

Americans with Disabilities Act Transition Plan for Public Sidewalks

Prepared for:



Chicago Metropolitan Agency for Planning

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Executive Summary

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

The City currently maintains approximately 163.32 miles of sidewalks, curb ramps, crosswalks, and pedestrian traffic signals throughout the City. Of the 163.32 miles of sidewalk 16 miles (10%) of sidewalk was determined to be significantly compliant, while 28 (17%) miles of sidewalk was found to have the greatest hinderance on pedestrian usability. The plan documented 2,487 curb ramps of which five hundred ninety-nine (599) curb ramps (24%) were determined to be significantly compliant. Two hundred sixty-nine (269) curb ramps were found to have the greatest hinderance on pedestrian usability. These numbers are in line with national averages. The team also evaluated accessible parking spaces within the City's public parks and right-of-way.

The City categorized the remaining sidewalks and curb ramps as not technically compliant but also functionally usable. The Plan recommends these areas to be addressed in future phases of implementation or in response to any grievances received about these locations. **Exhibit 4** outlines potential project based on the Plan's findings. The appropriation of funds to eliminate barriers to access and improve accessibility will be determined on a yearly basis by the City Council (Council) which serves as the local legislative branch of government of the City of Berwyn.

Administrative Documents

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

The Plan evaluates all programs and services related to improvements within public right-of-way to assess the level of ADA compliance. This evaluation specifically reviewed the City's design standards and documents it prepares and maintains. **Chapter 5** provides a brief synopsis

of the results of this evaluation and **Exhibit 3** outlines the recommended changes to enhance accessibility.

Sidewalks, Curb Ramps & Pedestrian Signals

The self-evaluation of pedestrian facilities within the public right-of-way included the inventory and assessment of all City sidewalks, curb ramps, bus stops, crosswalks, and pedestrian traffic signals.

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

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

1.0 Regulatory requirements

The Americans with Disabilities Act Transition Plan, (referred to as “the Plan”) documents the City’s pedestrian facilities and develops objectives for making those facilities accessible for all people including those with disabilities. The Plan focuses on sidewalks, curb ramps, parking spaces, and transit stops located within public right-of-way and public parks. The Plan has been prepared pursuant to ADA, which requires a transition plan to be completed by all public agencies with more than fifty (50) employees.

1.1 Americans with Disabilities Act

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

- **Title I – Employment:** Title I of the ADA aims to remove barriers that prevent individuals with qualified disabilities from accessing the same employment opportunities and benefits as those without disabilities. Employers must provide reasonable accommodation to qualified applicants or employees with disabilities, unless doing so would cause undue hardship. This title prohibits discrimination in all aspects of employment, including hiring, promotion, compensation, training, and termination.
- **Title II - Public Services:** **Title II of the ADA prohibits public entities from discriminating against individuals based on disability. It requires state and local governments to provide equal access to all programs, services, and activities they offer. The City of Berwyn must ensure that its infrastructure and operations, including those affecting public right-of-way, are accessible to individuals with disabilities.**
- **Title III - Public Accommodations:** Title III of the ADA prohibits private entities from discriminating against individuals with disabilities in places of public accommodation. These entities must ensure that their facilities are accessible and provide equal access to goods, services, and activities. Examples of places of public accommodation include hotels, restaurants, theaters, retail stores, golf courses, and other commercial establishments.
- **Title IV – Telecommunications:** Title IV of the ADA requires telephone companies to establish interstate and intrastate telephone relay services in every state. These services enable individuals with hearing or speech disabilities to communicate over the telephone using text telephones (TTYs) or other assistive technologies. The Federal Communications

This plan focuses on public pedestrian facilities, including sidewalks, curb ramps, parking spaces, and transit stops located within public right-of-way.

Commission (FCC) oversees the implementation of these relay services to ensure equal access to telecommunications.

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

1.2 Definitions in Title II of the ADA

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

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

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

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

1.3 ADA requirements of a public entity

The Americans with Disabilities Act (ADA) outlines specific actions that the City or any public entity must take to achieve compliance. The City used the NCHRP 20-7 (232) – *ADA Transition Plans: A Guide to Best Management Practices* when developing this Plan. This guide outlines how the City will meet these obligations regarding the public right-of-way through the following key steps:

- **Inventory existing sidewalk conditions**
- **Develop a grievance procedure.**
- **Provide public notice about ADA requirements.**
- **Appoint an ADA Coordinator to oversee Title II compliance.**
- **Create a transition plan if structural changes are necessary to ensure program accessibility.**
- **Maintain all grievances and ADA compliance checklists for at least three years.**

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

Administrative requirements

The City is responsible for ensuring inclusive access to all properties, services, and programs it offers. In addition to sidewalks, curb ramps, and City-owned buildings and facilities detailed further below, the City also maintains a website that supports various programs and services. The City must publicly communicate residents' rights regarding access to these properties, services, and programs. It must also establish a process for the public to submit complaints about ADA accessibility. Although achieving full compliance across all buildings and facilities will take time, the City remains responsible for modifying existing programs to accommodate all users. This plan specifically addresses the programs, services, and activities managed by the Public Works Department.

The City must establish a process for the public to submit a complaint about ADA accessibility.

Sidewalk, obstruction, curb Ramp & pedestrian signals inventory requirements

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

1.4 Priority locations for the City

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

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

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

2.0 Steps to a compliant transition plan

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

2.1 Designating an ADA Coordinator

The City has appointed the City Administrator as the ADA Title II Coordinator, currently Ruth Siaba Green (August 2025) who serves as the primary point of contact for all ADA accessibility issues within the City of Berwyn. The individual will also oversee the requirements outlined in the ADA public notice and grievance procedure. The ADA Title II Coordinator answers questions from both the public and City employees regarding accommodation for individuals with disabilities and Title II of the ADA. Please send all written requests to:

Ruth Siaba Green, City Administrator, ADA Coordinator
6700 26th Street
Berwyn, IL 60402-2500
Phone: 708-749-6433
Email: RSiabaGreen@ci.berwyn.il.us

2.2 Providing notice to the public about ADA requirements

The Plan actively included people with disabilities and the outreach groups that represent them in the public participation process. Because this group is especially sensitive to pedestrian travel, they raised specific concerns that often differ from those of the general population. Recognizing that nearly half of Berwyn's residents speak Spanish, the City distributed Spanish-language materials to ensure broad community outreach. The City also engaged officials and members of the public in the process. **Chapter 3** documents the City's outreach effort. The City has developed and approved public notices about ADA requirements, which should be posted at all City buildings and on the City website. **Exhibit 1** contains a copy of this notice.

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

2.3 Establishing a grievance procedure

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

2.4 Developing internal design standards, specifications & details

The City establishes standards for sidewalk construction in Chapter 1010 (Construction Facilities in the Right-of-Way) – in the “Code of Ordinances of the City of Berwyn, Illinois”. The codes were reviewed and improvements within right-of-way are currently governed by the principles and standards set forth in the most current version of multiple IDOT publications. The code as presently written meets the requirements of federal ADA guidelines and standards.

2.5 Assigning personnel for the development of the Plan and collecting data

Chicago Metropolitan Agency for Planning (CMAP) contracted Oates Associates (Oates) to inventory Berwyn’s existing facilities including curb ramps and sidewalks within City right-of-way, identify ADA deficiencies, and develop procedures for implementing and scheduling work to provide an ADA compliant system.

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

2.6 Approving a schedule and budget for the Plan

By adopting this Plan, the City has created an implementation procedure to identify the most critical sidewalk sections and curb ramp locations. Although this Plan prioritizes pedestrian facility improvements throughout the City, the City will logically group projects to improve construction efficiency and reduce costs. If the City identifies projects that are eligible for federal or state funding, it will pursue these projects regardless of the prioritization rank. The City may decide to defer certain ADA priorities if they are to be addressed as part of already-planned construction projects within the near term (3-5 years). The implementation procedure helps the City identify specific sidewalk and ramp projects that it can incorporate into other transportation improvement efforts.

The (City) Council will determine the final budget for sidewalk and curb ramp improvements each year during the fiscal budget development process.

The City currently funds sidewalk improvements through its General Funds and Roads program for the Public Works Department section of the budget as well as individual projects identified in the Capital Improvements Fund, Capital Projects program for the Public Works Department section of the budget. It also uses various state and federal funding sources to support specific roadway projects, such as the Surface Transportation Program. The Council will determine the final budget for sidewalk and curb ramp improvements each year during the fiscal budget development process. **Chapter 8** and **Exhibit 4** include the schedule, priorities, and budget for the improvements identified in this plan.

2.7 Monitoring progress on the implementation of the Plan

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

3.0 Public outreach

The ADA requires public entities to make information regarding the formation of the Plan available to all applicants, participants, residents, and other interested parties. The City aimed to actively seek input from all interested parties, including those with disabilities and the groups that represent them. City staff offered various opportunities and methods to engage the public. They established an English project website ([Berwyn's Plan for Accessible Streets and Sidewalks | Engage with CMAP](#)), a Spanish project website ([Berwyn's Plan Para Facilitar Calles y Aceras Para Personas Con Discapacidades Físicas | Engage with CMAP](#)) (advertised events in English and Spanish on the City's website and social media platforms, and displayed flyers in prominent local gathering areas around Berwyn. Staff also sent invitations to representatives of the disability community, churches, school districts and parks and recreation centers, encouraging them to involve their constituents in the process. The City reached out to as many residents as possible to ensure everyone felt heard and demonstrated its commitment to improving infrastructure in the public right-of-way. The City hosted several events, including:

- **kickoff public meeting**
- **community survey**
- **four project steering committee meetings (offered in-person and virtually)**
- **in-person interviews with key stakeholders and interested parties (offered in-person and virtually)**
- **open house meeting**
- **public review and comment**

3.1 Kickoff public meeting

A project kick-off public meeting was held on November 7, 2024 at Berwyn Public Library from 5-7 pm. City staff, CMAP and Oates introduced the concept of the ADA Plan and explained why the City was pursuing it. They offered attendees opportunities to provide feedback in person and through comment forms. The project team provided maps of the City so attendees could identify specific locations where they experienced challenges. Ten residents attended the meeting. **Exhibit 5a** includes copies of the documents provided at the public meeting.

3.2 Community survey

The project team developed and actively distributed a community survey which proved to be a highly effective tool for gathering input. The City launched the survey in English and Spanish on the City of Berwyn's homepage in November 2024 and closed it in October 2025. The survey was additionally advertised through CMAP's web page, flyers were posted around the City, community partners advertised the survey, and hard copies were made available at City Hall, the library, and park district headquarters. The City promoted the survey through its website, distributed flyers around town, asked community partners to share it, and provided hard copies at City Hall, the library, and Park District headquarters. The survey presented several scenarios where faulty sidewalk components, such as trip hazards, steep slopes, or missing segments, could create barriers for pedestrians, and asked respondents to identify specific problem locations around the City. A total of 85 people completed the survey, providing vital information for the team to determine where the City should focus its efforts.

Of the 85 people surveyed, 95% lived in Berwyn, 69% were between the ages of 36-65 years old, and 66% either had a disability or cared for someone with a disability. Of those with a disability, 7% needed some sort of assistance while getting around the City. The device mentioned most was a walker.

A majority surveyed indicated they used the sidewalk system to walk to school or to public transportation. When asked where they walk to other than school or public transportation, the places varied (listed from most mentioned to least):

- parks
- library
- errands/shopping
- Macneal Hospital
- City Hall
- Pav YMCA/Rec Center
- post office
- in their neighborhood

The survey asked about the challenges getting around the City. When asked whether there were places that were inaccessible, leaving people to walk in the street, respondents mentioned the following locations (listed from most mentioned to least):

- Cermak by Cermak Plaza
- 7000 block of 34th Street
- 34th Street & Oak Park
- 27th Street near the library
- Ogden & Wisconsin Street
- Around Proska Park
- 36th Street between Home & Wisconsin Streets
- Harlem between 35th & Ogden Streets

Respondents mainly cited the following reasons (listed from most mentioned to least):

- sidewalks in poor condition
- missing or difficult-to-navigate curb ramps
- lack of sidewalk
- obstructions on the sidewalk
- cars in driveways blocking sidewalks
- drivers don't pay attention to pedestrians
- poor signage near schools and at crosswalks

The takeaway from the survey was that Berwyn residents are as concerned about access to the sidewalk as they are about the condition the sidewalk is in. Several comments dealt with the safety aspect of walking in Berwyn - speeding cars that ignore crosswalks, cars not stopping for stop signs on neighborhood streets, no protection for pedestrians crossing major streets. The responders also pointed out the lack of connectivity – missing receiving ramps, missing crosswalks. The residents requested ramps, crosswalks, and pedestrian signals at more locations around town.

When asked what type of priorities the City should focus on improving first, some of the data didn't seem to correlate with the comments. Although respondents' comments about the missing or difficult curb ramps seemed appropriate (in the following figure), the ranking of the unsafe street crossings and dangerous drivers were low based on comments received.

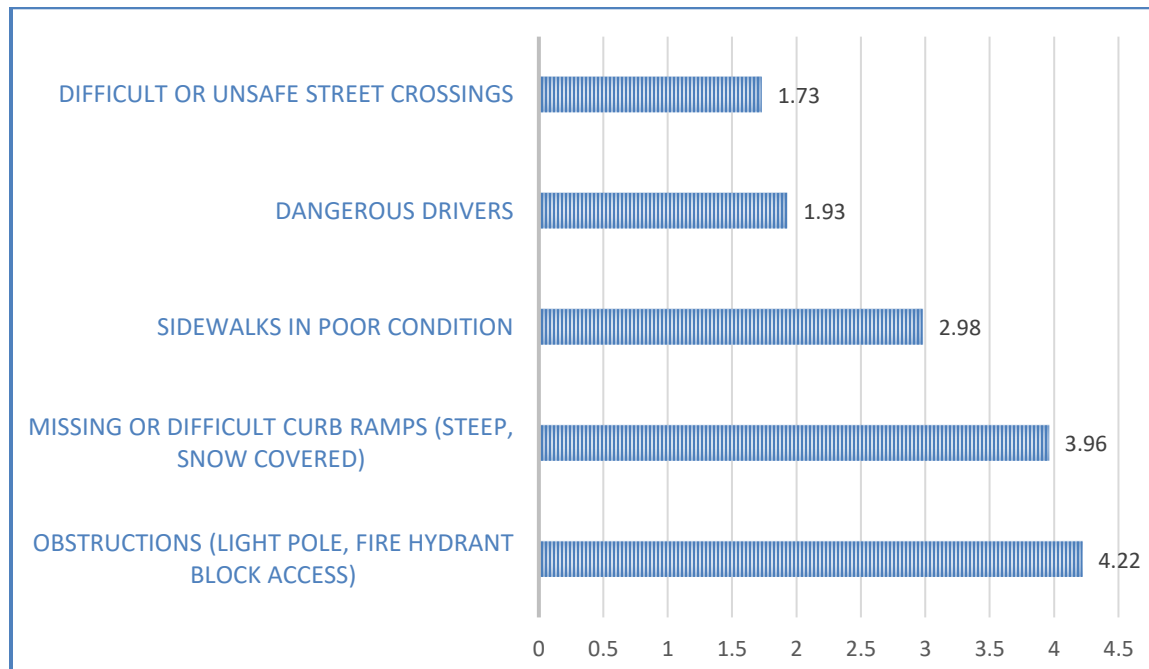


Figure 1: Improvement Priorities by Rank

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

3.3 Formation and role of steering committee

Community members know firsthand where the challenges lie in their neighborhoods. The project team invited residents to join the steering committee through its website, at the public meeting, during the survey launch, and by reaching out to schools, advocacy groups, and personal contacts for recommendations. Over a six-month period, the project team held four meetings, with 5-12 committee members attending each. Although no individuals with disabilities were a part of the committee, many advocates and caregivers participated. The project team presented agendas to guide the investigation process. Residents worked together to share their knowledge and experiences, which played a key role in identifying issues within Berwyn's sidewalk network. **Exhibit 5c** includes meeting minutes.



3.4 Individual interviews

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

These discussions allowed the project team to explore individual experiences in depth and better understand the challenges and opportunities residents encounter. To encourage honest dialogue, the team kept these meetings anonymous in that the comments were collected without being attributed to specific participants. Through these conversations, the team gained valuable insight into the daily struggles faced by individuals with disabilities and their caregivers while navigating Berwyn's sidewalk network.

A common theme from the interviews included concern about their safety when interacting with vehicles. The concerns varied from the lack of separation between the cars and sidewalks, to faded and rough crosswalks, to lack of crosswalks, to short crosswalk times, to vehicles running stop signs. Specific locations where these issues occur include:

- Harlem Avenue at Cermak Road
- Harlem Avenue at Ogden Avenue
- 34th Street
- Ogden Avenue

- Ridgeland Street
- East Street
- 30th Street and Oak Park Avenue
- at Proksa Park (Wisconsin Avenue and 31st Street)

Other concerns involved sidewalk conditions such as vertical separation at joints, specifically around the hospital, access across Euclid Avenue from the Physician's Office Building to the hospital, and narrow sidewalks where restaurants have sidewalk dining, impeding the pedestrian access route. Oak Park Avenue at Cermak Road in the northwest quadrant, there is a traffic signal impeding the pedestrian access route. Parks that use wood chips are more difficult to maneuver when a person has mobility issues. At W 34th Street and Harlem Avenue, and at W 34th Street and Ogden Avenue, receiving ramps are missing on the west side and east side, respectively.

The team asked the residents if they had any interaction with City officials, and if so, how responsive they were in acting on a request. The responses were divided; a few had no issues when requesting something from the City, a few said that the City was not responsive and hard to work with, and a few said that it was about who you knew if you wanted to get something accomplished.

