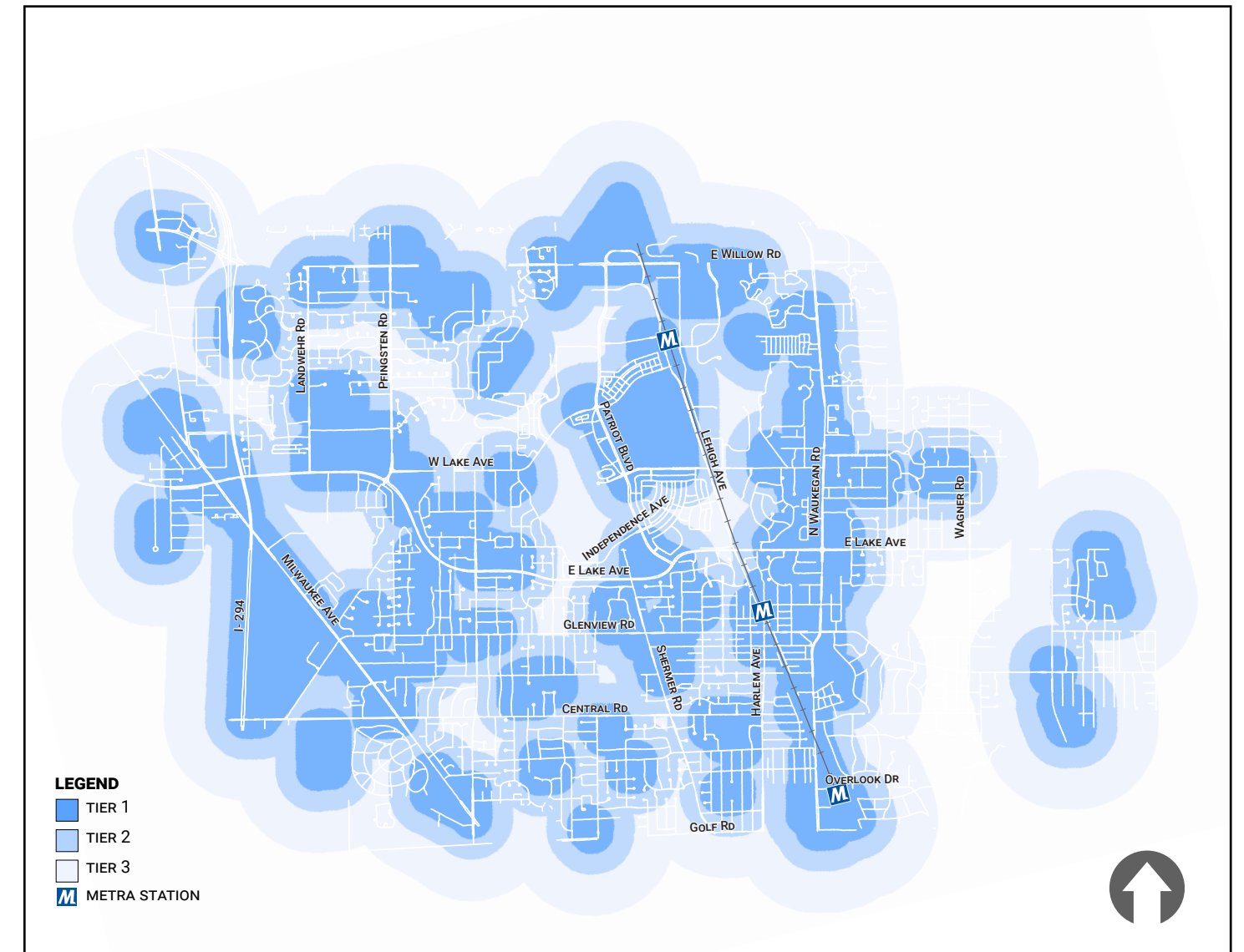


Based on the proximity to the above priority land uses, three tiers were established to identify areas of interest for infrastructure improvement. The three tiers are based on distance from the priority land uses:

1. Tier 1 is the area within an eighth mile of the priority land uses,
2. Tier 2 is the area within an eighth to a quarter mile of the priority land uses, and
3. Tier 3 is the area over a quarter mile of the priority land uses.

