

Access Lincolnwood

Plan for Accessible Streets and Sidewalks
Plan de Calles y Aceras/Banquetas Accesibles

Final Report
Adopted on November 18, 2025
Resolution 2025-2704

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Chicago Metropolitan
Agency for Planning

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Project consultants



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Steering Committee

- Julie Barkan - Citizen
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- Susan Lempke - Director, Lincolnwood Public Library
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Local Organizations

- Lincolnwood Parks & Recreation
- Lincolnwood Police Department
- Lincolnwood Public Library
- Lincolnwood School District #74
- Maine-Niles Association for Special Recreation

Village of Lincolnwood

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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 Lincolnwood'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 develop plans for improving streets and sidewalks for people with disabilities over time. This type of plan is commonly referred to as a transition plan, as it outlines how a community will transition its facilities over time to make them accessible and comply with ADA requirements. It was adopted in November 2025.

This effort accomplishes a goal established by Lincolnwood in 2021 through its Strategic Plan to "develop a Village-wide sidewalk accessibility plan to enhance ADA compliance, community connectivity and walkability, and for Village Parks." The village also completed an accessibility plan for its parks in 2024 as a way to achieve this goal.

Further, implementing recommendations from this plan means the village can realize a vision established in its 2016 Comprehensive Plan for 2030. Specifically:

- **"Local schools, parks and trails, neighborhoods, shopping areas, and employment centers have made Lincolnwood welcoming to families and individuals of all ages and from all walks of life."**

Those types of destinations are the focus of the street upgrades recommended in this plan. The public provided clear input that access to these destinations remains a priority. The public input consisted of surveys, interviews, and listening sessions that helped identify major destinations and determine priority sidewalk routes. This input was combined with technical analysis to identify how Lincolnwood can improve accessibility along key routes that link major destinations over the next 20 years.

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

Purpose

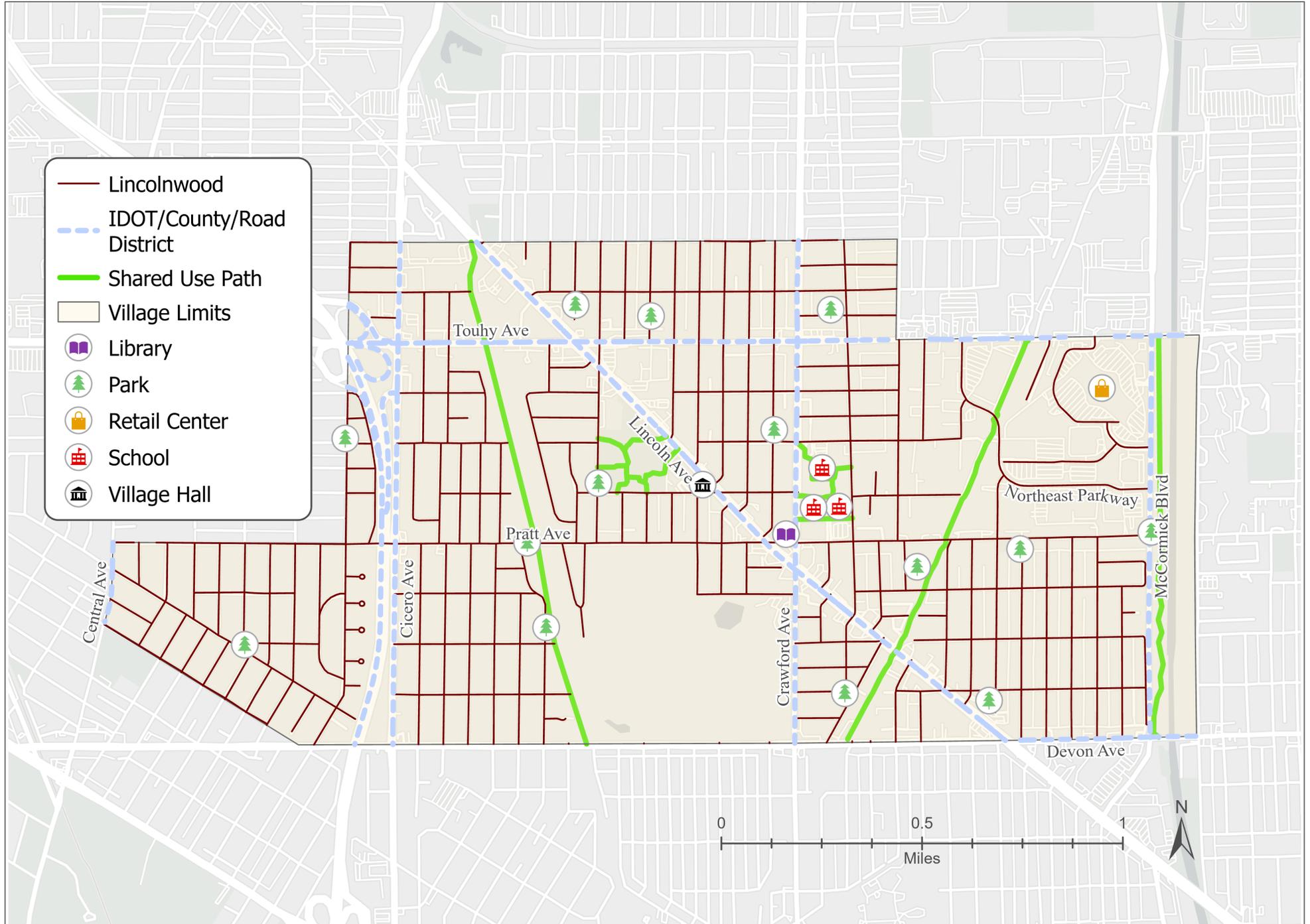
The Plan for Accessible Streets and Sidewalks identifies existing accessibility barriers in Lincolnwood, along with recommendations to correct them. Street features addressed in the plan include sidewalks, curb ramps, pedestrian signals, parking, and crosswalks. These are the elements of a transportation network that help make travel easier for people with disabilities, as well as many others. This includes older adults, parents with strollers, and people who rely on sidewalks that are easy to use.

Lincolnwood's street network is comprised of local, county, and state roads. This plan focuses on streets and sidewalks that the village manages, as these are the routes the village must ensure are accessible. The Illinois Department of Transportation (IDOT) and Cook County manage other streets in Lincolnwood, such as Touhy Avenue, Lincoln Avenue, and Crawford Avenue. A map of Lincolnwood streets, by jurisdiction, and major destinations within village limits is shown in Figure 1-1 (next page).

IDOT is responsible for maintaining other features, such as curb ramps and pedestrian signals, on state routes. IDOT requires municipalities like Lincolnwood to maintain sidewalks. Cook County manages all pedestrian features on streets it controls. Public



Figure 1-1
Lincolnwood street map, by jurisdiction



input included several comments regarding the navigation of state and county routes. Specifically, public input emphasized the impression of safety when crossing these routes and a desire to fill sidewalk gaps. The public input section summarizes these comments, and the village and CMAP may send them to the appropriate agency for consideration.

For streets managed by Lincolnwood, this plan identifies the highest priorities to improve over the next 20 years. This does not include every street in the village due to financial constraints. Therefore, it is important for Lincolnwood to monitor and report on progress made toward making streets and sidewalks accessible. While the village focuses on its priority routes, other streets may receive upgrades due to other factors. These include street repaving that may not be on priority routes, but are required to have accessibility features upgraded when the repaving occurs.

Property redevelopment also results in upgraded sidewalks and curb ramps, as mandated by village policies. This is like how a new or remodeled building must upgrade its interior features to be accessible. Having such policies reduces the burden on the people of Lincolnwood to fund such upgrades and helps the village achieve accessibility goals.

While individual projects and redevelopment policies improve accessibility, other program-based efforts also have an impact. This includes programs that promote sidewalk maintenance by local organizations or property owners, such as trimming landscaping, keeping sidewalks clear of obstructions, and implementing reasonable snow removal policies. Volunteer efforts can help reduce the burden on the village's resources.

Why is this important?

Who benefits from accessible streets and sidewalks? Everyone! People of all ages and abilities benefit from well-designed sidewalks that maintain access in all weather and construction conditions. The collection of images on the next page illustrates the diverse range of people who benefit from accessible streets and sidewalks (Figure 1-2, next page).



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.

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.



Implementing this plan's recommendations will enhance the lives of everyone in Lincolnwood. This is because it emphasizes sidewalk upgrades on routes that connect neighborhoods to the most popular destinations, amenities, and services.

For example, Proesel Park, Village Hall, and the Community Center are important destinations that need to be accessible along many routes. They are the community's primary public destinations. Fortunately, they are clustered in the same general area, which means improvements along sidewalks and nearby crossings improve access to all three destinations.

Other public destinations include the library, Lincolnwood's schools, the Valley Line Trail, and the Union Pacific Trail. Upgrading the type and frequency of pedestrian crossings along state- and county-managed routes, such as Touhy Avenue, Lincolnwood Avenue, and Crawford Avenue, is also necessary to make Lincolnwood destinations not only accessible but also safe. Making routes safer may require going above and beyond the minimum ADA standards and guidelines developed for streets and sidewalks. Some of these applications are addressed in Chapter 8: Implementation and Best Practices.

Navigating the Plan

This plan meets the requirements for a transition plan under the ADA. Those requirements are addressed in Chapter 2. Additionally, the plan incorporates and summarizes demographic data, past plans, and details from public input. Below is a list of chapters, along with their respective topics. Click on a chapter title to jump to its first page.

- 2. [ADA policies and responsibilities:](#)** This includes a summary of key laws, design standards, and village-specific policies.
- 3. [People and plans of Lincolnwood:](#)** This chapter summarizes key demographics and village plans related to accessibility.
- 4. [Public input and access to information:](#)** This section explains how the consultants collected public input for this plan. It also highlights the document's accessible features.
- 5. [Self-evaluation:](#)** This chapter explains how the consultants reviewed the streets and sidewalks and identified barriers to accessibility.
- 6. [Transition plan:](#)** This includes priorities for Lincolnwood 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.
- 8. [Best Practices.](#)** This includes recommendations for implementing the plan and funding infrastructure improvements. It also includes references to best practices to improve accessibility.
- 9. [Appendix:](#)** The Appendix contains more detailed information relevant to the plan's development. This includes details such as public input results and links to relevant policies and design guidance.



In July 2025, the village promoted Disability Pride Month to recognize and honor the people of Lincolnwood who have disabilities.

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, and
- 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 Lincolnwood is in substantial compliance with Title II policy requirements.

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

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

With the adoption of this plan, the village may adopt an updated version of these policies along with a non-discrimination notice. The village may consider an Effective Communication Policy to bolster its commitment to accessibility.

A draft of these policies is in Figures 2-3, 2-4, and 2-5 on pages 12 through 14.

ADA Coordinator Designation

The village's ADA Coordinator must ensure that the public agency it works for complies with Title II responsibilities. They are the lead resource for accessibility and disability nondiscrimination regulations and should work with the village to comply with all Title II requirements.

- **The ADA Coordinator is Lamar Jones, Human Resources Director. He holds this position at the time of adoption of this plan.**

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

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

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

Grievance Procedure

The Grievance Procedure policy explains how the village addresses complaints about possible discrimination. It establishes a system to handle complaints about disability discrimination efficiently and justly. All agency heads should be knowledgeable about the grievance procedure. Copies should be posted in public spaces of public buildings and on the municipality's website.

The next page includes the language contained within the recommended grievance procedure and ADA Coordinator designation policy. (Figure 2-3, page 12)

"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

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 Lincolnwood will not charge extra fees to individuals or groups with disabilities. This includes costs for reasonable accommodation or policy changes. (Figure 2-4, page 13)

Effective Communication Policy

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

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

If a request cannot be granted, every reasonable effort is made to find other services or equipment that are equally effective. (Figure 2-5, page 14)

Such a policy states:

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

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

"The Village of Lincolnwood is committed to following the requirements of the Americans with Disabilities Act of 1990. In that regard, the Village has established the following Grievance Procedure. 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."

- Village of Lincolnwood
Grievance Procedure



Figure 2-3

Grievance procedure under the Americans with Disabilities Act

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 Lincolnwood. 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 the complainant's name, address, and phone number, as well as the 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:

Lamar Jones, ADA Coordinator
6900 N Lincoln Avenue
Lincolnwood, IL 60712
847-745-4711; ljones@lwd.org

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

If the response by the ADA Coordinator and Village Manager, 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 Manager or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, Village Manager 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 Village Manager or their designee, appeals to the Village Manager or their designee, and responses from these two offices will be retained by the Village of Lincolnwood for at least three years.



Figure 2-4
Non-discrimination notice under the Americans with Disabilities Act

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

Employment: The Village of Lincolnwood 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 Lincolnwood will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Lincolnwood'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 Lincolnwood will make all reasonable modifications to its policies and programs to ensure that people with disabilities have an equal opportunity to participate in and enjoy all of its programs, services, and activities.

For example, individuals with service animals are welcomed in Village of Lincolnwood 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 the Village of Lincolnwood, should contact the ADA Coordinator as soon as possible, but no later than 48 hours before the scheduled event.

The ADA does not require the Village of Lincolnwood 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 Lincolnwood are not accessible to persons with disabilities should be directed to the ADA Coordinator.

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



Figure 2-5

Recommended Effective Communication policy

This Effective Communication policy is established to meet Americans with Disabilities Act (ADA) 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 Lincolnwood will ensure that applicants, participants, and members of the general public who have disabilities are provided with 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 Lincolnwood 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 by the appropriate department head for final approval or denial. A decision by the ADA Coordinator 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 if there is another effective means of communication.
- The use of open or closed captioning in streaming meetings and video productions.
- The use of a Telecommunications Device for the Disabled 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 communication 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 Lincolnwood.

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 Lincolnwood's streets in the fall of 2024. The consultant looked over Lincolnwood'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 basic requirements identified in Title II, this plan recommends other actions:

- 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.

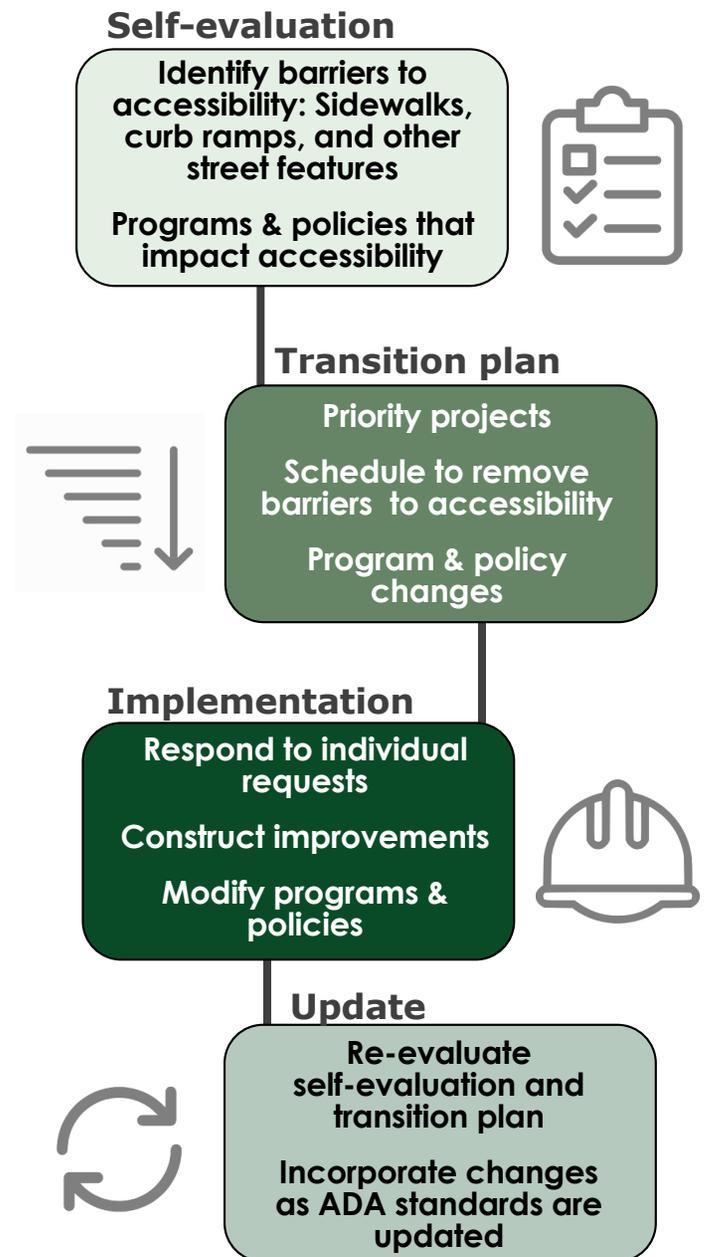
The transition plan and schedule are living documents that will be updated as conditions change, and accessibility upgrades are completed.

The transition plan component of Lincolnwood'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 2-6

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 Lincolnwood's streets and sidewalks.

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 gets federal funds.

DOJ states that federal programs must not treat people differently based on race, color, or national origin. This applies to the services, aids, or benefits they offer and how they provide them. This prohibition includes intentional discrimination. It also covers procedures, criteria, or methods that seem neutral but still discriminate against individuals.

Organizations must eliminate policies or practices that have these adverse effects. A funding recipient can maintain them if they can prove they serve a legitimate, nondiscriminatory goal.

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

For example, Lincolnwood 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.



“As a senior citizen who walks her dog in many different areas, I’ve become aware that for my own safety & for others as well, that some needed changes/improvements need to be made. Thank you for allowing us to offer our opinions on this very important topic.”

- Comment provided for this plan by a Lincolnwood resident.

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 design and infrastructure. Two sets of standards and guidance provide 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. Lincolnwood's transition plan for its parks and recreation facilities is an example of an effort that utilizes the ADA Standards as the foundation for identifying accessibility barriers.

The ADA Standards do include technical details that can apply to sidewalks and curb ramps, but they are not as detailed or organized as they are based on the many 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 Lincolnwood'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 the standard. This is why the village is recommended to meet or exceed the guidelines established in PROWAG.

Standards vs. Guidance

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

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

Figure 2-7

Comparing the 2010 ADA Standards for Accessible Design and PROWAG

ADA Standards

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

vs.

PROWAG

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

Source: Rocky Mountain ADA Center

Illinois Accessibility Code

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

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

Illinois DOT Design Standards

The IDOT Bureau of Local Roads and Streets Manual provides local municipalities with consistent standards for street design. 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 Lincolnwood

Everyone in Lincolnwood, which includes more than 13,000 residents, benefits from accessible streets and sidewalks, as do local businesses and visitors. The village's 2016 Comprehensive Plan acknowledges this:

- **"The pedestrian system in Lincolnwood should provide safe routes to important community facilities and points of interest."**

Accessible streets and sidewalks are also a key component of a healthy community. They help people of all ages and walks of life get around the community, whether they have a disability, are pushing a child or pet in a stroller, or benefit from not having to step over curbs to access sidewalks.

Prioritizing accessibility promotes safe and well-maintained neighborhoods by providing places for people to move along sidewalks rather than in the street, on walkways free of major cracks and other obstructions. The village's 2021 Strategic Plan supports this:

- **"The two most important things to focus on are access and service because without access and service we wouldn't be a community."**

Since many destinations in Lincolnwood are close to its neighborhoods, walking is often a desirable option for most people. It also means people do not always need to drive to parks, pathways, schools, and the library. Some destinations in Lincolnwood, notably those in the vicinity of Touhy Avenue and McCormick Boulevard, are also easily reachable via walking by people who live in adjacent cities.

The People of Lincolnwood

Improving accessibility means more than upgrading sidewalks. It requires understanding the people of Lincolnwood and their needs. Knowing the rate of people with disabilities, the proportion of the population within different age groups, and how many people may not have convenient access to a vehicle informed how recommendations are developed in this plan.

Lincolnwood's population increased 5% from 2013 to 2023, yet the number of people reporting a disability remained relatively unchanged at slightly more than 1,700 people, or 13%.

Of those more than 1,700 Lincolnwood residents reporting a disability, more than half (900) report having more than one disability.

The proportion of Lincolnwood residents with a disability is roughly same as Cook County's rate of 12%. It is slightly higher than the rate of approximately 10% of people reporting a disability in CMAP service area of northeastern Illinois.

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

Older adults are a population group that is increasingly reliant upon accessible streets and sidewalks. The proportion of Lincolnwood's population aged 65 and over rose from

Figure 3-1
Select Census data for Lincolnwood

13,179

PEOPLE LIVE IN
LINCOLNWOOD



1 in 8

HAVE A DISABILITY
1,724 PEOPLE



3 out of 4

PEOPLE REPORTING A DISABILITY
ARE AGE 65 AND OVER - 1,267 PEOPLE



1 in 4

ARE AGE 65 AND OLDER
- 3,616 PEOPLE

1 in 3

HOUSEHOLDS HAVE
ACCESS TO 0 OR 1 VEHICLE -
1,722 HOUSEHOLDS

22% in 2013 to 27% 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. Three out of four Lincolnwood residents who report having a disability are aged 65 and over, which is notable.

Additional Census data includes details on the types of disabilities reported by residents of Lincolnwood.

- Nearly 900 people report an ambulatory difficulty, meaning they use a mobility device.
- More than 250 people report vision difficulties, which means they may be blind, have low vision, or another type of vision impairment.
- More than 800 people struggle with independent living. This means they cannot do many errands by themselves.

Figure 3-2 includes this information, as well as data on other types of disabilities. Figure 3-3 (next page) is a map that illustrates the percentage of the population, by census tract, who report having a disability. The neighborhoods east of Crawford Avenue have the highest percentage of people with disabilities, as well as the highest percentages of people aged 65 and over, and households that lack access to a vehicle.

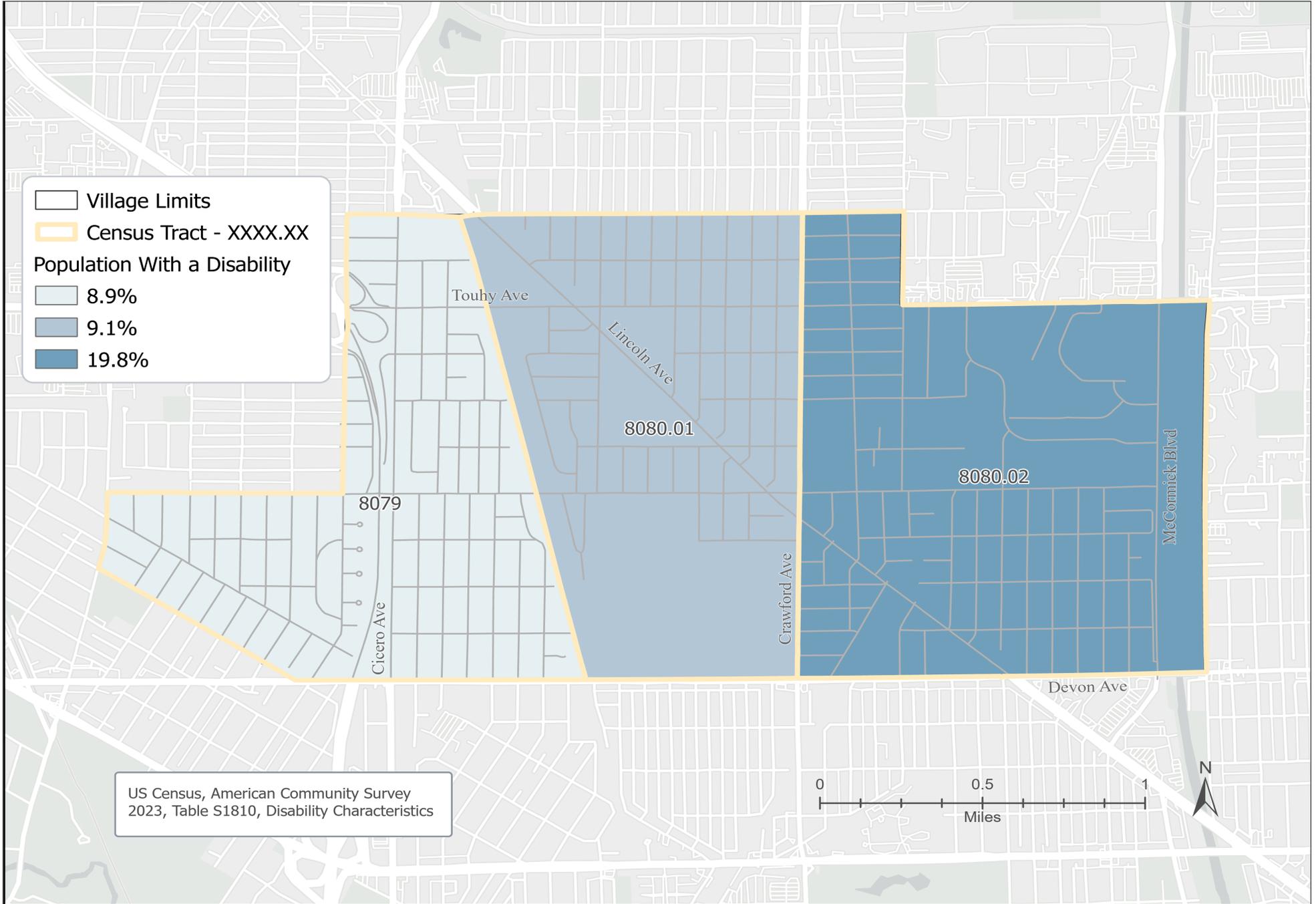
Figure 3-2
Types of disabilities reported by Lincolnwood residents

Reported Disabilities	Total	Age 65 & Over	% Age 65 & Over
Hearing difficulty: d/Deaf, Hard of Hearing, or other hearing impairment	524	469	89.5%
Vision difficulty: Blind, Low Vision, or other vision impairment	258	233	90.3%
Cognitive difficulty: Difficulty remembering, concentrating, making decisions, or other cognitive difficulty	711	429	60.3%
Ambulatory difficulty: Requires wheelchair, walker, cane assistance, or other mobility device	890	712	80.0%
Self-Care: Difficulty bathing or dressing	494	384	77.7%
Independent Living: Difficulty doing errands alone such as visiting a doctor's office or shopping	808	692	85.6%
Intellectual disability: Autism, Down Syndrome, or other intellectual difficulty		- 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
Map of percentage of population reporting a disability, by Census tract



US Census, American Community Survey
2023, Table S1810, Disability Characteristics

The Plans of Lincolnwood

CMAP is providing technical assistance to municipalities to develop their ADA transition plans. This also helps communities like Lincolnwood realize the vision and goals established in its own plans. Lincolnwood is one of the first seven municipalities in the northeastern Illinois region to participate in CMAP's effort. This shows the village's commitment to achieving its overall goals for the community.

The Village of Lincolnwood's Strategic Plan (2021) and Comprehensive Plan (2016) strongly support the themes of the Plan for Accessible Streets and Sidewalks, as noted previously. These are showcased in Figures 3-4 (below) and 3-5 (next page).

Additionally, in 2024 Lincolnwood completed its self-evaluation and transition plan for its parks and recreation facilities. This, combined with the Accessible Streets and Sidewalks Plan and an earlier accessibility study of the Village Hall and Community Center complex, fulfills the village's responsibilities under ADA for such plans.

Another commitment made by the village was prior adoption of ADA policies, as summarized previously and required under Title II. The village adopted these policies prior to embarking on this effort and is recommended to adopt updated policies, as well as an Effective Communications Policy concurrent with adoption of the Accessible Streets and Sidewalks Plan.

Figure 3-4
2021-2022 Strategic Plan

Lincolnwood's latest Strategic Plan clearly identifies its goals to become an community that is accessible to everyone. This includes a strategic goal to "[d]evelop a Village-wide sidewalk accessibility plan to enhance ADA compliance, community connectivity and walkability, and for Village Parks."

Additionally, the plan recognizes a need to then "[i]mplement the Village-wide sidewalk accessibility plan." Other Strategic Plan vision statements and goals this plan helps bolster or accomplish are listed below.

- Become a more walkable community and sidewalk connectivity that leads to destinations.
- Enhance connectivity across the community.
- Include everyone in the community.
- Be a community invested in itself – streetscaping, infrastructure, transportation to attract businesses and residents.
- The most important things to focus on are being pedestrian-friendly, infrastructure, and attracting businesses because of the need for quality of life enhancement.
- Infrastructure and business development are the future.
- Have a walkable downtown created as a central destination. Develop Lincoln Avenue as a "Main Street."