The team asked what routes should be prioritized, and the residents offered these locations:

- Depot District (Metra)
- Cermak Road
- streets around parks (Proksa most mentioned)
- 26th Street and Home Avenue, and Home Avenue south of 26th Street to tunnel – high school kids use this frequently
- 26th Street corridor
- routes around apartment buildings
- improvements to crosswalks across Euclid Avenue
- East lot to hospital emergency room entrance
- Hospital to Physicians Office Building

A few residents offered locations where they noticed improvements throughout the City, which highlights the efforts the City has already achieved. Those improvements included:

- the pedestrian push button for mid-block crossing at Roosevelt Road and Gunderson Avenue works well
- the visibility of the new concrete crosswalks at the Depot District
- the improvements along Oak Park Avenue and specifically the enhanced pedestrian crossing near the hospital

3.5 Open house meeting

A follow-up public meeting was held on September 25, 2025, at PAV YMCA from 6-8 pm. City staff, CMAP, and Oates introduced the data gathered thus far, which showed a map of the

pedestrian traffic trends in the City and a second map showing the public sidewalk existing conditions. These maps, in conjunction with one another, helped explain how priority projects were determined. The areas with the most pedestrian traffic and the sidewalk with the worst condition were generally the areas in which the City will concentrate their funds. The project team offered attendees opportunities to provide feedback on this information, through adding notes to the maps, and through comment forms. Eleven residents attended the meeting. **Exhibit 5d** includes copies of the documents provided at the public meeting.

3.5 Public review and comment period

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

4.0 ADA design standards

4.1 Incorporation into City of Berwyn standards

See **Appendix A.1** for a list of definitions used through the Plan.

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

- (a) The U.S. Access Board published the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)* on August 8, 2023. These guidelines now serve as the federal standards for accessibility compliance in public right-of-way, and the project team used them as the guiding federal standards for this Plan.
- (b) The Illinois Department of Transportation issued *Revision 228 - Complete Highway Standards*, effective January 1, 2025. These standard plans reflect the most current state standards, which the project team incorporated into the Plan.
- (c) The project team referenced The Illinois Department of Transportation Bureau of Local Roads and Streets Manual, December 2018.
- (d) The project team referenced the *Berwyn, Illinois Code of Ordinances*, approved May 14, 2014, and the *Berwyn Active Transportation Plan*, published in October 2011.

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

Pedestrian facilities

The project team developed the ADA Design Standards for evaluating sidewalks and pedestrian facilities in PROW within the City by reviewing federal, state, and local guidelines. Their goal was to identify the most stringent standards related to accessibility issues throughout the City. The project team determined the standards for collecting inventory data by comparing City standards with IDOT standard plans and federal guidelines.

See **Exhibit 3** for a memorandum summarizing the findings in the City’s standards.

4.2 Implementation of ADA design & construction standards

New construction/new alignment

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

“Oak Park and 16th there is a sidewalk that makes it difficult to balance my footing” – from community survey

New construction/existing alignment

The City shall ensure that each addition on City property or right-of-way complies with all applicable ADA standards except as modified below.

Alterations to existing facilities/existing alignment

When proposed improvements alter existing components located on City property or right-of-way, the City shall ensure that each altered component complies with all applicable ADA standards including PROWAG and other standards listed in **Section 4.1** except as modified below:

- (a) Exception: If compliance with applicable provisions is technically infeasible during alterations, the improvements shall meet the standards to the maximum extent possible without placing undue burden.
- (b) Exception: When new sidewalk ties into an existing component that does not meet ADA standards at a project terminus, the improvements shall ensure that all sidewalk panels – except the one directly adjacent to the existing component - comply with applicable ADA standards. The transition panel shall not reduce accessibility. Examples of reduced accessibility include cross or running slopes that exceed the slopes of either the new or existing sidewalk panels.

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

Approval procedures for exceptions and technically infeasible conditions

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

Dimension and grades tolerances

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

“The biggest problem for us (is) broken sidewalk when we are using a push device. “ – from community survey

Private Developers

Private development can directly impact on the adjacent public right-of-way. To address this, the City should consider requiring sidewalk construction along public right-of-way as a condition for issuing building permits. Guidance, as detailed in **Exhibit 3**, is provided to clarify accessibility requirements for constructing pedestrian facilities within public right-of-way. Where sidewalk reconstruction is not required based on the zoning code, private developers will be responsible for restoring public sidewalks and curb ramps to at a minimum the existing condition at the start of the project.

The City should also pursue the development of requirements to maintain pedestrian access within the public right-of-way in conjunction with adjacent private development.

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

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

5.0 Administrative documents

5.1 Inventory methodology

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

5.2 City documents

The project team evaluated City documents associated with services provided by the Public Works Department to determine if any modifications were necessary to provide a higher level of ADA compliance to employees, citizens, or visitors to Berwyn. They also reviewed additional City documents to determine if the current design standards for new construction require developers to construct all proposed improvements to current ADA standards. See **Exhibit 3** for proposed changes to City documents.

5.3 Alterations and undue burden

The City shall implement alterations to programs and services as soon as feasible, provided they do not cause an undue burden. An undue burden is generally defined as an action requiring significant difficulty or expense. For example, relocating an event or program to an accessible meeting room qualifies as a reasonable alteration. If the City determined that alteration is necessary, it is not required to proceed if the change would fundamentally alter the program, create a hazardous condition, or impose an undue burden.

5.4 Recommendations for document incorporation

The City should develop language and adopt the proposed recommendations outlined in **Exhibit 3** to update various City documents. The City should ensure that all staff are fully prepared to accommodate individuals with disabilities and deliver the necessary services. Additionally, the City shall provide employees with reminders about ADA requirements and share updates on any changes to ADA law.

6.0 Sidewalk transition plan

6.1 Inventory methodology

Self-inventory of pedestrian facilities is one of the requirements for any public entity according to the ADA. The City has created a comprehensive GIS database from the inventory information gathered as part of the development of this proposal that the data will be used by the City staff

for future endeavors. All pedestrian facilities located on City-owned public right-of-way and within parks maintained by the City were inventoried.

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

6.2 Sidewalk data collected

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

6.3 Curb ramp data collected

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

6.4 Pedestrian signal data collected

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

6.5 Scoring and ranking

The project team developed a criteria system to prioritize ADA compliance based on both physical condition and proximity to pedestrian traffic generators. They included location as a key factor, following guidance from the *Department of Justice Title II Technical Assistance Manual*, which allows public entities to prioritize sidewalk and curb ramp improvements based on location. To determine the value of each component, the team relied on technical expertise and gathered input from Steering Committee members and City staff to identify which components were most important.

City-wide prioritization map

Proximity to traffic generators was evaluated as the first part of the two-part scoring system. The City-wide prioritization map developed was a heat map to identify locations within the City

that have the highest likelihood of having a high amount of pedestrian traffic. The City-wide prioritization map considers these pedestrian traffic generators and predicts the likelihood of pedestrian usage based on eleven distinct categories:

- K-12 schools
- parks
- walking trails
- government buildings
- Pace bus routes
- rail stops (Metra & CTA)
- commercial districts
- multi-modal corridors
- hospitals, traffic signals
- crossing guards
- railroad crossings

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

City-wide prioritization map (Between 0 AND 65)

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

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

Accessibility score

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

Sidewalk accessibility score

Two key factors determine the sidewalk segment accessibility score: the overall condition of the sidewalk and the presence of obstructions. The team assessed the condition by evaluating components such as sidewalk width, cross slope, and running slope, assigning each a value based on its priority level. They then examined obstructions, like vertical displacements, entrances, utility poles, and fire hydrants that limit usability.

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

- (1) **major barriers to access found**
- (2) **moderate barriers to access found**

- (3) **minor barriers to access found**
- (4) **no significant barriers to access found**

Curb ramp accessibility score

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

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

- (1) **major barriers to access found**
- (2) **moderate barriers to access found**
- (3) **minor barriers to access found**
- (4) **no significant barriers to access found**

Pedestrian signal accessibility score

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

Pedestrian signals score (Compliant or non-compliant)

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

6.6 External agency coordination

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

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

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

The City should continue to coordinate with IDOT regarding increasing accessibility along their routes throughout Berwyn. IDOT has jurisdiction over the following routes within the City limits:

- Pershing Road from IL 43 to Ridgeland Avenue
- Ogden Avenue from IL 43 to Ridgeland Avenue
- IL Route 45 from Pershing Road to W Roosevelt Road
- South Oak Park Avenue from Ogden Avenue to W Roosevelt Road
- W Roosevelt Road from IL 43 to South Oak Park Avenue

The City should also continue to coordinate with Cook County as they have jurisdiction over the following routes within the City limits:

- Ridgeland Avenue from Pershing Road to Ogden Avenue
- 31st Street from IL Route 43 to Ridgeland Avenue
- Lombard from 26th Street to just south of W Roosevelt Road

6.7 Prioritization methodology

Because of the scale of bringing all pedestrian facilities into compliance—and the changing condition of sidewalks and curb ramps—the Plan introduced a prioritization matrix based on an Accessibility Score and Activity Factor. This matrix helps identify and rank improvements based on need and pedestrian activity levels. The Plan identifies five (5) priority projects aimed at increasing accessibility throughout Berwyn. These projects focus on high-priority deficiencies located in areas with high pedestrian traffic.

The Plan recommends beginning implementation with **major barriers to access**, (shown in **red in Appendix A.6**), which represents the most critical needs. **Moderate or minor barriers** follow in priority, while remaining facilities shown in **green** will be addressed in later phases or coordinated with other infrastructure projects.

Refer to **Chapter 8.1** for details on the designated priority projects. While the Plan includes a clear prioritization framework, the City will need to group projects logically to improve construction efficiency and achieve cost savings. Additionally, if any segments or curb ramps become eligible for federal, state, or developer funding, the City should pursue those opportunities regardless of their prioritization rank.

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

6.8 Potential funding sources/programming

City of Berwyn budget

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

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

Local / Federal / State programs

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

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

- **Surface Transportation Plan (STP):** The STP program provides flexible funding for local agencies to improve public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. STP funding can be pursued for improvements on eligible roadways within the City. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the City can be found at [IROADS - Illinois Roadway Analysis Database System](#). "Transportation enhancements" including historic preservation, alternative non-motorized transportation, and landscaping are also funded using STP funds. STP funds can be used for a wide variety of improvements including road improvements with accompanying pedestrian accommodation as well as new construction and reconstruction of sidewalk and curb ramps. CMAP currently administers STP funds for the Chicago area.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** The CMAQ program provides funds to help mitigate congestion and improve air quality. CMAQ projects commonly include intersection improvements and reconstruction. CMAQ funding can be pursued for improvements on eligible roadways within the City. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the City can be found at [IROADS - Illinois Roadway Analysis Database System](#). Pedestrian accommodations including accessible pedestrian signals can be included with CMAQ projects to improve pedestrian safety at intersections. CMAP currently administers CMAQ funds for the Chicago area.
- **Transportation Alternatives Program (TAP):** The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill combined multiple funding sources that fund

pedestrian projects including Safe Routes to Schools (SRTS) and Recreational Trails Program (RTP). Money is still allocated for projects that were previously under these funding sources through the Transportation Alternative Program (TAP). CMAP currently administers TAP funds for the Chicago area.

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

The City and other partners have previously pursued federal funding for several projects to be constructed in the future that will incorporate pedestrian accommodation. These projects are listed in more detail in **Section 8.1, Federally Funded Roadway Projects**.

7.0 On-street parking assessment

7.1 Existing conditions

On-street parking is allowed on all streets within the City except as signed. While most streets allow on-street parking, signed and striped on-street parking is present along 178 unique blocks in and around Berwyn. In addition to on-street parking the City offers multiple municipal parking lots. For the ADA Transition Plan only the on-street ADA parking spaces were evaluated for compliance and identification of where additional parking spaces may be warranted. City owned parking lots have their own unique ADA requirements and the City has an obligation to assess and bring these facilities into compliance as required.

Off-street parking facilities has accessibility requirements as established in the Illinois Accessibility Code, effective October 23, 2018 and the 2010 Americans with Disabilities Act Accessibility Guidelines, effective September 15, 2010. These standards differ from the on-street requirements discussed herein. One critical difference is that accessible parking requirements are triggered upon any changes, improvements, or maintenance of existing parking lots including sealcoating, resurfacing, remarking, fencing, curbs, walks, and/or landscaping shall provide accessible parking spaces (IAC 202.3.3).

7.2 Requirements regarding on-street parking

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

Exceptions to On-Street Parking Requirements under PROWAG:

1. If on-street parking is not marked or signed (i.e., informal or undesignated curbside

parking), ADA requirements for accessible spaces do not apply.

2. If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided.
3. In cases where compliance is technically infeasible due to site constraints (e.g., steep slopes, limited right-of-way), exceptions may be granted, though the City must still comply to the maximum extent feasible.
4. On-street parking spaces designated exclusively as residential parking shall not be counted for the purpose of determining the required number of parking spaces.
5. On-street parking spaces designed exclusively for commercial, or law enforcement vehicles shall not be counted for the purpose of determining the required number of parking spaces.

During field visits, the project team did not observe any dedicated on-street residential, commercial, or law enforcement parking so no exceptions were used in determining parking requirements.

The project team determined the need for on-street ADA parking based on the number of parking spaces provided along a block perimeter. See **Figure 2** for reference.

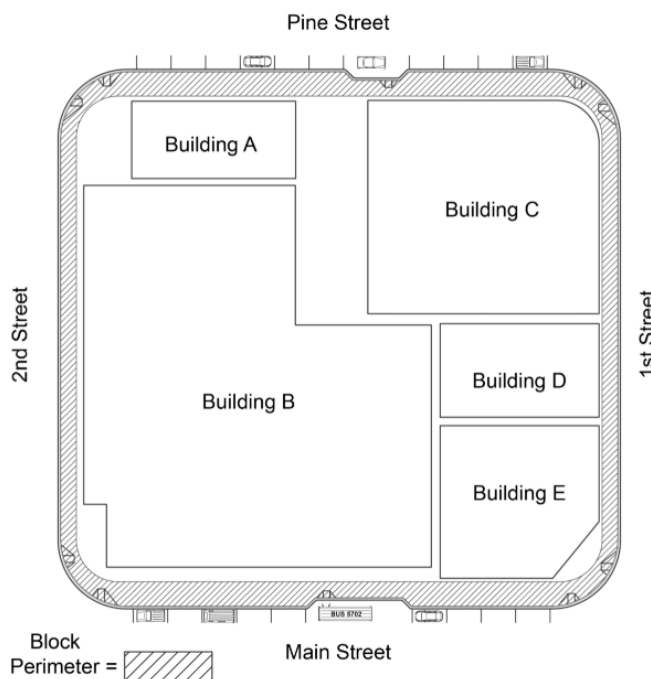


Figure 2: Parking on block perimeter based on PROWAG R211

The number of parking spaces along the block perimeter are added up to determine the

applicable number of accessible parking spaces that need to be provided. When individual parking spaces are not striped, each 20 feet of street where parking is designated shall be counted as one parking space. Table R211 of the 2024 PROWAG standards, see **Figure 3**, provides the number of accessible parking spaces based on the total number of spaces along the block perimeter.

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

Figure 3: Table R211 (PROWAG) parking requirements

7.3 Block-by-block analysis

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

8.0 Priority recommendations for improvement

8.1 Federally funded roadway projects

There are several planned federally funded projects throughout the City of Berwyn over the next number of years. These projects are being led by either the City or other community partners (e.g., PACE, Cook County, or IDOT). Several other projects have been completed in past years but this list is future planned projects as of October 2025. These projects all include pedestrian accessibility improvements to varying degrees. The recommendation of the Plan is to upgrade the corridor to full compliance during construction operations, but the final scope of work will be determined during the design process. The following projects are currently planned in the City:

- 16TH Street from IL 43 (Harlem Avenue) to Lombard Avenue
 - includes signal modifications and ADA improvements
 - scheduled for FY 2025
- 34th Street road modernization and stormwater management improvements phase I design – road modernization
 - pedestrian enhancements
 - scheduled for FY 2025
- Ogden Avenue from IL 43 (Harlem Avenue) to west of IL 50 (Cicero Avenue)
 - includes ADA improvements
 - schedule for FY 2026
- East Avenue improvement project from Roosevelt Road to Pershing Road
 - includes improvements to traffic control devices and ADA crossings
 - identified for future funding
- Berwyn access to transit streetscape improvements
 - 26th Street from Harlem Avenue to Lombard Avenue
 - Ridgeland Avenue from 26th Street to 31st Street
 - includes improved sidewalks and enhanced crosswalks
 - identified for future funding
- Ridgeland Avenue improvements from Roosevelt Road to 26th Street and Ogden Avenue to Pershing Road
 - includes ADA improvements
 - planned Cook County project
- PULSE Cermak line – transit station and stop improvements
 - includes upgraded transit stations and stops
 - identified for future funding



8.2 Prioritization of projects

The Plan developed priorities, implementation schedules, and budgets for several years, which are included as **Exhibit 4**. It has been estimated that full implementation of all improvements will take approximately 30 years and will cost \$30,000,000 in 2025 dollars. This schedule focuses on addressing barriers to access throughout Berwyn and reflects the City's goals identified during the planning process:

- eliminate tripping hazards throughout the City
- providing safer pedestrian crossings
- improving access to parks and schools
- providing safe corridors in the City's commercial districts

The City developed these priorities based on identified needs. Where implementation proves technically infeasible, the City should pursue alternative projects that achieve the same overarching goals, such as improving accessibility, safety, and connectivity for all users.