A distribution of high-priority areas based on this criteria is shown on **Figure 3** below. This map of high-priority areas should serve as a guide for scheduling and budgeting for ADA improvements, and will be discussed in more detail in following sections.

FIGURE 3: PROXIMITY TIERS FROM PRIORITY LAND USES



Based on the Village's GIS database, there are approximately 318 miles of public sidewalk and 1,376 intersections under Glenview jurisdiction. **Table 1** summarizes the proportion of ADA curb ramps and sidewalks by Tier. While Tier 1 holds the majority of sidewalk mileage (71%), it only has 55% of ADA curb ramps. This provides insight as to where efforts should be concentrated to best address accessibility concerns within the Village.

TABLE 1: ADA CURB RAMPS AND SIDEWALK MILEAGE BY TIER

	ADA CURB RAMPS		SIDEWALK (MILES)	
Tier 1	1606	55%	225	71%
Tier 2	926	32%	66	21%
Tier 3	399	14%	27	8%
Total	2931	--	318	--

Based on the provided GIS data, jurisdiction over sidewalk within the Village of Glenview is distributed as shown in **Table 2**.

TABLE 2: VILLAGE OF GLENVIEW SIDEWALK JURISDICTION

JURISDICTION	MILEAGE	PERCENTAGE
Village of Glenview	169	53%
Private	91	29%
Unknown	23	7%
IDOT	19	6%
Cook County	16	5%
Park District	<1	<1%
Total	318	100%

To maintain this network, the Village has entered into sidewalk maintenance agreements with both IDOT and Cook County. Maintenance responsibility by roadway is outlined below:

- Village of Glenview Jurisdiction
 - Central Road (Harlem Avenue to Huber Lane)
 - Chestnut Avenue
 - Glenview Road (East Village limit to Milwaukee Avenue)
 - Harlem Avenue (Golf Road to Prairie Street)
 - Lehigh Avenue (Prairie Street to Patriot Boulevard)
 - Patriot Boulevard
 - Shemer Road (Golf Road to East Lake Avenue; West Lake Avenue to Old Willow Road)
 - West Lake Avenue (Greenwood Road to Lehigh Avenue)
- IDOT Jurisdiction
 - Central Road (Huber Lane to I-294)
 - Dearlove Road (Central Road to Milwaukee Avenue)
 - Greenwood Road: (West Lake Avenue to Golf Road)
 - Milwaukee Avenue
 - Pfingsten Road (East Lake Avenue to Willow Road)
 - Shermer Road (Old Willow Road to Willow Road)
 - Waukegan Road (Golf Road to Willow Road)
 - West Lake Avenue (Pfingsten Road to Greenwood Road)
 - Willow road
- Cook County Jurisdiction
 - East Lake Avenue (Pfingsten Road to Edens Expressway)
 - Harms Road (East Lake Avenue to south Village limit)
 - Landwehr Road (East Lake Avenue to Willow Road)
 - Sanders Road (Milwaukee Avenue to I-294)
 - Sunset Ridge Road (East Lake Avenue to Winnetka Road)
 - Wagner Road (Glenview Road to Winnetka Road)
 - West Lake Avenue (Pfingsten Road to River Road)
 - Winnetka Road (Waukegan Road to east Village limit)

Table 3 provides an overview of all the intersections in the Village and the proportion of ADA curb ramps present within each Tier.

TABLE 3: OVERVIEW OF INTERSECTIONS BY CONTROL TYPE AND TIERS

Control Type	TIER 1		TIER 2		TIER 3		ALL	
	Quantity	ADA Curb Present	Quantity	ADA Curb Present	Quantity	ADA Curb Present	Quantity	ADA Curb Present
No Control	405	47%	304	53%	114	51%	823	50%
Stop	251	76%	162	77%	88	64%	501	74%
Signal	42	64%	5	60%	5	40%	52	62%
TOTAL	698		471		207		1,376	

04.

DATA COLLECTION FORMS

To comply with ADA requirements, the Village of Glenview is required to complete an inventory and self-evaluation of curb ramps, sidewalks, crosswalks, and traffic signals. This will establish the existing conditions and identify the potential needs for the accessibility improvements. Any barriers or areas of noncompliance with the ADA are to be identified in the self-evaluation to inform any capital planning improvement projects.