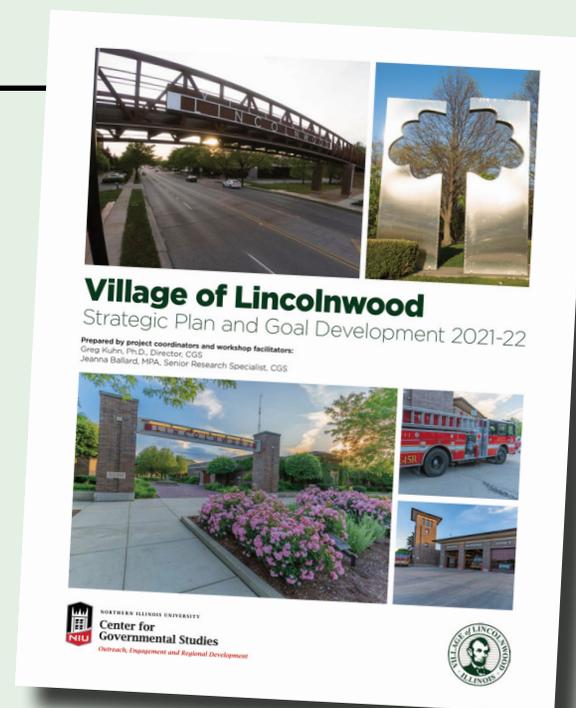
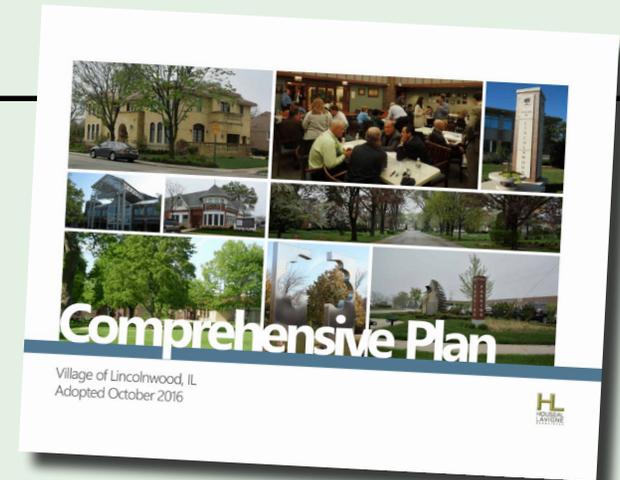


Figure 3-5
2016 Comprehensive Plan

The [Comprehensive Plan](#) for Lincolnwood highlights the community's goals for land use, transportation, parks and open space, and community facilities. Accessibility and becoming an even more welcoming community for everyone is a common theme in the Vision and the plan's themes.

Vision for 2030

The Village of Lincolnwood is a thriving community that offers suburban living in a more urbanized environment. Residents drawn to Lincolnwood's high quality of life have created a diverse community that consists of different cultures and background. Local schools, parks and trails, neighborhoods, shopping areas, and employment centers have made Lincolnwood welcoming to families and individuals of all ages and from all walks of life. (page 24)



Lincolnwood's Context

The traditional block pattern in Lincolnwood provides the foundation for a highly walkable and bicycle-friendly community. Most neighborhoods have sidewalks on at least one side of a street, and neighborhood traffic patterns support safe on-street bicycle use. (page 39)

The pedestrian system...should provide safe routes to important community facilities and points of interest. (page 58)

The greatest challenges to bicycle and pedestrian mobility in Lincolnwood are along arterial and collector streets. Many of these streets lack adequate crosswalks or signage for pedestrians, and force pedestrians to walk in close proximity to vehicles moving at relatively high speeds. (page 39)

Major roadway corridors in Lincolnwood can be barriers to walkability and pedestrian mobility between different parts of the community. The village should work with IDOT and Cook County to implement pedestrian crossing improvements that include best practices for pedestrian safety. (page 43)



4. Public input and access to information

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

More than 470 people were engaged in the process through various outreach methods. The illustration at right summarizes participation in these methods (Figure 4-1).

Public Input

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

- Two public input meetings
- Two online surveys
- A project website
- Five steering committee meetings, and
- 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 following sections summarize the results of this public input.



Figure 4-1

Public outreach: Total connections, overall and by method



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 Lincolnwood Website and Social Media:** The village created a page for the plan on its website. The village used it to provide updates and direct people to online input opportunities. The village promoted the plan's input opportunities via seven posts on its Facebook page and via community newsletters.
- **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 and incorporated the public's preferences into how projects were ranked. Chapter 6: Transition Plan addresses how this occurred.

Public Input Meetings

The planning process included two public input meetings. The first meeting was in November 2024 at Village Hall. The goal of the meeting was to collect thoughts and feedbacks on the plan's objectives. The second meeting was in May 2025 at the Lincolnwood Library. The goal of this meeting was to prioritize specific sidewalk routes for accessibility upgrades.

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

Stakeholder Interviews

The village, CMAP staff, and project consultants identified public agencies, non-profit organizations, and business groups that serve the people of Lincolnwood. 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 seven people met five times from fall 2024 through summer 2025. The steering committee met via virtual meeting. It included two staff members from the Village of Lincolnwood, a citizen from the first public input meeting, and representatives from Lincolnwood Park and Recreation, the Lincolnwood Public Library, 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 post



Public Input Results

A total of 43 people responded to the first survey. Of those, 36% have or know someone with a disability. Roughly 64% of respondents did not report having a disability, nor indicated they know someone with a disability. Nearly 84% of survey respondents indicated they are residents of the Lincolnwood. The table below summarizes the key themes of individual survey comments (Figure 4-3).

The following pages includes and summarizes the results of the community engagement.

- **Figure 4-4** (page 27): Outreach methods and number of connections, by method.
- **Figure 4-5** (page 28): Map of input on specific locations.
- **Appendix** (page 98): More details about the public input process, like survey questions and detailed responses.

Figure 4-3

Public & Stakeholder Input: Key Themes

Sidewalks—Overall

- 10 comments: Noted the general presence of narrow sidewalks on Lincolnwood streets, but did not name specific areas or streets.
- 8 comments: Identified the lack of sidewalks on streets in Lincolnwood, with individual comments mentioning gaps on Touhy Avenue, Pratt Avenue (along the golf course frontage), and Cicero Avenue.
- 7 comments: Noted that the presence of overgrown trees/shrubs and other objects obstructing the sidewalks were a challenge.
- 6 comments: People who felt sidewalks had excessive slopes or grades.
- 3 comments: Addressed concerns over snow hampering sidewalk accessibility.

Sidewalks—Specific Streets

- 14 comments: Noted Pratt Avenue’s conditions, notably sections of missing sidewalks, surface conditions, and the need for enhanced crossings.
- 5 comments: Identified the absence and condition of sidewalks along Touhy Avenue (US Hwy 41).
- 3 comments: Expressed concerns with missing sidewalks or other issues on Cicero Avenue (IL Route 50).
- Other comments identified Christiana Avenue, Jarvis Avenue, Kilbourn Avenue, and Prairie Avenue.

Crossings & Pedestrian Pushbuttons

- People noted on how the addition of accessible pedestrian signals (APS) improved signalized intersections.
- 11 comments: Expressed desire for improved crossings of Pratt Avenue, specifically at pathways and where the sidewalks terminate at the Bryn Mawr Country Club frontage (Keeler Avenue).
- 5 comments: Identified Lincoln Avenue as needing additional and upgraded crossings for pedestrians. They also mentioned the absence and concern over functionality of existing pedestrian pushbuttons.
- 2 comments: Noted a need for upgrades at pathway crossings— Lincoln Avenue near Jarvis Avenue and Devon Avenue.
- Signalized crossings of Touhy Avenue were cited as a concern with regard to requiring pedestrians to push the button to get a walk signal. Specifically, this included members of Congregation Yehuda Mohse who are not allowed to use technology on their Sabbath. This causes them to have to run across the intersections due to the lack of a “walk” signal.

Other Themes

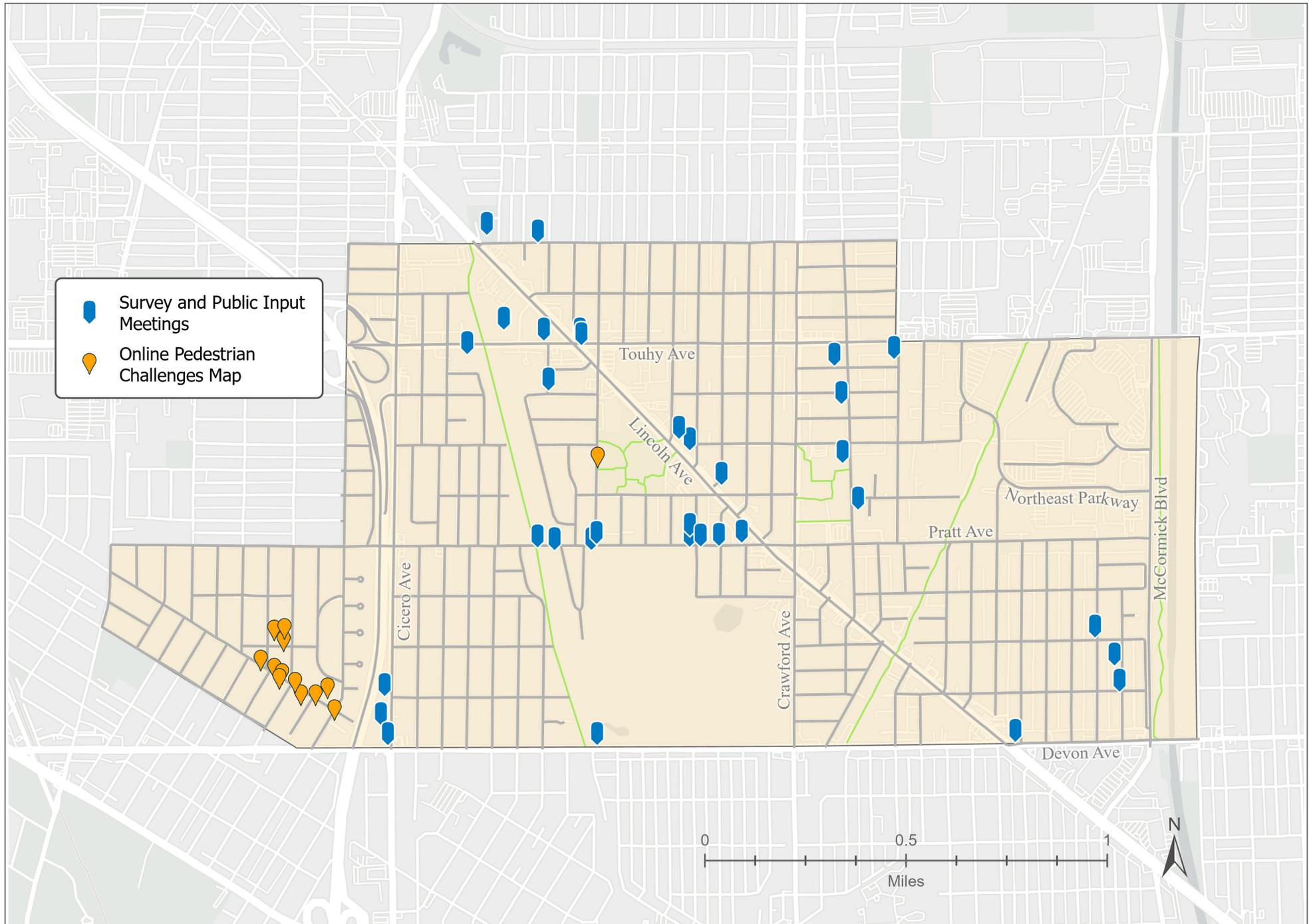
- 9 comments: Noted the overall need for additional or improved curb ramps.
- Illinois DOT Routes: There were several comments regarding the need for additional and safer crossings of Lincoln Avenue, including concerns about people accessing Proesel Park and Village Hall, as well as Lincolnwood Schools.

Figure 4-4

Detailed Public Outreach and Input Information

Outreach Method	Number of Connections
<p>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/lincolnwood-ada (site may not remain active after plan adoption)</p>	<p>Total views: 254 Map pins: 17</p>
<p>Public Input Meetings Two public input meetings were held for the plan. For each meeting there were two drop-in sessions—one each during the daytime and early evening. Public Input Meeting #1 at Village Hall: November 13, 2024: Initial ideas and priority destinations. Public Input Meeting #2 at Lincolnwood Library: May 15, 2025: Feedback on priority projects.</p>	<p>Total attendees: 19 Attendees: 4 Attendees: 15</p>
<p>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.</p>	<p>Total: 44 Total: 20</p>
<p>Stakeholder Interviews Virtual interviews or discussions occurred in fall/winter 2024/2025 with the following organizations: Lincolnwood Parks & Recreation, Lincolnwood Public Works, Lincolnwood Police Victim’s Advocate, Lincolnwood School District #74, Lincolnwood Public Library, and Maine-Niles Association for Special Recreation.</p>	<p>8 agencies/organizations</p>
<p>Additional Public Outreach Village Website: URL: https://www.lincolnwoodil.org/584/Lincolnwood-ADA-Transition-Plan Social Media: The village promoted the plan via its Facebook site. A total of eight posts appeared in 2024 (October 17, October 28, November 7, November 14, November 18, and November 21) and 2025 (March 17 and May 8).</p>	<p>Total views: N/A Comments: 4 Shares: 8</p>

Figure 4-5
Map of location-specific public comments



Access to Information

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

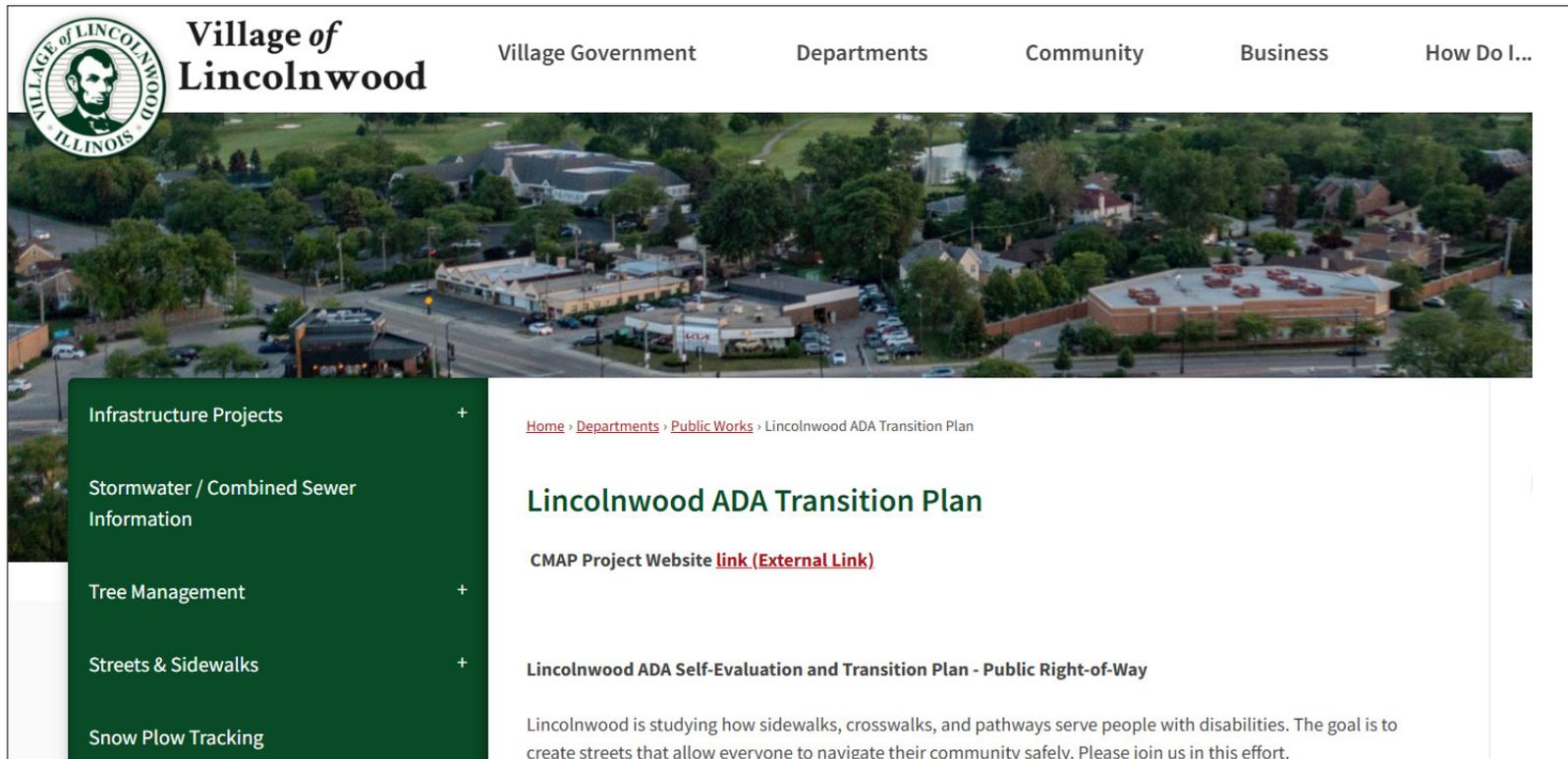
The village created a plan-specific website to serve as a portal for the plan's development. The village plans to maintain the website or a similar version of it. It will house the final plan, related reports, and future updates on progress and plans. This site may serve as an extension of the website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

The Village of Lincolnwood's website incorporates 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 also 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.

"The Village of Lincolnwood is committed to providing electronic communication that is accessible to the widest possible audience, regardless of technology or ability. We are actively working to increase the accessibility and usability of our website."

- Accessibility Statement on
[Lincolnwood's website](#)



The screenshot shows the Village of Lincolnwood website. The header includes the Village of Lincolnwood logo and navigation links: Village Government, Departments, Community, Business, and How Do I... The main content area features a dark green sidebar with expandable menu items: Infrastructure Projects, Stormwater / Combined Sewer Information, Tree Management, Streets & Sidewalks, and Snow Plow Tracking. The main content area displays the breadcrumb trail: Home > Departments > Public Works > Lincolnwood ADA Transition Plan. The title is "Lincolnwood ADA Transition Plan" and there is a link to the CMAP Project Website. Below that, the title "Lincolnwood ADA Self-Evaluation and Transition Plan - Public Right-of-Way" is shown, followed by a paragraph: "Lincolnwood is studying how sidewalks, crosswalks, and pathways serve people with disabilities. The goal is to create streets that allow everyone to navigate their community safely. Please join us in this effort."

5. Self-evaluation

The self-evaluation process meets Title II requirements 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 any public buildings, parks, or private streets inside the village limits. The inventory that results from the self-evaluation is then used to determine the priority routes identified in the transition plan.

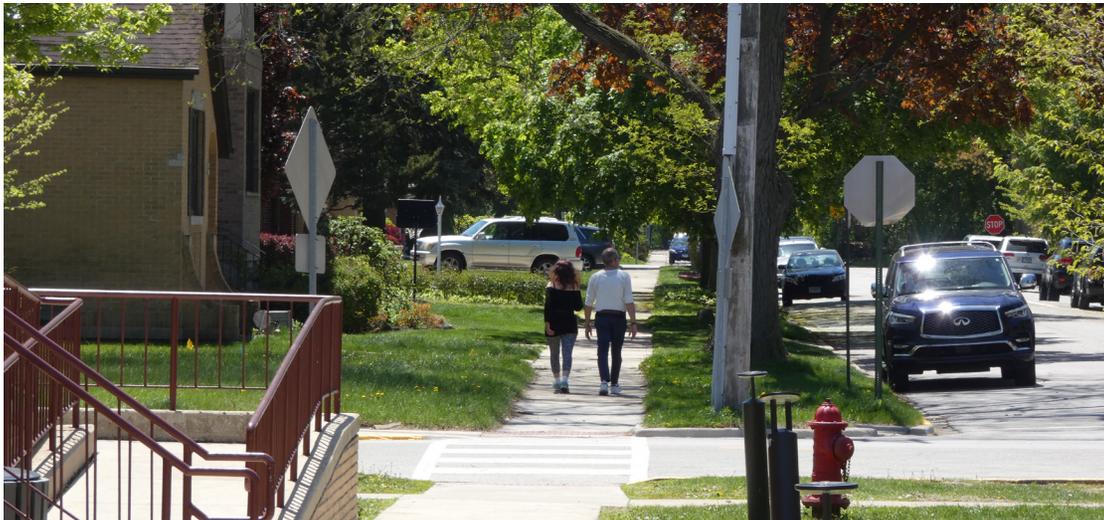
Additional self-evaluation steps involve reviewing policies and programs that impact the accessibility of streets and sidewalks. These actions include work zone practices, as well as snow management policies and operations that impact pedestrian routes. They also include development-specific rules for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

The self-evaluation of streets includes an inventory of:

- Sidewalks, inclusive of shared use pathways
- Curb ramps
- Pedestrian signals and pushbuttons (where applicable)
- Driveway crossings and alleys (where applicable), and
- Blocks with marked, on-street parking stalls

A unique feature of Lincolnwood's streets are strips of concrete located behind the curb that are either 2 feet or 3 feet in width. It was confirmed with the US Access Board that 2-foot-wide concrete strips, typically called carriage walks, are not sidewalks and are not subject to ADA requirements. The 3-foot-wide strips are considered sidewalks and inventoried as part of this effort.

The self-evaluation applies the Public Right-of-Way Accessibility Guidelines (PROWAG). While these are guidelines, not standards, they are considered the best practice and are incorporated into Illinois DOT state design standards. PROWAG is awaiting adoption by the U.S. Department of Justice (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

Lincolnwood has nearly 56 miles of sidewalks along roughly 50 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 nearly 17 miles of sidewalks. They used smartphone apps linked to Geographic Information Systems (GIS) to note conditions.

The second phase assessment used the crowdsourcing program Project Sidewalk to evaluate the remaining roughly 37 miles of sidewalks, as well as roughly four miles of sidewalks along IDOT-managed routes. Google Street View images were used for this assessment. The team spent about 300 hours collecting this data via the two methods.

The first phase assessment focused on key routes in Lincolnwood. 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 recommendations included in Chapter 6: Transition Plan.

Additional data was collected for streets with marked on-street parking stalls to determine if the village has the minimum number of stalls designated for parking by people with disabilities. Designated parking spaces were evaluated to determine their accessibility following PROWAG guidance. Electric vehicle (EV) charging stations were also evaluated.

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

PROWAG requires crosswalks at signals to have accessible push buttons. Agencies must time the walk signal, as well as the do not walk and countdown signal to give people with disabilities enough time to cross.

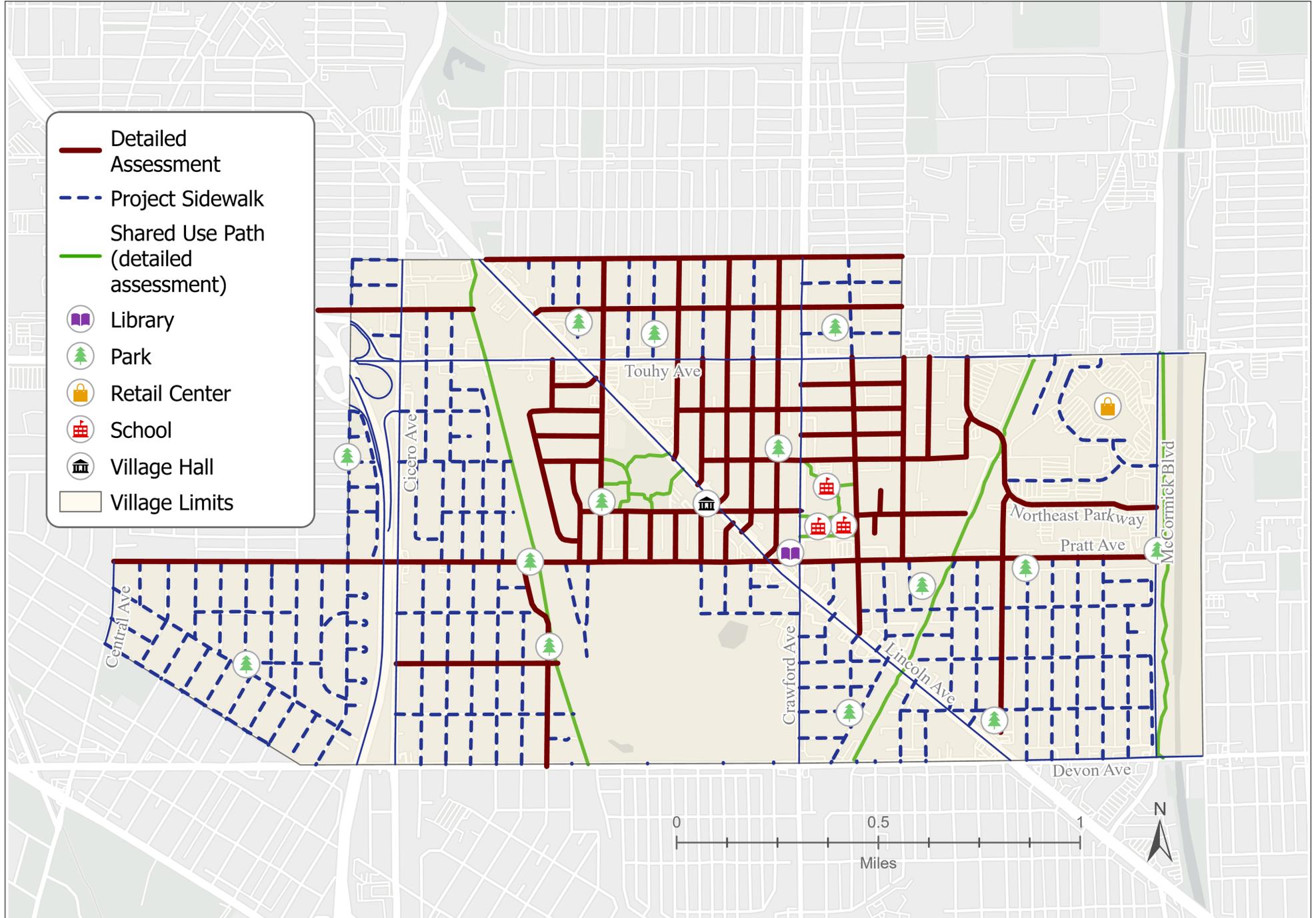
None of the traffic signals within the Lincolnwood Village limits are managed by the village. IDOT and Cook County manage the signalized intersections in the village and are not part of this self-evaluation.

The only signal-related traffic control devices the village controls are the yellow flashing beacons located at pathway crossings of Pratt Avenue. The duration of the flashing yellow lights substantially complies with operational guidance for pedestrian crossings. This is typically based on the width of the crossing divided by 3.5 feet per second, with additional time allowed for people to ensure motorists have stopped to allow them to cross.

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. Conditions may change from year to year based on various factors, including weather and wear and tear on the sidewalk infrastructure.

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

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

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

Figure 5-2

Assessment summary

Features	Number Assessed
Sidewalks (miles)	55.9
No Sidewalks (miles)	48.8
Curb Ramps	1,577
Driveways with Accessibility Needs	79
Sidewalk Obstructions	465
Heaving/Cracking	60
Surface Deterioration	134
Vegetation	134
Immovable	11
Movable	1
Terminating Sidewalk	11
Other	114
Designated On-Street Parking Spaces	202
Total Features Inventoried (excluding sidewalk miles)	2,323

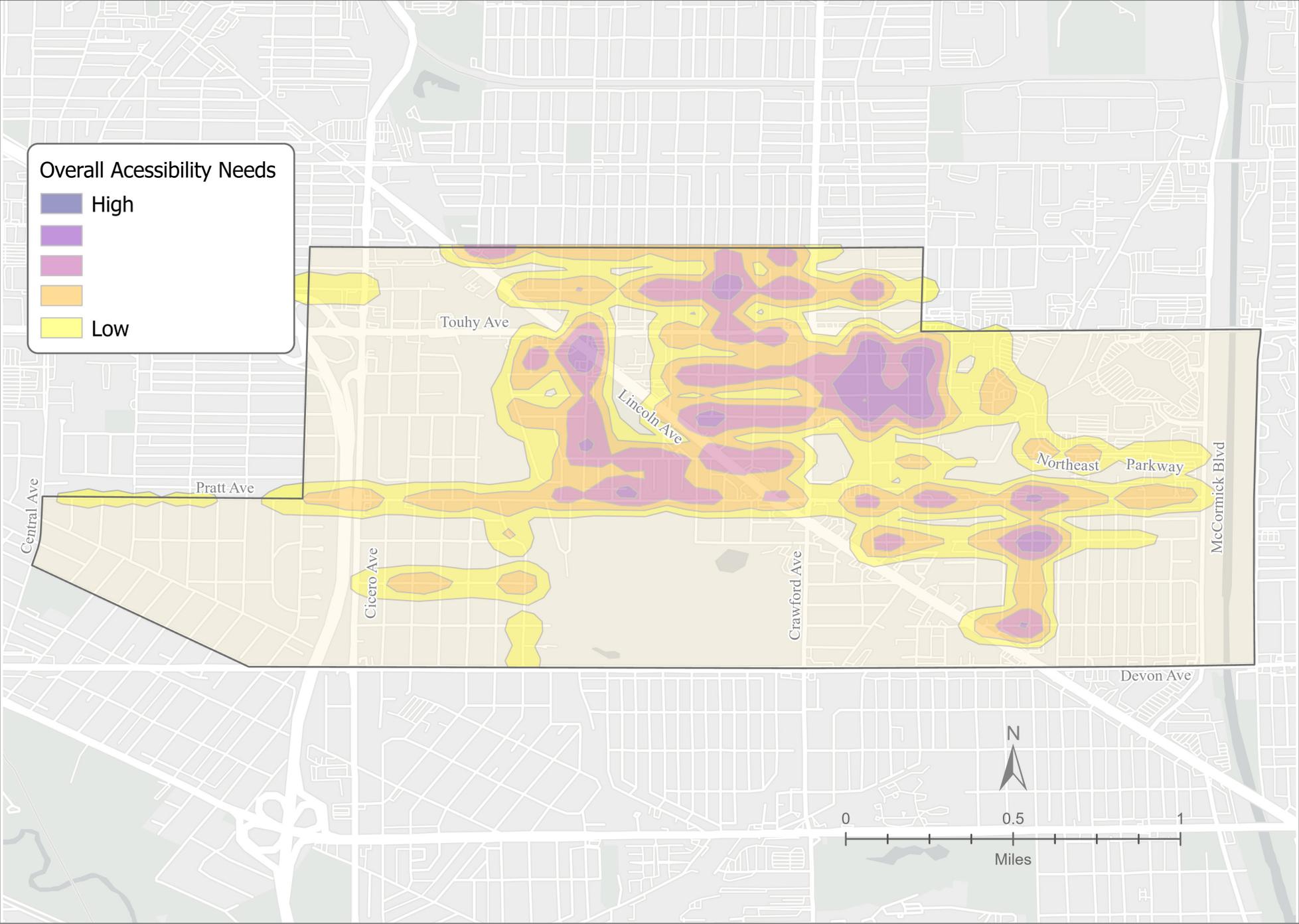
Figure 5-3

Interpreting 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. A primary requirement is a pedestrian access route (PAR). The PAR must be at least 4 feet in width have a cross slope of $\leq 2.1\%$.