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

- **Access to Proksa Park:** Improved connections from the City’s pedestrian network to the sidewalk network inside Proksa Park. Improvements include removal and replacement of existing curb ramps at Home Avenue and 31st Street, removal and replacement of existing curb ramps at Home Avenue and 30th Place, removal and replacement of existing curb ramps at Home Avenue and 30th Street, removal and replacement of existing curb ramps at Home Avenue and 29th Place, construction of two (2) new mid-block crossing along 29th Place between Home Avenue and Wisconsin Avenue, removal and replacement of the existing curb ramp in the Northeast quadrant of 29th Place and Wisconsin Avenue, construction of new curb ramp in the Northwest quadrant of 29th Place and Wisconsin Avenue, removal and replacement of existing curb ramps at Wisconsin Avenue and 30th Street, construction of new mid-block crossing along Wisconsin Avenue at the alleyway between 30th Street and 31st Street, and removal and replacement at Wisconsin Avenue and 31st Street. The forecasting level cost for these improvements is **\$150,000 (2025 dollars)** which includes work within Proksa Park. **These improvements will require coordination with the Berwyn Park District including likely construction on Park District property in conjunction with City improvements.**

- **Enhanced crosswalks along Oak Park Avenue:** Four intersections along Oak Park Avenue were identified as having high anticipated level of pedestrian traffic due to adjacent community assets. These intersections are currently not stop controlled across Oak Park Avenue. At a minimum, a rapid rectangular flashing beacon is recommended at one crossing across Oak Park Avenue along with removal and reconstruction for the entirety of the intersection. Additional traffic calming measures that could be investigated include bump-outs to improve pedestrian visibility, shorten pedestrian travel times, and define on-street parking. The forecasting level cost for these improvements is **\$175,000 (2025 dollars)**. The intersection identified as good candidates include:
 - Oak Park Avenue and 14th Street (Prairie Oak School)
 - Oak Park Avenue and 28th Street (Janura Park)
 - Oak Park Avenue and 30th Street (PAV YMCA)
 - The current lighted crosswalk signage is not accessible to all users and there was several comments received about how drivers do not recognize the signage
 - Oak Park Avenue and 37th Street (near Freedom Park and Pershing Elementary School)

- **Access to public transportation:** Accessible bus stops provide access from the adjacent public sidewalk to the top of the back of curb for the adjacent roadway. Bus routes that utilize Harlem Avenue, Oak Park Avenue, and Ridgeland Avenue require users with disabilities to disembark onto the roadway and then travel to the adjacent curb ramp. Providing bus pads will allow users to disembark directly onto the City's sidewalk network. There were 105 unique bus stops that were cataloged along these three streets. The forecasting level cost for these improvements is **\$210,000 (2025 dollars) or \$2,000 per bus stop pad. These improvements will require coordination with PACE to determine final placement and consistency with their ADA Transition Plan.**
- **Intersection improvements at 19th Street & Ridgeland Avenue:** Pedestrian crossing across Ridgeland Avenue provides access to Brocato Playground and has been identified by the City as a primary walking route of Karel Havlicek Elementary School. **Cook County is currently designing improvements along Ridgeland Avenue at this intersection; additional improvements should be sought at this intersection to improve pedestrian safety.**

8.3 Continuation and monitoring of the Plan

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

As projects are constructed, the City shall inspect all curb ramps and sidewalks constructed on City-owned right-of-way or future right-of-way prior to acceptance. The Public Works Department, the ADA Coordinator, or their designee will conduct these inspections. As construction projects are completed, City staff shall log new sidewalk into the GIS system either through on-site assessments or using data provided by the contractor or developer.

All collected data should be in the same format as the existing inventory to ensure consistency and integration with the scoring system. If construction replaces an existing sidewalk or curb ramp, the City should overwrite the previous data to provide an up-to-date record. For expansion to the pedestrian network, the City shall add new data to the GIS system.

To maintain ongoing accessibility, the City should implement an eight-year rotation schedule to reassess all sidewalks. With approximately 160 miles of sidewalk, the City can evaluate 20 miles per year, which can be accomplished by City crews as staffing allows. The next round of assessments is recommended to begin in 2028, and newly completed improvements should be added to the ongoing rotation within eight years of final acceptance.

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

This Plan recognizes that achieving full accessibility in public right-of-way is a long-term commitment. Some existing pedestrian facilities in Berwyn are technically infeasible to upgrade to meet ADA standards. In such cases, the City's obligation is to improve alternative routes to serve residents effectively.

The City anticipates that eliminating all barriers identified in the Plan will take approximately 30 years. During this period, even compliant facilities may develop new barriers that require attention and remediation.

8.4 Formal adoption of ADA transition Plan

It is anticipated that the ADA Transition Plan will be formally adopted by the City of Berwyn in December 2025. The resolution for this adoption will be added as **Exhibit 7** with the Plan.

Exhibit 1

Notice Under the Americans with Disabilities Act

City of Berwyn, Illinois ADA 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 City of Berwyn will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

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

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

Modification of Policies and Procedures: The City of Berwyn will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities. For example, individuals with service animals are welcome in the City of Berwyn offices, even when pets are generally prohibited.

Anyone who requires auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Berwyn, should contact, Ruth Siaba Green, City Administrator, (708) 749-6433, rsiabagreen@ci.berwyn.il.us, as soon as possible but no later than 5 business days before the scheduled event to ensure sufficient time for acquisition or modification of equipment or devices. Complaints that a program, service, or activity of the City of Berwyn is not accessible to persons with disabilities should be directed to Ruth Siaba Green, City Administrator, (708) 749-6433, rsiabagreen@ci.berwyn.il.us.

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

The City of Berwyn 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 reasonable modifications of policy, barrier removal, or alternatives to barrier removal to ensure individuals can participate in all services and programs.

Contact information for the City of Berwyn's ADA/Rehabilitation Act Coordinator:

Ruth Siaba Green

City Administrator

rsiabagreen@ci.berwyn.is.us

(708) 749-6433

6700 W. 26th Street, Berwyn, Illinois 60402

Exhibit 2

ADA Grievance Form



City of Berwyn Grievance Procedures Under The Americans with Disabilities Act

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

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

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

Name of ADA Coordinator: Ruth Siaba Green
Address: 6700 26th Street, Berwyn, IL 60402
Email: rsiabagreen@ci.berwyn.il.us
Phone: (708) 788-2660

Within 15 calendar days after receipt of the complaint, ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ADA Coordinator or his/her designee will respond in writing, and where reasonable accommodations are requested, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Berwyn and offer options for substantive resolution of the complaint.

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

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

All written complaints received by the ADA Coordinator or his/her designee, appeals to the Mayor or his/her designee, and responses from these two offices will be retained by the City of Berwyn for at least three years.



City of Berwyn
ADA Grievance Form

Name: _____ Date of Occurrence: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Email: _____

Please provide a complete description of your grievance:

Please specify the location of your grievance:

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

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

Signature: _____ Date: _____

Please return to:

ADA Coordinator Name: Ruth Siaba Green
Address: 6700 26th Street, Berwyn, IL 60402



City of Berwyn
ADA Grievance Form

Email: rsiabagreen@ci.berwyn.il.us

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

Ruth Siaba Green, ADA Coordinator, 6700 26th Street, Berwyn, IL 60402

Phone: (708) 788-2660

Email: rsiabagreen@ci.berwyn.il.us

Exhibit 3

Memorandum on Review of City Documents for ADA Inclusion

**Collinsville**

100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis

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

Belleville

20 East Main Street
Belleville, IL 62200
618.416.4688

St. Charles

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

MEMORANDUM**Date:** 10/02/2025**Project #:** 223030.001**Time:**

To: John Marchand, Director of Public Works, City of Berwyn
From: Travis Helmkamp
Subject: Review of City Documents for ADA inclusion

Mr. Marchand,

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

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

- 1.) Berwyn, Illinois – Code of Ordinances
- 2.) Berwyn Active Transportation Plan
- 3.) Handicap Parking Sign Application
- 4.) Sidewalk Replacement Program
- 5.) Construction Standards
- 6.) Notice Under the Americans with Disabilities Act
- 7.) Grievance Procedures Under the Americans with Disabilities Act

The documents reviewed, and all other permits, applications, and any other printed materials offered by the City of Berwyn, should be available upon request in alternative formats (such as large print and Braille). An example of language that could be added to all permits, forms, and other documents that require user input is: "Document is available in alternative formats (such as large print, Braille, etc.) and assistance with completing the document is available upon request. Please contact (city staff contact) for any accommodations."

For all city agendas and public meetings, a statement providing the appropriate contact information should be added to the end of each document should anyone wish to request accommodation (such as a sign language interpreter, Braille, large print, modification to the venue). We suggest that this be added as a standard "footer" to ensure consistency across departments. An example that another city has used is provided below:

MEMORANDUM

- “Anyone requiring accommodations provided for in the Americans with Disabilities Act (ADA) to participate in this public meeting, please contact Ruth Siaba Green, City Administrator/ADA Coordinator - (708) 788-2660 x6433, a minimum of 48 hours prior to the meeting.”

There were instances where inclusive language was found in some of the documents searched for this exercise. Locations in the documentation where appropriate terminology was reflected are listed:

- Chapter 242.16 (Discrimination, Harassment, and Sexual Misconduct Policy)
- Chapter 484.05 (Reservation of Street Parking for Persons with Disabilities)
- Chapter 1254.04 (Planned Developments)

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

The following revisions are suggested to the Code of Ordinances:

Antiquated Terminology – Throughout the Code of Ordinances, references are made to “handicapped” individuals, “physically disabled” individuals, or a variation of these phrases. We suggest rewording this to the preferred terminology of “person with a disability”.

Locations in the document where this terminology is found are listed:

- Chapter 420.04 (Compliance Warning Tickets)
- Chapter 422.99 (Penalty)
- Chapter 442.01 (Authority to Erect Traffic Signs and Signals)
- Chapter 484.05 (Reservation of Street Parking for Persons with Disabilities)
- Chapter 620.03 (Definitions) - Accessible
- Chapter 620.05 (Prohibited Acts Against Disabled Persons)
- Part Eight, Title Two: Business Regulation
- Chapter 1444.01 (General Fees)
- Chapter 1478.20 (Handicapped Accessibility Provisions)

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

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

- Chapter 466.05 (Parking on Public Rights-of-way) Include statement that clearance on sidewalk should be at least 4 ft to adhere to PROWAG
- Chapter 480 (Parking Generally) – Add a statement at the beginning of chapter stating “On-street parking on public right-of-way shall be designed and constructed in accordance with Section R310 of the Public Right-of-Way Accessibility Guidelines

MEMORANDUM

(PROWAG). All other parking shall be designed and constructed in accordance with Section 402 of the 2010 ADA Standards for Accessible Design.”

- *Chapter 484.05 (Reservation of Street Parking for Persons with Disabilities)* – May include “The space shall be indicated by an upright sign whether on a pole or attached to a building upon which shall be inscribed the international symbol of accessibility (ADAAG 703.7.2.1) to indicate that the space is reserved for the exclusive use of vehicles which display a distinguishing license plate or card.”

Construction and Design – Sections in the Code of Ordinances reviewed for design specifications and code. The majority of these revisions are already called out in the Zoning Code so an additional option is to add a reference at the beginning of the applicable sections to reference the Building Code for additional requirements.

We suggest the following revisions:

- Include minimum requirements for all constructed driveways, curb ramps, sidewalks, and pedestrian traffic signals, found in the 2010 Americans with Disabilities Act Accessibility Guidelines (ADAAG), Public Right-of-Way Accessibility Guidelines (PROWAG), and the Illinois Accessibility Code. These documents will be collectively referred to as “ADA requirements” below.
- *Chapter 1010 (Construction of Facilities in the Right-Of-Way)* contains pertinent information related to sidewalk construction on public right-of-way. The following potential modifications to the section were identified to improve accessibility:
 - Add a construction requirement for a 4” minimum aggregate base under sidewalk on collector and arterial routes.
 - Add a requirement that all sidewalks, curb ramps, pedestrian traffic signals, and bus stops will be assessed to ensure compliance with applicable PROWAG requirements prior to the certificate of compliance being issued.
- *Chapter 1010.15 (Location of Facilities)* - Add a statement that utilities and above ground facilities shall not limit the clear width of any public sidewalk to less than 4 feet in width.
- *Chapter 1010.16 (Construction Methods and Materials)* – Add a statement that replacement of any new pavement, sidewalk, curbs and driveways on public right-of-way shall adhere to PROWAG.
- *Chapter 1010.17 (Vegetation Control)* - Add a requirement to control or remove any vegetation that interferes with ADA requirements, such as obstructing the clear width of a public sidewalk.
- *Chapter 1020.08 (Complete Streets Policy)* – Add more inclusive verbiage by mentioning people with disabilities when discussing users of the facilities. Also add a statement about abiding by PROWAG policy when modifying existing or proposing new sidewalks and/or curb ramps.
- *Chapter 1028.09 (Trimming)* – Verbiage should be added that any overgrowth on sidewalk in front of a property owner’s yard shall be cleared at regular intervals to maintain a 4 ft sidewalk width able to accommodate people with disabilities.
- *Chapter 1474 (School Buildings - Regulations for New Construction)* – Verbiage should be added that when a contractor is required to replace all defective curbs, gutters and city sidewalks, that they should be replaced according to PROWAG

MEMORANDUM

- *Chapter 1476 (Signs)* - Add a statement that no sign shall become a protruding object as defined in Section R402 of the Public Right-of-Way Accessibility Guidelines (PROWAG).
- Add a statement defining accessibility and the applicable code that will be used to determine if the minimum standards for accessibility are met. The applicable codes are PROWAG, the 2010 ADA Standards for Accessible Design and the Illinois Accessibility Code, most current version.

Handicap Parking Sign Application

Multiple references to antiquated terminology are used, such as "handicapped person". We suggest replacing these with the preferred terminology of "person(s) with a disability".

Sidewalk Replacement Program

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

Notice Under the Americans with Disabilities Act

See Exhibit 1 for the new Notice Under the Americans with Disabilities Act established as part of the ADA Transition Plan.

Grievance Procedure Under the Americans with Disabilities Act

See Exhibit 2 for the new Grievance Procedure Under the Americans with Disabilities Act established as part of the ADA Transition Plan.

Exhibit 4

Priority Implementation Schedule

Bringing the entirety of the pedestrian network within the City into compliance is a long-term effort. The City has received federal funding to perform corridor improvements at a number of locations, including upgrades to sidewalks, curb ramps, and pedestrian traffic signals. While the funding will provide great benefit to the residents of Berwyn, this implementation schedule includes upgrades along routes that have been identified for future federal funding. This is primarily due to the multi-year effort to acquire, complete design, and construct federally funded improvements. Sidewalks and curb ramps with major barriers to access are still included in the 5-year plan, with an understanding that some rework may be required but the importance for accessible routes outweighs this impact. The exception to this statement is improvements along 16th Street, 26th Street, and 34th Street where construction is expected to begin in the next two years.

The 5-year plan presented below is based on eliminating significant barriers to access that limit the ability for residents to travel around the City. The planning level cost for completing all work presented below is estimated at \$1,000,000. Available funding and final timelines will be established by the Council.

Priority locations for curb ramp improvements in the next five years

- 13th Street and Wesley Avenue SW
- 13th Street and Euclid Avenue SE
- 13th Street and Kenilworth Avenue
- 13th Street and Clinton Avenue NE/NW/SW
- 13th Street and Wisconsin Avenue
- 13th Street and Maple Avenue NE/NW
- 14th Street and East Avenue all quadrants
- 14th Street and Scoville Avenue SE
- 14th Street and Elmwood Avenue SW
- 15th Street and Scoville Avenue SW
- 15th Street and East Avenue NE/NW/SE
- 16th Street and Ridgeland Avenue NW
- 16th Street and Scoville Avenue NW
- 18th Street and Grove Avenue SE
- 18th Street and Oak Park Avenue SE
- 18th Street and Scoville Avenue NE
- 19th Street and Ridgeland Avenue SE
- 19th Street and Maple Avenue SW
- 21st Street and Clarence Avenue SE
- 21st Street and Oak Park Avenue SE/SW
- Cermak Road and Home Avenue NW
- 23rd Street and Euclid Avenue SE
- 24th Street and Ridgeland Avenue NW
- 24th Street and Highland Avenue SE
- 24th Street and Harvey Avenue NW

- 25th Street and Kenilworth Avenue SW
- 25th Street and Wesley Avenue SE
- 25th Street and Highland Avenue SW
- 27th Street and Euclid Avenue SW
- 27th Street and Harvey Avenue NW
- 30th Street and Kenilworth Avenue NE/NW
- 30th Street and Oak Park Avenue SW
- Access to Proksa Park (4)
- 31st Street and Wesley Avenue NE/NW/SW
- 32nd Street and Home Avenue NE/NW
- 32nd Street and Kenilworth Avenue NW/SW
- 32nd Street and Elmwood Avenue NE
- Fairfield Avenue and East Avenue NE/SE
- 34th Street and East Avenue NE/SE
- 35th Street and Wenonah Avenue NW/SW
- 35th Street and Kenilworth Avenue all quadrants
- Ogden Avenue and Scoville Avenue SE
- 37th Street and Gunderson Avenue NE
- 37th Street and Ridgeland Avenue SE
- 37th Street and Oak Park Avenue NE
- 38th Street and Oak Park Avenue NE/SE
- Pershing Road and Wenonah Avenue
- Pershing Road and Home Avenue NW
- Pershing Road and Clinton Avenue NE
- Pershing Road and Oak Park Avenue NE
- Pershing Road and Euclid Avenue all quadrants (in City limits)
- Pershing Road and East Avenue all quadrants (in City limits)
- Pershing Road and Gunderson Avenue all quadrants (in City limits)
- Pershing Road and Schuyler Avenue all quadrants (in City limits)

Priority locations for sidewalk improvements in the next five years

- Removal and replacement of the existing sidewalk on the west side of Wesley Avenue between 14th Street and 19th Street. The existing sidewalk has a severe cross slope, average 6.1%, and multiple displacements that impact usability.
- Removal and replacement of the existing sidewalk on the west side of Oak Park Avenue between 16th Street and 18th Street. This heavily used pedestrian corridor has a severe cross slope, average 4.1%, and multiple displacements that impact usability.
- Removal and replacement of the existing sidewalk on the east side of Oak Park Avenue between Cermak Road and 26th Street. This heavily used pedestrian corridor has a severe cross slope, average 5.6%, and multiple displacements that impact usability.
- Removal and replacement of the existing sidewalk on the north side of 27th Street between Highland Avenue and Lombard Avenue. The existing sidewalk has a severe

cross slope, average 4.8%, and multiple displacements that impact usability.