The self-evaluation includes documenting the location and condition of the following ADA infrastructure:

- Curb ramps;
- Adjoining sidewalks;
- Adjoining crosswalks; and
- Traffic signals.

Curb ramps are an important part of sidewalks, street crossings, and pedestrian access routes that make the public rights of way accessible to people with disabilities and limited mobility. It is important to document locations with potentially missing curb ramps and the conditions of existing curb ramp. The Village’s GIS database contains information about the location of ADA curb ramps in the Village but is missing information on the condition and geometry of the curb ramps.

The ADA standards include specific running and cross slopes for the curb ramp and curb ramp flares, the dimensions of turning spaces to be provided at the top and bottom of the curb ramps, detectable warning surface requirements, and where the curb ramps should be located.

Data collection forms have been prepared to document the condition, location, and compliance of the above infrastructure with ADA or PROWAG requirements. These forms are intended to document existing conditions at intersections within the Village and provide a baseline of what facilities are non-compliant with ADA standards or PROWAG guidelines.

The curb ramp data collection forms are included in Appendix A. Following the field data collection, the curb ramps can be evaluated based on compliance and the surrounding land use. This curb ramp rating, based on criteria established in the IDOT ADA Transition Plan, is used to inform the programming of infrastructure improvements to become ADA compliant. A modification has been made here to differentiate between curb ramps with three to four violations vs. five or more violations.

These curb ramp compliance ratings are as follows:

- A) Compliant curb ramp;
- B) mostly compliant curb ramp (curb ramps where only one or two elements are in violation);
- C) Mostly non-compliant curb ramp (curb ramps where more than two elements are in violation);
 - C1) three to four elements in violation;
 - C2) five or more elements in violation; and
- D) Missing curb ramp where warranted.

An inventory of the location and condition of sidewalk in the Village is required. The Village GIS contains sidewalk data but confirmation of the location, surface condition, minimum width, slope, and running grade is required. The sidewalk data collection form is included in Appendix B.

Crosswalks have very similar ADA requirements to sidewalks. The Village does not have GIS data on the location of crosswalks at intersections. The crosswalk data collection form is included in Appendix C.

The Village GIS database contains the location of intersections, the location of traffic control signals, and the location of stop signs. The GIS database does not contain information about pedestrian signals at traffic signal-controlled intersections. The traffic control signal data collection form is used to record the location of traffic control signals, pedestrian signals, accessible pedestrian signals (APS), and the condition of the push buttons. The condition includes whether access to the push button is unobstructed, and the pedestrian push button is within reach for those who use mobility assistance devices. The data collection form will help identify the location where APS is in place and can aid the Village in prioritizing improvements to intersections that do not currently have APS. The Traffic Control Signal Data Collection form is included in Appendix D.

To accompany the data collection sheets found in Appendix A to D, an accompanying Field Inspection Instruction sheet was developed. Each requirement in the data collection sheets is numbered. The field inspection instruction sheet contains numbered images and notes that help to clarify the corresponding numbered requirement in the data collection form. The field inspection instruction sheet is included in Appendix E.

05.

SELF-EVALUATION AND FINDINGS

Based on direction from the Village of Glenview, Sam Schwartz began the self-evaluation process and performed field evaluations across three days in October and November of 2022. Field technicians evaluated curb ramps, sidewalks, crosswalks, and traffic control equipment at high-priority intersections using the data collection sheets detailed in the preceding section. Per direction from the Village of Glenview, intersections on roadways scheduled for reconstruction, resurfacing, or water system upgrades in 2024 were prioritized for evaluation in addition to the tiered ranking system detailed in the preceding sections. A summary of the Village's 2023-2027 Capital Improvements Program is included in the Appendix.

Over the course of the field inventory period, Sam Schwartz visited 70 total intersections. Of these intersections, 24 were identified in the Village's CIP as scheduled for improvements but do not currently provide any sidewalk or curb ramps, and were therefore not inventoried. At the remaining 46 intersections, Sam Schwartz catalogued 172 curb ramps. Of those intersections, 43 were unsignalized and 3 were signalized. A signalized midblock crosswalk was also inventoried on Wagner Road at the Historic Wagner Farm.