The assessment categorizes the results into four conditions, as shown in Figure 5-6. Sidewalk segments are designated in the database for sections that share similar features within a block.

A sidewalk segment can vary in length based on conditions. This means it might cover the entire length of the sidewalk on one side of the street or part of it.

About two miles of existing sidewalks likely require rebuilding to meet accessibility needs. This does not include roughly 27.5 miles of narrow sidewalks (3-foot-wide). Another 17 miles are shown to need repairs. Figure 5-8 on page 37 shows a summary map of sidewalk conditions.

The absence of a sidewalk is not considered out of compliance with ADA and PROWAG. However, a missing sidewalk can be a greater barrier for residents than the conditions of existing sidewalk.

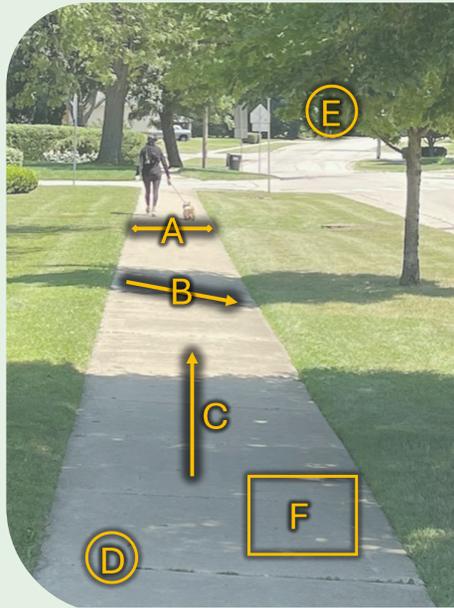
Carriage Walks vs. Narrow Sidewalks

Some streets have concrete strips behind the curb that are 2 feet or 3 feet wide. The 2-foot-wide strips are commonly called "carriage walks."

It was confirmed through the US Access Board that carriage walks are not sidewalks. Therefore, they are not subject to ADA requirements unless they are widened to at least 4 feet.

The 3-foot-wide concrete strips are considered sidewalks for purposes of the self-evaluation. Upgrading these sidewalks to comply with ADA requirements would mean widening them to 4 feet in width, with a 5-foot-wide area placed

Figure 5-5
Primary sidewalk features



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	32	2%	2.0	2%
Minor Accessibility Issues	305	22%	17.3	17%
No Sidewalk Deficiencies	185	13%	9.1	9%
Narrow Sidewalks (3 ft wide)	368	26%	27.5	26%
No sidewalk/sidewalk gap	519	37%	48.8	47%
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.

at least every 200 feet to allow for two people using mobility devices to pass one another.

Widening the 3-foot-wide sidewalks is not an easy undertaking, and is oftentimes infeasible from a construction and political perspective. Therefore, the village is recommended to consider which priority routes could be subject to sidewalk widening to make them accessible. It should then conduct the appropriate public involvement when considering such upgrades.

Design exceptions should be documented if these routes cannot be upgraded to fully meet PROWAG. This documentation will help limit liability and address the constraints that exist in making these narrow sidewalks fully accessible.

The village should continue to construct new curb ramps at the corners where the 3-foot-wide sidewalks exists. These ramps should comply with PROWAG to the maximum extent feasible with regard to width, preferably 4 feet wide in all directions.

Figure 5-7 shows examples of the 2-foot-wide carriage walks and 3-foot-wide sidewalks.

Figure 5-7

Carriage walks vs. narrow sidewalks

Carriage Walks are roughly 2 feet wide and not considered a sidewalk, thus not subject to ADA requirements.

Narrow sidewalks are roughly 3 feet wide. Lincolnwood has built some curb ramps that are 4 feet wide when the sidewalk cannot be widened.

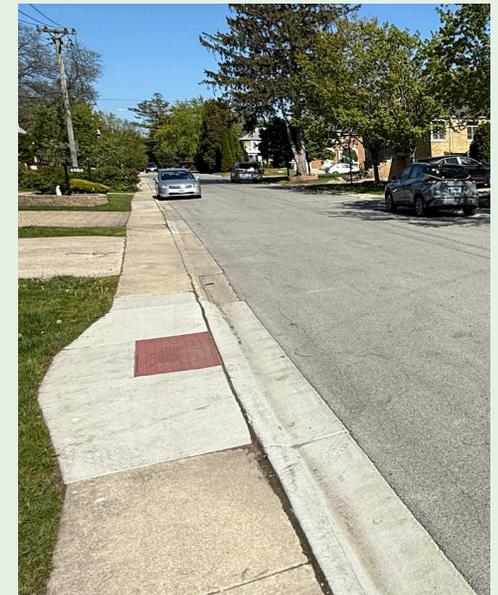
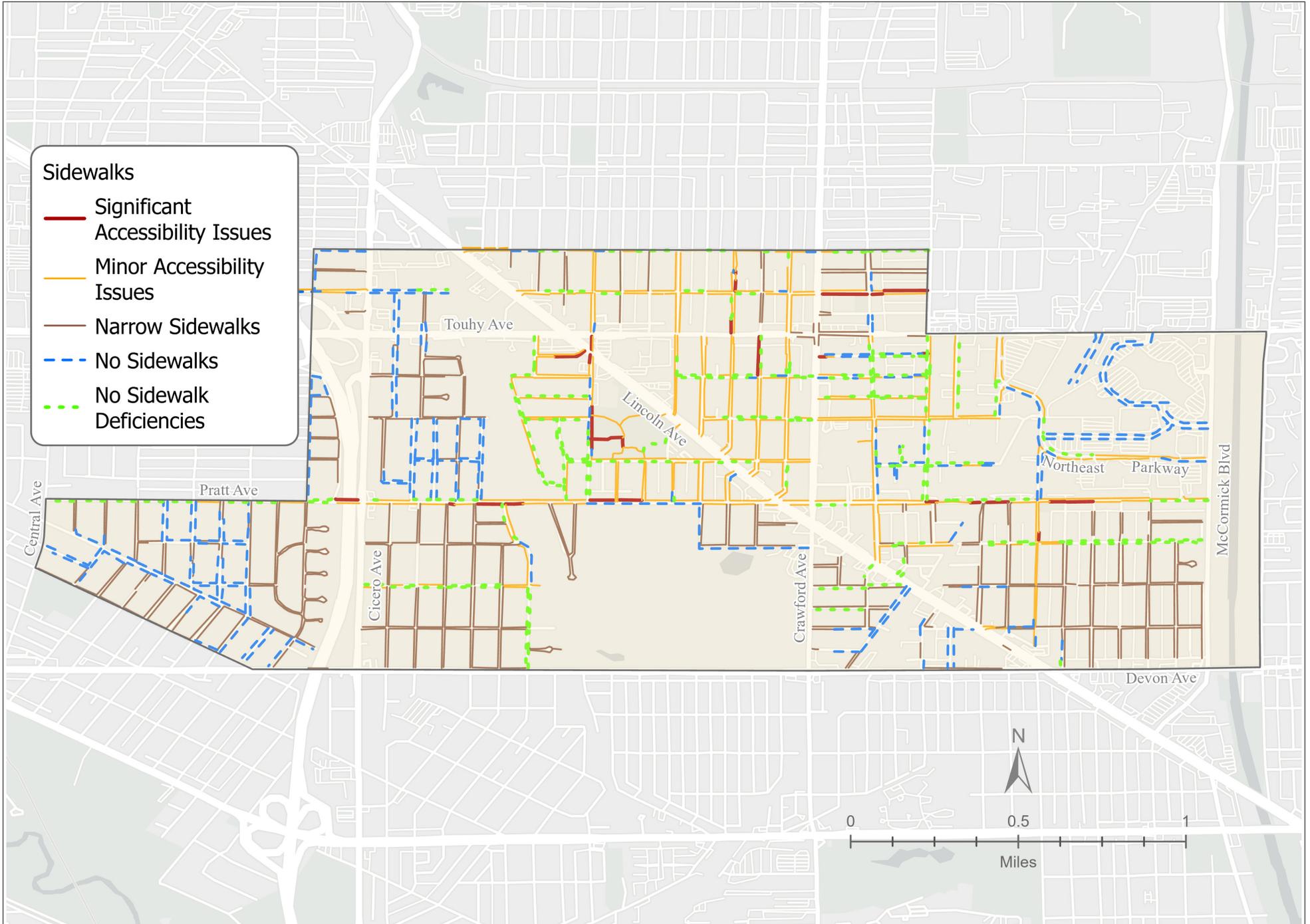


Figure 5-8
Map of sidewalk conditions



Sidewalk Obstructions

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

The illustration within Figure 5-9, at right, contains images of different sidewalk obstructions.

There are 465 obstructions identified on Lincolnwood's system. These are broken down in the following categories and summarized in Figure 5-10 with locations showing 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 reduce the PAR to less than 4 feet in width, 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

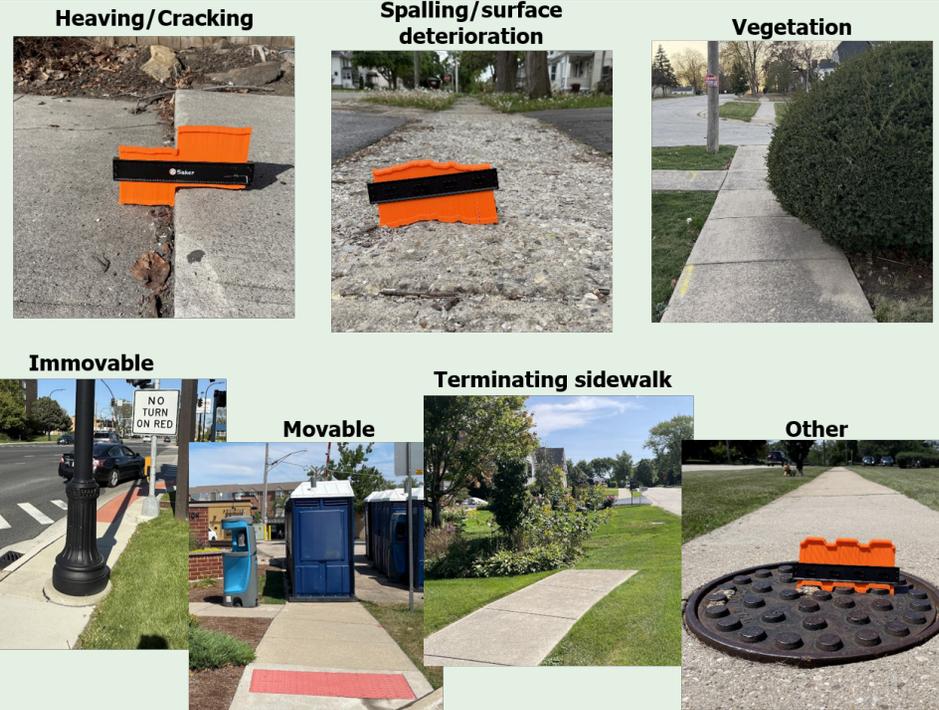
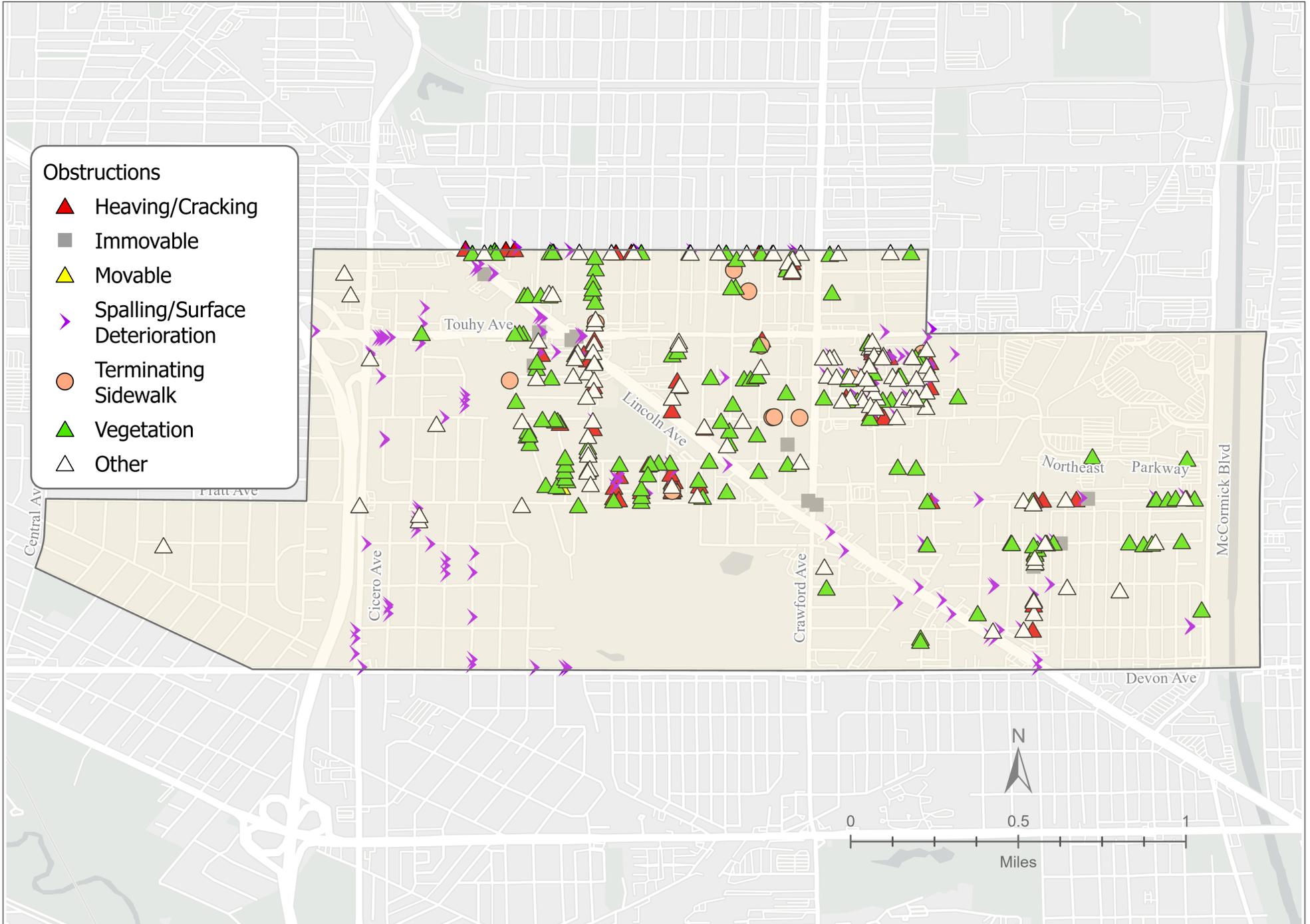


Figure 5-10
Obstructions summary

Type of Obstruction	Count	Percent
Heaving/Cracking	60	12.9%
Spalling/Surface Deterioration	134	28.8%
Vegetation	134	28.8%
Immovable	11	2.4%
Movable	1	0.2%
Terminating Sidewalk	11	2.4%
Other	114	24.5%
Total Obstructions	465	100%

Figure 5-11
Map of sidewalk obstructions



Driveways

Driveways provide an access point from a vehicular travel way to adjacent properties. They have either a sidewalk continuing across them or curb ramps on either side to provide for pedestrian access.

For this section of the self-evaluation, driveways are identified at locations where the sidewalk continues across the access point.

The width and cross slope of the PAR determined if a driveway was identified as a barrier. All locations identified as driveways in this section have a PAR with a cross slope greater than 2.1% and width less than 4 feet.

They are organized into two categories:

- Narrow Pedestrian Access Route (PAR):** This applies to driveways where part of the sidewalk crossing has a PAR width between 3 feet and 4 feet, and a cross slope $\leq 2.1\%$. The remainder of the sidewalk slopes toward the street with a cross slope $> 2.1\%$. While these do not meet accessibility requirements, they are passable to most sidewalk users and may not be the highest priority for upgrades.
- 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 due to the cross slope. This puts them at risk of falling or tipping over. These are considered the highest priority for upgrades.

Examples of these types are shown in Figure 5-12. The driveway assessment results are in Figure 5-13 in the table at right and Figure 5-14, the map on the next page.

There are 79 driveways identified under these two categories.

If this type of driveway was considered accessible for PAR and cross slope, but had other barriers to accessibility located within the driveway then it is included in the sidewalk or obstructions section. Driveways that have ramps on either side are included in the curb ramps section.

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 $\leq 2.1\%$ 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.

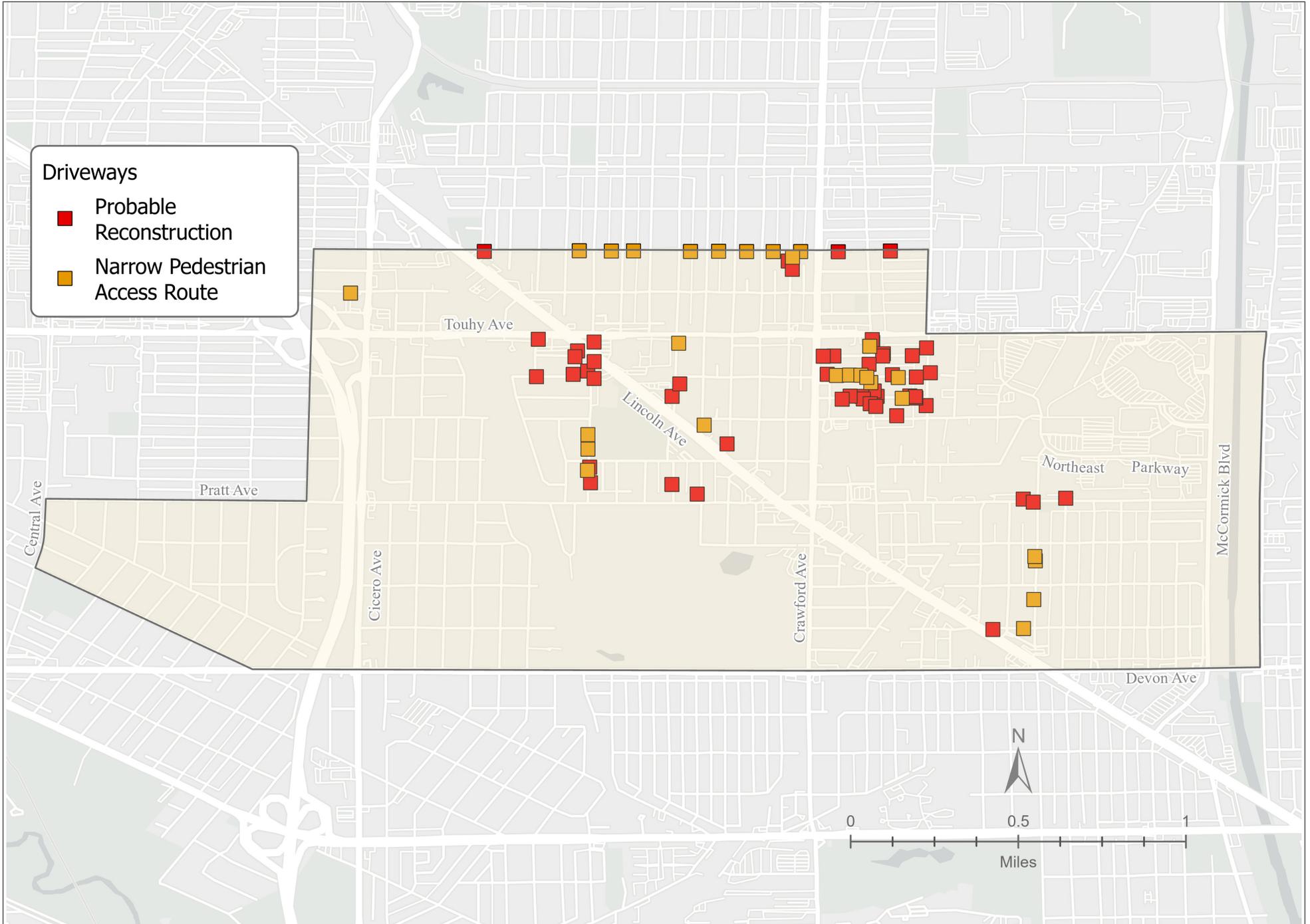


Figure 5-13

Driveways summary

Condition	Count	Percent
Narrow Pedestrian Access Routes	27	34%
Probable Reconstruction	52	66%
Total Driveways with Accessibility Needs	79	100%

Figure 5-14
Map of driveways with accessibility needs



Curb Ramps

The curb ramp inventory evaluated nearly 1,600 curb ramps and identified 33 locations where ramps should be placed but do not yet exist. A scoring method was used to sort curb ramp needs based on conditions. Figure 5-15, on the right, showcases some of the key measures.

It is estimated that 182 existing ramps on Lincolnwood streets will likely require full reconstruction due to their conditions. The 33 locations that lacked curb ramps are primarily where streets create a T-intersection, creating what is legally defined as unmarked crosswalks on each of the three legs.

Figure 5-16 (next page) summarizes the number of ramps, sorted by five level of likely upgrades. It shows that nearly 50% of Lincolnwood'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 PROWAG threshold in parentheses):

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

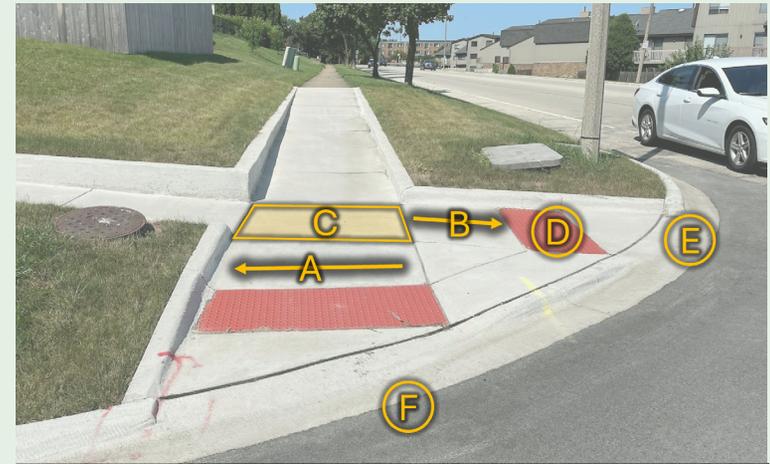
This helps sort curb ramps based on the relative severity of accessibility needs. It is used to inform the projects in Chapter 6: Transition Plan. This method varies from typical self-evaluation practices that often assign a simple "pass or fail" score to curb ramps based on PROWAG measurements. The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

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

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

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

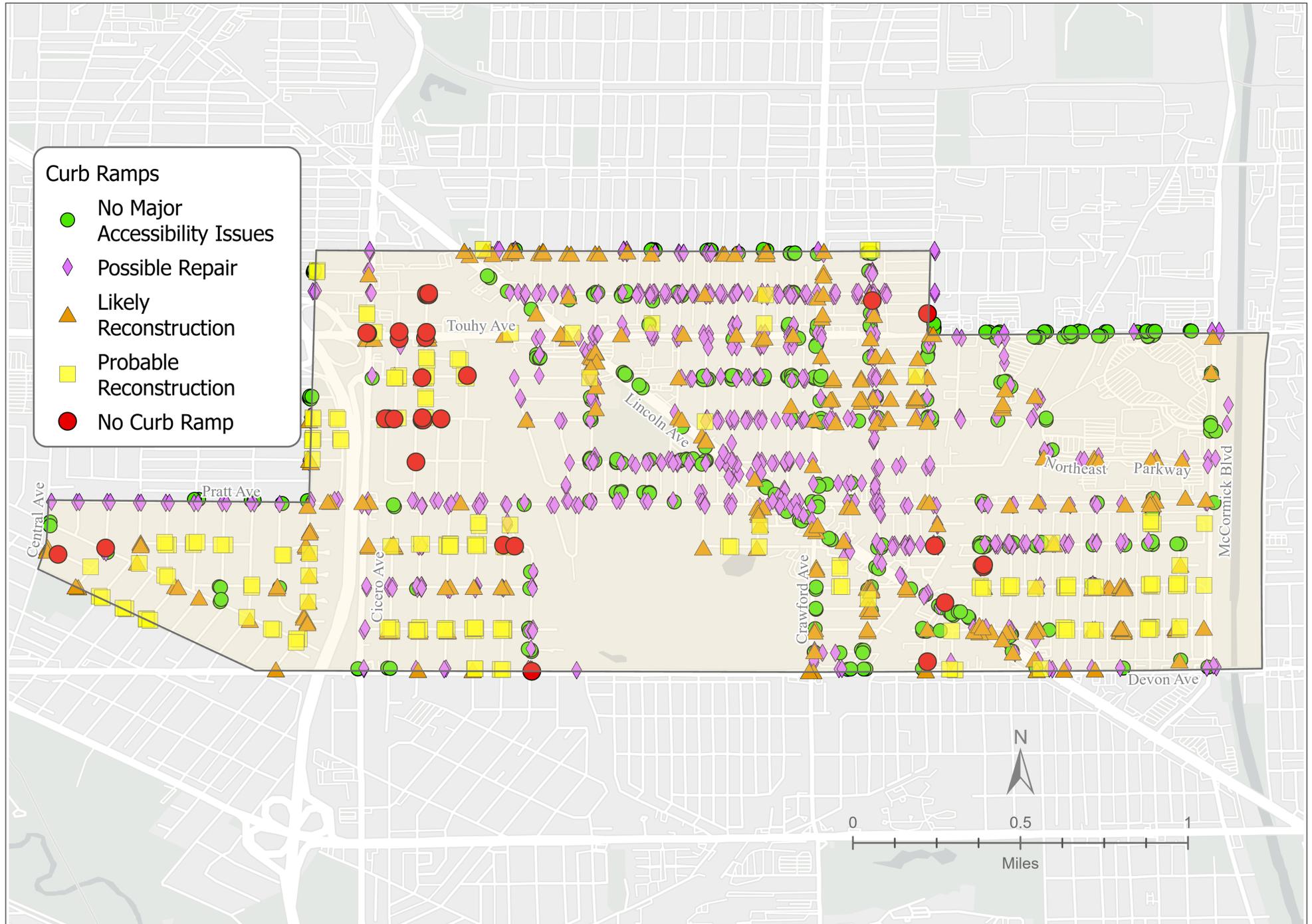
Changes in surface level via cracking or heaving of the walkway must be less than 1/4-inch. Gaps between sidewalk panels or major cracks may be a maximum of 1/2-inch in width.

Figure 5-16
Curb ramps summary

Condition*	Total	Percent
<p>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).</p>	33	2%
<p>Probable Reconstruction Field assessment indicated inaccessible features are of a magnitude that ramps require reconstruction to make them accessible.</p>	182	11%
<p>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.</p>	280	18%
<p>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).</p>	721	46%
<p>No Major Accessibility Issues Field assessment indicated these ramps have no significant issues that limit accessibility.</p>	361	23%
Total Curb Ramp Locations	1,577	100%

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

Figure 5-17
Map of curb ramps, by condition



On-Street Parking

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

PROWAG assigns a ratio of total on-street parking spaces to decide how many accessible spots to include. The ratio is generally one accessible parking space for every 25 parking spaces, up to a maximum of 200 spaces. Figure 5-18, as shown on the right, includes these ratios.