- Removal and replacement of the existing sidewalk on the west side of Kenilworth Avenue between 34th Street and 35th Street. This pedestrian corridor heavily used by students at Irving Elementary School has a severe cross slope, average 4.0%, and multiple displacements that impact usability.
- Removal and replacement of the existing sidewalk on the east side of Harlem Avenue between 32nd Street and Stanley Avenue. This heavily used pedestrian corridor has a severe cross slope, average 6.4%, and multiple displacements that impact usability.
- Removal and replacement of the existing sidewalk on the north side of Pershing Road between Scoville Avenue and Harvey Avenue. This heavily used pedestrian corridor has a severe cross slope, 5.0%, and multiple displacements that impact usability.

Exhibit 5

Public Involvement

Exhibit 5A

Kickoff Public Meeting



Chicago Metropolitan
Agency for Planning



HELP IMPROVE OUR COMMUNITY

ADA TRANSITION PLAN KICKOFF OPEN HOUSE

The City of Berwyn, Chicago Metropolitan Agency for Planning (CMAP), and Oates Associates are kicking off the development of an **ADA Transition Plan** for the City to improve pedestrian access.

YOU ARE INVITED

WHEN: Thursday, November 7, 2024
from 5pm-7pm

WHERE: **Berwyn Public Library**
2701 S. Harlem Avenue

WHY: Stop by and speak with our city team, CMAP, & the consultant to learn more about the project & provide your valuable input on city sidewalks

Scan for Details:



City of Berwyn
Engineering Department
708-749-6434



Email questions to: berwynada@oatesassociates.com

<https://engage.cmap.illinois.gov/engage-cmap-illinois-gov-berwyn-ada>



AYUDA A MEJORAR NUESTRA COMUNIDAD

La Ciudad de Berwyn, la Agencia Metropolitana de Planificación de Chicago (CMAP) y Oates Associates están iniciando el desarrollo de un **Plan de Transición de la Ley de Estadounidenses con Discapacidades (ADA)** para la Ciudad para mejorar el acceso peatonal.

Caminabilidad y Accesibilidad

- Contribuya a crear un entorno más inclusivo
- Cuéntenos los retos que enfrentas al caminar por la Ciudad
- Proporcionar retroalimentación sobre el plan
- Escanee el código QR para saber cómo puede ayudar a mejorar su comunidad
- Busque eventos comunitarios entre ahora y junio de 2025

Escanear Para Detalles:





Chicago Metropolitan
Agency for Planning

Welcome to ADA Kickoff Meeting



O A T E S
ASSOCIATES

**Thank you for
joining us!**



Chicago Metropolitan
Agency for Planning

Bienvenidos a la reunión de lanzamiento de la ADA



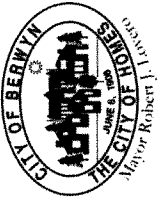
O A T E S
ASSOCIATES

**¡Gracias por
acompañarnos!**



Chicago Metropolitan
Agency for Planning

ADA Transition Plan
Kick-off Event
Thursday, November 7th, 2024, 5:00-7:00 PM
Berwyn Public Library



NAME NOMBRE	ADDRESS DIRECCION	PHONE OR EMAIL ADDRESS NUMERO DE TELEFONO O DIRECCION DE CORREO ELECTRONICO	CHECK TO RECEIVE FUTURE EMAILS MARQUE PARA RECIBIR CORREOS ELECTRONICOS FUTUROS	INTERESTED IN STEERING COMMITTEE? ¿ESTA INTERESADO EN UN COMITÉ DIRECTIVO?
Scott Lennon	Alderman City of Berwyn	ScottStWard@gmail.com		
Luiz Manning	7132 35th St	rickymanning@gmail.com	✓	
Karin Mangrove	6415 28th place	knangrove@gmail.com	✓	
Liz Terry	MCAWUWUW 3500 EUGLIA	GISMACK@SBC.GLOBE.NET		
Maribeth Arenella	Ald. 7th Ward	maribella@ci.berwyn.il.us		
Richard E. Leja	Albermar 3 rd Ward	rleja@ci.berwyn.il.us	✓	
John Miller	Don't know			
El Rio	55th Sinclair	mel2elrios@gmail.com		
Marianne Bivko	1166 S. GROVE OP W 58th	2915 Maple St. Fenwick Park	✓	
Yvonne + Larry Taylor	1409 East Ave.	taylor1409@comcast.net	✓	✓





ADA Transition Plan Frequently Asked Questions

Kick-off Informational Meeting
Thursday, November 7th, 2024, 5:00 to 7:00 PM

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

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

Why?

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



How can you help with the planning process?

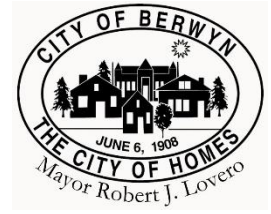
- Share your challenges as you travel around the city
- Share your thoughts on priority areas and your destinations throughout the city
- Attend meetings and visit us at local events
- Join the steering committee – Be part of the entire planning project and help guide the final Plan. If you are interested,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



Timeline

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

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



Plan de Trasción de la ADA Preguntas Frecuentes

Reunión Informativa de Lanzamiento
Jueves 7 de Noviembre de 2024, de 5:00 to 7:00 PM

Bienvenidos a la reunion de lanzamiento del Plan de Transición de la ADA. Esta reunion es la primera de una serie de eventos de participación comunitaria para recopilar información sobre los desafíos que se enfrentan al caminar o moverse en silla de ruedas por la ciudad, los lugares a que los residentes quieren ir caminando o en silla de ruedas y ayudar a establecer una vision para el futuro recorrido de peatonales por la ciudad.

En este formato de jornada de puertas abiertas, no habrá presentaciones formales. Se dispondrá de exposiciones para que los asistentes pueden identificar las barreras de acceso existentes e indetificar los destinos para peatones. Los representantes de la conconsultora de ingeniería, Oates Associates, la Agencia Metropolitana de Panificación de Chicago (CMAP) y el personal del ciudad están disponibles para hablar con usted sobre el proceso de planificación.

¿Por qué?

Muchas áreas de la vía pública de la ciudad no son accesibles para personas con discapacidades y no cumplen con los requisitos estatales y federales. Las aceras accesibles no solo mejoran la Calidad de vida de los residentes con discapacidades, sino que también mejoran la usabilidad para todos los usuarios, incluidos aquellos con cochetitos, niños, personas mayores y todos los residentes. Debido al desafío de lograr que toda la red peatonal de la ciudad cumpla con las normas, el Plan ayudará a priorizar y programar futura mejoramiento. El plan de transición sirve como herramienta para ayudar a la ciudad, aprovechando nuestro compromiso de larga data de mejorar la accesibilidad en toda la ciudad.



¿Cómo puedes ayudar con el proceso de planificación?

- Comparta sus desafíos mientras viaja por la ciudad
- Comparta sus ideas sobre las áreas prioritarias y sus destinos en toda la ciudad
- Asista a las reuniones y visítenos en los eventos locales
- Únase el comité directivo: forme parte de todo el Proyecto de planificación y ayude a guiar el plan final. Si está interesado, envíe un correo electrónico a berwynada@oatesassociates.com.



Linea de Tiempo

El cronograma previsto para este proceso de planificación es completar la evaluación del derecho de paso público en el invierno de 2025, desarrollar prioridades en la primavera de 2025 y presentar el plan final al público en el Verano de 2025.

¡Gracias por asistir! Si desea unirse a la lista de correo electrónico para recibir notificaciones relacionadas con el Plan de Transición de la ADA, envíe un correo electrónico a berwynada@oatesassociates.com

Exhibit 5B

Community Survey



Public Engagement Survey

The City of Berwyn is in the process of creating an Americans with Disabilities Act (ADA) Transition Plan related to sidewalk and curb ramp facilities along roadways and streets throughout the city. Berwyn faces the same challenges as communities throughout the country, providing a pedestrian network that meets the needs of all users. For the past 35 years Berwyn has been incorporating ADA improvements into municipal projects. This Plan will not only document those efforts but develop a long-term plan for the remaining improvements needed. The plan is mandated by Title II of the ADA and will provide guidance on future construction needs, focused on public right-of-way, to make the city accessible to all residents.

The Public Engagement Survey is intended to get public input on the pedestrian routes and travel habits of our residents and visitors. Please answer based on your experiences and challenges you face when traveling around the city. The data generated by this survey will be used to identify priority routes and gain a better understanding of what barriers to access impact users' ability to walk/roll around the city.

Please complete the form and either drop it off at City Hall or mail to:

City Hall
6700 26th Street, Berwyn, IL 60402
Phone: (708) 788-2660
Fax: (708) 749-6593
Email: berwynada@oatesassociates.com

For assistance filling out the survey, contact Travis Helmkamp, project manager at:

E-mail: travis.helmkamp@oatesassociates.com
Phone: (618)-345-2200 (Eng/Spa)

1. Which of the following best describes why you use the city sidewalks? (Select all that apply and mark with an X)

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

Public Engagement Survey Continued

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

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

3. Would you be more likely to use the city sidewalks if the physical condition was improved?

- Yes
- No

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

- Hearing difficulty (e.g., d/Deaf, Hard of Hearing, or other hearing impairment)
- Vision difficulty (e.g., Blind, Low Vision, or other vision impairment)
- Cognitive difficulty (e.g., Difficulty remembering, concentrating, making decisions, or other cognitive impairment)
- Ambulatory difficulty (e.g., Requires wheelchair, walker, cane assistance, or other physical or mobility impairment)
- Intellectual disability (e.g., Autism, Down syndrome, or other intellectual impairment)
- Mental health condition (e.g., Emotional disturbance, Schizophrenia, or other emotional impairment)
- Learning disability (e.g., Dyslexia, Dysgraphia, or other learning impairment)
- Speech or language disability (Stuttering, impaired articulation, or other communication impairment)
- Chronic illness (e.g., Heart disease, Asthma, Diabetes, Arthritis, Depression, Cancer, or other health impairment)
- None
- Other (please specify) _____

Public Engagement Survey Continued

5. Are you a caregiver (e.g., family member, friend, coworker) for anyone who has one of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

- Hearing difficulty (e.g., d/Deaf, Hard of Hearing, or other hearing impairment)
- Vision difficulty (e.g., Blind, Low Vision, or other vision impairment)
- Cognitive difficulty (e.g., Difficulty remembering, concentrating, making decisions, or other cognitive impairment)
- Ambulatory difficulty (e.g., Requires wheelchair, walker, cane assistance, or other physical or mobility impairment)
- Intellectual disability (e.g., Autism, Down syndrome, or other intellectual impairment)
- Mental health condition (e.g., Emotional disturbance, Schizophrenia, or other emotional impairment)
- Learning disability (e.g., Dyslexia, Dysgraphia, or other learning impairment)
- Speech or language disability (Stuttering, impaired articulation, or other communication impairment)
- Chronic illness (e.g., Heart disease, Asthma, Diabetes, Arthritis, Depression, Cancer, or other health impairment)
- None
- Other (please specify) _____

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

7. Does someone in your household use the sidewalk system to travel to and from school?

- Yes
- No

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

8. Does someone in your household use the sidewalk system to access public transportation? (Pace, Metra, or CTA)

- Yes
- No

If yes, please list the stop or nearest intersection: _____

Public Engagement Survey Continued

9. Prioritize the following types / locations of the city sidewalks where you face the greatest challenges walking. (Rank in order from 1-8 with 1 being the greatest challenge)



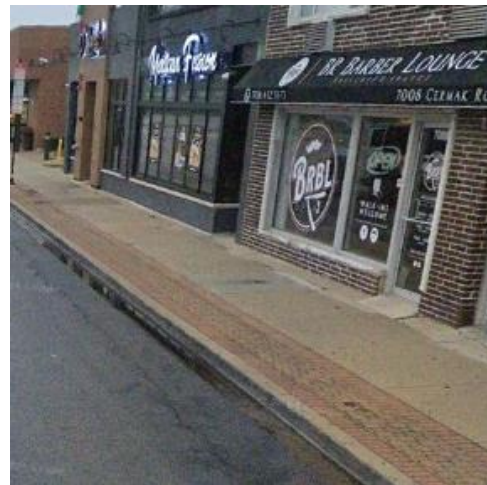
_____ Heavily traveled streets
(e.g., Harlem Avenue
or Odgen Avenue)



_____ Residential streets



_____ Sidewalks leading to
or from schools



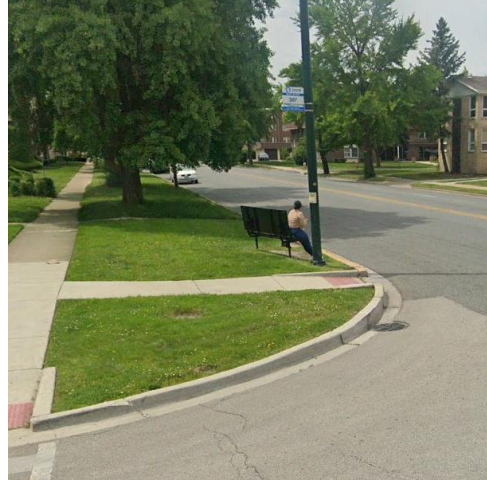
_____ Sidewalks next to
commercial districts

Public Engagement Survey Continued



Credit: Berwyn Park District

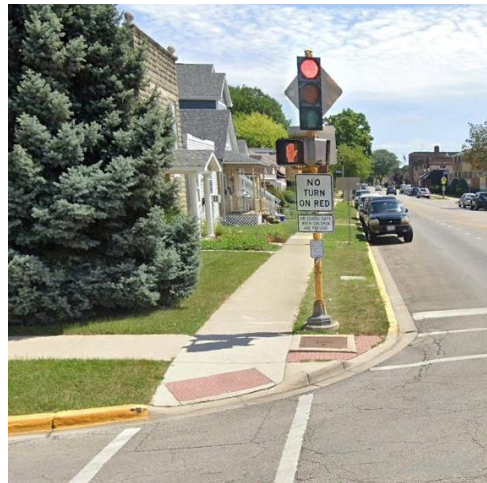
_____ Sidewalks leading to or from city facilities or parks



_____ Bus stops



_____ Intersections



_____ Traffic signals at intersections (including lack of traffic signals)

Public Engagement Survey Continued

10. Prioritize the following types / locations of the city sidewalks that you feel should be improved first. (Rank in comparison to each other from 1-8 with 1 being the highest priority)



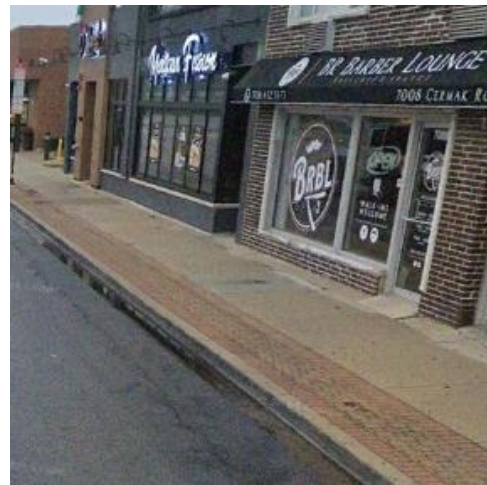
_____ Heavily traveled streets
(e.g., Harlem Avenue
or Odgen Avenue)



_____ Residential streets



_____ Sidewalks leading to
or from schools



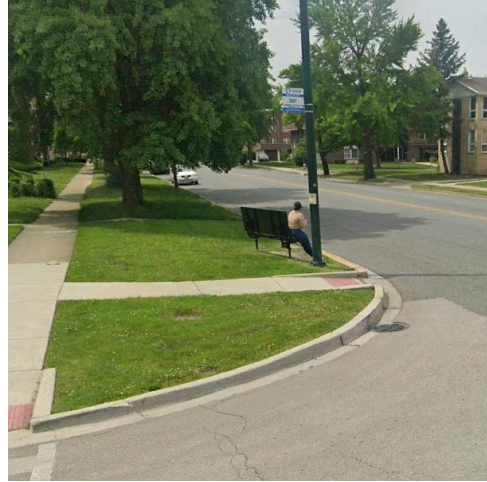
_____ Sidewalks next to
commercial districts

Public Engagement Survey Continued

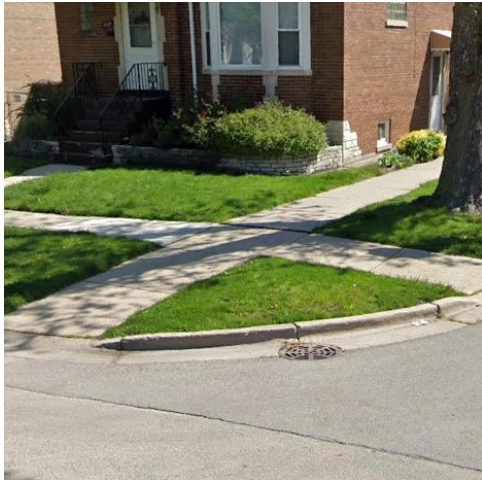


Credit: Berwyn Park District

_____ Sidewalks leading to or from city facilities or parks



_____ Bus stops



_____ Intersections



_____ Traffic signals at intersections (including lack of traffic signals)

Public Engagement Survey Continued

11. What conditions affect your feeling of safety when walking around Berwyn?

(Rank in comparison to each other from 1-5 with 1 having the greatest impact)

- _____ Dangerous drivers / motor vehicles (e.g., sidewalk directly behind back of curb, speeding vehicular traffic)
- _____ Difficult / unsafe street crossings (e.g., lack of pedestrian signals, lack of stop signs)
- _____ Sidewalks in poor condition (e.g., broken sidewalks, vertical separation, grass growing between panels)
- _____ Missing or difficult curb ramps (e.g., no connection between sidewalk and roadway, steep curb ramp, snow piles)
- _____ Obstructions (e.g., light poles, fire hydrants, etc. block pedestrian access)
- _____ Other (please specify) _____

12. Where do you frequently walk to within the city (e.g., City Hall, Berwyn Library, Proksa Park, MacNeal Hospital, Pav YMCA)? Please list up to three of them that apply. (If you need additional space, please provide additional information on Question 14)

1. _____
2. _____
3. _____

13. Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe up to three locations where you have that problem. (If you need additional space, please provide additional information on Question 14)

1. _____
2. _____
3. _____

Public Engagement Survey Continued

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



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



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



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



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



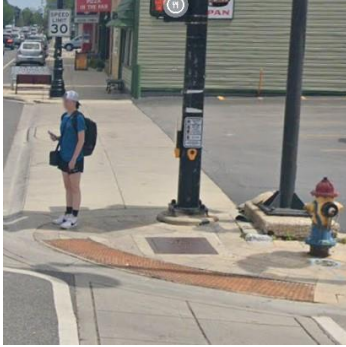
_____ Non-Continuous Sidewalks (e.g. sidewalk starts and stops)



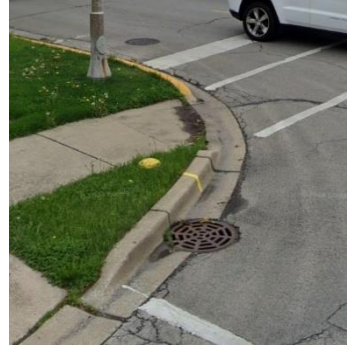
_____ Encroachment (e.g. trees, bushes etc.)