EXISTING CONDITIONS EVALUATIONS

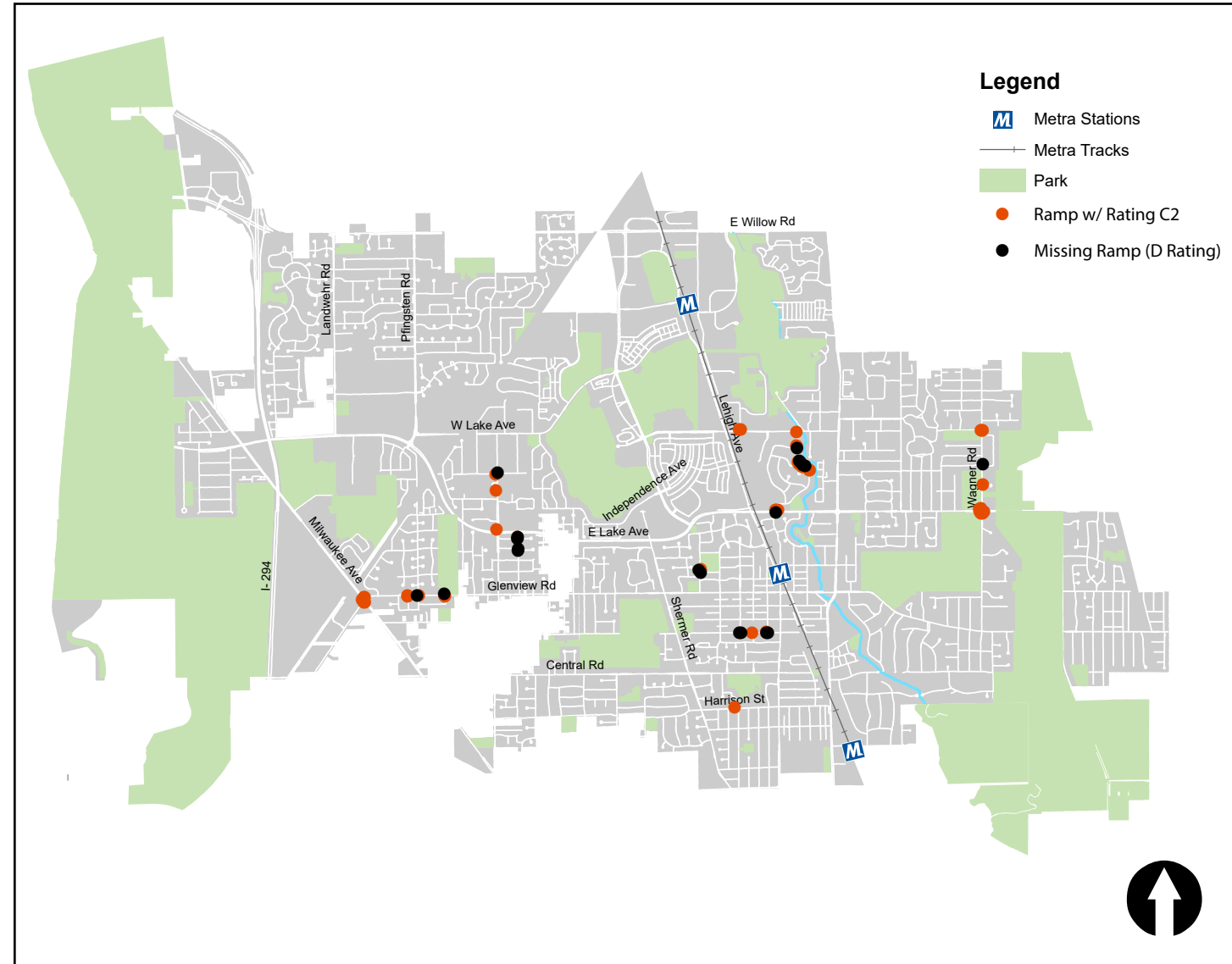
Each curb ramp inventoried was rated based on the A-D system outlined above. The relative number of each ramp evaluation are summarized in **Table 4**, with ramps rated as C2 or D shown in **Figure 4**.