For this analysis, a block face is used to calculate the ratio of accessible parking. This means that the ratios must be met, considering all the marked parking spaces along the entire block perimeter. They may be concentrated in one area or spread throughout the block perimeter segments, also called block faces. Figure 5-19 shows the general concept of a block perimeter.

Block perimeters are easy to define in most areas of Lincolnwood as it is built on a traditional street grid.

Lincolnwood has three areas with marked, on-street parking: Proesel Park, Central Park Avenue at the Union Pacific Trail, and Pratt Avenue at Drake Park. The findings are summarized below for each location.

Proesel Park frontage. These spaces are located within the right-of-way of Kostner Avenue on the west side and Morse Avenue on the south side

- Total Parking Spaces: 170; Accessible Spaces: 7 - Exceeds ratio.

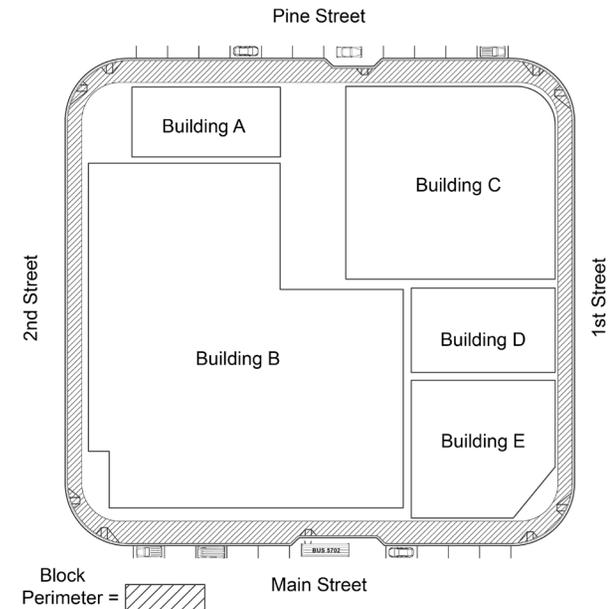
The village reconstructed the Kostner Avenue frontage in 2024 and, as a result, upgraded the accessible parking stalls with regard to striping, van access areas, and access to adjacent sidewalks. The field analysis identified the need to construct an additional curb ramp from the access aisle between spaces that are in front of the Aquatic Center (shown in the image below).



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



Central Park Avenue/Union Pacific Trail access: These spaces are located on the west side of the street.

- Total Parking Spaces: 7; Accessible Spaces: 0 - Does not comply with ratio.

The village will need to add one accessible space to this parking lot, along with adding an accessible route to access the pathway to be in compliance with the ADA. This will likely require reducing the total spaces to six, including the accessible space, due to design requirements for an access aisle. An image of this lot is shown at right, top image.

Pratt Avenue at Drake Park: A designated accessible parking stall is located along the Drake Park frontage of Pratt Avenue, providing access to the park. It would benefit from the addition of a ramp to access the sidewalk from the parking stall through the existing sidewalk buffer. The middle image at right shows this location.

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

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

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

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

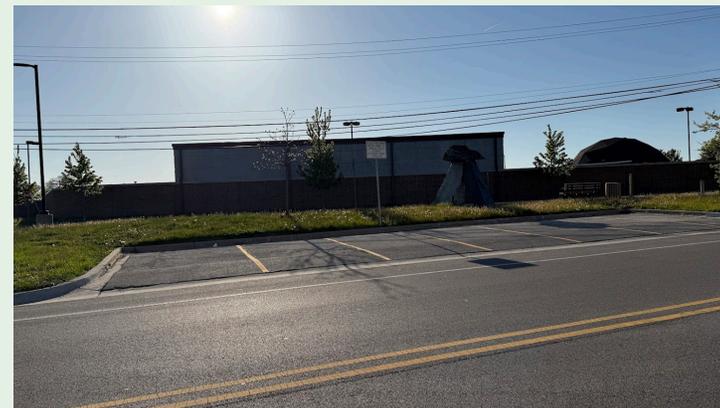
EV Charging

EV charging stations are also subject to ADA requirements, ensuring that people with disabilities can access the charging ports. Similar to overall accessible parking, there are ratios for the number of EV charging stations that must be made accessible. ADA requirements and accessible design options for EV parking are in Chapter 8: Best Practices.

The EV charging on Morse Avenue along the Proesel Park frontage should be upgraded to be an accessible charging station. This requires restriping the parking to have a 4-foot-wide access aisle between the two parking spaces on each side of the charging port. The bottom right image shows this location.

Note that accessible EV parking spaces do not count toward the overall ratios for general-use parking spaces.

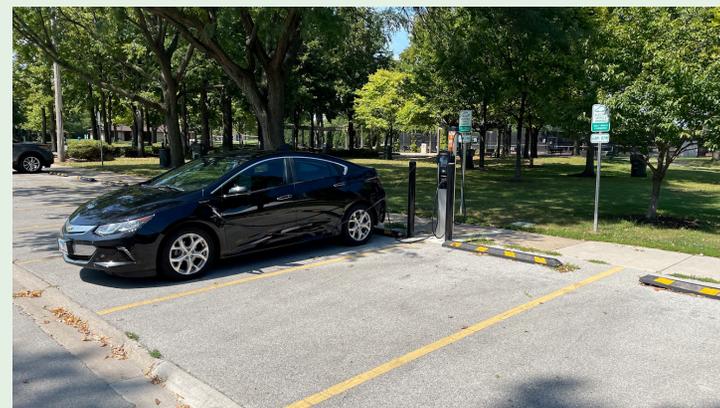
Central Park Avenue, at Union Pacific Trail



Pratt Avenue, at Drake Park



EV Charging on Morse Avenue, at Proesel Park



Policies and Programs

The Village of Lincolnwood'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 has adopted resolutions for its Grievance Procedure and designation of an ADA Coordinator.

The village may consider updating these policies once the Plan for Accessible Streets and Sidewalks is complete. It is recommended that such policy updates be adopted concurrent with the plan's adoption or soon thereafter.

Village Code

The Village of Lincolnwood's municipal code was reviewed to identify sections relevant to the accessibility of streets and sidewalks. The chapters and appendices that were reviewed are:

- Chapter 6: Public Parks, Ways, and Properties.
- Chapter 7: Traffic Code.
- Chapter 13: Telecommunications and Utility Regulations.
- Chapter 15: Zoning.
- Chapter 16: Subdivision Regulations.

The results of this review of these sections of village code indicated:

- Village code could be updated to provide for better consideration of the needs of people with disabilities, notably Chapters 6 and 15, as summarized in the next section.



Overall, the code effectively addresses accessibility needs when construction or other activities impact sidewalks. New development requires the city 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 outlines the requirements for property owners regarding sidewalks in Chapter 6: Public Parks, Ways, and Properties. Most municipal rules say property owners must keep their sidewalks clear and usable. Lincolnwood’s policies reflect this common practice.

The code prohibits people from putting materials, such as snow, on sidewalks when they clear them off their property. Clearly defining sidewalks to include curb ramps could improve these policies. Most municipal policies overlook this, as the policies existed before curb ramps were part of the sidewalk system. Specifying curb ramps in conjunction with sidewalks can help clarify policy and establish proper expectations for property owners.

Section 6-5-5 addresses landscaping along public ways. Strengthening it by specifying responsibilities for keeping sidewalks clear of obstructions from adjacent landscaping (both horizontal and vertical impacts) is advised.

The village could further improve this chapter by incorporating landlord or HOA duties where individual residents are not responsible for these duties. This applies when street-adjacent land (commercial or residential) is rented rather than owned by the occupants.

Sidewalk Repairs. The village assumes responsibility for sidewalk repairs and has a robust sidewalk replacement program. The village notes on its website that:

- “Each year Village staff assesses the community sidewalks for replacement as part of the Village’s annual sidewalk program. A list is compiled and sidewalks are targeted for replacement. This program is 100% Village funded. Replacements are usually completed during the fall.”

Snow Management. Section 6-1-6 addresses the maintenance of driveway approaches and includes language on sidewalk responsibilities. It states (emphasis added):

- No snow or ice may be artificially placed or deposited onto any portion of a sidewalk adjacent to a nonresidential property over which a driveway approach crosses. **This Section 6-1-6 does not apply to snow plowing operations provided by or on behalf of the Village.**

The section highlighted in bold text can be problematic with regard to snow plowed from the street onto the sidewalks if property owners are expected to then clear that snow. This stems from challenges created from salt applied to the streets and the snow that falls on those streets is placed on the sidewalks. Overnight freeze/thaw cycle can make it difficult for property owners to remove this snow without the use of heavy equipment.

“Each year Village staff assesses the community sidewalks for replacement as part of the Village’s annual sidewalk program...This program is 100% Village funded.”

- Lincolnwood Sidewalk Replacement Program Website

The village may consider a policy revision that states property owners are responsible for the “natural” snow that falls on the sidewalks, recognizing the difficulties that emerge from expecting property owners to remove snow placed there from plowing operations.

Other snow management policies and programs that affect accessibility include:

- **Enforcing property owner sidewalk snow removal policies:** This helps keep sidewalks clear and property owners can be reminded of these responsibilities each year through social media and other announcements. The village may consider partnerships or programs for residents with disabilities and older adults who are not able to clear their sidewalks.
- **Keep crosswalks clear:** The village must ensure access to crosswalks and curb ramps. Snow left on the street and blocking curb ramp and crosswalk access should be removed after major plowing operations are complete.

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 MUTCD (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.

“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

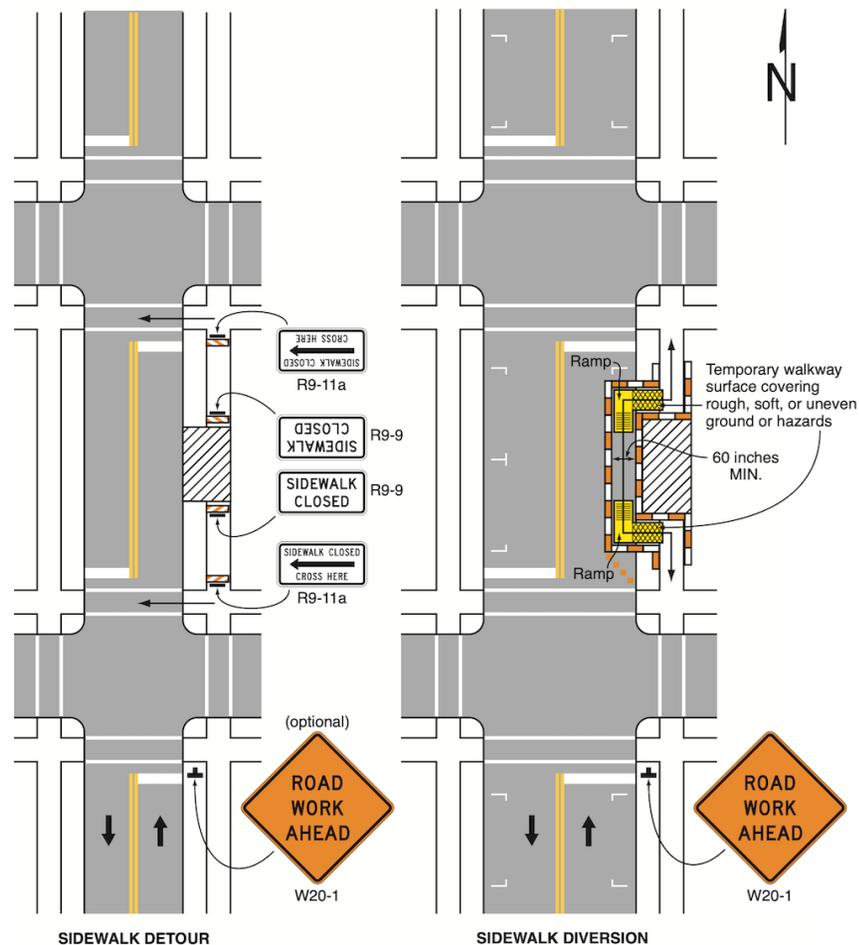


- **Sidewalk repair and replacement projects:** Even replacing a single segment of sidewalk requires proper barricades to prevent access to areas where excavation has occurred and where pedestrians might encounter equipment. Detours should be marked and signed. They must also keep similar accessibility.
- **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 Lincolnwood revealed a need for enhanced enforcement and inspection of pedestrian access routes in work zones.

Chapter 8: Best Practices covers methods to improve work zones. It provides examples of common accessible work zone applications. Figure 5-20, on the right, shows a diagram from MUTCD on two ways to sign and route pedestrians for a sidewalk closure.

Figure 5-20
MUTCD sidewalk diversion and detour route



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

6. Transition plan

The transition plan component of Access Lincolnwood serves as a type of playbook for the village to address barriers to accessibility. These barriers are identified in the self-evaluation. While the emphasis of the transition plan is on projects that upgrade streets and sidewalks, the village should also pursue policy and program changes to support overall accessibility.

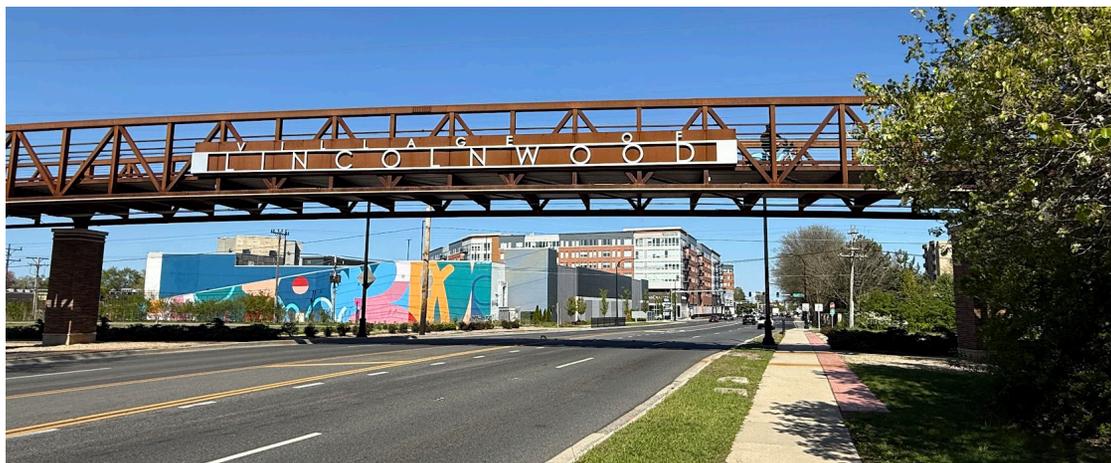
While it is easy to notice infrastructure changes, such as fixing a sidewalk, improving a pedestrian crossing, or reconstructing a curb ramp, program and policy changes are not as readily apparent. Yet, programs and policies create an expectation that streets are managed in an accessible manner after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

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

Using the transition plan

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

New development is one factor that may alter how the village prioritizes its projects. Redevelopment of the Lincolnwood Town Center is one example. Given the size of this property, the types of land uses that emerge could represent a major shift in the population in this area. The types of destinations located there, as well as the village's capital improvement focus, could shift when redevelopment occurs. A transition plan and its associated schedule are allowed to evolve in response to such changes.



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

Responding to requests from residents who have a disability is another justifiable reason to modify the order in which projects are implemented. Lincolnwood 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 is aligned with the principles of the ADA.

The village has accessibility needs to consider that are not related to streets and sidewalks. The transition plan for Lincolnwood parks may lead to one of those facilities being given a higher priority than a street upgrade. It is the duty of the Village Board to determine that and make those decisions. And it should do so with confidence and without fear of legal repercussions, provided the reason and justification are well-documented.

Conversely, the village may find it needs to build a project in a lower tier ahead of those in a higher tier. This could be the result of needing to replace underground utilities on a street, and the village finds it more economical to construct accessibility upgrades concurrently.

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

Programs and policies to remove barriers to accessibility

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

Building new infrastructure

A requirement of the ADA is that all new infrastructure is 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. Figure 6-1 shows two of these code sections. Two policy changes could help the village achieve greater accessibility for new infrastructure.

- **Recommendation #1—Update village code language on accessibility upgrades.** The village may strengthen its property development policies by clarifying what is required for reconstructing existing sidewalks on a property's public street frontage. This means that property developers replace the existing sidewalks, curb ramps, and driveways if not already built to 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.

Figure 6-1

Code sections on sidewalk requirements

Chapter 6, Article 5, 6-5-23

Unless otherwise determined by the Village Engineer, a five-foot public sidewalk adjacent to the property line or adjacent to the street curb shall be installed and maintained in all Village parkways located in the B1, B2 and MB Zoning Districts.

Where an adjoining parkway is landscaped in compliance with this Article 5 but lacks a public sidewalk as specified herein, the adjoining property owner is not required to install a public sidewalk unless the adjoining property owner or applicant damages the existing sidewalk during the installation of the landscaping, or the adjoining property becomes the subject of redevelopment.

Chapter 15, Article VI, Part B.

Sidewalks. Pedestrian sidewalks, not less than five feet in width, shall be incorporated into the site plan and are required: Along all sides of a lot that abut a public street and Along all sides of a building visible from a public right-of-way or accessible from an off-street parking area. The Zoning Officer may otherwise determine that additional landscaping is preferred in lieu of a sidewalk not abutting a public street.

Source: Lincolnwood Village Code

- **Recommendation #2—Explore sidewalk fee-in-lieu policy.** A sidewalk fee-in-lieu policy can be considered to avoid having sidewalk “islands.” Islands are where a property developer was required to build them along their frontage, even if they do not connect to other sidewalks. Municipalities in Illinois may allow a developer to forego the requirement to build a sidewalk and instead require payment to the village that is similar to the value of that sidewalk. The funds collected by providing this fee in lieu of construction of the sidewalk can be allocated to a separate village fund that upgrades or builds new sidewalks along higher priority routes.

Commitment to annual implementation fund

Lincolnwood has a budget established for 2025 through 2029, totaling \$200,000 per year, to implement a high-priority project identified through the transition plan. This amount, shown in Figure 6-2 at right, is in addition to the current sidewalk maintenance program that includes \$60,000 in the 2025 budget.

- **Recommendation #1—Track investments for progress report.** Tracking the annual expenditures that go toward accessibility upgrades fulfills the requirements of transition plans to monitor progress. It showcases the village’s commitment to the public and can help shield Lincolnwood from liability. Capital Improvement Program (CIP) projects are one of several ways Lincolnwood’s streets are subject to accessibility upgrades. A progress report, updated every one to two years, should document upgrades that occur through the sidewalk repair program and street resurfacing projects that include curb ramp upgrades (in addition to CIP projects). These expenditures result in the removal of barriers to accessibility, even if they are not along priority routes. Hence, the estimated cost or value of the entire suite of accessibility upgrades should be reflected in the progress report.
- **Recommendation #2—Evaluate annual investment program for 2030 and beyond.** The village is encouraged to continue its commitment to an annual investment program for priority projects beyond the current 2025 to 2029 CIP. When the CIP is updated for years 2030 to 2034, the village is recommended to evaluate the progress it has made on priority projects, curb ramp upgrades, and other barriers to accessibility. Then, determine a new annual goal.

This goal can be achieved over a five-year period, with a corresponding annual goal that aligns with the programmed amounts. For example, restating the CIP’s total five-year allocation as a cumulative \$1 million goal allows the village to adjust its annual budget to account for project costs that exceed an annual allocation. This allows the village to account for and adjust for other capital projects included in its public works budget. The village may pursue funding from other sources and apply those funds to its annual goal, while allowing its local funds to be used to address other accessibility needs or public work priorities.

- **Recommendation #3—Go beyond minimum requirements on resurfacing projects.** When the village resurfaces a street, it is encouraged to incorporate accessibility improvements beyond the minimum requirement to ensure curb ramps meet accessibility requirements. Additional upgrades that can be considered are sidewalk repairs, adding ramps at alley crossings, and reconstructing driveways.

Figure 6-2
Transition plan implementation funding in Lincolnwood capital improvements plan

Year	CIP Amount
2025	\$ 200,000
2026	\$200,000
2027	\$200,000
2028	\$200,000
2029	\$200,000
Total	\$1,000,000

Source: Village of Lincolnwood CY 2025 Budget

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 snow management and de-icing practices. Historically, Lincolnwood averages around 36 inches of snow per year, which often takes several days or weeks to melt away after a storm.

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

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

When sidewalks are buffered from the street, snow can easily be plowed into those buffers without impacting the sidewalk. Building buffered sidewalks may not be possible on constrained corridors. Some of Lincolnwood’s major routes, like Pratt Avenue, have segments that lack sidewalk buffers.

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. De-icing sidewalks and the access routes within the street also helps maintain access.

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

- Active engagement with property owners’ requirements to clear snow from sidewalks. This can include outreach efforts to remind them that snow must be cleared within a reasonable timeframe and that it must be shoveled or plowed to avoid blocking access to curb ramps and crosswalks. The village may consider 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.
- Ensure the village is clearing sidewalks along the frontage of village-owned properties (e.g., parks, public buildings, shared use paths), as well as on any village-maintained infrastructure like bridges or culverts.

“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

- 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, which means it is not solely the responsibility or liability of an individual contractor.

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

A simple rule of thumb is that if a sidewalk is blocked 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).
- **Recommendation #2—Identify preferred work zone materials.** Lincolnwood 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.



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

Projects to remove barriers to accessibility

Figure 6-3 includes cost estimates to remove the barriers to accessibility identified through the self-evaluation.

- **Lincolnwood has an estimated \$6.5 million worth of infrastructure upgrade needs to provide a fully accessible system on village-managed streets.**

Note that this estimate reflects streets with existing sidewalk infrastructure. It does not include the costs of:

- Constructing missing sidewalks, as these are not subject to ADA requirements.
- Widening existing 3-foot-wide sidewalks to 4 feet (or wider).

The village can consider its 3-foot-wide sidewalks to be accessible to the maximum extent feasible. This is due to right-of-way constraints and other factors that limit its ability to widen them. Lincolnwood may consider adding width to segments of these sidewalks as it implements priority projects, but doing so should include robust public input. Even with public support, widening some sidewalks may be practically infeasible.

- **Recommendation:** To remove barriers to accessibility, the Village should first address the needs identified for projects in Tier 1 and 2. Once complete, address sidewalks, curb ramps, and driveways on non-priority routes where the self-evaluation indicated barriers to accessibility. The village is recommended to work from east to west, by geographic area, to address these needs. Then, proceed with Tier 3 projects. Staff may determine the geographic areas of focus based on each year's budget.

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

- Input from Lincolnwood 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 a set of 13 projects along 12 streets, managed by the village. Figure 6-5 is a map of these projects.

Project ranking

The consultant then developed a method to evaluate the projects using a ranking process that incorporated various factors. The results of that ranking are shown in the table in Figure 6-4 (page 58) and mapped in Figure 6-5 (page 59).

Accompanying each project is a total project score that was used to determine its priority ranking. 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.
- **Population over age 65:** By percentage, based on Census tract data.

Figure 6-3

Estimated cost to remove barriers to accessibility

Sidewalk Feature	Estimated Cost
Sidewalks - Upgrades & Repairs	\$ 3,275,000
Removing Obstructions	\$ 215,000
Driveways - Retrofit and Reconstruction	\$ 265,000
Total Estimated Cost	\$ 6,495,000

- **Vehicle access:** Households reporting access to no vehicles or one vehicle, based on Census tract data.
- **Food outlet and pharmacy access:** Estimated distance from the project to one of these services.
- **School, park, or public building access:** Estimated distance to one or more of these public facilities.
- **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 project were scored are included in Chapter 9: Appendix.

Collectively, these criteria add up to a maximum of 100 possible points for each project. The 13 projects ranged in scores from a low of 42 points to a high of 100 points. Higher scores indicate the greatest need among the ranked projects. This ranking was used to sort the project into grouping, or tiers.

Project tiers

Three sets of projects, organized in Tiers 1 through 3, are identified for the village to implement over the next 10 years. These are all within the village’s jurisdiction.

The project ranking and tiers are incorporated into Chapter 7 that addresses the transition plan and schedule for removing barriers to accessibility. They are listed and ranked in Figure 6-4 on the next page.

- **Tier 1 projects** are the highest priorities and recommended for implementation. They have a combined estimated cost of roughly \$225,000.
- **Tier 2 projects** have a combined estimated cost of \$380,000 and may be addressed once Tier 1 projects are complete.
- **Tier 3 projects** are lower priority and may be implemented after Tiers 1 and 2 are complete. Their combined estimated cost is roughly \$415,000.

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, which is addressed in Chapter 7.

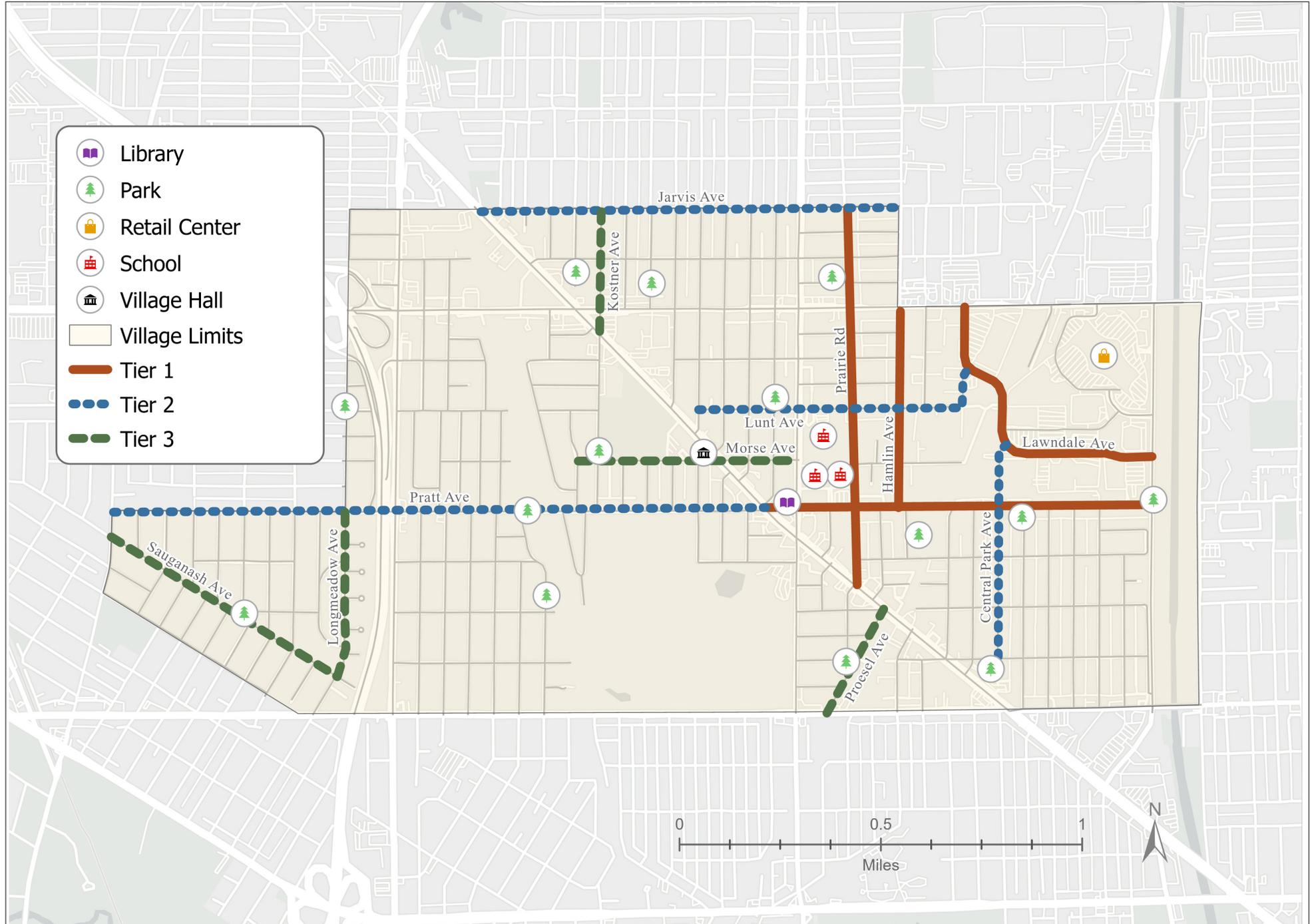


Proximity to existing Pace bus services are one factor in how priority projects are identified.