Public Engagement Survey Continued

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



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



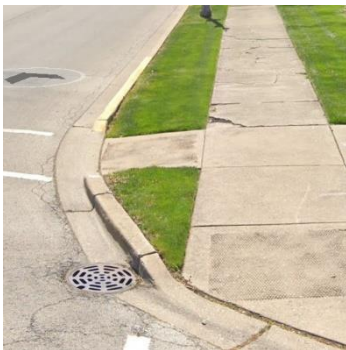
_____ Standing Water/ Debris (e.g. standing water, ice accumulates in winter)



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



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



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



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

Public Engagement Survey Continued

The following questions are intended to give us a better understanding of survey participants. All questions are optional. This information is solely for the purpose of verifying that we are reaching the entirety of residents throughout Berwyn.

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

- I am a resident in the City of Berwyn
- I am a property owner in the City of Berwyn
- I work in the City of Berwyn
- I frequently visit Berwyn businesses for entertainment, goods or services
- I frequently visit Berwyn for recreational use (local parks, ballfields)

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

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

19. What is your race/ethnicity? (Select all that apply and mark with an X)

- American Indian or Alaska Native
- Asian
- Black or African American
- Hispanic or Latino
- Middle Eastern or North African
- Native Hawaiian or Pacific Islander
- White

20. What is your gender?

- Male
- Female
- Other
- Prefer not to answer

Public Engagement Survey Continued

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

22. If you would like to be kept up to date on the status of the plan or assist the city in developing priorities by joining the steering committee, please provide your name and best way to contact you and someone will reach out. (optional)

Thank you for your participation!

For more information, contact Nicole Campbell, Senior Engineer, City of Berwyn at:

E-mail: ncampbell@ci.berwyn.il.us

Phone: (708)-788-2600, ext. 6473 (Eng/Spa)

For assistance filling out the survey, contact Travis Helmkamp, project manager at:

E-mail: travis.helmkamp@oatesassociates.com

Phone: (618)-345-2200 (Eng/Spa)



Encuesta de Participación Pública

La ciudad de Berwyn está en el proceso de crear un Plan de Transición de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) relacionado con las instalaciones de aceras y rampas en las aceras a lo largo de las carreteras y calles de toda la ciudad. Berwyn enfrenta los mismos desafíos que las comunidades de todo el país, proporcionando un sistema peatonal que satisface las necesidades de todos los usuarios. Durante los últimos 35 años, Berwyn ha estado incorporando el mejoramiento de ADA en proyectos municipales. Este Plan no solo documentará esos esfuerzos, sino que desarrollará un plan a largo plazo para mejoramientos que se necesitan. El plan es obligatorio por el Título II de la ADA y proporcionará un guía sobre las necesidades futuras de construcción, centrándose en el derecho de paso público, para que la ciudad sea accesible para todos los residentes.

La Encuesta de Participación Pública tiene como objetivo obtener comentarios del público sobre las rutas peatonales y las costumbres de viaje de nuestros residentes y visitantes. Responda basado de sus experiencias y los desafíos que enfrenta al viajar por la ciudad. Los datos generados por esta encuesta se utilizarán para identificar rutas prioritarias y obtener una mejor comprensión de qué barreras de acceso afectan la capacidad de los usuarios para caminar o rodar por la ciudad.

Complete el formulario y entréguelo en el municipio o envíelo por correo a:

City Hall
6700 26th Street, Berwyn, IL 60402
Teléfono: (708) 788-2660 (Eng/Spa)
Fax: (708) 749-6593
Correo electrónico: berwynada@oatesassociates.com

Para obtener ayuda para completar la encuesta, comuníquese con Eduardo Herrera, diseñador de proyectos en:

Correo electrónico: eduardo.herrera@oatesassociates.com
Teléfono: (618)-345-2200 (Eng/Spa)

Continuación de la Encuesta de Participación Pública

1. ¿Cuál de las siguientes opciones describe mejor por qué usa las aceras de la ciudad?
(Seleccione todas las que correspondan y marque con una X)

- Para acceder al transporte público (Pace, Metra o CTA)
- Para acceder al paratransito
- Para el ejercicio / la salud / el placer
- Para acceder a entretenimiento, bienes o servicios (comestibles, mandados, etc.)
- Caminar a la escuela / lugar de culto / instalaciones públicas (Municipio, bibliotecas, etc.)
- Caminar al trabajo
- Para socializar con amigos o familiares
- Para caminar a recibir atención médica
- Otro (especifique) _____

2. ¿Con qué frecuencia usa las aceras de la ciudad? (Seleccione uno y márkelo con una X)

- Diario
- Un par de veces a la semana
- Semanal
- Mensual
- Nunca

3. ¿Sería más probable que utilice las aceras de la ciudad si mejorara la condición física?

- Si
- No

Continuación de la Encuesta de Participación Pública

4. ¿Usted o alguna persona que vive en su hogar tiene alguna de las siguientes discapacidades que afectan viajar por las aceras? (Seleccione todas las que correspondan y marque con una X)

- Dificultad auditiva (p. ej., sordo, problemas de audición u otro impedimento auditivo)
- Dificultad visual (p. ej., ciego, baja visión u otra discapacidad visual)
- Dificultad cognitiva (p. ej., dificultad para recordar, concentrarse, tomar decisiones u otro discapacidad cognitivo)
- Dificultad ambulatoria (p. ej., requiere silla de ruedas, andador, ayuda con bastón u otro impedimento físico o de movilidad)
- Discapacidad intelectual (p. ej., autismo, síndrome de Down u otra discapacidad intelectual)
- Condición de salud mental (p. ej., perturbación emocional, esquizofrenia u otro impedimento emocional)
- Discapacidad del aprendizaje (por ejemplo, dislexia, disgrafía u otro impedimento del aprendizaje)
- Discapacidad del habla o del lenguaje (tartamudez, deterioro de la articulación u otro impedimento de la comunicación)
- Enfermedad crónica (por ejemplo, enfermedad cardíaca, asma, diabetes, artritis, depresión, cáncer u otro deterioro de la salud)
- Ninguno
- Otros (especifique) _____

Continuación de la Encuesta de Participación Pública

5. ¿Es usted un cuidador (por ejemplo, un familiar, un amigo, un compañero de trabajo) de alguien que tenga una de las siguientes discapacidades que afecten viajar por las aceras? (Seleccione todas las que correspondan y marque con una X)

- Dificultad auditiva (p. ej., sordo, problemas de audición u otro impedimento auditivo)
- Dificultad visual (p. ej., ciego, baja visión u otra discapacidad visual)
- Dificultad cognitiva (p. ej., dificultad para recordar, concentrarse, tomar decisiones u otro deterioro cognitivo)
- Dificultad ambulatoria (p. ej., requiere silla de ruedas, andador, ayuda con bastón u otro impedimento físico o de movilidad)
- Discapacidad intelectual (p. ej., autismo, síndrome de Down u otra discapacidad intelectual)
- Condición de salud mental (p. ej., perturbación emocional, esquizofrenia u otro impedimento emocional)
- Discapacidad del aprendizaje (p. ej., dislexia, disgrafía u otro impedimento del aprendizaje)
- Discapacidad del habla o del lenguaje (tartamudez, deterioro de la articulación u otro impedimento de la comunicación)
- Enfermedad crónica (por ejemplo, enfermedad cardíaca, asma, diabetes, artritis, depresión, cáncer u otro deterioro de la salud)
- Ninguno
- Otros (especifique) _____

6. Si usa un dispositivo o la ayuda de un cuidador para moverse, díganos qué es ese dispositivo y/o qué hace el cuidador para ayudarse:

7. ¿Alguien en su hogar usa el sistema de aceras para caminar hacia y desde la escuela?

Sí

No

En caso afirmativo, indique la escuela a la que asiste usted o su hijo: _____

8. ¿Alguien en su hogar usa el sistema de aceras para acceder al transporte público? (Pace, Metro o CTA)

Sí

No

En caso afirmativo, indique la parada o la intersección más cercana: _____

Continuación de la Encuesta de Participación Pública

9. Priorice los siguientes tipos / ubicaciones de las aceras de la ciudad donde enfrenta los mayores desafíos al caminar. (clasifique en orden del 1 al 8, siendo 1 el mayor desafío)



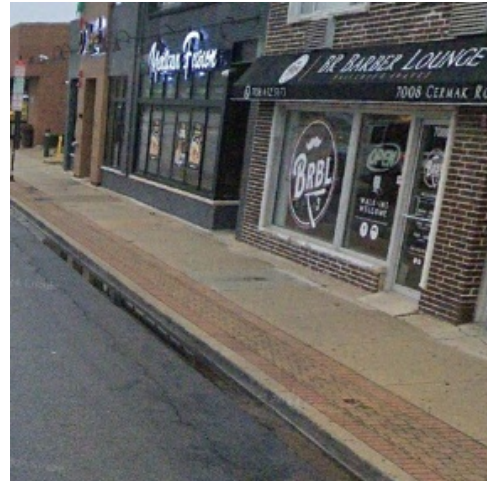
_____ Calles muy transitadas
(p. ej., Harlem Avenue
y Ogden Avenue)



_____ Calles residenciales



_____ Aceras que conducen
hacia o desde las
escuelas



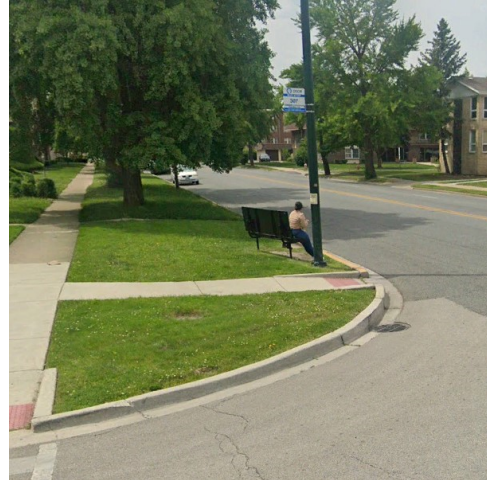
_____ Aceras junto a zonas
comerciales

Continuación de la Encuesta de Participación Pública

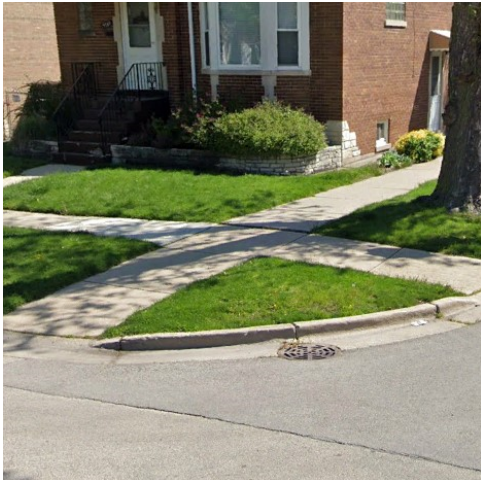


Credit: Berwyn Park District

_____ Aceras que conducen hacia o desde instalaciones de la ciudad o parques



_____ Paradas de autobús



_____ Intersecciones



_____ Señales de tráfico en las intersecciones

Continuación de la Encuesta de Participación Pública

10. Priorice los siguientes tipos / ubicaciones de las aceras de la ciudad que cree que deben mejorarse primero. (clasifique en orden del 1 al 8, siendo 1 el más crítico)



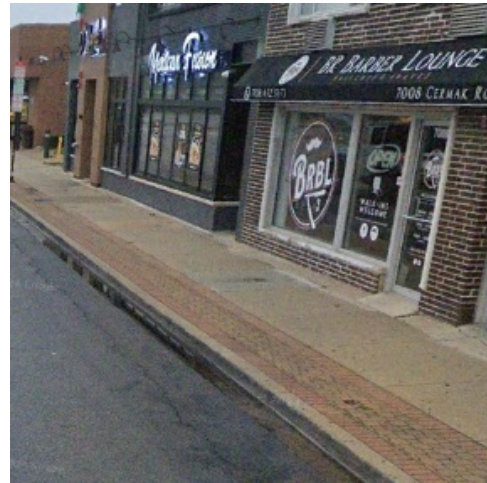
_____ Calles muy transitadas
(p. ej., Harlem Avenue
y Ogden Avenue)



_____ Calles residenciales



_____ Aceras que conducen
hacia o desde las
escuelas



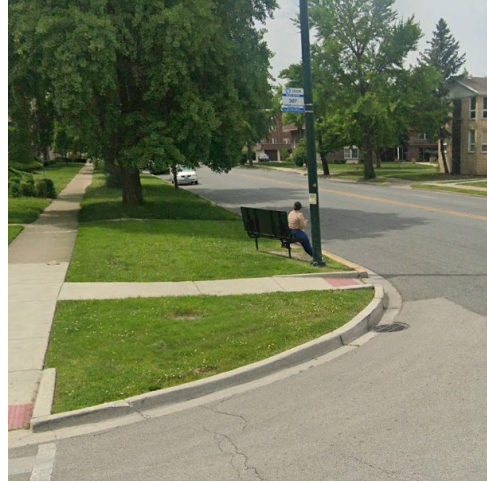
_____ Aceras junto a zonas
comerciales

Continuación de la Encuesta de Participación Pública

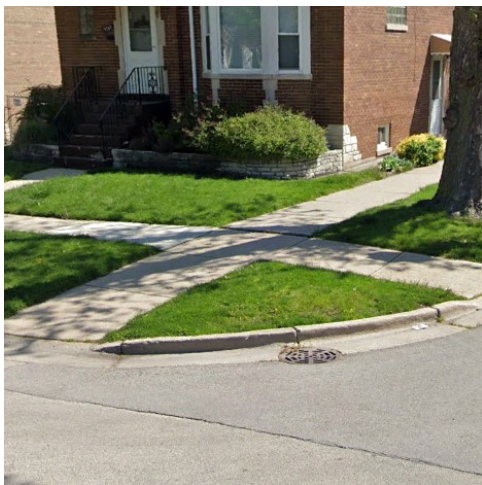


Credit: Berwyn Park District

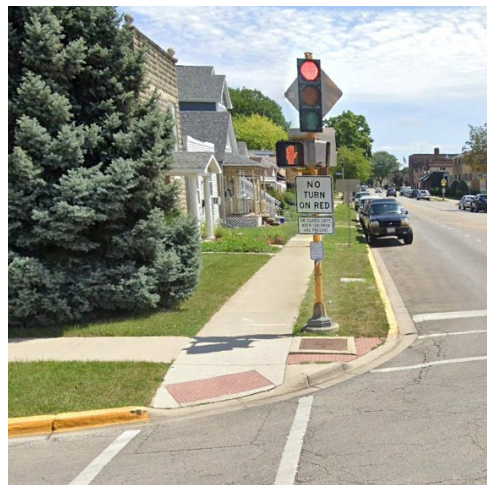
_____ Aceras que conducen hacia o desde instalaciones de la ciudad o parques



_____ Paradas de autobús



_____ Intersecciones



_____ Señales de tráfico en las intersecciones

Continuación de la Encuesta de Participación Pública

11. ¿Qué condiciones se afectan a sentirse seguro al caminar por Berwyn?

(Clasifique en comparación entre sí del 1 al 5, siendo el 1 el que tiene el mayor impacto)

_____ Conductores / vehículos motorizados peligrosos (p. ej., acera directamente detrás del bordillo, exceso de velocidad del tráfico vehicular)

_____ Cruces de calles difíciles/inseguros (p. ej., falta de señales para peatones, falta de señales de alto)

_____ Aceras en mal estado (p. ej., aceras rotas, separación vertical, hierba que crece entre los paneles)

_____ Rampas de acera faltantes o difíciles (p. ej., sin conexión entre la acera y la carretera, rampa de acera empinada)

_____ Obstrucciones (pe ej., postes de luz, el hidrante, etc. Bloquean al acceso de peatones)

_____ Otros (especifique) _____

12. ¿A dónde camina con frecuencia dentro de la ciudad (por ejemplo, la oficina del municipio, la Biblioteca Berwyn, el Parque Proksa, el Hospital MacNeal, el YMCA de Pav)? Enumere hasta tres de ellos que apliquen. (Si necesita espacio adicional, proporcione información adicional sobre la pregunta 14)

1. _____

2. _____

3. _____

13. ¿Alguna vez ha viajado por la carretera porque la acera es difícil o imposible de usar? Si es así, describa hasta tres ubicaciones en las que tenga ese problema. (Si necesita espacio adicional, proporcione información adicional sobre la pregunta 14)

1. _____

2. _____

3. _____

Continuación de la Encuesta de Participación Pública

15. Complete la siguiente encuesta fotográfica de evaluación de aceras. Clasifique los siguientes obstáculos/barreras para el acceso del 1 al 6 en orden de cómo la barrera afecta su capacidad para caminar/rodar por la ciudad (siendo 1 la barrera que presenta el mayor desafío para el uso de la red de aceras y 6 el menor impacto en la usabilidad de la sistema de aceras). A continuación se proporcionan ejemplos fotográficos.