TABLE 4: CURB RAMP CONDITION RATINGS

COMPLIANCE RATING	CRITERIA	NUMBER OF RAMPS
A	Compliant curb ramp	18
B	Mostly compliant curb ramp (one or two elements in violation)	51
C	Mostly non-compliant curb ramp (more than two elements in violation)	
C1	3-4 elements in violation	59
C2	5+ elements in violation	44
D	Missing curb ramp where warranted	20

Of the 172 existing curb ramps inventoried, 18 (10 percent) were entirely compliant with no ADA infractions. 154 existing ramps (90 percent) had at least one area of non-compliance. The most common areas of noncompliance are summarized below.

FIGURE 4: CURB RAMPS RATED C2 OR D



ADA DEFICIENCIES

Missing crosswalk markings. 40 percent of all crosswalks inventoried were missing painted crosswalk marking of some kind. Painted crosswalks are intended to warn drivers that pedestrians may be present. High-visibility crosswalks have been shown to reduce pedestrian/vehicle conflicts at intersection crossings.

Missing detectable warning strips. 37 percent of curb ramps inventoried did not provide detectable warning strips of any kind, as shown in Exhibit 2. Detectable warning strips signal to pedestrians that they are about to enter a crosswalk. Detectable warning strips are especially critical for the blind or those with limited eyesight.

Non-compliant detectable warning strips. 63 percent of curb ramps inventoried did provide detectable warning strips. However, of those, 30 percent had poor color contrast, 26 percent were in poor condition, and 26 percent were improperly placed.

Missing or non-compliant turning space. 37 percent of curb ramps inventoried did not provide adequate turning space at the top of the ramp. A four-foot by four-foot level turning space is required by ADA to allow for wheelchair users to reorient themselves in their desired direction of travel. A curb ramp was considered non-compliant if a turning space did not have adequate dimensions or provided a cross or running slope of greater than two degrees, as shown in Exhibit 3.

EXHIBIT 2: CURB RAMP WITHOUT DETECTABLE WARNING STRIP



EXHIBIT 3: CURB RAMP WITH NON-COMPLIANT TURNING SPACE AND GUTTER TRANSITION



Non-compliant slope transitions. 30 percent of curb ramps did not provide adequate slope transitions, either from the bottom of the ramp to the relevant crosswalk or from the top of the ramp to sidewalk. A slope transition was considered non-compliant if it exceeded the five percent grade maximum or contained a tripping hazard. A tripping hazard is defined as any transition with a vertical discontinuity of one-quarter inch or more.

Missing curb ramps where warranted.

At 20 locations in the inventory area, curb ramps did not have receiving ramps opposite them. At these locations, pedestrians are encouraged to enter the roadway but do not have an opportunity to safely continue traveling on sidewalk after crossing. An example is shown in Exhibit 4.

EXHIBIT 4: MISSING RECEIVING CURB RAMP



06. NEXT STEPS

The previous section describes the efforts undertaken to establish a process for ADA infrastructure self-evaluation and the initial inventory performed by a Third Party consultant for the Village of Glenview. With the procedure in place, the Village of Glenview can use the tools detailed in this report to approve a schedule and budget for identified improvements, continue the self-evaluation process, and monitor and update the ADA Transition plan as necessary.

Approve Schedule and Budget for Identified Improvements. Using the priority system outlined in this report, the Village of Glenview should prioritize improving curb ramps based on the severity of non-compliance. Curb ramps rated D (missing ramps where warranted) will be prioritized most highly, followed by ramps rated C (more than two violations) and rated B (one or two violations). In locations where roadwork is already anticipated (as outlined in the Village of Glenview CIP), ADA improvements should be incorporated to efficiently utilize resources already allocated for construction, regardless of rating.

Continue Self-Evaluation. As noted in the preceding sections, Sam Schwartz was able to inventory only a small percentage of intersections within the Village of Glenview based on available resources. Using the inventory worksheets described above and included as a part of this report, the Village should continue efforts to inventory the balance of ADA infrastructure within Village limits. Inventory efforts should be focused areas of high priority, including areas scheduled for maintenance in the Village CIP or near priority lane uses, as described in the previous sections.

Monitor and Update Plan. As the steps outlined in this transition plan continue, progress should be monitored and reflected in updated versions of this plan. It is anticipated that improvement implementation and continuation of the self-evaluation effort will occur in parallel, with self-evaluation findings informing future improvement planning.