Figure 6-4
Project ranking

	Project	Project Length (in miles)	Total Score (max. 100)	A. Pop. with a Disability (20 pts)	B. Over Age 65 (10 pts)	C. Vehicle Access (10 pts)	D. Grocery/Pharmacy Access (10 pts)	E. School, Park, Public Bldg Access (10 pts)	F. Transit Access (10 pts)	G. Traffic Speed (5 pts)	H. Traffic Volume (5 pts)	I. Public Input & Intangibles (20 pts)
Tier 1	Pratt, Lincoln to McCormick	0.7	100	20	10	10	10	10	10	5	5	20
	Prairie, Jarvis to Lincoln (west side)	0.9	84	20	10	10	7	10	5	1	1	20
	Lawndale/NE Parkway, Touhy to McCormick	0.8	82	20	10	10	10	7	7	5	3	10
	Hamlin, Touhy to Pratt (east side)	0.5	77	20	10	10	10	10	5	1	1	10
Tier 2	Pratt, Central to Lincoln	1.7	77	10	5	5	10	10	7	5	5	20
	Central Park, NE Parkway to Arthur	0.6	74	20	10	10	5	7	3	1	3	15
	Lunt, Keeler to Central Park Ave	0.4	69	20	10	10	7	7	3	1	1	10
	Jarvis, Lincoln to Hamlin (south side)	1.0	62	15	5	5	5	3	7	1	1	20
Tier 3	Morse, Kenneth to Crawford (north side)	0.8	61	10	5	5	7	10	7	1	1	15
	Proesel Ave, Devon to Lincoln	0.3	59	20	10	5	10	7	0	1	1	5
	Kostner, Lincoln to Jarvis	0.3	57	10	5	5	3	7	10	1	1	15
	Sauganash, Central to Longmeadow (one side)	0.7	42	5	5	5	3	5	7	1	1	10
	Longmeadow, Pratt to Sauganash (one side)	0.4	42	5	5	5	3	7	5	1	1	10

Figure 6-5
Priority projects/routes



Priority project profiles

Projects in Tiers 1 through 3 were subject to more detailed field evaluation than was done in the self-evaluation. Using the self-evaluation findings as a starting point, engineers conducted a more thorough review to determine what would be needed to achieve PROWAG guidelines.

In some cases, full compliance could be limited by factors such as terrain or utilities. These additional project details helped create project profiles shown in Figures 6-6, 6-7, and 6-8 on the following pages.

Understanding project summaries

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

Public input and transition plan updates

Public and stakeholder input helped determine project priority and informed some recommendations.

Given Lincolnwood's unique situation of having 3-foot-wide sidewalks on many streets, there may be limited opportunities and little public support for making them wider. If the village is only able to achieve upgrades to curb ramps and driveways on these routes, it may consider making the sidewalks accessible to the maximum extent feasible.

More substantial public involvement should occur along these routes to see if wider sidewalks are desired and determine what impact there may be on adjacent properties.

Of note are public desires for enhanced crossings of routes like Pratt Avenue, as well as IDOT and Cook County streets. The village is recommended to request crossing upgrades for IDOT and County routes as a result of this plan.



Pratt Avenue, Lincoln Avenue to McCormick Avenue

This corridor is a primary east-west route with residential land uses south of Pratt Avenue. It was the highest ranked project from the public input survey and many stakeholders interviewed for the plan mentioned the importance of the segment. Land uses on the north side of Pratt are a combination of industrial, commercial, and institutional. Notable among these institutional uses is the Lincolnwood Schools complex between Crawford Avenue and Prairie Road. Most sidewalks have a buffer between the edge of the sidewalk and the street, with the exception of a short segment on the north side between Hamlin Avenue and Central Park Avenue. Curb ramps with detectable warning surfaces are present along much of the corridor, with several reflecting older construction practices. Recommended upgrades include sidewalk repairs, curb ramp repair and replacement, and driveway crossing upgrades. The accessible parking stall at Drake Park should be made accessible.

Key destinations

- Drake Park
- Union Pacific Trail
- Lincolnwood Schools
- Lincolnwood Public Library
- North Shore Channel Trail/Lincolnwood Centennial Park



Length: 0.7 miles **Cost Estimate: \$90,000**

Challenges: Right-of-way constraints may exist at certain intersections. Long driveway crossings on the north side may require substantial work to address compliance needs. The Lincoln Avenue and McCormick Boulevard intersections are managed by IDOT and Cook County. They are in need of accessibility upgrades.



Length: 0.9 miles **Cost Estimate: \$50,000**

Challenges: Some segments have narrow, 3-foot-wide sidewalks. The village may consider which, if any, blocks are suitable to add width, a decision that should be made with care and thorough public input.

Prairie Road, Jarvis Avenue to Lincoln Avenue (west side only)

The Prairie Road corridor is a north-south route, one block east of the busier Crawford Avenue. Land uses along Prairie Road are almost exclusively residential, providing a link from surrounding neighborhoods to commercial and public destinations along primary routes such as Lincoln Avenue, Touhy Avenue, and Crawford Avenue. Between Jarvis Avenue and Touhy Avenue (approximately 1/4 mile), the route features sidewalks buffered from the street. In this section, upgrades include sidewalk repairs and ensuring curb ramps meet current accessibility requirements. South of Touhy, the route has a combination of blocks with buffered sidewalks and other segments with 3-foot-wide sidewalks that are not buffered from the street. The village is encouraged to upgrade curb ramps at corners that currently lack a ramp with a width of at least 4 feet or adequate turning space. Some sections with 3-foot-wide may not be feasible for providing additional width.

Key destinations

- Charles L. O'Brien Park
- Lincolnwood Schools
- Shopping and grocery outlets near Touhy Avenue intersection
- Commercial areas near Lincoln Avenue intersection
- Lincolnwood Public Library

Lawndale Avenue/N. Central Park Ave/NE Parkway, Touhy to McCormick

This route is one of the few in Lincolnwood not laid out on a traditional street grid. It provides a curvilinear connection between Touhy Avenue and McCormick Boulevard. Sidewalks are continuous along the north/east side, while gaps exist on the south/west side. One gap is along the parcel where the village's public works department is located, in the Central Park Avenue section between Lawndale Avenue and the public parking lot for the Union Pacific Trail. The other is adjacent to the shopping center, which contains Planet Fitness, located at the southwest corner of McCormick and Northeast Parkway. A first phase could address accessibility needs on the north/east sides of the corridor, as there are no sidewalk gaps. This should consider upgrading crosswalks on the south/west side so people can safely access the sidewalks on the north/east side.

Key destinations

- The Carrington at Lincolnwood (assisted living)
- Lincolnwood Place (senior housing)
- Union Pacific Trail
- Shopping along Touhy Avenue
- Lincolnwood Town Center
- North Shore Channel Trail/Lincolnwood Centennial Park



Length: 0.8 miles

Cost Estimate: \$65,000

Challenges: Filling sidewalk gaps on the south/west side, notably on the parcel not owned by the village at NE Parkway and McCormick Boulevard.



Length: 0.5 miles



Cost Estimate: \$20,000

Challenges: Alignments of ramps crossing Hamlin at T-intersections. Driveway crossings and property between Lunt and Pratt.

Hamlin Ave, Touhy Avenue to Pratt Avenue (east side only)

Hamlin Avenue is a north-south route that consists of residential land uses between Lunt Avenue and Touhy Avenue (1/4-mile). The east side has a continuous sidewalk from Touhy to Pratt, which is why the project is designated for the east side only. The southern half, between Lunt Avenue and Pratt Avenue, features residential uses on the west side and commercial/industrial uses on the east side. The primary objective of this project is to upgrade the east side to be accessible, in addition to providing accessible intersections. Two intersections—Fitch Avenue and Greenleaf Avenue—are T-intersections and should have at least one curb ramp at each junction to allow access to the sidewalks on the east side of Hamlin. There are eight driveway crossings within the section between Lunt and Pratt that have excessive cross slopes and should be considered for upgrades as part of the project. The village will need to examine potential property impacts and alternative design treatments to improve accessibility at these driveway crossings.

Key destinations

- Lincolnwood Schools
- Shopping and grocery outlets near Touhy Avenue intersection
- Employment areas east of Hamlin Ave
- Union Pacific Trail

Pratt Avenue, Central Avenue to Lincoln Avenue

This is a key east-west route in Lincolnwood that provides access to the Valley Line Trail and numerous public destinations on the eastern third of the route. Sidewalks are continuous along the north side of Pratt. There are sidewalk gaps on the south side for a 1/4-mile segment between Kostner Avenue and Keeler Avenue. This is located along the frontage of Bryn Mawr Country Club. Filling this gap was the subject of several public input comments. Upgrading the existing sidewalks and ramps to improve accessibility is a top priority. Filling sidewalk gaps is the next priority. If the gaps cannot be filled due to right-of-way or other constraints, the village is recommended to examine upgraded, marked crosswalks at Keeler to allow for easier crossings. For the sidewalk terminus at Kostner, people can cross a block away at the enhanced crosswalk for the Valley Line Trail. The village may pursue a Pratt Avenue Corridor Study to examine the feasibility of widening sidewalks on the north side to provide more space for pedestrians and bicyclists accessing the Valley Line Trail.

Key destinations

- Flowers Park
- Valley Line Trail
- Lincolnwood Public Library
- Proesel Park/Village Hall/Village Community Center



Length: 1.7 miles **Cost Estimate: \$80,000**

Challenges: Sidewalk gaps along the Country Club frontage. The intersections of Cicero Avenue and Lincoln Avenue are in need of accessibility upgrades to ramps and pedestrian pushbuttons. These are under the authority of IDOT.



Length: 0.6 miles **Cost Estimate: \$115,000**

Challenges: Right-of-way constraints combined with narrow, 3-foot-wide sidewalks. Segments fronting industrial land uses have more conflicts with driveways, parking, and loading docks.

Central Park Avenue, Northeast Parkway to Arthur Avenue

This is a north-south corridor that links neighborhoods between Pratt Avenue and Lincoln Avenue to destinations along those corridors. The section from north of Pratt to Northeast Parkway (approximately 800 feet) provides sidewalk connectivity despite the street being terminated north of Pratt Avenue. Upgrading this section to be accessible may be challenging due to the presence of industrial land uses and conflicts with parking spaces and loading docks on the east side. South of Pratt, sidewalks are predominantly 3 3-foot-wide, which also poses feasibility issues to upgrade them to be fully accessible. The village is recommended to upgrade street corners to have curb ramps that are constructed to the maximum extent feasible for accessibility. A more in-depth analysis, along with public input, is required to determine if any sections of existing sidewalks are suitable for widening to at least 4 feet.

Key destinations

- The Carrington at Lincolnwood (assisted living)
- Union Pacific Trail
- Commercial areas near Lincoln Avenue/Arthur Avenue intersection

Lunt Avenue, Keeler Avenue to Central Park Avenue

Lunt Avenue is an east-west neighborhood route with an indirect connection to Lincoln Avenue via Keller Avenue. Lincolnwood's schools are located on the south side of Lunt between Crawford Avenue and Prairie Road. The 1/4-mile section between Keeler and Crawford includes narrow, 3-foot-wide sidewalks on both sides. The village is recommended to upgrade the street corners to provide curb ramps constructed to the maximum extent feasible for width.

Upgrading one side of the street to have 4-foot a 4-foot-wide sidewalk can be studied to determine the feasibility and likely property impacts. The section east of Crawford Avenue includes sidewalks buffered from the street, with an accessible width. Upgrades can be made to existing sidewalks and ramps to achieve greater compliance with accessibility requirements.

Key destinations

- Proesel Park/Village Hall/Community Center
- Lincolnwood Schools
- Union Pacific Trail
- Commercial areas along Central Park Avenue



Length: 0.75 miles

Cost Estimate: \$75,000

Challenges: The village is recommended to request that Cook County upgrade the pedestrian crossing at Crawford Avenue to a safer crossing treatment, such as a Pedestrian Hybrid Beacon or full traffic signal, as it provides access to Lincolnwood Schools.



Length: 0.5 miles

Cost Estimate: \$110,000

Challenges: The narrow sidewalks on the Lincolnwood side may necessitate coordination with the Village of Skokie to upgrade crossings and ramps, creating an accessible route on the north side of Jarvis.

Jarvis Avenue, Lincoln Avenue to Hamlin Avenue (south side only)

This east-west route is the dividing line between Lincolnwood and Skokie. Therefore, Lincolnwood manages sidewalks on the south side of the street. They are 3-foot-wide sidewalks, and there are feasibility challenges that may limit upgrading them to be 4-foot-wide. The north side is managed by Skokie and has buffered sidewalks of a substantially accessible width.

This route was the subject of several public comments, with some desiring a wider route and safer crossings at the pathway connection on Lincoln Avenue. The village is recommended to upgrade street corners with wider, more accessible ramps. Given the constraints associated with widening the sidewalk, the village may work with Skokie to examine how to upgrade crossings and consider designating and signing the north side as the accessible route.

Key destinations

- Valley Line Trail, Lincoln Avenue crossing just north of Jarvis
- Lincoln Avenue commercial areas
- Kenneth Park
- Kildare Park
- Shopping areas east of Hamlin Avenue

Since Tier 3 projects are a lower priority than the other tiers, it is likely that conditions along these routes will change before implementation. Therefore, fewer details are provided for recommended upgrades.

Morse Avenue, Kenneth Avenue to Crawford Avenue

North side only. This east-west route provides direct access to Proesel Park and the Village of Lincolnwood municipal complex. Sidewalks on the north side are substantially accessible and may require minor upgrades. Additional upgrades to the Proesel Park frontage may occur through other park-related projects, as the frontage is also the location of on-street parking used to access the park. The EV charging station should be made accessible.

The village should consider collaborating with IDOT to determine the most effective way to significantly enhance the safety of the Morse Avenue crossing of Lincoln Avenue. It provides access to major public destinations west of Lincoln Avenue.

Length: 0.8 miles

Cost Estimate: \$55,000

Key destinations

- Proesel Park
- Lincolnwood Municipal Complex

Sauganash Avenue, Central to Longmeadow Avenue

One side only. This corridor lacks sidewalks; therefore, a feasibility study is recommended to determine the most suitable side for accessibility upgrades. The existing curb-to-curb width suggests that the village may consider an in-street pedestrian, protected walkway, or shared-use pathway to provide a safer route on one side.

Length: 0.7 miles

Cost Estimate: \$195,000

Key influences

- Rowell Park
- Edgebrook Park

Kostner Avenue, Lincoln Avenue to Jarvis Avenue

West side only. The west side of this north-south route already includes sidewalks with widths that are substantially accessible. The east side is dominated by 3-foot-wide sidewalks. Upgrading the west side to improve curb ramps and driveway crossings would improve access to the Touhy Avenue, Lincoln Avenue, and Jarvis Avenue corridors.

Length: 0.3 miles

Cost Estimate: \$15,000

Key destinations

- Kenneth Park
- Commercial areas along Lincoln and Touhy
- Proesel Park and Lincolnwood Municipal Complex

Longmeadow Avenue, Sauganash to Pratt Avenue

One side only. This north-south route includes narrow, 3-foot-wide sidewalks on both sides. It may not be feasible or desired to upgrade either side to be more accessible. The village should seek neighborhood support in the future to determine how/if to proceed with a project.

This project may be more desirable if upgrades are made along Sauganash Avenue to better connect these neighborhoods west of I-94.

Length: 0.4 miles

Cost Estimate: \$80,000

Key destinations

- Rowell Park
- Pratt Avenue, notably its connections to the Valley Line Trail and points east

Proesel Avenue, Devon Avenue to Lincoln Avenue

This section of Proesel Avenue has sidewalks along approximately half of the four blocks between Devon Avenue and Lincoln Avenue. The two middle blocks, between Shreiber Avenue and Loyola Avenue, lack sidewalks. The block between Schreiber and Arthur Avenues is along the frontage of Springfield Park. The project would fill the sidewalk gaps and construct accessibility upgrades along the two blocks of existing sidewalks.

Length: 0.3 miles

Cost Estimate: \$70,000

Key destinations

- Springfield Park and Union Pacific Trail
- Sacred Learning Center

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. Since Lincolnwood has already established an implementation fund to address high-priority needs identified in this plan, the people of Lincolnwood are likely to see immediate results that showcase the village's commitment to accessibility.

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

- **ADA Coordinator and Human Resources Director Lamar Jones, or his designee.**
- **Public Works Director John Welch, or his designee.**

Using the schedule

The schedule is intended to be a roadmap for implementation of this plan. It may evolve as other needs arise. It indicates that the village is committed to transitioning its system to be more accessible. The schedule is shown in Figure 7-1 on pages 67 and 68.

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 a park or shared-use pathway, may be evaluated to determine if they serve a greater need for the people of Lincolnwood than a street project.

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.

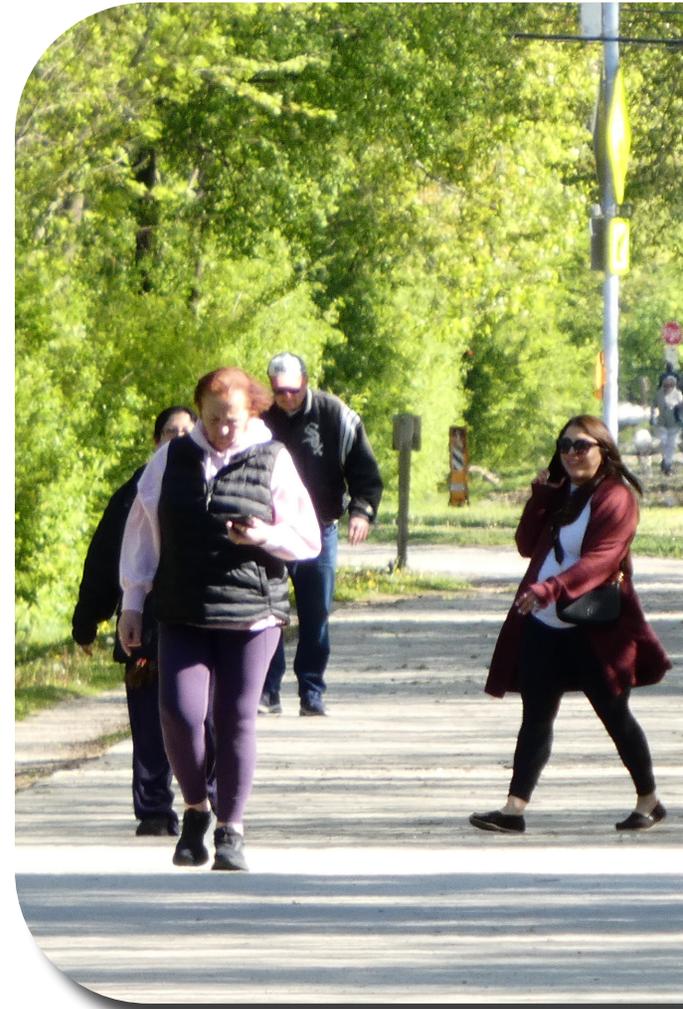


Figure 7-1
Transition plan schedule

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
A. Adopt the plan.	2025	The Village Board adopted the plan in November 2025 via Resolution 2025-2704.	Complete. Adopted on November 18, 2025
B. Update ADA policies.	2025/2026	Updated ADA Grievance, Notice, and ADA Coordinator Designation are adopted concurrent with or soon after adoption of this plan.	
C. Implement Tier 1 & Tier 2 Priority Projects, incorporating additional public input.	2025-2031	Begin scheduling these projects for implementation. Determine how the Implementation Fund is allocated to these projects, and if other funding sources are pursued. Document reasons why Tier 1 projects are delayed to Tier 2 or later, if applicable.	
D. Proceed with already-identified CIP projects that improve access.	2025-2030	Already-programmed projects that improve access for the people of Lincolnwood should not be delayed as a result of the priorities identified in this plan. This may include upgrades to parks and public buildings, as well as streets.	
E. Update village website.	2025/2026	Add plan to village website. Ensure website follows Web Content Accessibility Guidelines (WCAG). Consider training for staff on making web content and documents accessible.	
F. Adopt PROWAG as village's preferred design standards.	2026	Designate, through updates to village policy or department manuals, PROWAG as the village's standards for accessibility. IDOT may require more stringent application of standards than PROWAG for some features.	
G. Develop progress report.	Starting in 2026/2027	Document village-led projects, as well as any changes to this schedule. Report should be produced annually or every two years to keep the transition plan current, although it may occur up to every five years. Include all upgrades made to public rights-of-way, as well as access improvements at village parks and public buildings.	

Figure 7-1
Transition plan schedule, continued

Action Item	Timeline	Notes	Status (Complete as part of Progress Report)
H. 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.	
I. Submit request to IDOT and Cook County for accessibility upgrades on streets under their jurisdiction.	2026 and beyond	Use the results of this plan to request accessibility upgrades to IDOT and Cook County routes. Showcase how public input identified these routes as barriers to accessibility for the people of Lincolnwood. This includes filling sidewalk gaps, upgrading curb ramps, and installing Accessible Pedestrian Signals.	
J. Determine what to incorporate into resurfacing projects.	2027	Identify the degree to which the village can incorporate accessibility upgrades beyond curb ramp improvements into street resurfacing (alteration) projects. Upgrades may fluctuate based on project budgets and individual project needs/complexities. The self-evaluation results may be used as a starting point for identifying additional upgrades.	
K. Implement Tier 3 Priority Projects, incorporating additional public input.	2032-2036	Once Tier 1 and 2 projects are budgeted for and/or complete, determine the order in which Tier 3 projects are implemented and which funding sources are applied.	
L. Consider addressing geographic areas rather than individual route.	2032-2045	The village may examine how to improve accessibility within specified geographic areas rather than along individual routes. This may occur in place of investing in individual priority projects as long as priority routes are being addressed by the tier in which they are ranked.	
M. 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.	
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.	

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.

Developing a progress report & documenting changes

A requirement of Title II is to document progress on implementation of the transition plan. While it must occur at least every five year, a best practice is creating this report every one to two years to keep the transition plan current.

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 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 progress reports are included in Chapter 9: Appendix.



Documenting project modifications

Progress made on Lincolnwood's streets includes new and repaired sidewalks, curb ramps, and other accessibility upgrades constructed by developers and the village in public rights-of-way. Upgrades made to parks, public buildings, and other facilities managed by the village should 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, 2 playgrounds, 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.

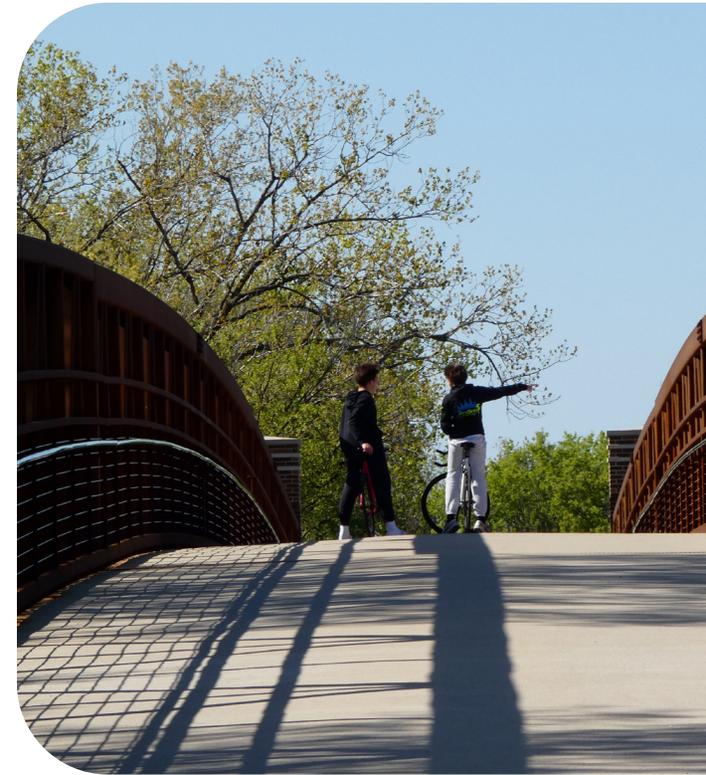
Documenting program modifications

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-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

Lincolnwood should be poised to respond to individual requests from its citizens who have a disability. This includes requests from their caretakers and/or organizations that represent the needs and interests of people with disabilities. Accommodating such requests is very much aligned with the spirit of the ADA.

Even if a request is made through informal methods rather than through a grievance or complaint, Lincolnwood is recommended to determine how it can 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 demonstrates that it is not only removing barriers to accessibility through 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 widening the 3-foot-wide sidewalks or implementing alternative designs for pedestrian facilities.

Lincolnwood 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 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 Lincolnwood'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 Lincolnwood may create challenges with 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.

Including accessibility in other planning efforts

Once complete, Access Lincolnwood will become one of the village's many adopted plans. It, along with the transition plan for the parks and recreation department, 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 and Cook County incorporate the plan's findings and recommendations into their own plans that apply to streets that bisect Lincolnwood. CMAP should also incorporate and reference this plan in its own studies that include Lincolnwood.

Design guidance and standards

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

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.

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 Lincolnwood.



Lincolnwood can incorporate accessibility into other planning and design efforts. This can include identifying needs on sidewalks and curb ramps that connect to pathways when pathway crossings or extensions are constructed.

Additional implementation steps

This includes details on the annual progress report, how to document design exceptions, and what best practices can be pursued to improve pedestrian safety.

This chapter provides additional guidance and resources for the village to consider as it implements the transition plan. The first section includes recommendations for documenting design exceptions, providing accessible documents, and options for funding the plan's recommendations.

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. These may be limited right-of-way, underground utilities, and existing infrastructure such as traffic signals, utility poles, and traffic signal controls.

It is recommended that the village adopt and incorporate an Accessibility Exceptions Certification Form into its policies and procedures. A full version of this form is included in the Appendix, and a screenshot is shown 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, parks, 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 project drawings to the form, including design and as-built drawings, shows that a purposeful and informed attempt was made to achieve compliance to the maximum extent feasible. It also helps facilitate discussions among designers to determine the best way to make facilities accessible in challenging environments.

Accessible documents

The village has incorporated the 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. Lincolnwood'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 village 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.

Figure 7-2
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.](#)

Route or Street: [Diagram] ↑ N

Site Diagram: [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 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:

Therefore, the village should offer anyone wishing to access those documents and other reports the option of having village staff assist them in discussing and summarizing their content.

Funding

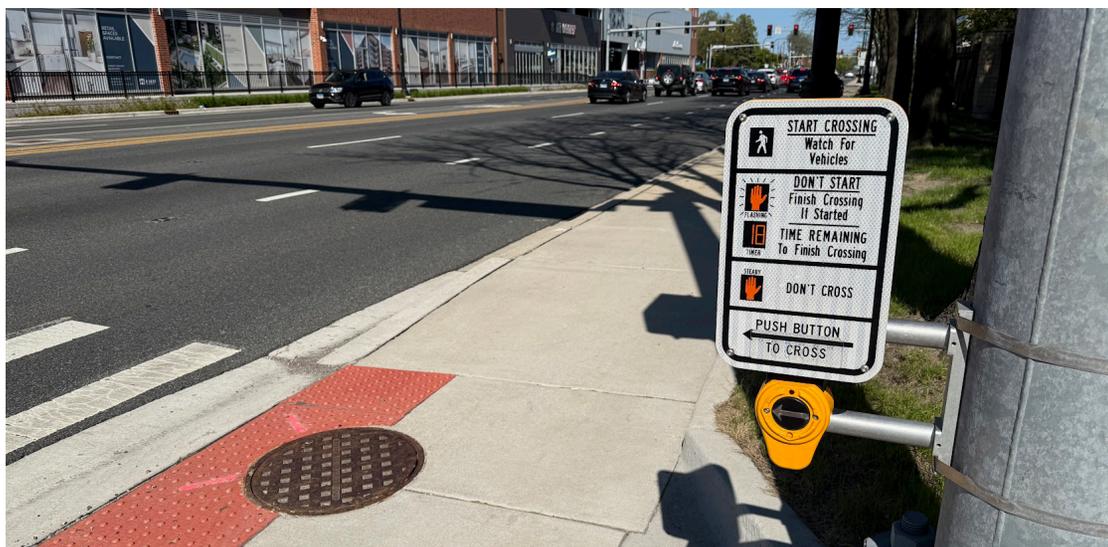
Financing the implementation of this plan may occur by utilizing local, state, and federal funding. The village should seek state and federal funding sources whenever possible to help maximize the effectiveness of its local funding. Below is a summary of existing programs the village may consider.

Annual investment program

Lincolnwood has already planned for more than \$1 million in investments in ADA improvements through its 2025 to 2029 Capital Improvements Plan. This is roughly equal to the estimated costs to complete all its priority street projects. This level of commitment is considered the best practice, not only in northeastern Illinois but nationwide.

The village may determine how to best allocate these funds to accessibility upgrades, which can include the priority projects, as well as:

- Bolstering its sidewalk repair program.
- Filling sidewalk gaps, upgrading pedestrian crossings, and funding other upgrades on Illinois Department of Transportation (IDOT) and Cook County routes.
- Supplementing its road resurfacing program to address accessibility needs beyond curb ramp upgrades. This includes sidewalk repair/replacement, driveway upgrades, and crosswalk enhancements.
- Allocating funds to parks and recreation transition plan needs, perhaps in combination with upgrading the sidewalk accessibility on routes that connect to these facilities.