_____ Peligros de tropiezo (p. ej.,
paneles de aceras
irregulares)



_____ Mala Calidad de la superficie
(p. ej., aceras rotas)



_____ Obstrucciones (p. ej., postes
de servicios públicos,
hidrante, etc.)



_____ Pendiente transversal
pronunciada (p. ej., la
acera no es plana)



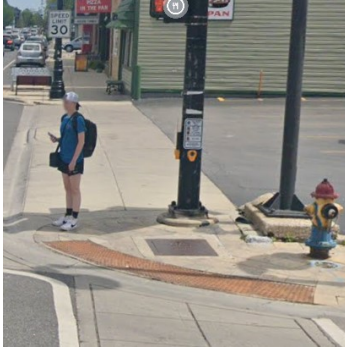
_____ Discontinuo de aceras (p. ej.,
la acera comienza y termina)



_____ Invasión (p. ej., árboles,
arbustos, etc.)

Continuación de la Encuesta de Participación Pública

16. Complete la siguiente encuesta fotográfica de evaluación de rampas de acera. Clasifique los siguientes obstáculos/barreras para el acceso del 1 al 6 en orden de cómo la barrera afecta su capacidad para usar la rampa de la acera (siendo 1 la barrera que presenta el mayor desafío para usar la sistema de aceras y 6 el menor impacto en la usabilidad de la sistema de aceras). A continuación se proporcionan ejemplos fotográficos.



_____ Obstrucción (p. ej., postes de servicios públicos, hidrante, etc.)



_____ Agua estancada/escombros (p. ej., agua estancada, acumulación de hielo en invierno)



_____ No hay rampas en la acera (por ejemplo, acera de bajada de 6 pulgadas)



_____ No hay paneles de advertencia detectables (baches en la parte inferior de la rampa)



_____ Pendientes de rampas de bordillo (p. ej., exceso inclinación transversal)



_____ Rampa de bordillo rota (por ejemplo, superficie irregular para caminar)

Continuación de la Encuesta de Participación Pública

Las siguientes preguntas están destinadas a darnos una mejor comprensión de los participantes de la encuesta. Todas las preguntas son opcionales. Esta información es únicamente con el propósito de verificar que estamos comunicado con la totalidad de los residentes de Berwyn.

17. ¿Cuáles de las siguientes afirmaciones se aplican a usted? (Seleccione todas las que correspondan y marque con una X)

- Soy residente en la ciudad de Berwyn
- Soy propietario de una propiedad en la ciudad de Berwyn
- Trabajo en la ciudad de Berwyn
- Con frecuencia visito los negocios de Berwyn para entretenimiento, bienes o servicios
- Con frecuencia visito Berwyn para uso recreativo (parques locales, campos de béisbol)

18. ¿Cuántos años tiene? (Seleccione uno y márkelo con una X)

- Menores de 18 años
- De 18 a 35 años
- De 36 a 65 años
- De 66 a 80 años
- 80+ años

19. ¿Cuál es su raza/ethnicidad? (Seleccione todas las que correspondan y marque con una X)

- Indio americano o Nativo de Alaska
- Asiático
- Negro o Afroamericano
- Hispano o Latino
- Medio Oriente o Norteafricano
- Nativo de Hawái o de las islas del Pacífico
- Blanco

20. ¿Cuál es su genero?

- Masculino
- Femenino
- Otro
- No deseo especificar

Continuación de la Encuesta de Participación Pública

21. Identifique cualquier dificultad o limitación específica a lo largo de las rutas que normalmente toma:

22. Si tiene una discapacidad o viaja con alguien que tiene una discapacidad, ¿qué problemas de accesibilidad ha experimentado a lo largo de las aceras de la ciudad y las instalaciones peatonales?

23. Si desea mantenerse actualizado sobre el estado del plan o ayudar a la ciudad a desarrollar prioridades uniéndose al comité directivo, proporcione su nombre y la mejor manera de comunicarse con usted y alguien se comunicará con usted.
(Opcional)

Continuación de la Encuesta de Participación Pública

¡Gracias por su participación!

Para obtener más información, póngase en contacto con Claudia Ayala, Director de Comunicación de la ciudad de Berwyn en:

Correo electrónico: CAyala@ci.berwyn.il.us

Teléfono: (708)-788-2600, ext. 6432

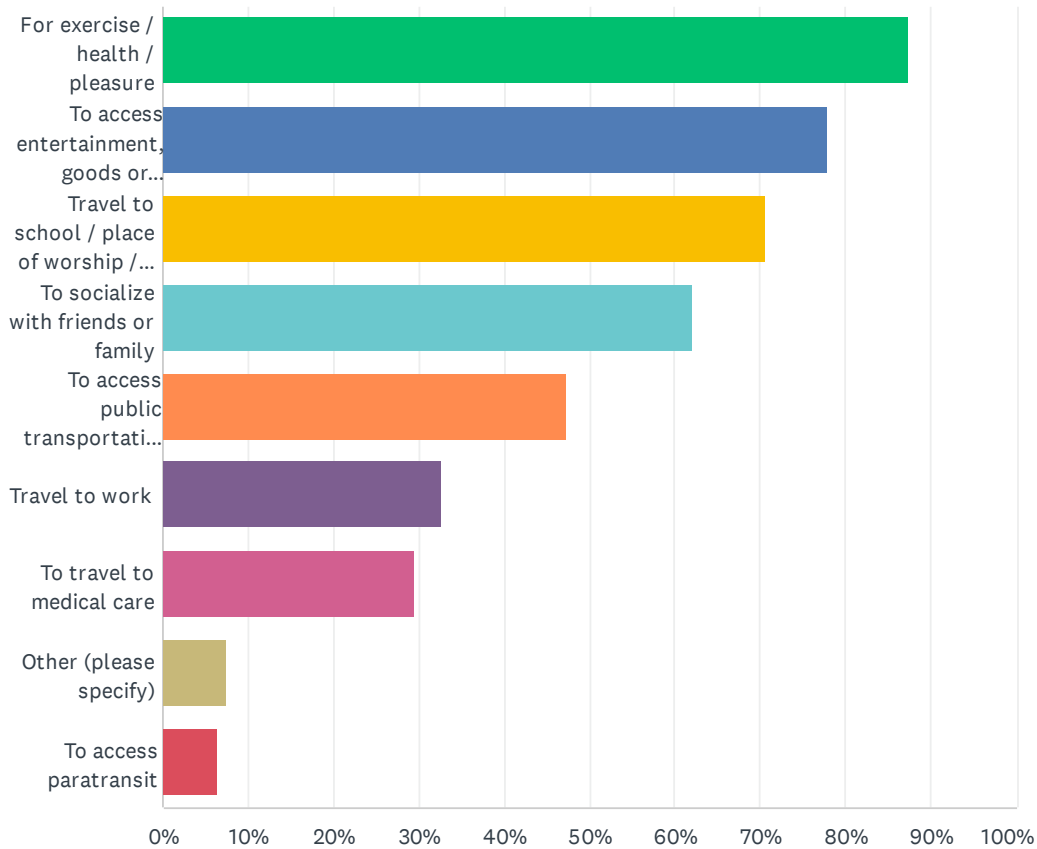
Para obtener ayuda para completar la encuesta, comuníquese con Eduardo Herrera, diseñador de proyectos en:

Correo electrónico: eduardo.herrera@oatesassociates.com

Teléfono: (618)-345-2200 (Eng/Spa)

Q1 Which of the following best describes why you use the city sidewalks? (Select all that apply)

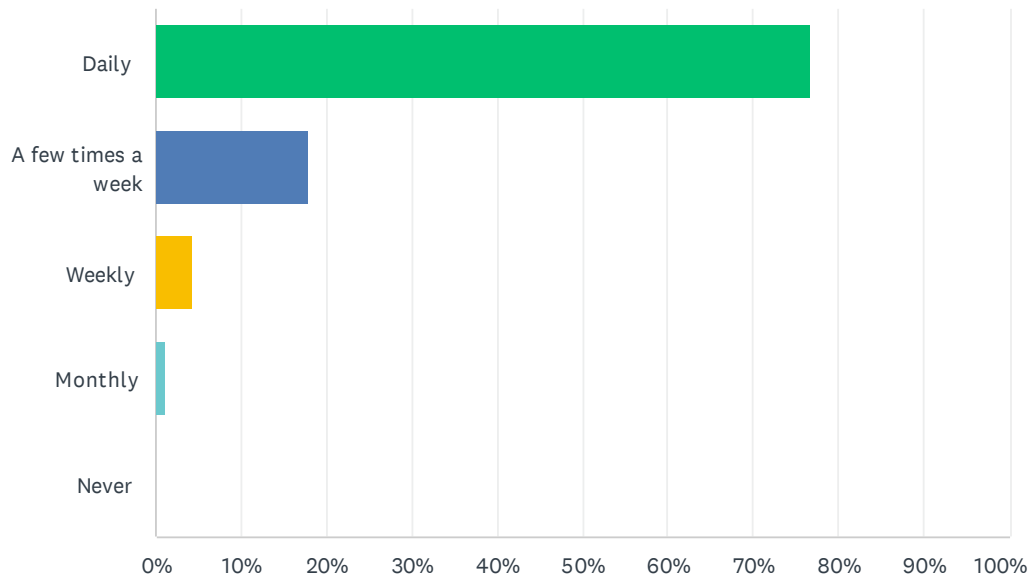
Answered: 95 Skipped: 0



ANSWER CHOICES	RESPONSES	
For exercise / health / pleasure	87.37%	83
To access entertainment, goods or services (groceries, errands, etc.)	77.89%	74
Travel to school / place of worship / public facilities (City Hall, libraries, etc.)	70.53%	67
To socialize with friends or family	62.11%	59
To access public transportation (Pace or Metra)	47.37%	45
Travel to work	32.63%	31
To travel to medical care	29.47%	28
Other (please specify)	7.37%	7
To access paratransit	6.32%	6
Total Respondents: 95		

Q2 How often do you use city sidewalks? (Select One)

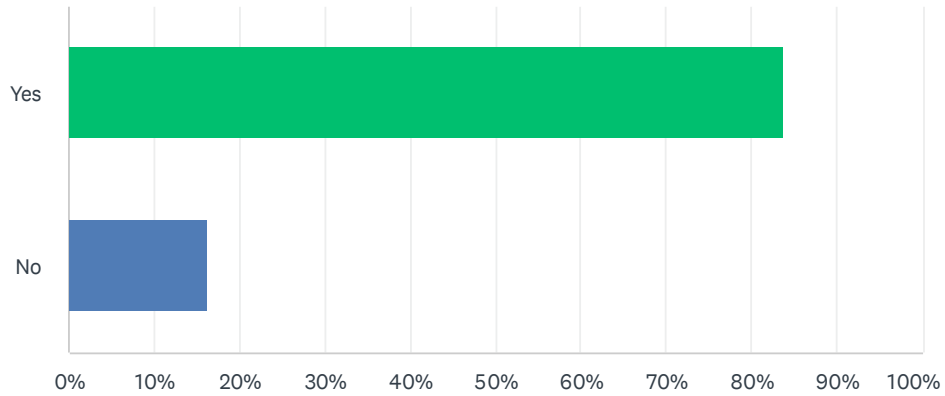
Answered: 95 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	76.84%	73
A few times a week	17.89%	17
Weekly	4.21%	4
Monthly	1.05%	1
Never	0.00%	0
TOTAL		95

Q3 Would you be more likely to use the city sidewalks if the physical condition was improved?

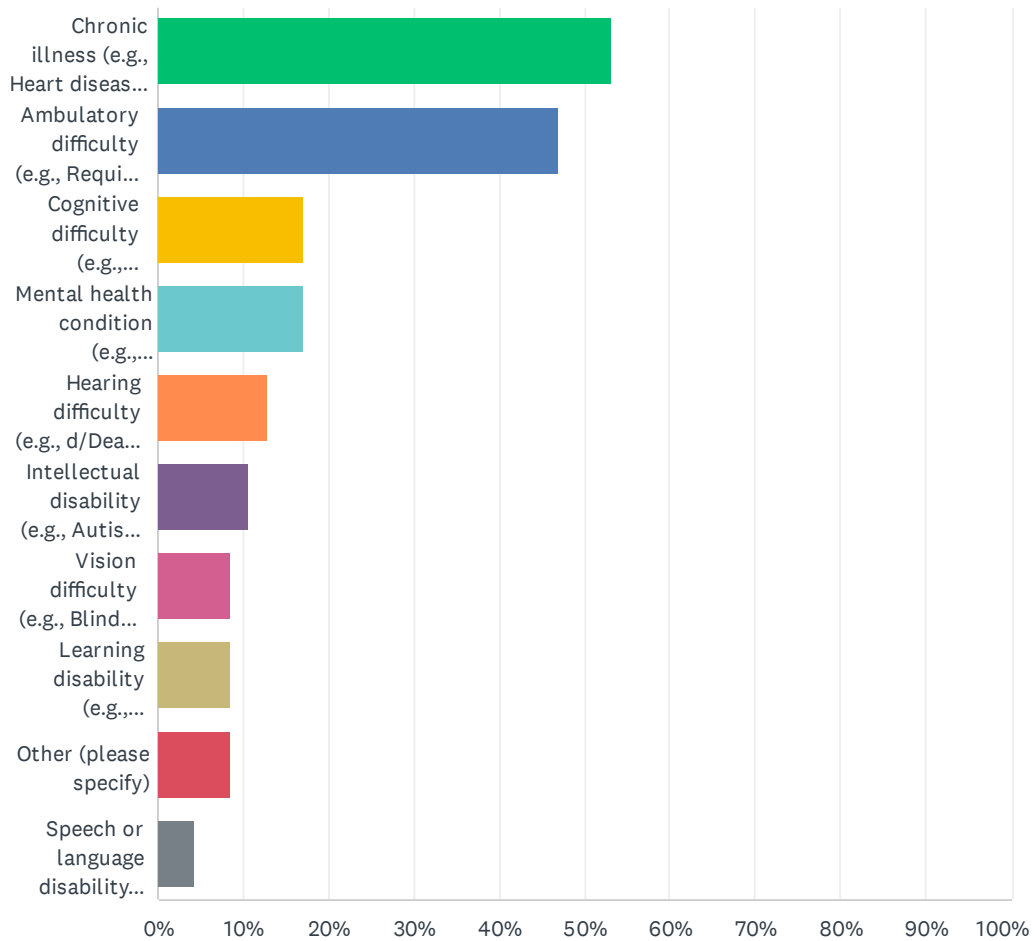
Answered: 92 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	83.70%	77
No	16.30%	15
Total Respondents: 92		

Q4 Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply)

Answered: 47 Skipped: 48

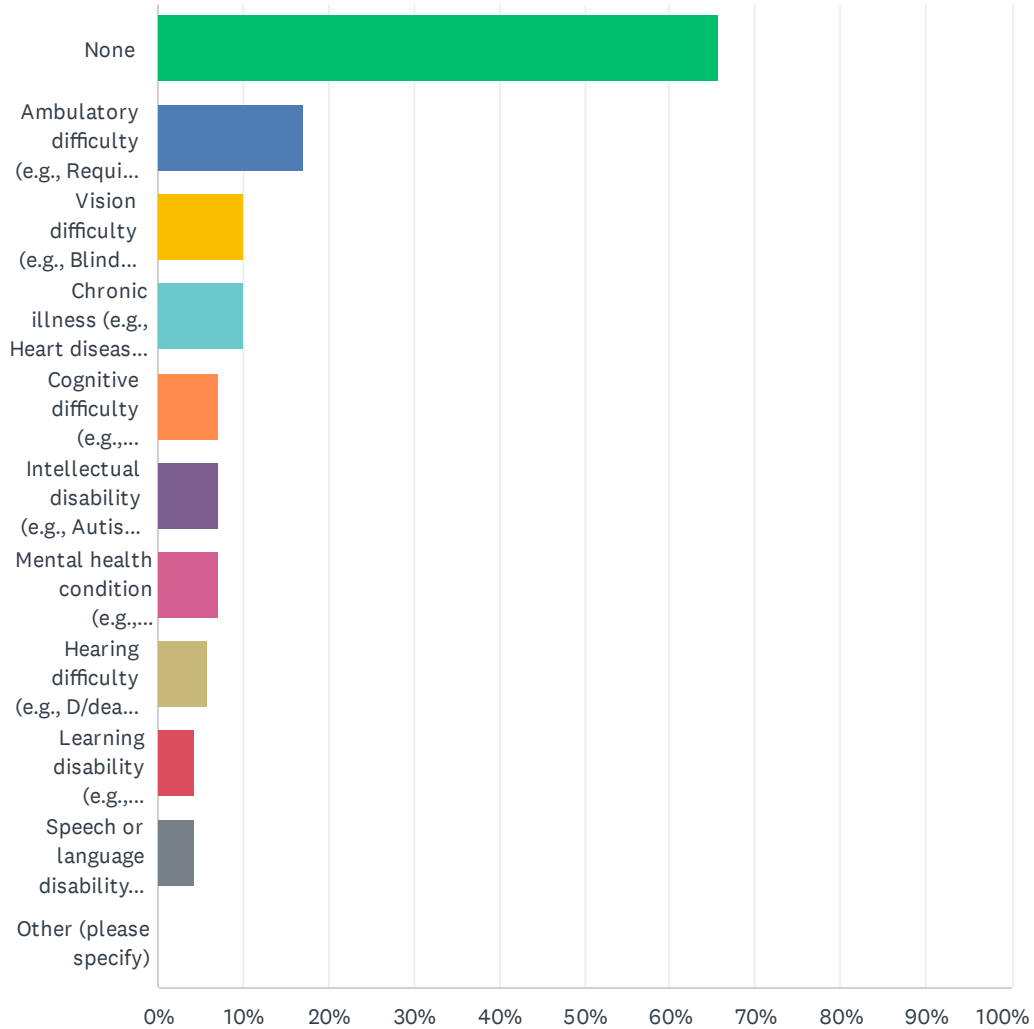


City of Berwyn - ADA Transition Plan - Public Engagement Survey

ANSWER CHOICES	RESPONSES	
Chronic illness (e.g., Heart disease, Asthma, Diabetes, Arthritis, Depression, Cancer, or other health impairment)	53.19%	25
Ambulatory difficulty (e.g., Requires wheelchair, walker, cane assistance, or other physical or mobility impairment)	46.81%	22
Cognitive difficulty (e.g., Difficulty remembering, concentrating, making decisions, or other cognitive impairment)	17.02%	8
Mental health condition (e.g., Emotional disturbance, Schizophrenia, or other emotional impairment)	17.02%	8
Hearing difficulty (e.g., d/Deaf, Hard of Hearing, or other hearing impairment)	12.77%	6
Intellectual disability (e.g., Autism, Down syndrome, or other intellectual impairment)	10.64%	5
Vision difficulty (e.g., Blind, Low Vision, or other vision impairment)	8.51%	4
Learning disability (e.g., Dyslexia, Dysgraphia, or other learning impairment)	8.51%	4
Other (please specify)	8.51%	4
Speech or language disability (Stuttering, impaired articulation, or other communication impairment)	4.26%	2
Total Respondents: 47		