Grants

There are various grant programs administered by IDOT and CMAP that Lincolnwood may consider to implement priority upgrades, as well as improvements on IDOT routes. Figure 7-3 includes summaries of some of the major grant programs, which include specific program language provided by the funding agency.

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
Potential funding sources for ADA improvements

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.

Surface Transportation Program Local Program (CMAP)

Each of CMAP's local Council of Mayors and the City of Chicago administer 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, following the council's methodology and deadlines. Every local methodology incorporates regional planning factors and must be implemented in accordance with the region's active program management policies. Lincolnwood is part of the North Shore Council and is a recipient of funding under this program for improvements on Devon Avenue from Lincoln Avenue to McCormick Boulevard.

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.

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.

Fee-in-lieu of sidewalk construction

The policy section of the transition plan suggested that the Village consider a sidewalk fee-in-lieu program. It would allow the Village to collect a fee when properties are redeveloped rather than requiring the property owner to construct sidewalks. This could help address sidewalk gaps on major streets when the redevelopment occurs on a secondary street. This program is not likely to be a substantial source of funding but may bolster the Village's required match funds for IDOT and CMAP grants or help fill small sidewalk gaps on higher priority routes.

Partnership projects with Illinois DOT and Cook County

Public input for this plan pointed to a desire to improve accessibility and safety of sidewalks and crossings of streets managed by IDOT and Cook County. The following sections identify projects, listed in alphabetical order, to consider requesting from these agencies. They were developed through field review by the project consultant upon reviewing public input and community destinations.

Illinois DOT

- **Accessible Pedestrian Signals and Curb Ramps at Signalized Intersections:** Upgrade all signalized intersections to include accessible curb ramps and add Accessible Pedestrian Signals (APS), where not already addressed. These upgrades are similar to the 2024/2025 project at Touhy and Kostner.
- **Lincoln Avenue and Morse Avenue:** Enhance existing crosswalk with Pedestrian Hybrid Beacon (or other treatments).
- **Lincoln Avenue and Pratt Avenue:** Reconfigure crosswalks and ramps to remove in-street change of direction required of pedestrians under current crosswalk configuration.
- **Lincoln Avenue driveway retrofits:** Reconstruct driveways to mitigate excessive cross slopes. Construct accessible curb ramps at driveway locations with curb returns.
- **Touhy Avenue and Kilpatrick Ave:** Enhance existing crosswalk with Pedestrian Hybrid Beacon (or other treatments).
- **Touhy Avenue light posts and sign relocation:** Redesign light posts and reposition traffic signs that prohibit having an accessible pedestrian access route (PAR) and pedestrian circulation path (PCP). This includes fixed obstacles, such as light posts, that limit PAR width, as well as protruding traffic sign heights that are objects in the PCP and pose a safety hazard to people with vision disabilities.
- **Touhy Avenue sidewalk gaps and driveway retrofits:** Address sidewalk gaps along Touhy Avenue through providing continuous sidewalk connectivity. This may require acquiring additional right-of-way or applying alternative pedestrian facility designs.

Cook County

- **Accessible Pedestrian Signals and Curb Ramps at Signalized Intersections:** Upgrade all signalized intersections to include accessible curb ramps. Add Accessible Pedestrian Signals (APS).
- **Crawford Avenue and Morse Avenue:** Enhance existing school zone crosswalk with Pedestrian Hybrid Beacon (or other treatments).

Once Lincolnwood's commitment of \$1 million to accessibility upgrades to its own streets is complete, the village may consider extending the fund beyond 2029. One option for continued use of these funds is partnering with IDOT or Cook County to fill sidewalk gaps or upgrade pedestrian crossings on their routes.



Touhy Avenue sidewalks are inaccessible to many sidewalk users. Obstructions include light posts that reduce sidewalk width and traffic signs that create safety hazards due to non-compliant sign heights.

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 77).



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

Figure 8-1
AASHTO: Wheelchair turning space and cane traveler operating space

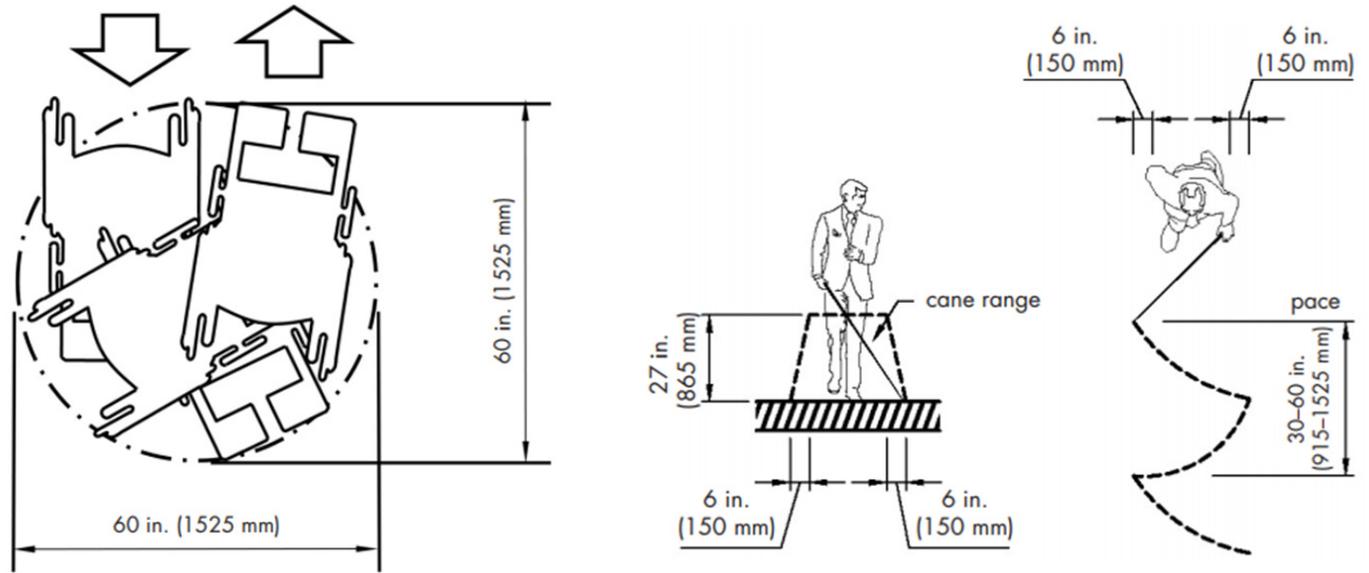
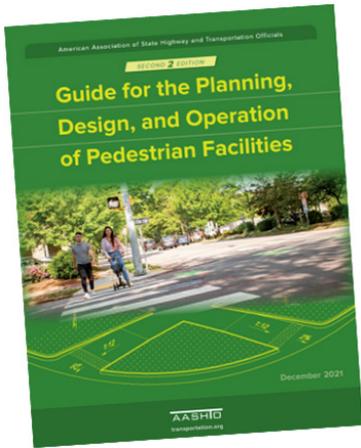
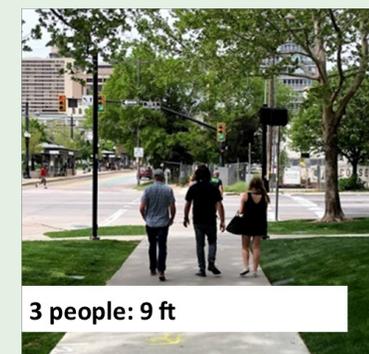
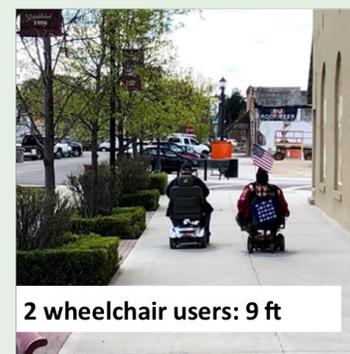
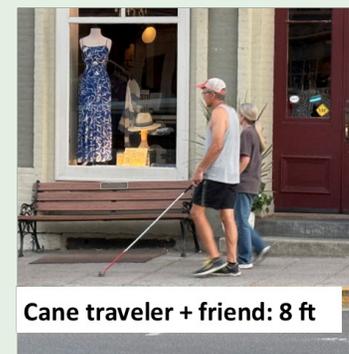
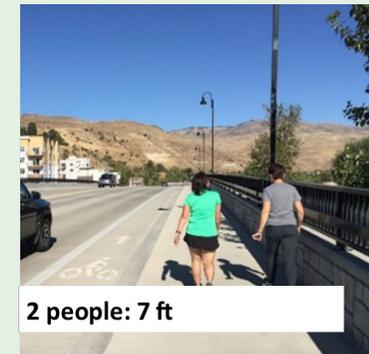
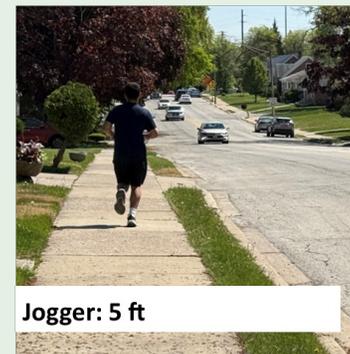


Figure 8-2
Minimum clearance width for sidewalk users



Functional sidewalk width

The physical width of a sidewalk does not represent the functional (or effective) width of a sidewalk. Motor vehicle travel lanes on the street are designed to account for shy distances from things like bridge railings and people in the adjacent or opposing travel lane. This ensures there is an adequate and safe operating distance between these road users. While the width of a passenger SUV can be between 7 and 8 feet, the lanes on which those vehicles are asked to operate are often 11 or 12 feet wide.

The same philosophy should be applied to sidewalk widths. The Federal Highway Administration's guide, *The Highway Capacity Manual*, addresses functional widths for both motor vehicles and pedestrians. As shown in the diagram in Figure 8-3 below, 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, on the right, 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

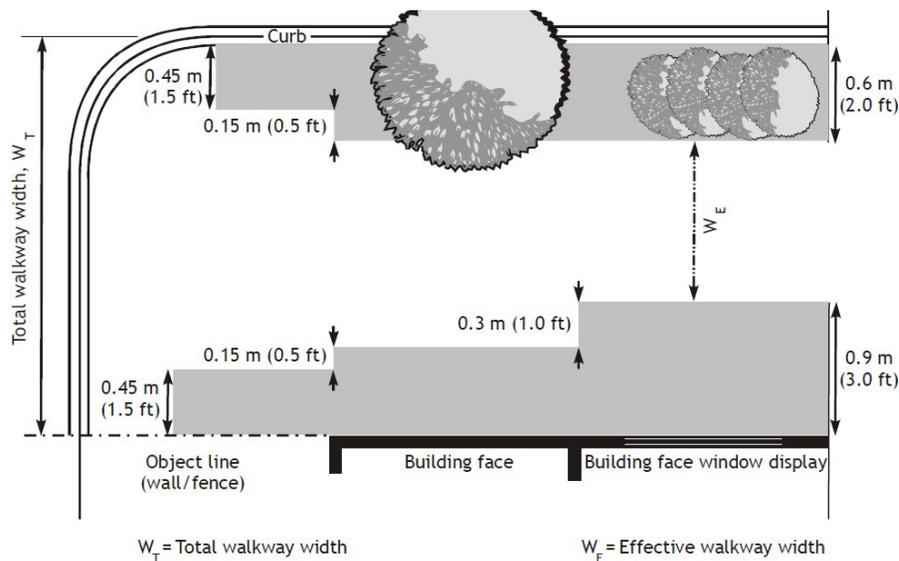
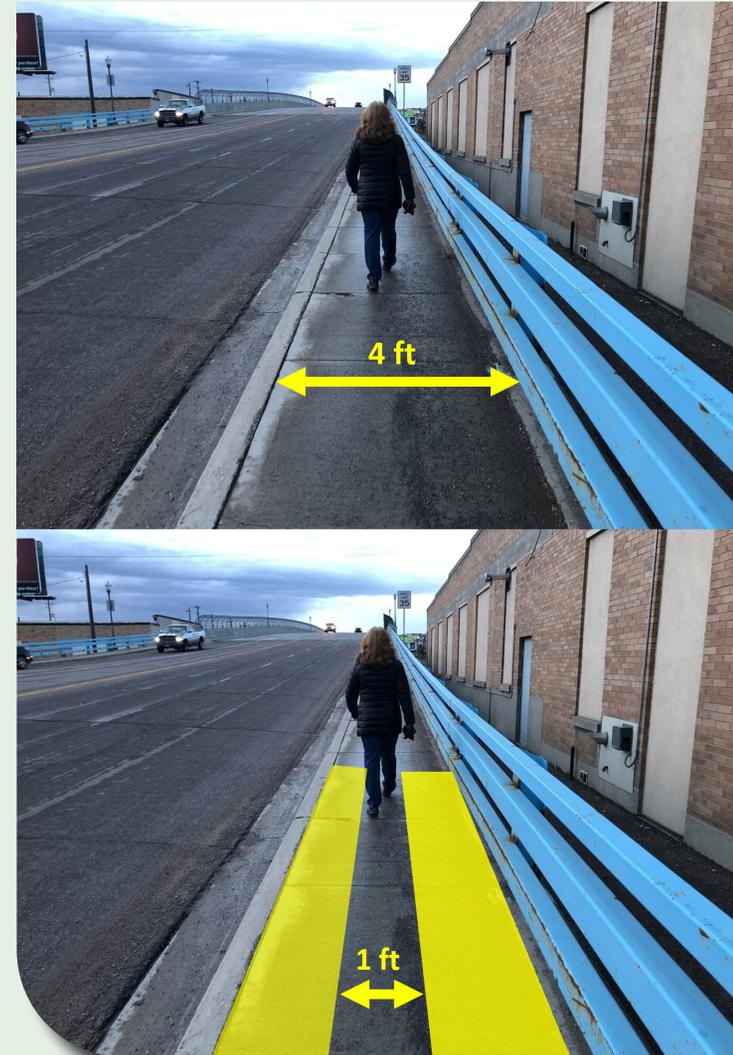


Figure 8-4
Example of reduced functional width



Why does functional width matter?

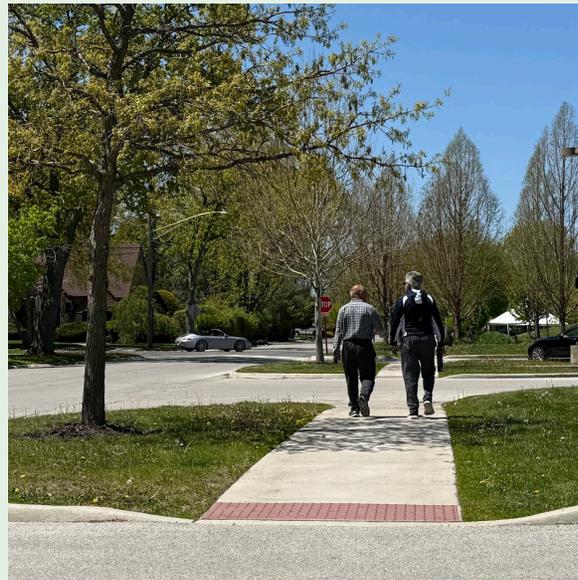
Walking is a social endeavor. A narrow sidewalk means that walking is not a viable form of transportation or recreation, as people cannot travel side by side comfortably. Just as motor vehicle lanes are designed for the width of two people sitting side by side in a vehicle, even if someone chooses to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

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. Some sample content from the guide is shown below in Figure 8-6.

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

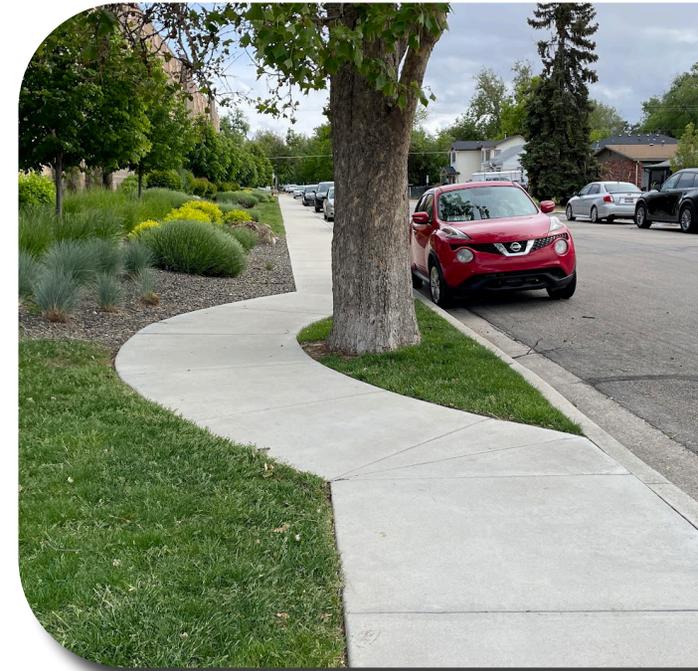
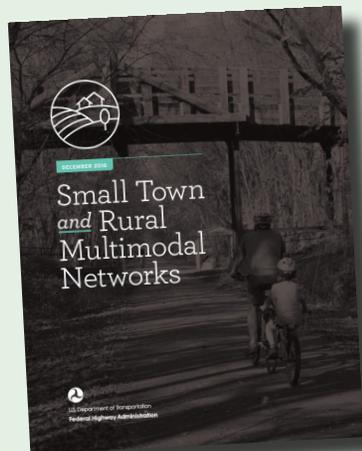


Figure 8-6

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



ACCESSIBILITY

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

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

[Access the guide](#), current as of July 30, 2025.

Curb ramps

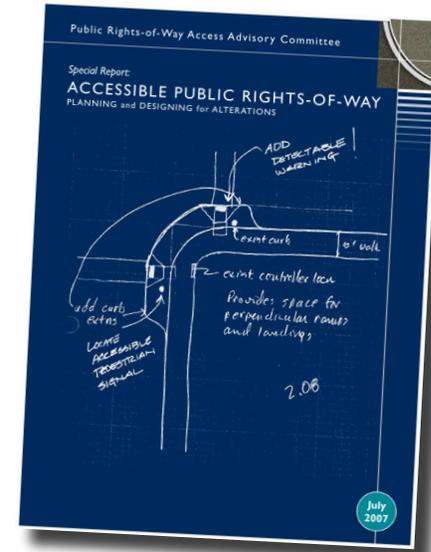
Illinois DOT's Highway Standards and District Specific Standards are utilized by most agencies in the state and include design standards for a variety of curb ramps. These include (with links, current as of July 31, 2025):

- [Perpendicular curb ramps](#)
- [Corner parallel curb ramps](#)
- [Mid-block curb ramps](#)
- [Depressed corner curb ramps](#)
- [Diagonal curb ramps](#)

These standard drawings are a great starting point to determine which curb ramp is the best fit for a particular intersection or mid-block crossing. A limiting factor in the use of IDOT's standard drawings is that they are best used when streets or intersections are widened and there are few constraints to constructing them.

These standard drawings are not as useful to communities trying to retrofit older streets, determine how to achieve an accessible design when buildings are located close to a corner, or when a corner has a tight radius.

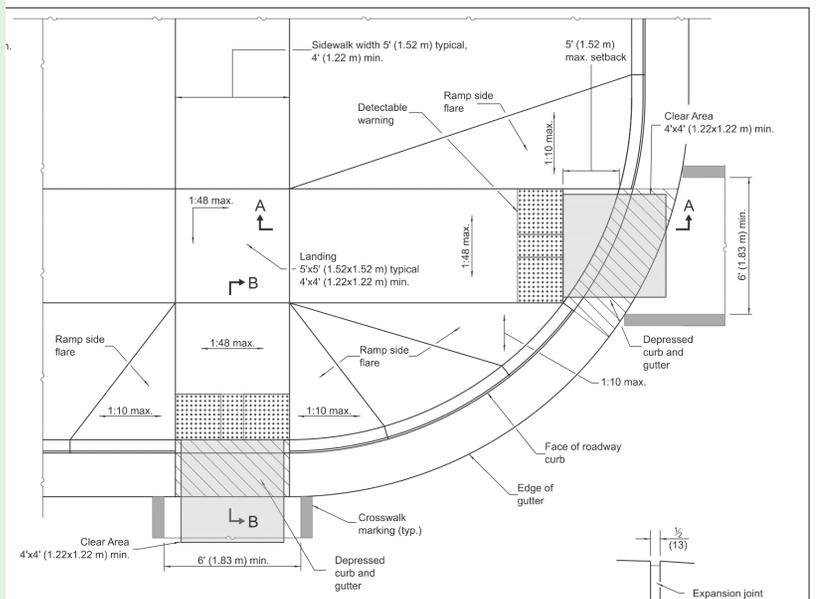
To assist communities in building more compliant ramps in constrained and atypical settings, the U.S. Access Board developed a special report titled "Accessible Public Rights-of-Way: Planning and Designing for Alterations." The examples in Figure 8-7 show the IDOT standard drawing for a perpendicular ramp.



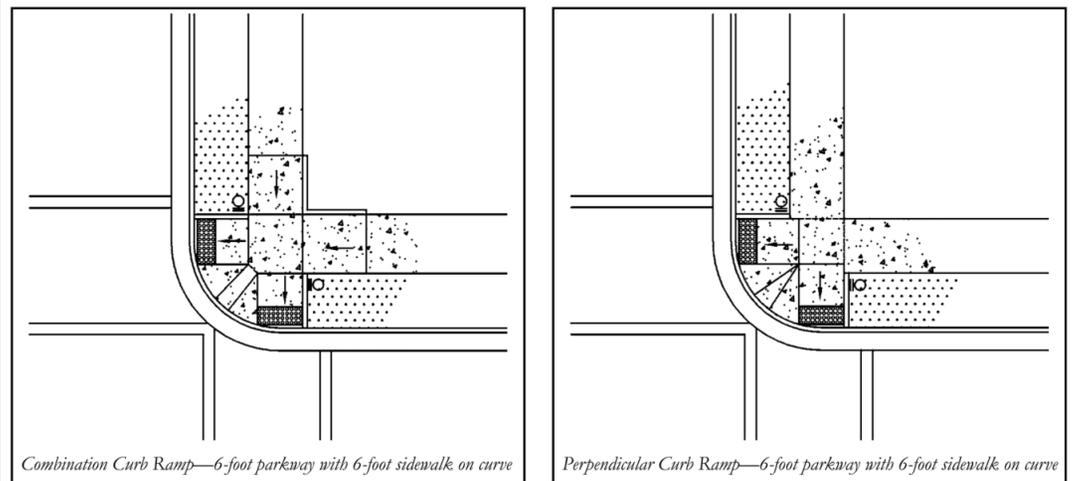
[Access the report](#), current as of July 30, 2025.

Figure 8-7

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



10-FOOT RADIUS CURB RETURNS



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, on the right, 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.

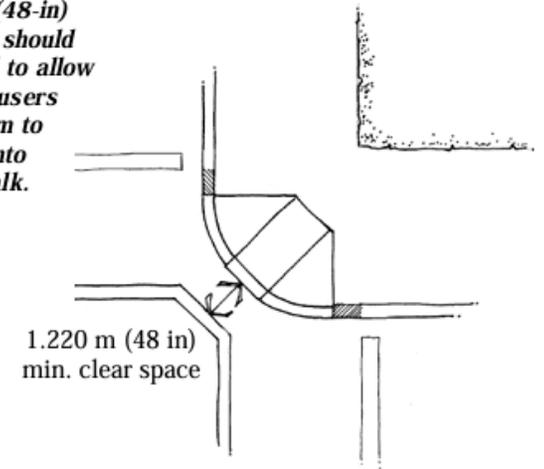
Therefore, municipalities should ensure diagonal ramps are not allowed as part of a development approval process when new streets are built and are not included in major corridors or alteration projects. If diagonal ramps are determined to be the only option, designers need to recognize that they have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



Figure 8-8

Diagonal curb ramps

If diagonal curb ramps are installed, a 1.220-m (48-in) clear space should be provided to allow wheelchair users enough room to maneuver into the crosswalk.



"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*

Unmarked crosswalks and T-intersections

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

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

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

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.

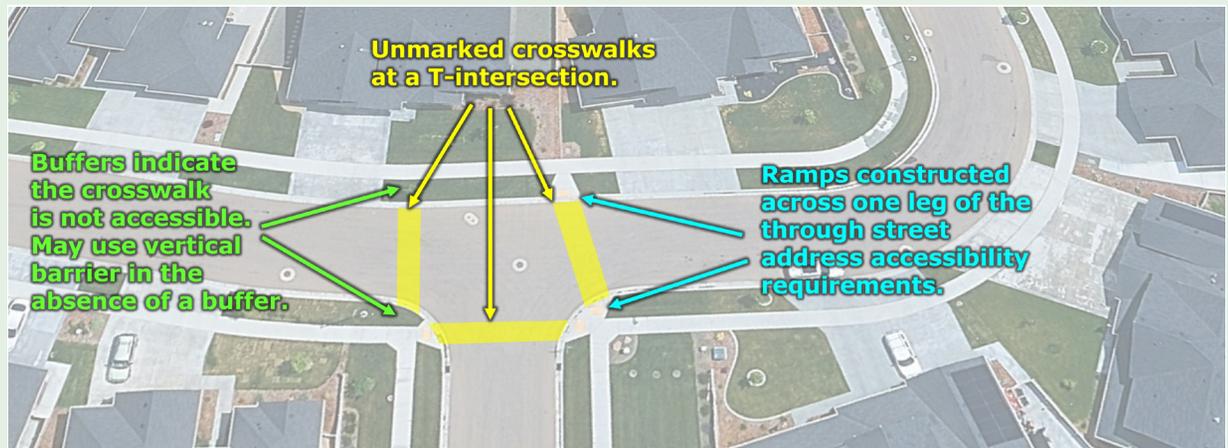
In a strict sense, ADA requires curb ramps to be constructed across all the marked and unmarked crosswalks at a T-intersection. Given the increased costs of constructed ramps for all such crossings, the US Access Board has clarified that agencies can construct only one ramp across the through street.

The graphic in Figure 8-10 (page 85) was included in an IDOT training on PROWAG to address acceptable treatments when ramps are not included across all legs of a

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.



T-intersection. These applications are applied when there is no buffer from the street, which means one must be created by a small patch of landscaping or a vertical barrier.

Avoiding out-of-direction travel

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

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

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 indicate the crosswalk is closed.

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.

As of the writing of this plan, 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 public works crews and local contractors is also advised.

Figure 8-12

Common work zone treatments

Do this	Applications	Don't do this
	<p>Detour Routes</p> <p>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.</p>	
	<p>Comparable Access</p> <p>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.</p>	
	<p>Mid-block Crossings</p> <p>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.</p>	

Figure 8-12
Common work zone treatments, continued

Do this	Applications	Don't do this
	<p style="text-align: center;">Temporary Access Routes</p> <p>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.</p>	
	<p style="text-align: center;">Pushbutton Access</p> <p>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 Pedestian Signals (APS) should remain active in work zones.</p>	
	<p style="text-align: center;">Sidewalk Barricades</p> <p>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.</p>	
	<p style="text-align: center;">Sign Placement</p> <p>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.</p>	

Figure 8-12
Common work zone treatments,

Do this	Applications	Don't do this
	<p style="text-align: center;">Curb Ramp Transition</p> <p>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.</p>	
	<p style="text-align: center;">Curb Ramp Closures</p> <p>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.</p>	
	<p style="text-align: center;">Fencing</p> <p>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.</p>	
	<p style="text-align: center;">Edge Treatments</p> <p>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.</p>	

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. Figure 8-13, on the right, 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.

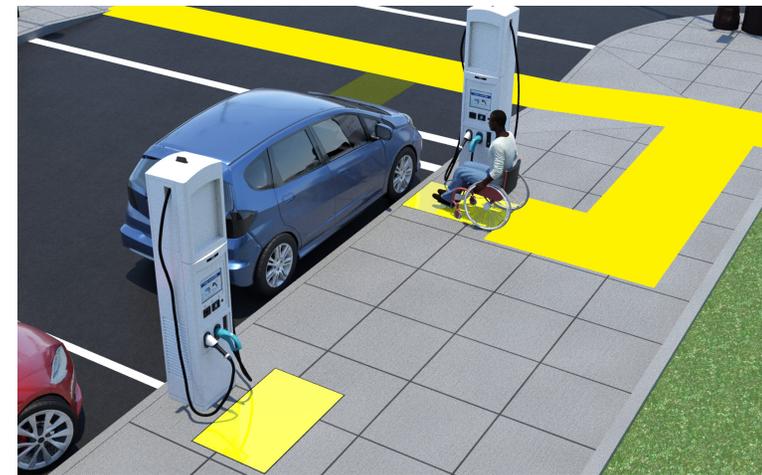
Accessible EV chargers must be located on an accessible route and provide.

- 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 Lincolnwood](#)

[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 August 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 Lincolnwood

Illinois Department of Transportation (IDOT)

IDOT Headquarters

Erin Emmett
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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.

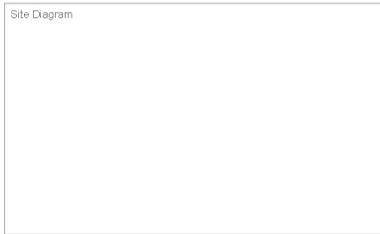
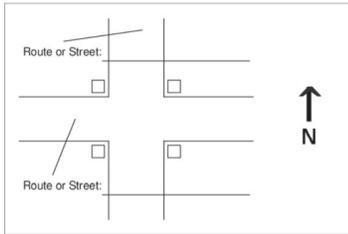
Appendix D: Accessibility exceptions certification form



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 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 and stakeholder interviews

Steering committee member	Organization
Brendon Mendoza	Lincolnwood Public Works
Natalie Benner	Lincolnwood Public Works
Karen Hawk	Lincolnwood Parks & Recreation
Lamar Jones	Lincolnwood ADA Coordinator
Jules Voigt	CMAP
Julie Barkan	Citizen
Susan Lempke	Lincolnwood Public Library
Colleen Melone	Lincolnwood Public Library
Weronika Jozwiak	Lincolnwood Public Library

Stakeholder interviews	Date
Karen Hawk, Director; Lincolnwood Parks & Recreation	11/18/2024
Margaret Conway, LCSW; Lincolnwood Victim's Advocate	11/20/2024
David Russo and Dominick Lupo, Lincolnwood School District #74	11/20/2024
Susan Lempke and Colleen Melone, Lincolnwood Public Library	11/21/2024
Jake Dominguez, Lincolnwood Place Senior Living	1/17/2025
Ira Salzman, Yehuda Mohse Congregation	3/11/2025
Trisha Breitlow, Maine-Niles Association for Special Recreation	3/26/2025
Luis Gutierrez, Jewish Child and Family Services	8/16/2025
Other organizations contacted to request interview, but did not respond: Carrington Place, The Lincolnwood, Assyrian Cultural Foundation.	

Public input meeting attendees,

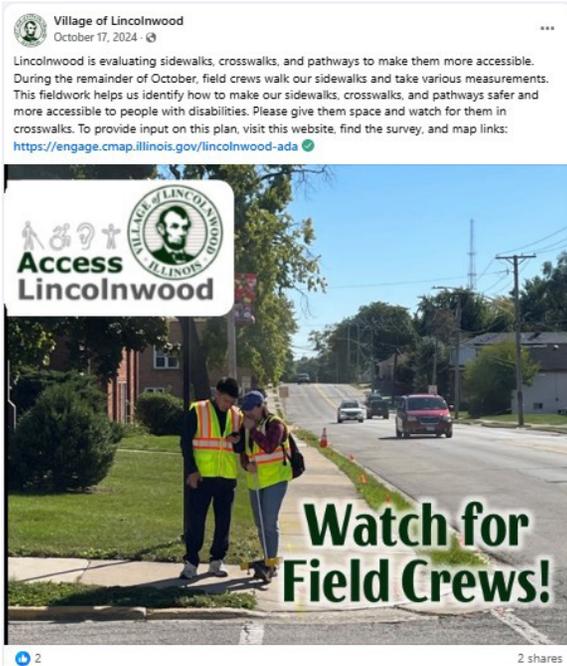
November 13, 2024

Note, there was no sign-in sheet for the 15 people involved in the May 15, 2025 public input sessions held at the Lincolnwood Library due to it being a tabling event.

Attendee	Affiliation
Joseph Ament	Citizen
Julia Barkan	Citizen
Ira Saltzman	Congregation Yehuda Mohshe
Howard Gillman	Congregation Yehuda Mohshe

Social media posts

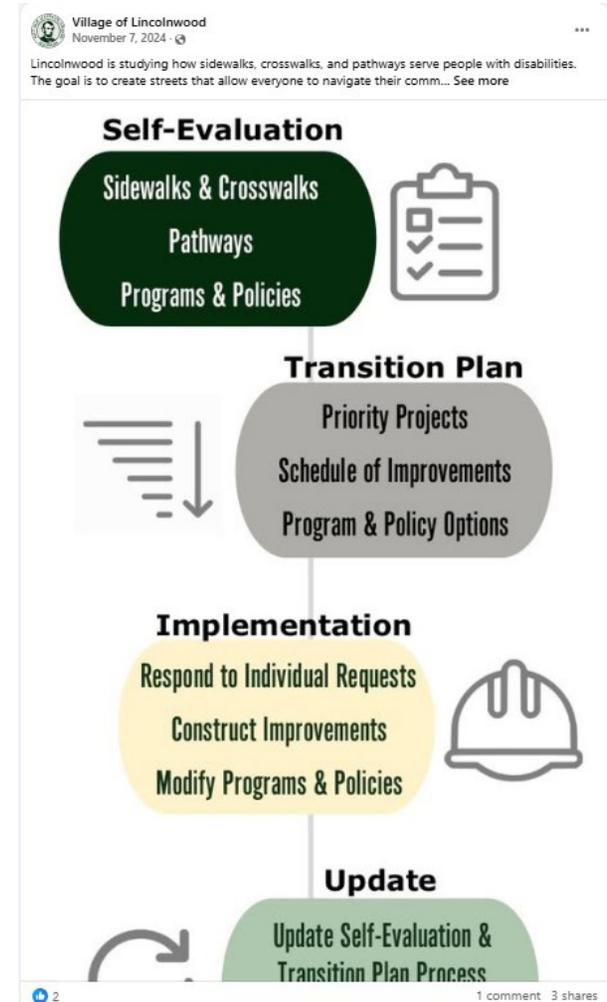
October 17, 2024



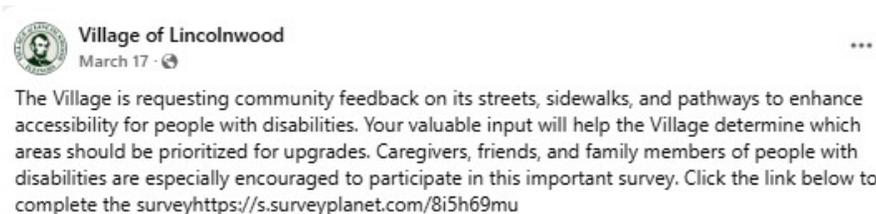
October 28, 2024



November 7, 14, 28 and 21, 2024



March 17, 2024



Social media posts

May 8, 2025

Village of Lincolnwood
May 8 · 🌐

Your input is important! The Village of Lincolnwood invites you to attend planning sessions for the Accessible Streets and Sidewalks Plan on Wednesday, May 14 at the [Lincolnwood Public Library](#) (4000 W Pratt Ave).

You'll have the opportunity to view and provide feedback on proposed recommendations aimed at improving accessibility throughout the Village. Sessions will be held from 10am to 11am and 7:15pm to 8:15pm.

Can't attend? You can still share your input by taking the survey here: <https://www.surveymonkey.com/c/Lincolnwood-Accessible> 🌐. Full plan information is also available here: <https://engage.cmap.illinois.gov/lincolnwood-ada> 🌐



INPUT REQUESTED FOR LINCOLNWOOD'S ACCESSIBLE STREETS & SIDEWALKS PLAN
Wednesday, May 14, 10-11am & 7:15-8:15pm

👍❤️ 6

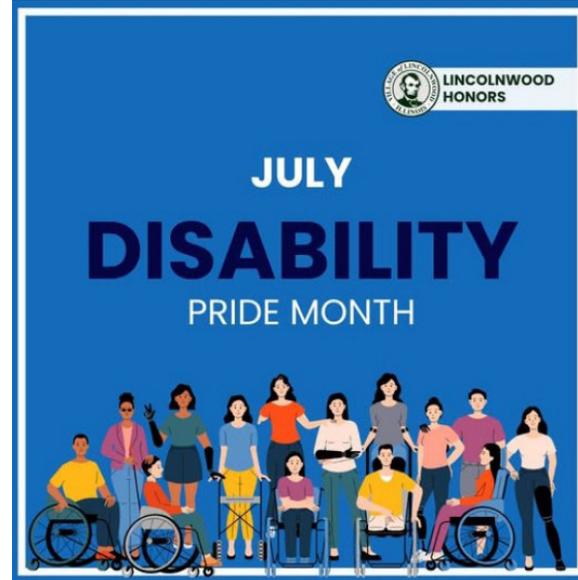
2 shares

July 8, 2025

Village of Lincolnwood
July 8 at 2:58 PM · 🌐

Disability Pride Month commemorates the landmark Americans with Disabilities Act (ADA), passed in July 1990. This civil rights law prohibits discrimination against people with disabilities and promotes equal access to public life.

The month is a time to honor the diversity, strength, and individuality of the disability community and to celebrate people with disabilities.



LINCOLNWOOD HONORS

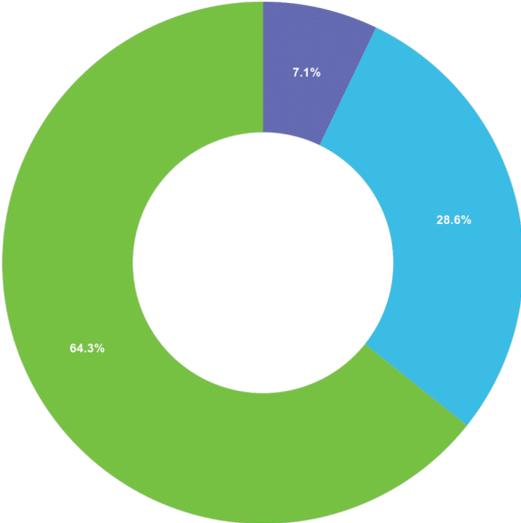
JULY

DISABILITY

PRIDE MONTH

Public input survey #1 - detailed results

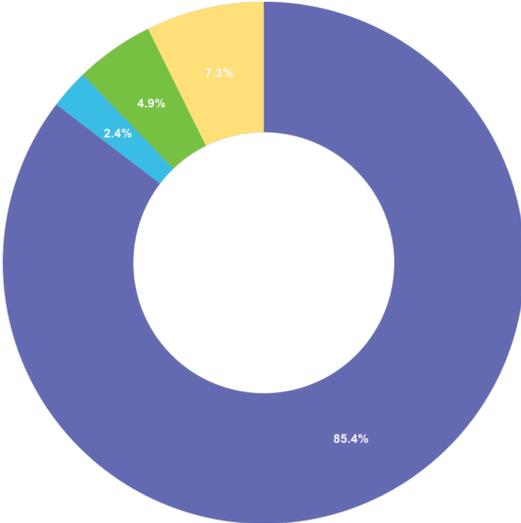
Q1 Which of the following best describes you?



Answered: 40 Unanswered: 1

Choice	Total
Individual with a disability	3
Family member, friend, or caregiver to a person with a disability	12
I don't have a disability. But, I am concerned about access to sidewalks, crosswalks, and pathways.	27
Other	0

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



Answered: 41 Unanswered: 0

Choice	Total
Full-time resident	35
Part-time resident	1
Resident of nearby community	2
Frequent visitor	3
Other	0

Public input survey #1 - detailed results

Question 3. Sidewalks: We check the width, surface, and slope. Are there spots where the sidewalk is hard to use? Image: A sidewalk in a residential area. A tree-lined buffer separates it from the street.

Individual Responses (not edited for grammar/spelling):

- Many streets in Lincolnwood do not have regular sized sidewalks. They are small strips of concrete along the edge of streets that are narrow, uneven, and not level.
- Yes, there are sidewalk that has duvet, dips or cracks that needs to be paved. Sometimes the sidewalks that meet have different levels, or trees that roots crack the sidewalk or where the road meets the sidewalk that is not level, also when it rains it's so low there are puddles.
- Yes, sidewalks are hard to use in areas where it is not maintained
- Yes! It slopes away from the tree. The crack is a trip hazard.
- Please see my answer in my previous survey that I submitted by accident w/o finishing it.
- Yes, if the sidewalks are narrow with overgrowing shrubs, tree branches, tall grass, etc... it's difficult to walk on the sidewalk without going onto the grass or street. This is especially true for us dog owners.
- Walking on Pratt Avenue, between Lincoln and the trail, there are many areas where the concrete is elevated due to tree roots. It is a tripping hazard.
- most side walks sloped and aren't separated by a buffer.
- the 6400 block of North Cicero Aven the sidewalk is not got on the West side of the street as well as the East side of the street. the bus stops need to have the trees trimmed around them and we are not tall but people can get hit in the face going to the bus stop. also, the potholes/dips in pavement by Pratt & Touhy caused me to lose my balance on the bus but someone caught me and the bus driver took it VERY SLOW so I don't know what else the driver could do
- East Prairie between Jarvis and Pratt
- The Village has many different sidewalk cultures. For example, areas west of the highway, in the Towers, only have carriageways. Touhy at Lincoln - the new 1860 development has sidewalks where light posts obstruct wheelchair and buggy access. The area near Psisteria is not always accessible. In the Towers the big change could be to widen the walkway on the LWD side of Pratt. People are accustomed to walking in the street in the neighborhood itself. Finally, worst of all is going west on Touhy from 1860 over the highway - it's completely un-walkable, sadly. People in 1860 would benefit from better sidewalks going west, so they could walk to Village Crossing and other spots.
- Once I get past the 4601 building it is difficult to get through the restaurant driveway with cars coming and going.
- Yes. Our sidewalk on Jarvis is very narrow and does not have a buffer to the street. It is cracked and uneven. The kids stand waiting for the school bus and have to stand on the lawn to avoid being close to the street. In winter the snow plows push snow over the sidewalks making them hard to keep clean when we shovel snow. These cracks have been here for at least 5 years. Please take a look and assess them near Jarvis and Kilbourn. Thanks for listening.
- No sidewalk in block of Psistaria Restaurant and some irregular areas in block in front of 4601 W. Touhy
- Sidewalks are generally too narrow, not level and not maintained.
- My wife and I have to cross a very busy parking loading and unloading area of that restaurant every evening. We need to dodge cars from from and side and car doors Swinging open. The porters are nice but very busy. It is a balancing and chalanging undertaking which we dread every evening Except for Monday when they are closed We have a few members in their 90s I m really worried about them Thanks
- What sidewalks? There are no sidewalks on the 6500 block of north Christiana which forces residents to walk in the streets putting residents in danger with speeding cars. This is always the forgotten side of Lincolnwood where the village lacks attention!
- It is difficult to maneuver through the restaurant with cars coming and going when it is the only way to get to the synagogue
- None that I walk on normally
- Well, in front of Psistera restaurant there is actually no sidewalk. I put my life in danger every time I walk that way, which is quite often. I literally need to walk the restaurant valet lane to pass over there. There is no sidewalk on the other side of the street, so that is actually a worse option.
- The breaks in the sidewalk are uneven which could cause even a non-disabled person to trip. The lack of a buffer from the street increases the possibility of unwanted pedestrian interaction with vehicles: puddles being splashed onto pedestrian; snow thrown by plow onto pedestrian; passing vehicle striking pedestrian walking too close to curb.
- Yes, the sidewalk by the foremost tree is tilted and uneven.
- Yes it is very narrow that most walk in the street.
- This is a good side walk - most of our Lincolnwood streets are not like the above
- bushes by Kostner park not able to walk on sidewalk. Pratt Ave sidewalk ends after 4401 W Pratt and there is no crosswalk to cross Pratt besides Flowers park.

Public input survey #1 - detailed results

- There are sections of the 3800 block of Fitch (on the north side of the street) and sections of the 38 and 3900 blocks of Estes (on the south side of the street) that have no sidewalk at all or extremely narrow sidewalk. Also, there are sections of the 3900 block of Fitch (south side) that have sloped sidewalk
- Yes, There are many areas where the sidewalk is a problem. I work at Lincolnwood School District and walk during my lunch hour. Often, I end up walking in the street due to a bad stretch of sidewalk.
- Yes, sometimes the sidewalk is uneven or is divided by a tree.
- The areas with only carriage walks are difficult.
- Sidewalks are cracked and uneven all over Lincolnwood
- Yes. The majority of the sidewalks in the Towers has slimmer than normal widths and uneven surfaces. Pedestrians are often walking on the street because of this reason.
- Yes
- Yes, many of the streets in Lincolnwood neighborhoods are both narrow and on a slant. My experience has been that it is nearly impossible to push a stroller on these sidewalks, forcing us into the street. I imagine the same would be true for someone with a wheelchair, walker, etc.

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? Image: A curb ramp in Lincolnwood where it intersects with a street. It leads to a marked crosswalk and another ramp on the opposite side of the street.

- There are not enough curb ramps on Lincolnwood streets and the curb ramps do not extend into street, from one curb ramp to the other providing a clear path across the street.
- Northeast corner ramp of Kimball and Albion hard to use. Tactile warnings cracked broken all over southeast Lincolnwood
- Some curb ramps are not even or not physically stable that wobbles. Esp in the rain, it wobbles and splashes water. Even when it's not wet, when you step you feel like falling or it makes you trip.
- Please see my answer in my 1st survey that I submitted by accident w/o finishing it.
- Not that I'm aware of. I like the curb ramps when I'm walking my dog in the neighborhood.
- most sidewalks do not have curb ramps or curb cuts. only main streets have them, not residential sidewalks where residents want to walk
- These work great, but the problem is that on adjacent sidewalks there may not be easy access.

- Ours seems okay except for when it rains. It gets flooded very often when we have heavier rains.
- No ramp in front of Psistaria Restaurant
- There are numerous locations that do not allow proper access.
- A side walk would make it safer for us and Patrons and porters of restaurant
- This would not be helpful in this case
- None that I walk on normally
- This illustration looks negotiable.
- Do not recall at this time
- I'm not sure, but I can take pictures in the future.
- Seem to be marked
- We need more curb ramps
- Yes, there are several of these without a ramp at the end of the sidewalk. There are some sidewalks that just stop abruptly.
- Yes
- Near Rutledge Hall, there is at least one that is loose and pops up when you step on it.

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? Image: A street crossing with a push button. It activates flashing yellow lights to warn drivers of someone wanting to cross.

- The one near my house does not have a normal push button to press. You have to push a stick into a small hole to turn the flashers on which is cumbersome and these safety crossing lights aren't always observed when activated as there have been motorists that do not stop when I am trying to cross the street.
- Yes. The push button at Pratt and Lincoln. Also we need one crosswalk at Keeler and Pratt. We residents south of Pratt always feel unsafe when crossing the streets with our children, dogs and people with disabilities that we need to walk to park and cross Pratt. I entered a request but was rejected and ask to walk all the way to Pratt and Lincoln in order to cross the street to the park. That is not "down the road" that is far when you have children, kids who are disabled, seniors who lack mobility but need the exercise and etc.
- Yes on Touhy there are quite a few that are not working
- Please see my answer in my 1st survey that I submitted by accident w/o finishing it.

Public input survey #1 - detailed results

- They're great! Especially the ones that beep & talk telling you it's safe to cross or to wait. We need more of the audio ones! The ones with just the walk/hand symbols are sometimes difficult to see with the sun's glare or when very tall trucks block the view.
- The lights are great if people use them or cars stop when the lights are flashing.
- A huge issue with push buttons is that Orthodox Jews can't activate them on the Sabbath and Holidays, so they have to try to run across intersections to the east of Congregation Yehuda Moshe - often pausing in the middle of Lincoln Avenue. This is a huge problem and a safety concern for everyone - able-bodied, children, and seniors.
- I am not crossing a street it is the restaurant driveway that is the problem . There is no sidewalk to use.
- Many push buttons require a finger to be activated. Should be a large button.
- The walk signal is not bright enough for drivers! There needs to be a larger and brighter flashing light on Devon avenue! It's a safety concern!
- Would not work for us
- The buttons are easy to use. The lights flash. The cars don't stop most of the time. Also, the bike path crossing over Lincoln could use better signage or something. Very dangerous. Even with officers stationed nearby.
- All push button walk signals should be checked periodically to assure they are working and that they are easy to find. In addition, it should be verified that the arrow signs are pointing in the appropriate direction relative to the crosswalk sign they control.
- This button appears reachable. Some motorists disregard the signals, and some trail users fail to use the buttons.
- Only 1 push button signal on Pratt, could have more to slow traffic down and let people cross.
- The push buttons are great to have and we use them frequently on bike rides. I believe that they all work.
- Helpful and it is safe for both pedestrians and vehicles
- The trail push buttons are located on the left side, opposite of where bikes and pedestrians are crossing.
- No comment
- Yes

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? * Image: An off-street, shared-use path and crosswalk for walkers, bikers, and people who roll.

- Some of the street crossings along the pathways are dangerous like on Pratt Avenue and Devon Avenue to cross because motorists don't always stop when the lights are flashing.
- The pathways for where the middle is on that Pratt where the picture is can be better designated.
- Please see answer in my 1st survey that I submitted by accident w/o finishing it.
- No. It works for me. But, I'm still very careful crossing the street looking for cars when I walk across Lincoln to continue on the bike/walk path. I'm not sure that the traffic will stop even though the lights are flashing.
- don't use
- These work great and are a huge asset to our community
- There is a need for a sidewalk
- Yes. On Lincoln ave between Jarvis and Howard. There are frequent accidents cars rear end other cars when they stop for pedestrians. Most of the times cars do not stop since there arent any lights.
- No
- This could be one method. But a sidewalk would be better
- No. Love the trail!
- The example displayed is of the Valley Line Trail which is used by walkers, bikers and roller-bladers. It is unsafe for walkers. People whiz by without slowing, and I've observed people using bikes with electric motors. Though over 80, I have no problem walking but still avoid the Valley Line Trail as a potentially dangerous and unpleasant place to walk. It needs a "pedestrian-only" walkway.
- Yes, when motorists do not yield.
- Lighting g at night such as low voltage solar lights would be helpful
- Flowers park crossing on Pratt.
- Crossing at Devon Ave is always hazardous, even with the push button signals. Bikers and walkers assume that they can cross immediately and don't wait for the cars/trucks to stop. Also, some cars and trucks just don't stop when the light has been activated. There have been many accidents and near misses at the pedestrian crossing at Devon Ave. A stoplight would be better.

Public input survey #1 - detailed results

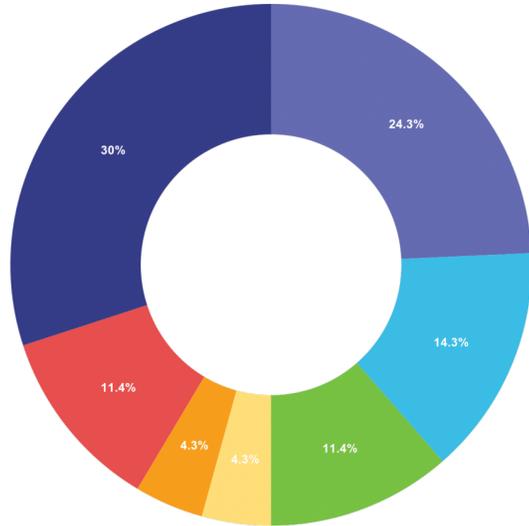
- Walkers and bikers are sometimes unsure which side of the path is appropriate for them. At crosswalks, cars don't always follow their signals making it unsafe for walkers
- The road configuration and wall make visibility poor at the UP-Path crossing of Central Park Avenue, near the Public Works facility.
- Pathways at Proesel Park are narrow in some areas making it hard to cross paths. The surface terrain is uneven too.

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.

- Some of the schools do not have automatic door openers on entry doors and bathrooms. Some of the public buildings, schools, library, pool and parks do not have automatic entry doors to bathrooms. Many of the bathroom entryways, commode and toilet heights are not ADA compliant. Some toilets do not have grab bars.
- Also we need one crosswalk at Keeler and Pratt. We residents south of Pratt always feel unsafe when crossing the streets with our children, dogs and people with disabilities that we need to walk to park and cross Pratt. I entered a request but was rejected and ask to walk all the way to Pratt and Lincoln in order to cross the street to the park. That is not "down the road" that is far when you have children, kids who are disabled, seniors who lack mobility but need the exercise and etc. The residents south of Pratt and Keeler, Karlov, Kedvale need a crosswalk or pedestrian crossing zebra painted at Pratt and Keeler. A lot of us cross there and also school buses stop at Pratt and Kedvale. A crosswalk is best and safe for our residents to have.
- Please see my answer in my 1st survey that I submitted by accident w/o finishing it.
- None that I can think of right now.
- a lot of intersections have bushes and/or trees blocking the sidewalk. and a lot of intersections have bushes and/or trees blocking you view when i have a person drive me so we can get hit. I thought when your officers are on patrol, they could report this and a warning letter can be sent to them and if they don't do anything you can fine them. Please do this.
- My Dad has a walker and our sidewalk is too narrow for him to walk so he walks in the street
- Parking sidewalk next to parking lot of Greek restaurant Psistaria
- 6500 block of north Christiana NEEDS sidewalks. Why should residents be forced to walk in the street? This is the forgotten side of Lincolnwood where the village lacks attention!
- Access to Congregation Yehuda Moshe from the east as the sidewalk is nonexistent forcing pedestrians to walk through Pstaria's active traffic valet lane avoiding auto traffic!
- Again, Psisteria restaurant is near impossible to pass safely. And I see so many elderly and handicapped literally walking through the restaurant's valet lane. It's the only option. It's absolutely crazy!
- Most of Touhy Avenue between Lincoln and Cicero is unsafe for pedestrians. Where sidewalks exist, they are narrow, sometimes interrupted by light poles, and there is no buffer between the sidewalk and the 40,000 vehicle-per-day thoroughfare. Egregiously missing is a sidewalk in front of the Psistaria Restaurant.
- Sidewalks need to be continuous and wide enough to accommodate wheelchairs; the narrow side walks on some side streets need to be widened.
- Hard to get to Proesel Park from the south side of Pratt. Sidewalks on Kostner could be wider for kids getting on buses. All bus stops are on the North side of Pratt causing many kids having to cross. As well as sidewalks causing kids biking to cross the street.
- The light at the fire station and city hall on Lincoln Ave. is very long for the traffic on Lincoln Ave. People trying to cross to the park have to wait a very long time. Many people decide not to wait and run across which is dangerous.
- When it snows it is difficult for an individual with a walker, wheelchair or cane to get a good "grip" on the sidewalk. It is imperative to shovel and salt
- Village Hall and Proesel Park are difficult to access because of the lack of signalized crossings of Lincoln Avenue, in addition to the width of the roadway and speed of traffic.
- The parks in Lincolnwood are not handicap accessible. Most still have woodchips and need to be pour and play. The new flowers park has woodchips and we were told it would be pour and play.
- The updated Flowers Park has wood chips blocking the accessibility to the accessible music equipment. It was a poor design that thought to include all with mobility challenges, but that wasn't the case as the wood chips are not easy to ambulate on as a wheelchair user.
- Bus stops, school parks, playground with wood chips or sand

Public input survey #1 - detailed results

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



Answered: 35 Unanswered: 6

Choice	Total
Parks	17
Schools	10
Bus Stops and Train Stations	8
Village Hall	3
Library	3

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?

- Not enough usable sidewalks throughout the village and walking path crosswalk on Pratt and at Devon
- Keeler and Pratt. You need to connect these two neighbors as we need to feel safe to cross the Pratt street. This would help people to slow down as well. Too many people speed on Pratt.
- All buildings should be accessible to all. This includes doorways as there are wide wheelchairs. Large restrooms are a must for the same reason.
- Please see my answers in my 1st survey that got submitted by accident w/o finishing it.
- In general, make sure the curbs around the driveways, the sidewalks surrounding the properties & around the buildings are not broken or crumbling
- most residential sidewalks to the their stooping
- cicero & devon and cicero & Arthur street
- All walkways
- Sidewalk next to Greek restaurant Psistaria
- Going thru restaurant to synagogue
- In front of Psisteria restaurant and across the street from them--the strip mall. No sidewalks there either. Who ever could have possibly thought this was ok?
- Touhy Avenue between Cicero and Lincoln is a priority for pedestrians. And crossing Lincoln at Touhy is a special danger.
- Schools
- Parks and shopping, Pratt is a huge boundary and all the sidewalks on Pratt and side streets are very small with bushes growing into them or cars parked on the sidewalks
- Sidewalks by prosel park
- Streets where there are people with disabilities that find it difficult to ambulate. It makes it a struggle to want to walk around the neighborhood with this obstacles in fear of safety.
- Schools and playgrounds

Public input survey #1 - detailed results

Question 10. Policies: Have you had any issues with Lincolnwood'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
- I have a child who has Functional Neuro Disorder. Any push button for crosswalk is best and also by Keeler and Pratt, Also we need a crosswalk from Tripp/Keeler and Lincoln. It is so unsafe for residents to cross these streets Pratt and Lincoln
- none
- No
- No
- No
- There are places without safe pedestrian passageways. The front of Psistaria restaurant is an example.
- No
- Persons with disabilities CAN NOT access the sidewalks on the 6500 block of North Christiana! They are forced to walk with or without a cane or wheelchair in the streets putting residents life at risk
- No
- Overgrown bushes on sidewalks
- Village has done nothing about sidewalks unevenness in the Towers area. The width of the sidewalks are too narrow and residents put their garbage cans on the sidewalks instead of outside the curb.