Q5 Are you a caregiver (e.g., family member, friend, coworker) for anyone who has one of the following disabilities that affect traveling on sidewalks? (Select all that apply)

Answered: 70 Skipped: 25



City of Berwyn - ADA Transition Plan - Public Engagement Survey

ANSWER CHOICES	RESPONSES	
None	65.71%	46
Ambulatory difficulty (e.g., Requires wheelchair, walker, cane assistance, or other physical or mobility impairment)	17.14%	12
Vision difficulty (e.g., Blind, Low Vision, or other vision impairment)	10.00%	7
Chronic illness (e.g., Heart disease, Asthma, Diabetes, Arthritis, Depression, Cancer, or other health impairment)	10.00%	7
Cognitive difficulty (e.g., Difficulty remembering, concentrating, making decisions, or other cognitive impairment)	7.14%	5
Intellectual disability (e.g., Autism, Down syndrome, or other intellectual impairment)	7.14%	5
Mental health condition (e.g., Emotional disturbance, Schizophrenia, or other emotional impairment)	7.14%	5
Hearing difficulty (e.g., D/deaf, Hard of Hearing, or other hearing impairment)	5.71%	4
Learning disability (e.g., Dyslexia, Dysgraphia, or other learning impairment)	4.29%	3
Speech or language disability (Stuttering, impaired articulation, or other communication impairment)	4.29%	3
Other (please specify)	0.00%	0
Total Respondents: 70		

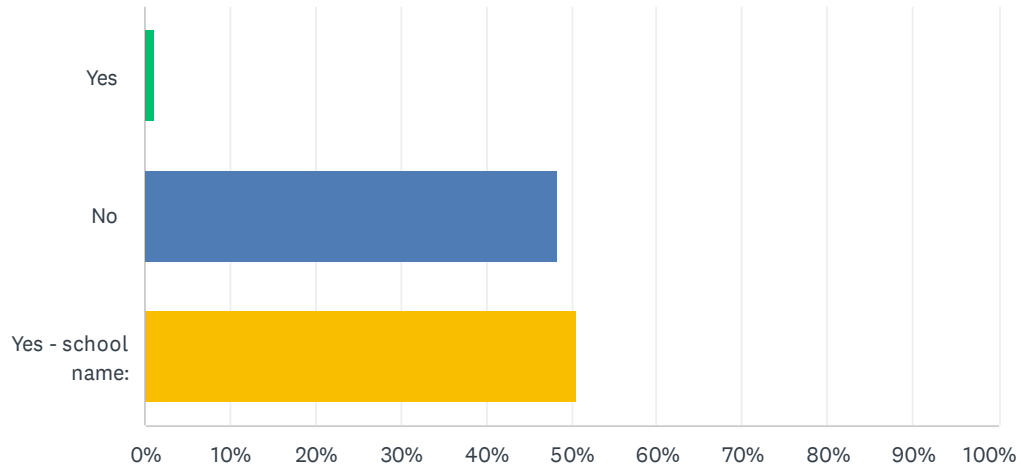
Q6 If you use a device or the assistance of a care giver to get around, please tell us what that device is and/or what the caregiver does to assist you.

Answered: 12 Skipped: 83

#	RESPONSES	DATE
1	I use a wheelchair and a back brace and my mom is my personal assistant and over works herself to cross me in un accessible crossing this isn't safe for both of us .	9/8/2025 7:26 PM
2	Stroller for baby	7/7/2025 7:33 PM
3	n/a	7/6/2025 12:03 PM
4	N/A	6/17/2025 9:44 AM
5	Walker	6/13/2025 3:37 PM
6	NA	6/11/2025 6:13 PM
7	Walker	5/27/2025 4:51 PM
8	Walker	5/27/2025 4:46 PM
9	Wheelchair, blind cane, hold arm	5/15/2025 6:29 PM
10	We have a three-year old with some difficulties in his motor skills. We have often use his stroller or push bike because he has lower endurance. When he walks himself, he wears orthotics on his feet.	5/12/2025 1:21 PM
11	Use a walker	5/12/2025 1:05 PM
12	Sometimes a cane	5/9/2025 8:32 PM

Q7 Does someone in your household use the sidewalk system to travel to and from school?

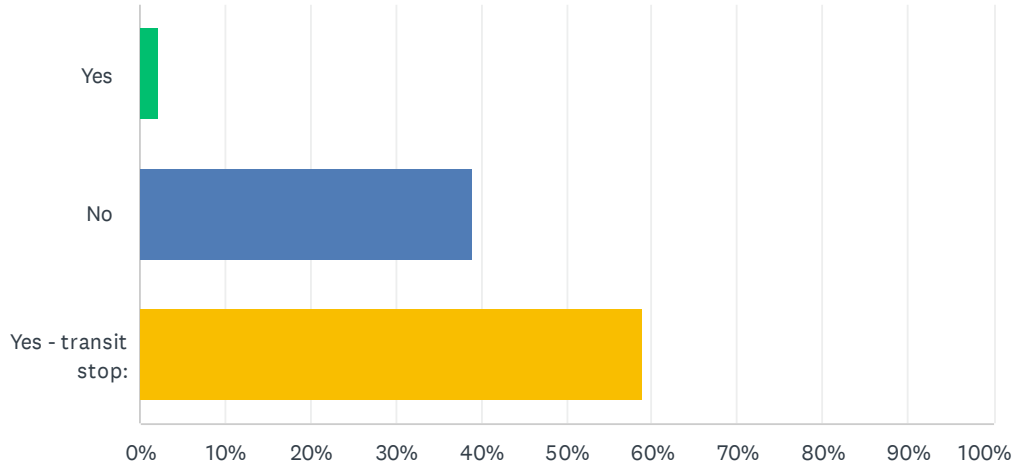
Answered: 91 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	1.10%	1
No	48.35%	44
Yes - school name:	50.55%	46
TOTAL		91

Q8 Does someone in your household use the sidewalk system to access public transportation? (Pace, Metra, or CTA)

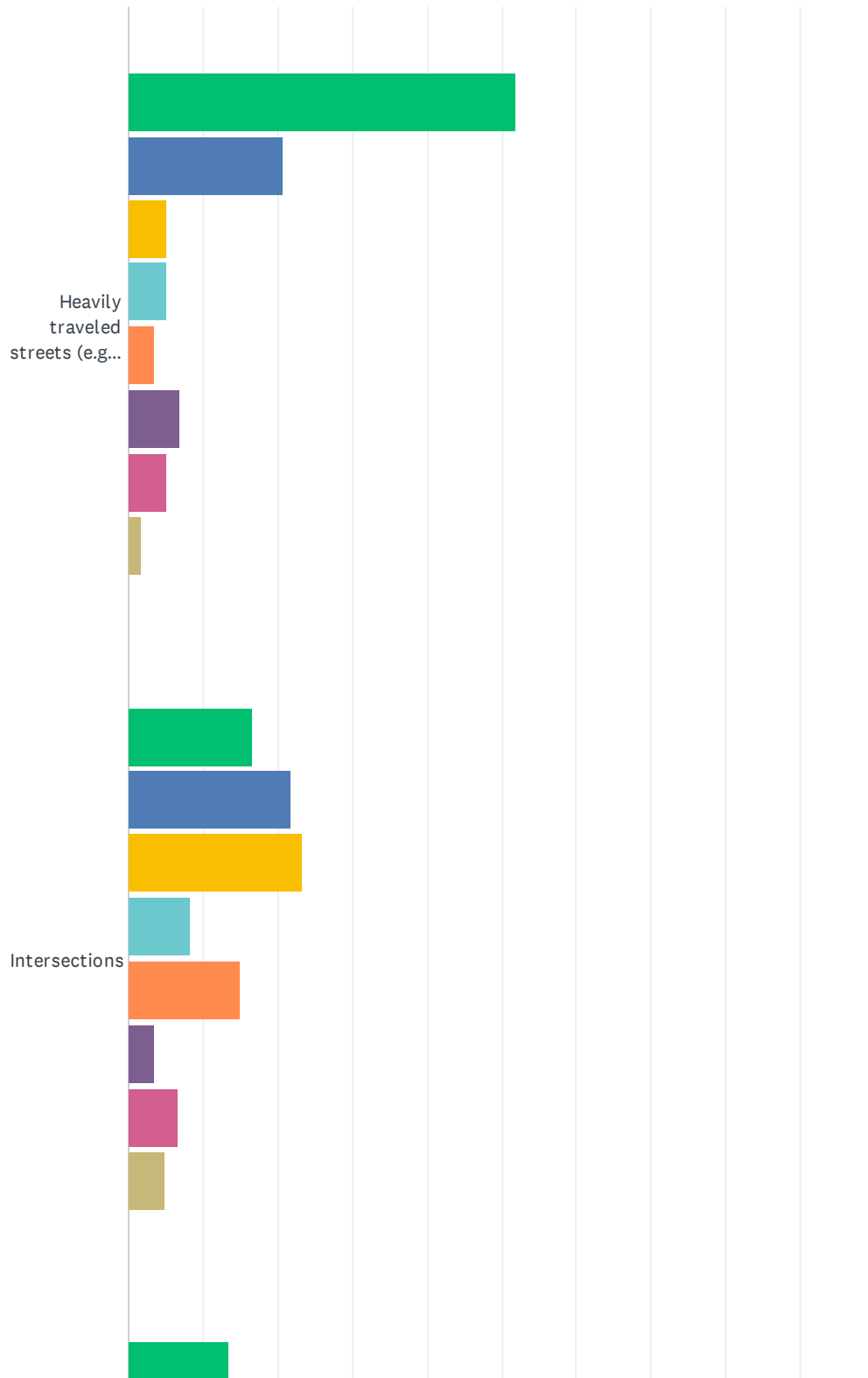
Answered: 95 Skipped: 0



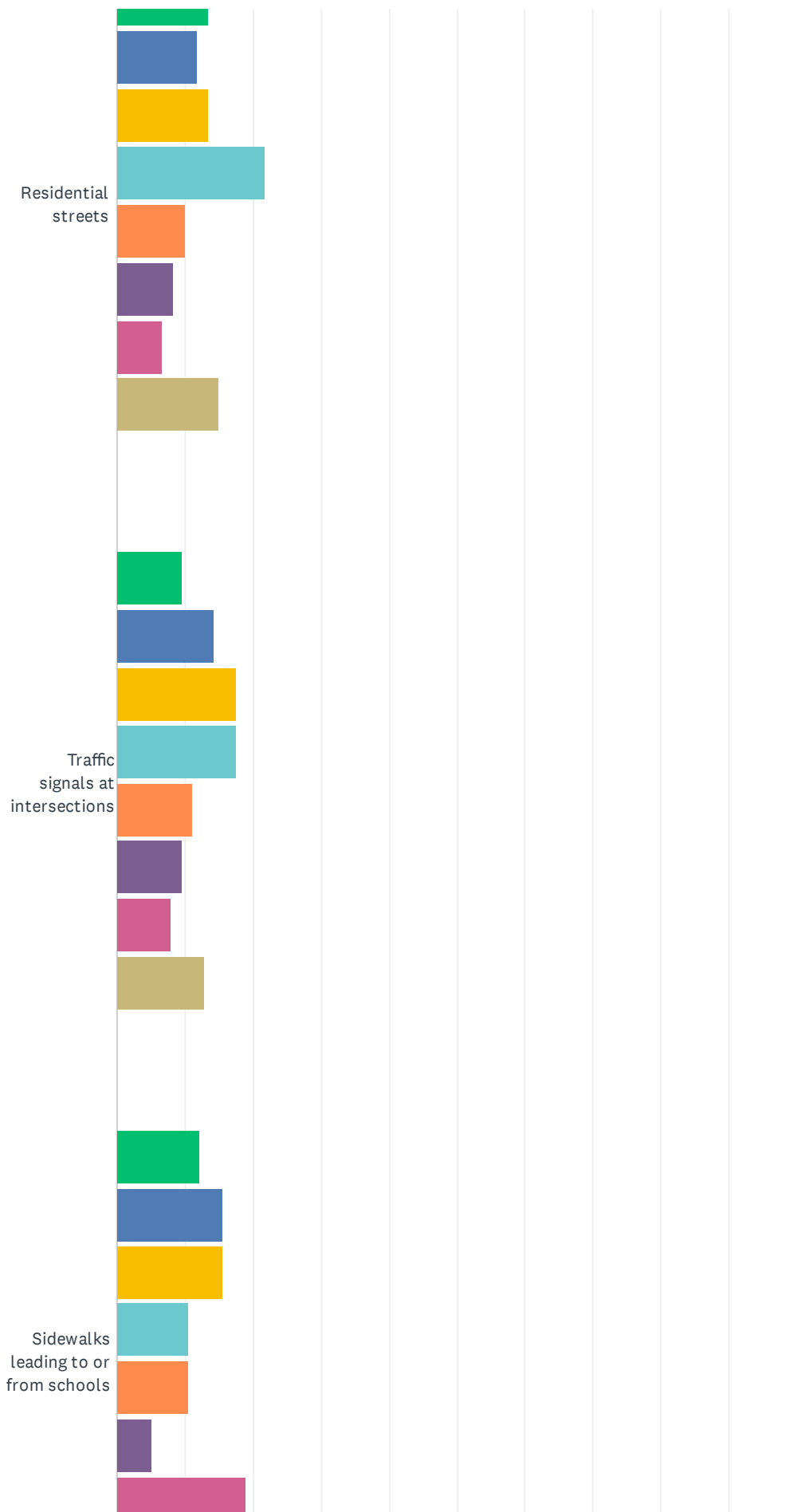
ANSWER CHOICES	RESPONSES	
Yes	2.11%	2
No	38.95%	37
Yes - transit stop:	58.95%	56
TOTAL		95

Q9 Prioritize the following types / locations of the city sidewalks where you face the greatest challenges walking. (Rank in order from 1-8 with 1 being the greatest challenge)