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

- Add more crosswalks you don't see it but a lot of people, kids and adults and senior walk in our neighborhoods every day for exercise or leisure. Please invest in better sidewalks and more crosswalks to keep residents safe and people to slow down and not speed. Perhaps two more speed meter or camera on Pratt
- I have not encountered any problems with access in Lincolnwood.
- Restaurants need seating space for all. Bathrooms need to be bigger.

- I submitted my 1st previous survey by accident with this last portion not totally completed. I apologize for any confusion, & that is why in this 2nd survey, I wrote to "see my 1st submitted survey for my responses/answers". There was no way to go back & review my previous responses after I hit submit. As a retired Spec. Educ. Teacher for the Blind/Partially Sighted, it's imperative that the "push button audio signals" that say "wait" or "cross" be installed on all traffic signals if possible. It makes it safer for the Sr.& non-Sr. population to cross the streets. At times it's difficult to see the "walk" or "hand" symbols due to inclement weather, the sun's glare, or tall trucks. I do a lot of walking in various areas of Lincolnwood being a dog owner. If someone's vision is impaired due to age, health issues, or a vision disability, it's not safe to cross these busy streets w/o the aid of these push button audio signals. Thank you. Again, I'm sorry for submitting this 2nd survey.
- As a retired Special Education Teacher for the Visually Impaired (Blind & Partially Sighted), I feel it's imperative that the
- do street sweeping before it rains or snows so you remove the leaves and trash so water is not on the streets so the wheels of the walker will roll
- Put stop sign/crosswalk on Pratt at Leclair as cars are always darting out onto Pratt.
- Extend the time for individuals to cross the street.
- Installing full width sidewalks in place of carriage walks. Adding refuge medians and/or pedestrian activated signalized crossings of major arterials (Lincoln, Touhy, McCormick, Cicero).
- The parks need to get rid of woodchips

Public input survey #2 - detailed results

Question 1: Asked people to rank six projects for upgrades to existing sidewalks.

The streets shown on the map may require sidewalk upgrades or repairs to improve accessibility. Accessibility upgrades do not typically result in additional impacts to adjacent properties.

Number of responses: 10

Rank	Choice	Distribution	Score	Times Ranked
1.	Pratt Ave, from Central Ave to McCormick Blvd		45	10
2.	Morse Ave, from Kenneth Ave to Crawford Ave		40	9
3.	Kostner Ave, from Lincoln Ave to Jarvis Ave		35	9
4.	Lunt Ave, from Keeler Ave to Northeast Parkway		28	9
5.	Lawndale/Central Park Ave/Northeast Parkway, from Touhy Ave to McCormick Blvd		24	9
6.	Longmeadow Ave, Pratt Ave to Sauganash Ave		20	10
		Lowest Highest		

Public input survey #2 - detailed results

Question 2: Asked people to rank five projects that may require filling gaps where there are missing sidewalks.

The streets shown on the map have sidewalk gaps. Filling these gaps on at least one side of the street can improve accessibility for people who wish to walk along them and access nearby destinations.

Number of responses: 8

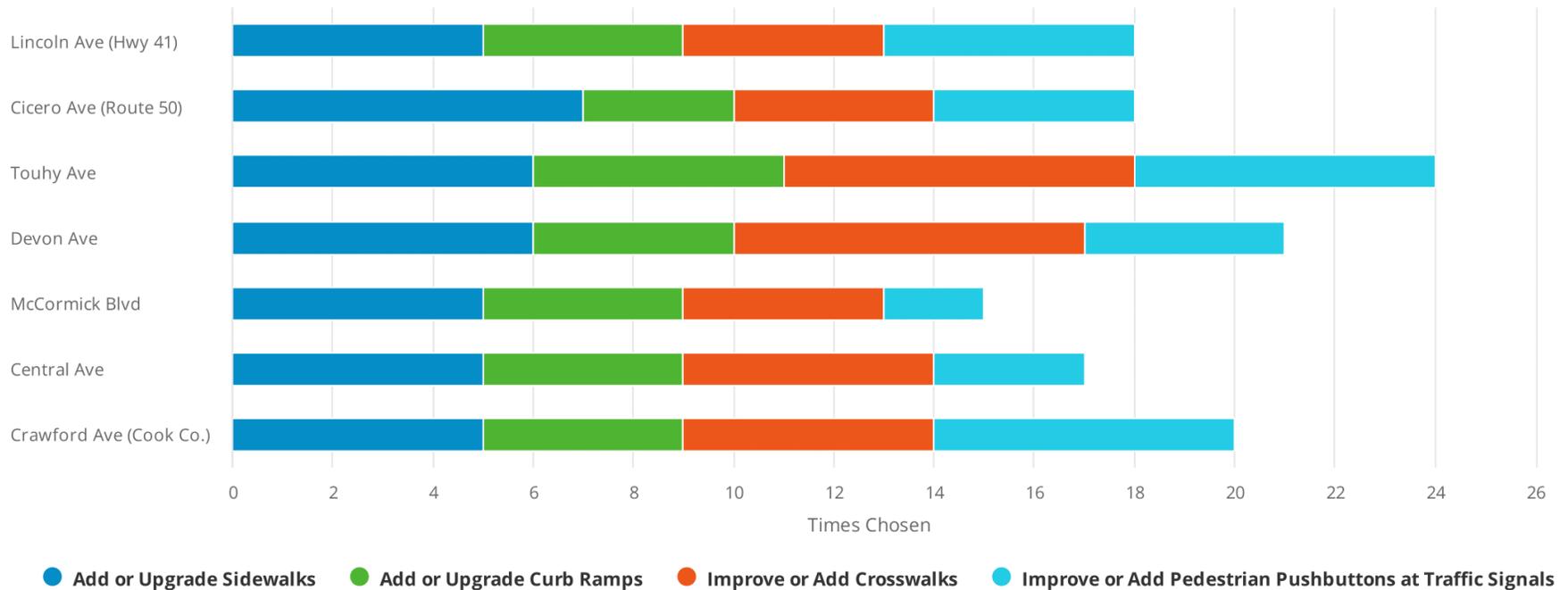
Rank	Choice	Distribution	Score	Times Ranked
1.	Jarvis Ave, from Lincoln Ave to Hamlin Ave		33	8
2.	Prairie Ave, from Jarvis Ave to Lincoln Ave		31	8
3.	Central Park Ave, from Northeast Parkway to Arthur Ave		21	8
4.	Hamlin Ave, from Jarvis Ave to Pratt Ave		20	8
5.	Sauganash Ave, from Longmeadow Ave to Central Ave		15	8
		Lowest Highest		

Public input survey #2 - detailed results

Question 3: Asked people to rank seven streets managed by Illinois DOT or Cook County.

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

Number of responses: 8



Public input survey #2 - detailed results

Question 4: Do you have any further comments on these IDOT and Cook County routes?

- Signals to cross at Lincoln/Morse & Crawford/Morse
- Speed bumps please

Question 5: Are there any street crossings you feel could be made safer or more accessible?

- Crossing Lincoln at any point.
- Pedestrians and bikers need some relief at some point, perhaps at Morse and Lincoln. It is treacherous to cross there.
- Lincoln/Morse
- Crawford/Morse
- Kilpatrick between ester and Lunt needs a speed hump.
- All streets in the Terrace
- Lunt & East Prairie, very dangerous during the school year

Question 6: What else would you like to tell us about making Lincolnwood's Sidewalks and Streets more accessible?

- Not enough sidewalks on major thoroughfares and it's getting more and more dangerous to walk on the street.
- Snow and ice removal on Pratt sidewalks. Residents on Pratt don't or can't keep up with this. There is a specific stretch of Pratt between Morse and Kostner where, due to tree roots, the sidewalk has buckled. Snowmelt pools and freezes over the course of winter. There is significant SD74 student foot traffic this stretch of Pratt, especially during the school year..
- It would be nice for Lincolnwood to have full sidewalks on both sides of the street as well as street lights for visibility The bend on 6800 N Keystone is a blind corner and used as a cut through street. The street should be closed at the alleyway and a pedestrian cross should be put in here for the library to cross safely. Too many cars who do not live in LW are using this to cut through and go around the light at Crawford/Pratt. Also the dumpster sitting on Keystone for AirRoom forever needs to be removed for safety. There are 12 kids on 6800 block of Keystone who are under 9 years old.
- The need for speed bumps in streets is so necessary
- Speed humps. People are driving crazy. Also chipped and uneven curbs
- All Streets in the Terrace NEED stop signs!!!

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 them 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 purposes 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 was 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. Similar to 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 the 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 harder to review due to the quality of 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

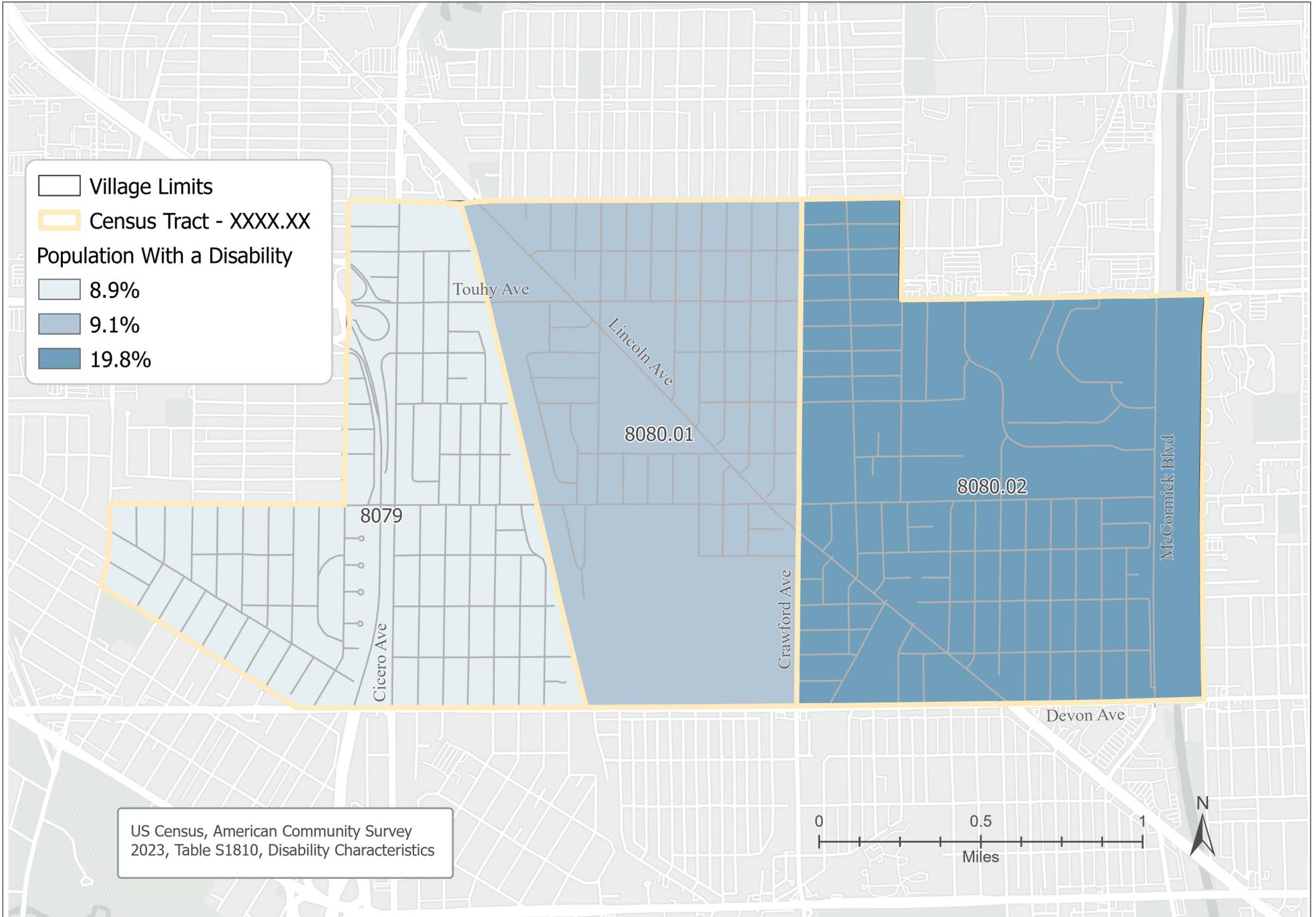
The alignment of a particular feature (e.g., sidewalk, curb ramp, push button) with PROWAG specifications can have multiple parts. Each of those parts is measured for consistency or alignment with the PROWAG specification.

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 is the approach taken for summarizing the results of the different features within the self-evaluation chapter.

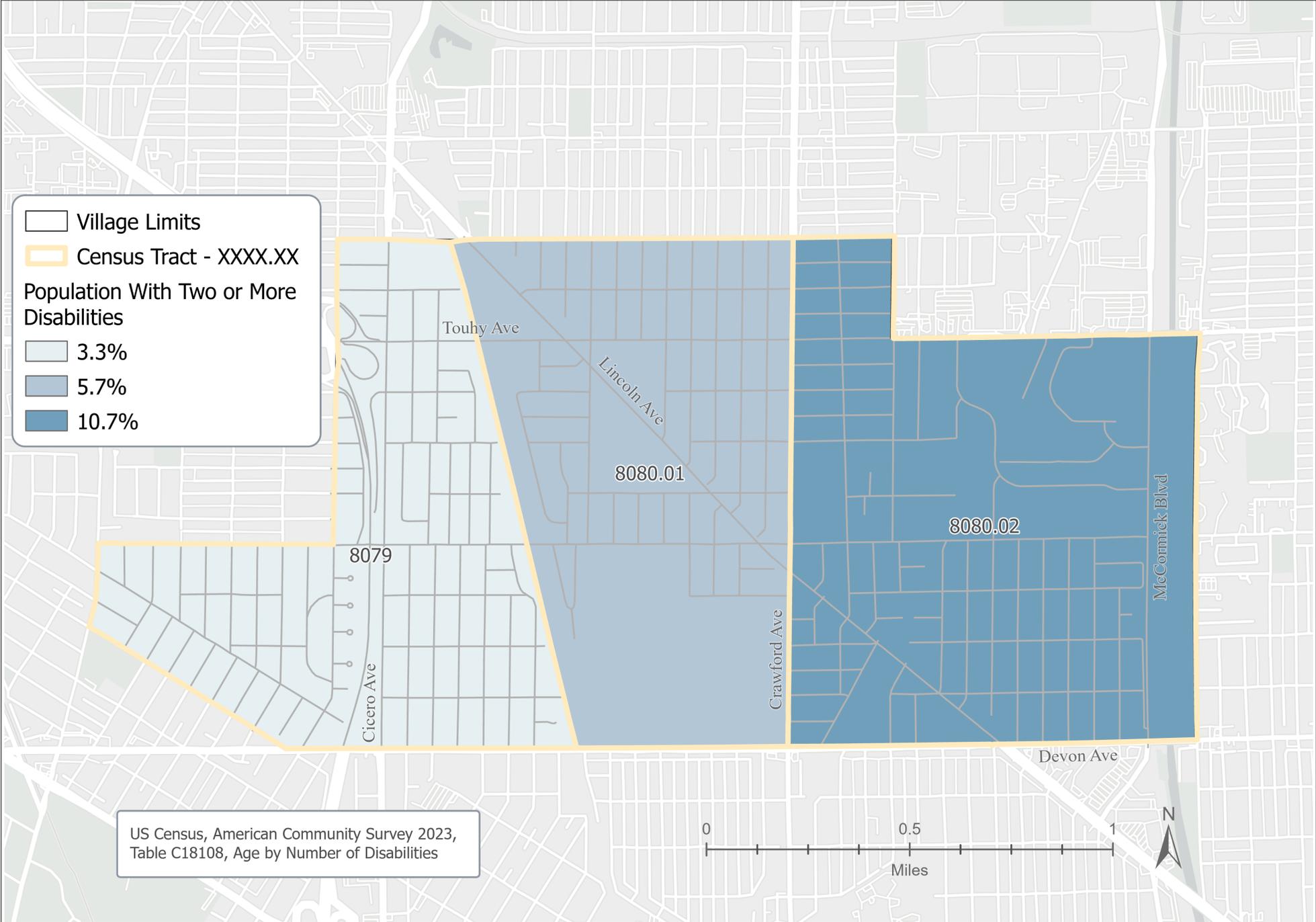
The actual field conditions can change from the time the data was collected and when a municipality designs or implements a project. Therefore, the results of the self-evaluation are not intended to be used as design recommendations or scoping documents. The municipality is recommended to field verify 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

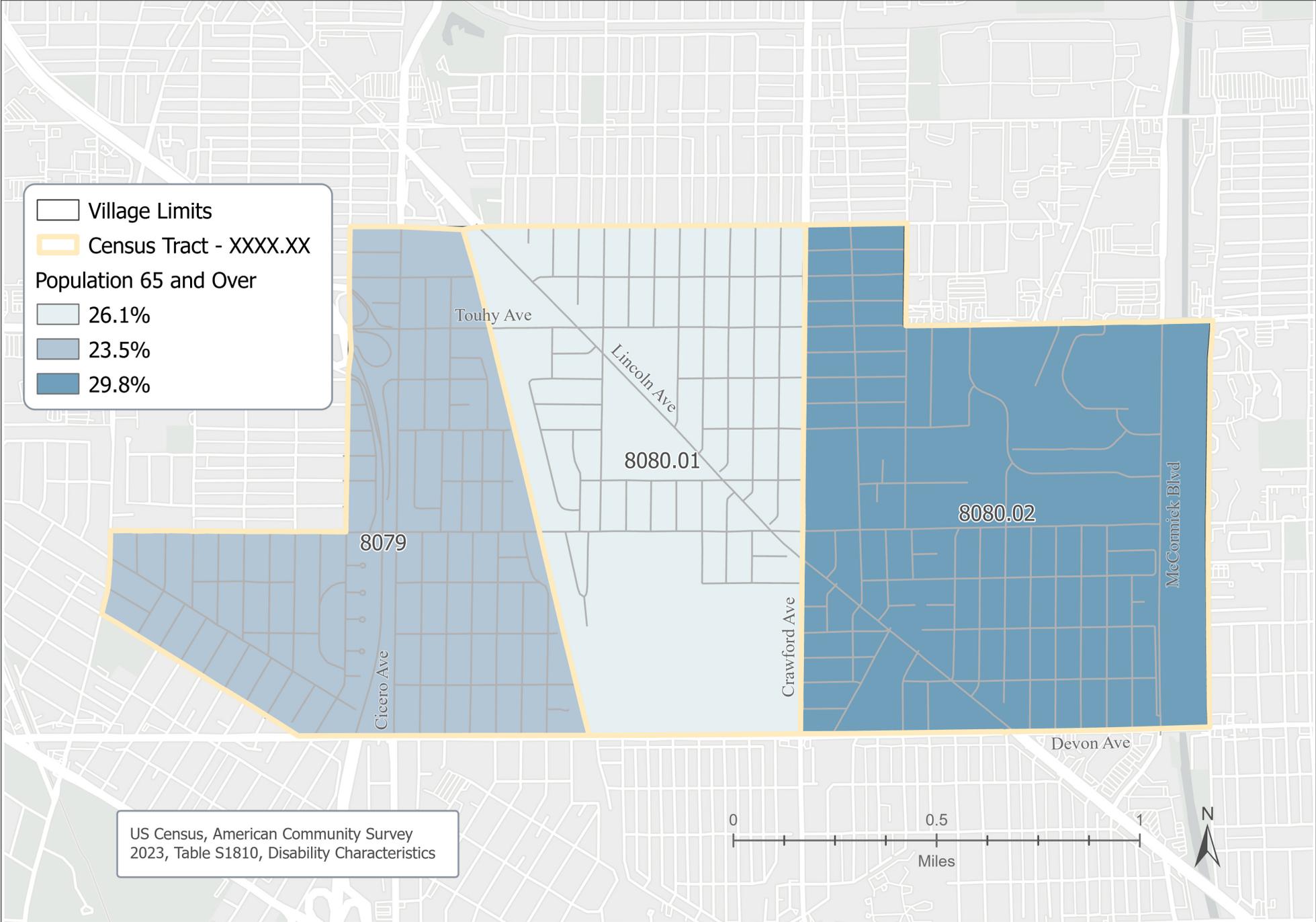
Percent of population reporting a disability



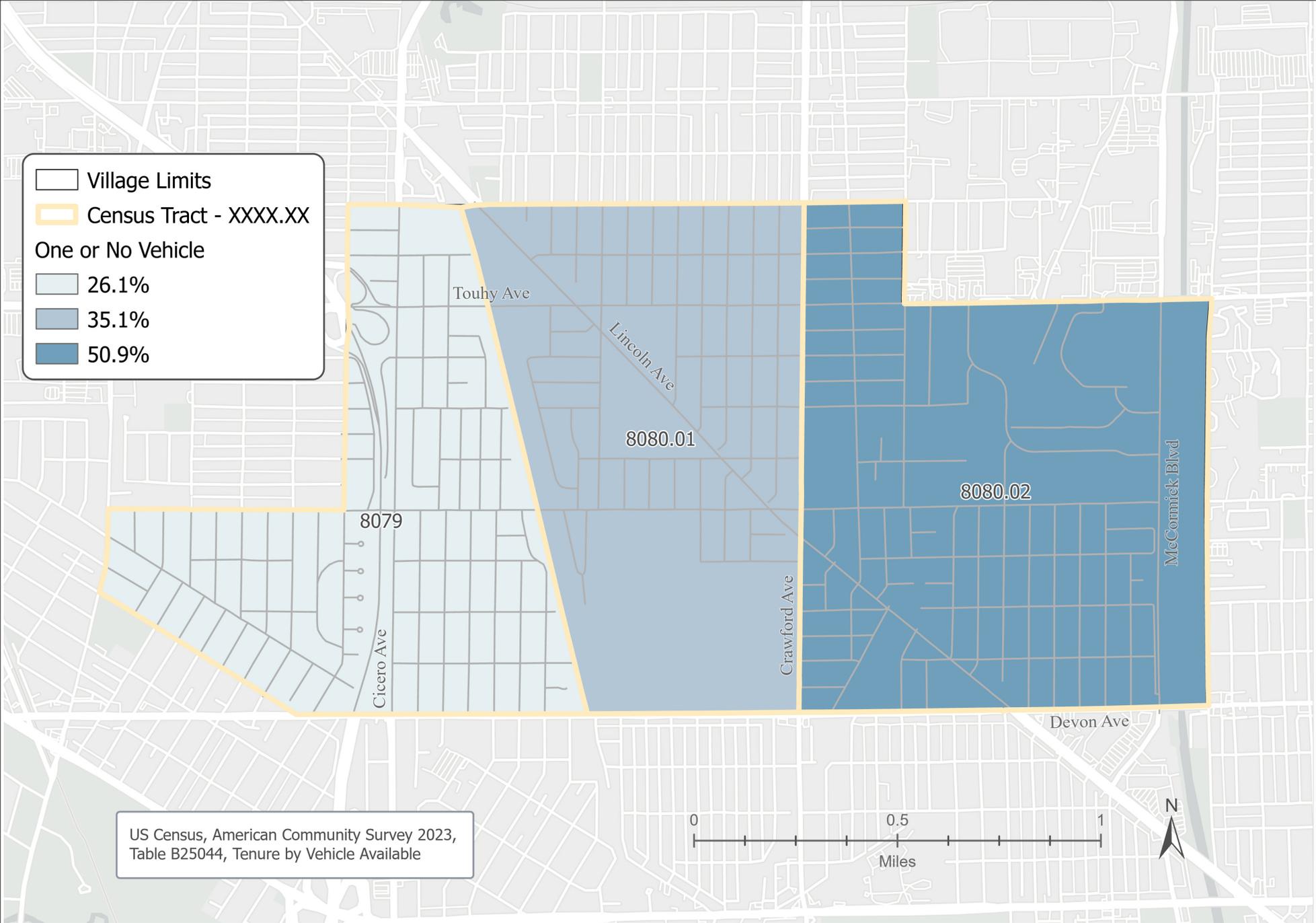
Percent of population reporting two or more disabilities



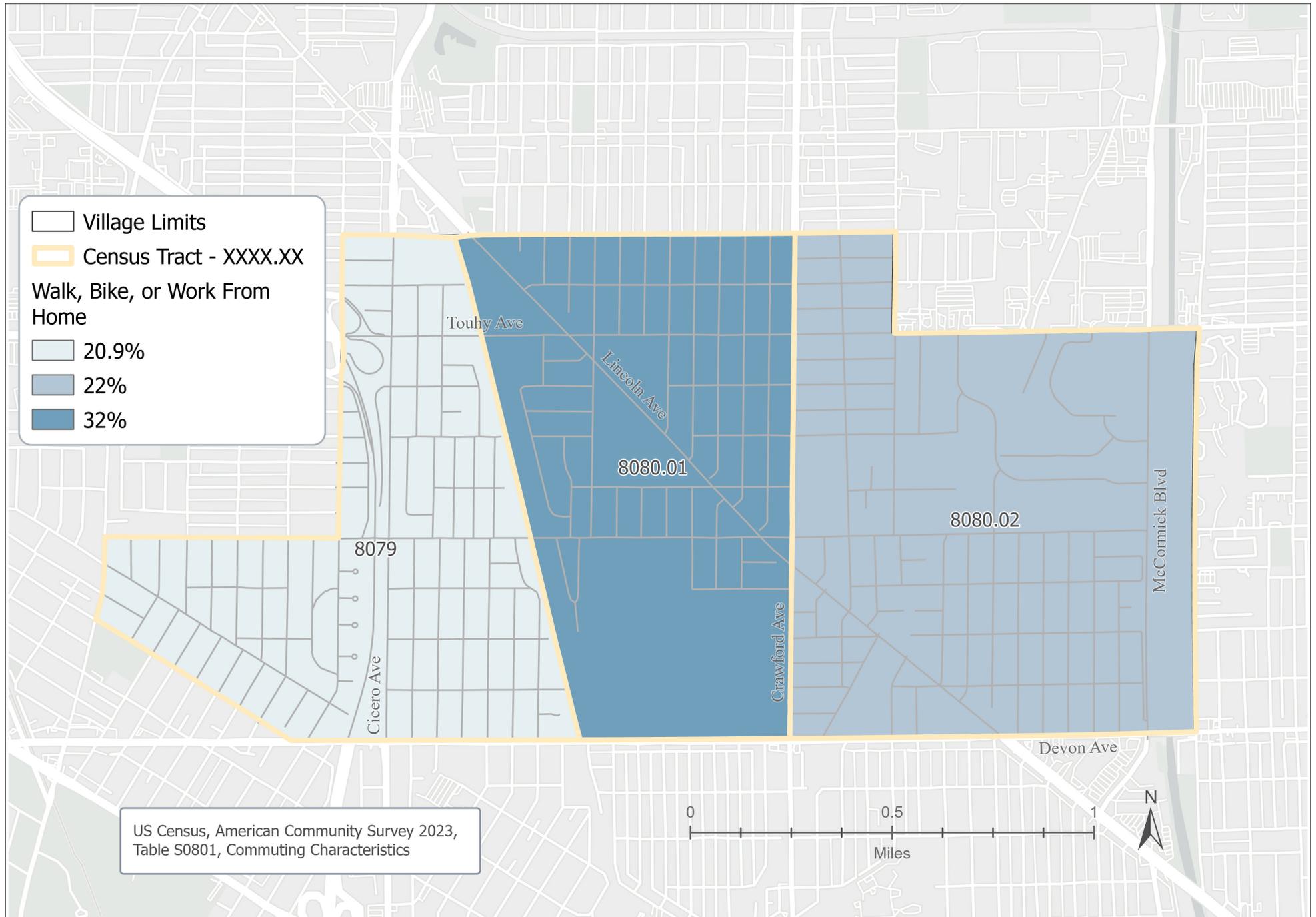
Percent of population age 65 or older



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



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



Appendix H: Transition plan: Scoring criteria for priority projects

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.

Over age 65 (maximum 10 points)

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

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.

Access to food/prescriptions (maximum 10 points)

- 10 pts: Direct route to more than one food and prescription outlet.
- 7 pts: Direct route to at least one food or prescription outlet.
- 5 pts: Secondary route to more than one food and prescription outlet.
- 3 pts: Secondary to at least one food or prescription outlet.

Access to schools, parks, and other public buildings (maximum 10 points)

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

Proximity to transit (maximum 10 points)

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

Traffic speed (maximum 5 points)

- 5 pts: ≥ 30 mph
- 3 pts: 25 mph
- 1 pt: 20 mph

Traffic volumes (maximum 5 points)

- 5 pts: $>4,000$
- 3 pts: 2,000 to 4000
- 1 pt: $<2,000$ (assume due to no data)

Public input/intangibles (maximum 20 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.