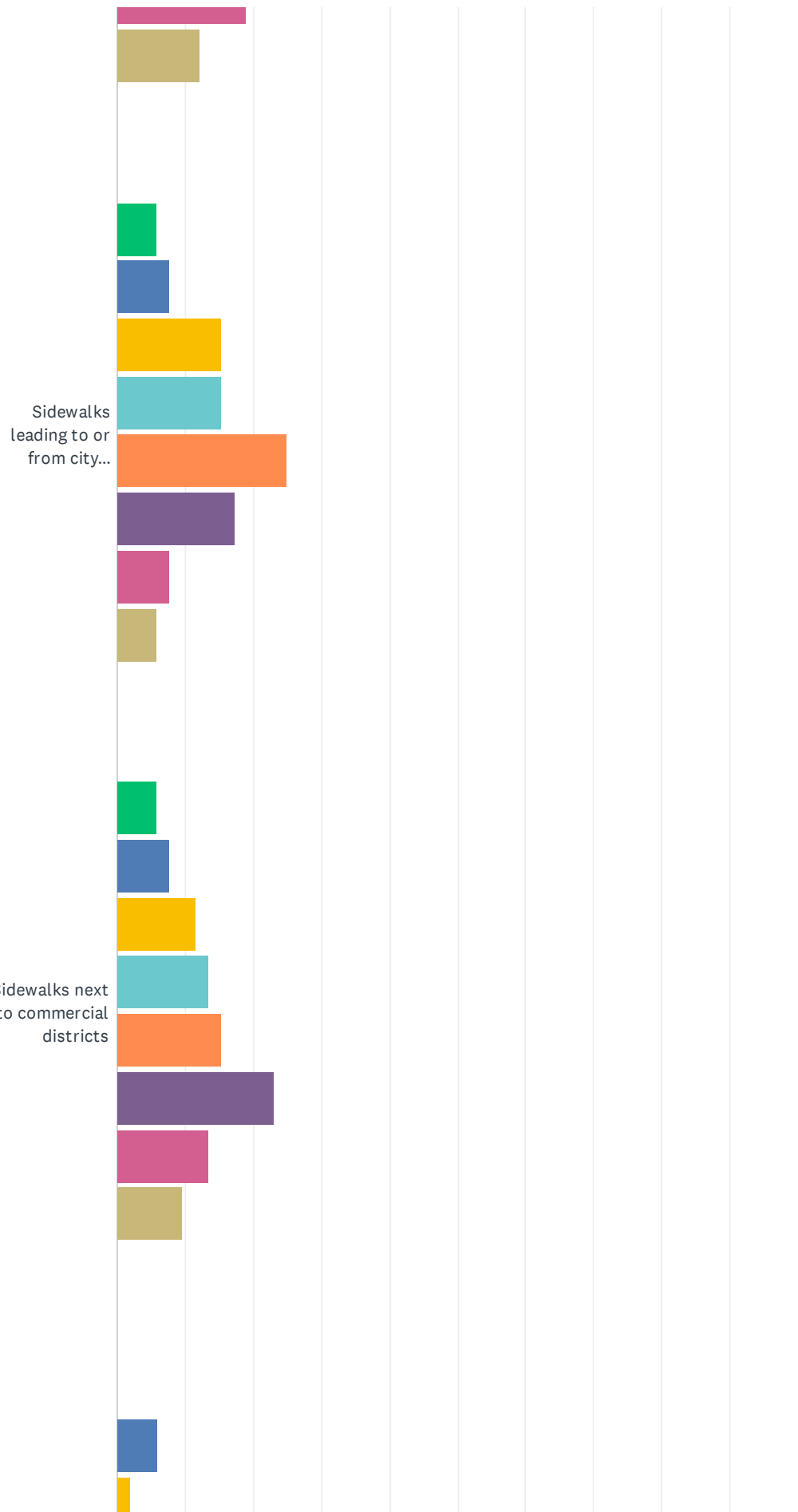
Answered: 75 Skipped: 20



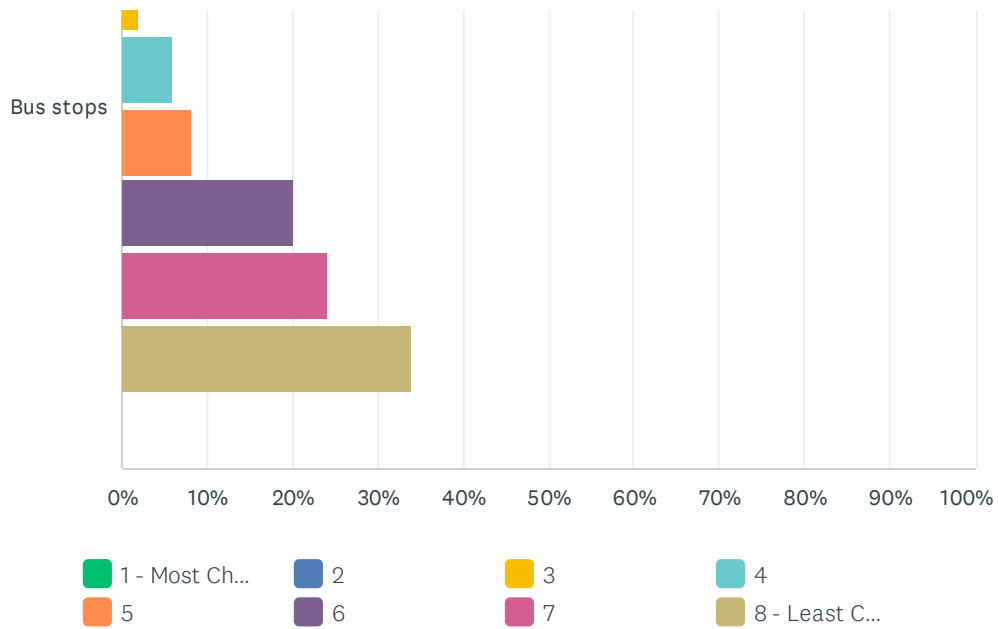
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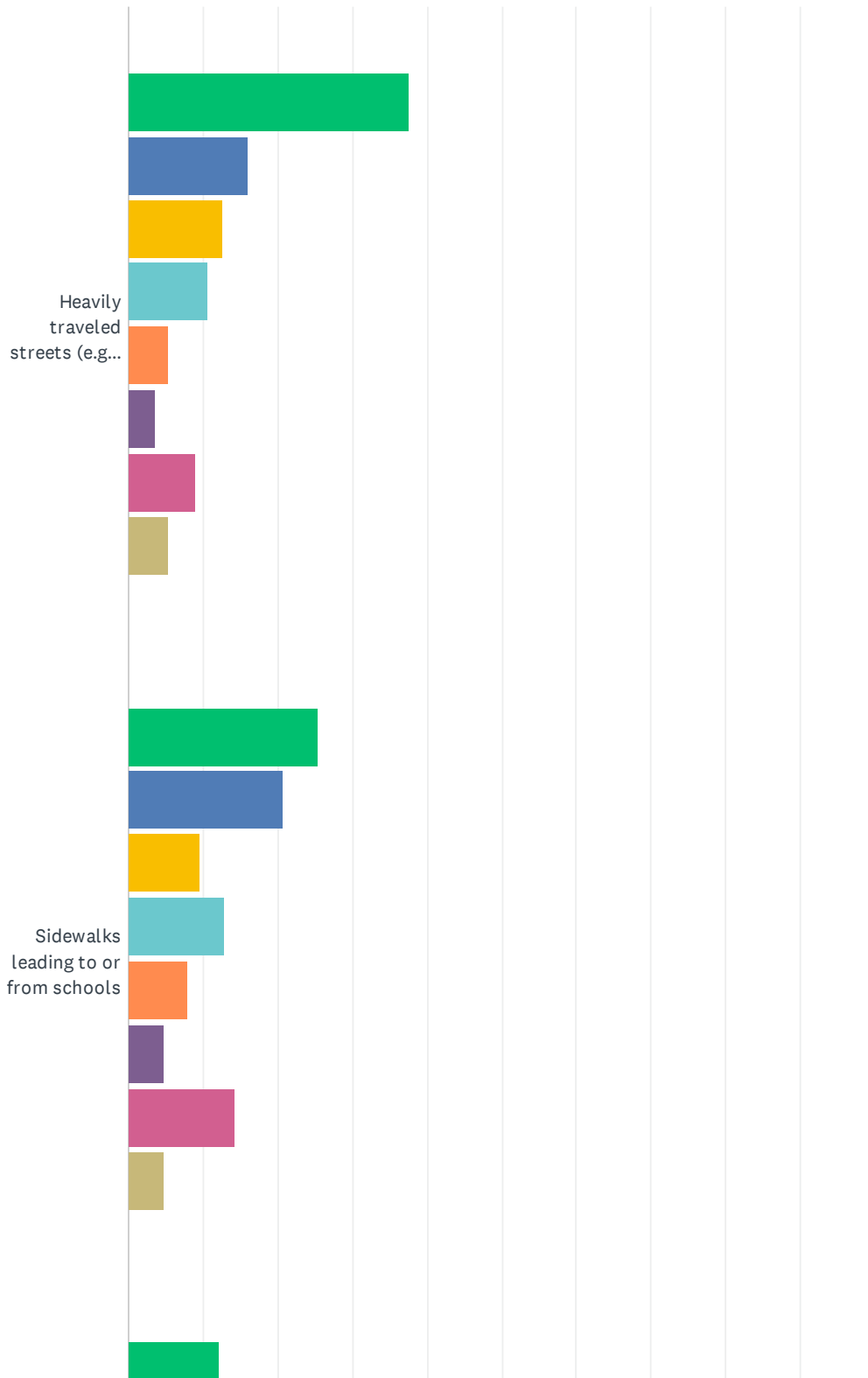
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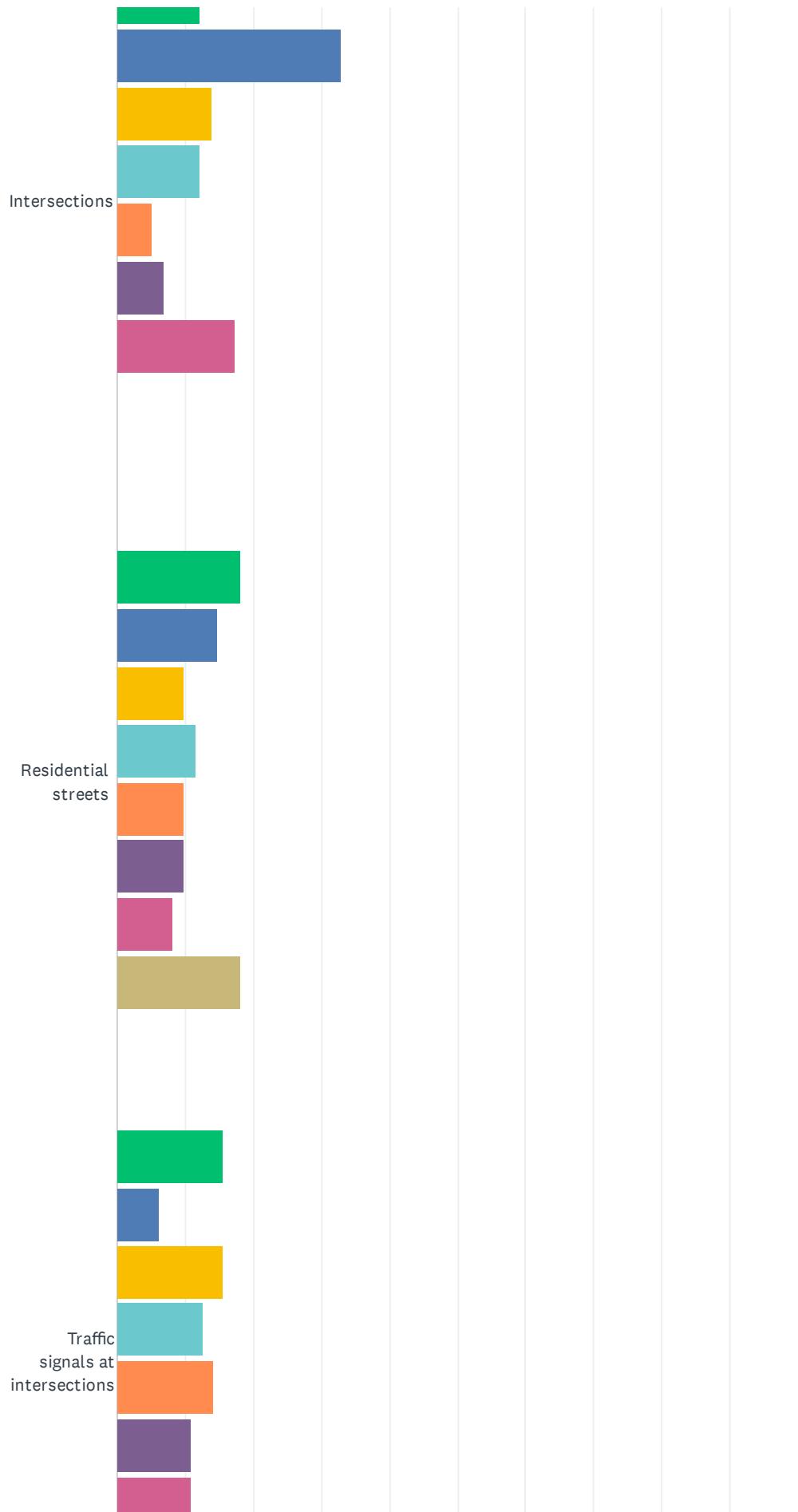
	1 - MOST CHALLENGING	2	3	4	5	6	7	8 - LEAST CHALLENGING	TOTAL	WEIGHTED AVERAGE
Heavily traveled streets (e.g., Harlem Avenue or Ogden Avenue)	51.72% 30	20.69% 12	5.17% 3	5.17% 3	3.45% 2	6.90% 4	5.17% 3	1.72% 1	58	
Intersections	16.67% 10	21.67% 13	23.33% 14	8.33% 5	15.00% 9	3.33% 2	6.67% 4	5.00% 3	60	
Residential streets	13.33% 8	11.67% 7	13.33% 8	21.67% 13	10.00% 6	8.33% 5	6.67% 4	15.00% 9	60	
Traffic signals at intersections	9.52% 6	14.29% 9	17.46% 11	17.46% 11	11.11% 7	9.52% 6	7.94% 5	12.70% 8	63	
Sidewalks leading to or from schools	12.07% 7	15.52% 9	15.52% 9	10.34% 6	10.34% 6	5.17% 3	18.97% 11	12.07% 7	58	
Sidewalks leading to or from city facilities or parks	5.77% 3	7.69% 4	15.38% 8	15.38% 8	25.00% 13	17.31% 9	7.69% 4	5.77% 3	52	
Sidewalks next to commercial districts	5.77% 3	7.69% 4	11.54% 6	13.46% 7	15.38% 8	23.08% 12	13.46% 7	9.62% 5	52	
Bus stops	0.00% 0	6.00% 3	2.00% 1	6.00% 3	8.00% 4	20.00% 10	24.00% 12	34.00% 17	50	

Q10 Prioritize the following types / locations of the city sidewalks that you feel should be improved first. (Rank in comparison to each other from 1-8 with 1 being the highest priority)

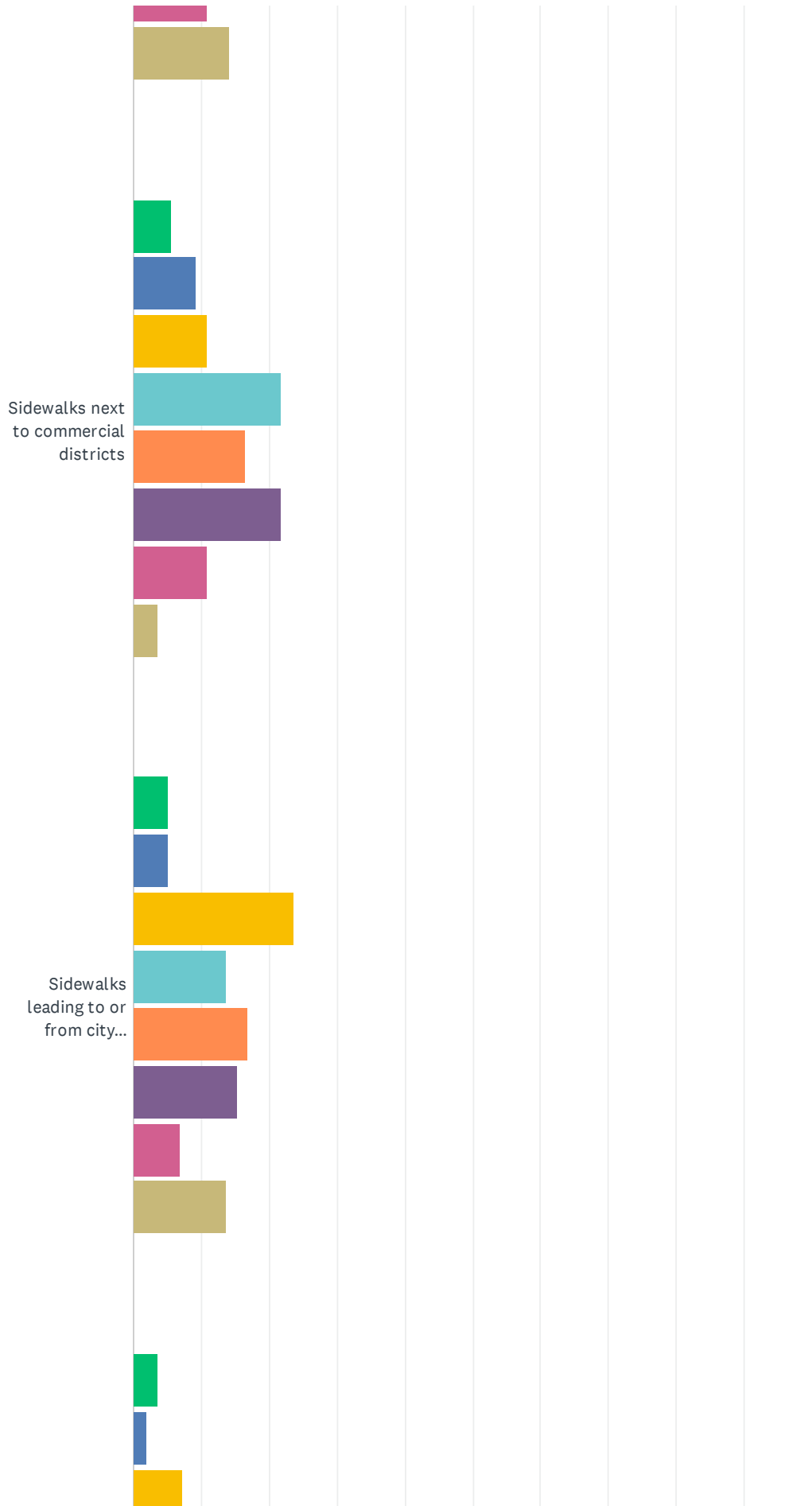
Answered: 74 Skipped: 21



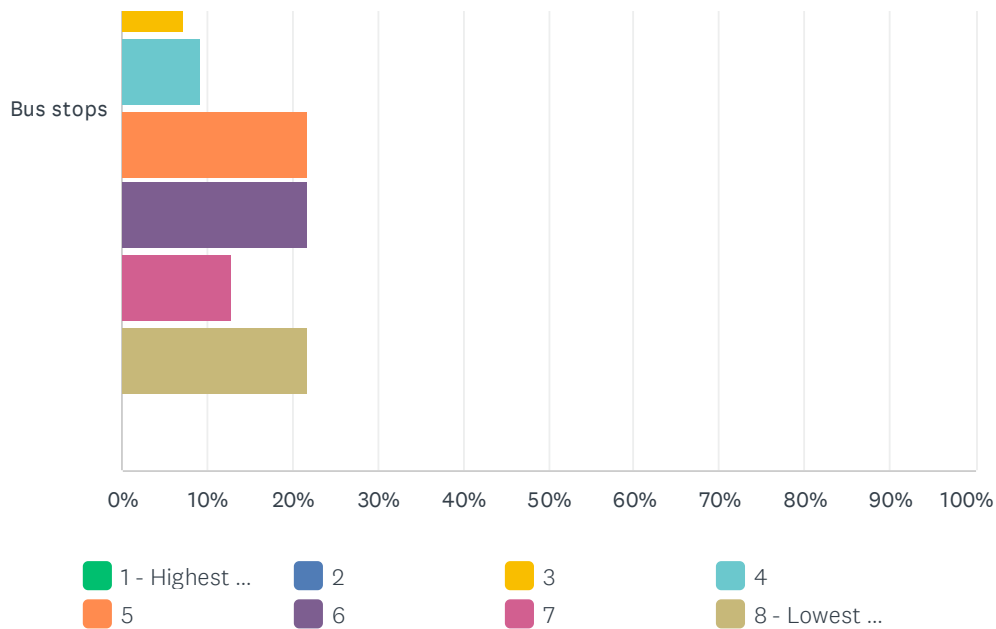
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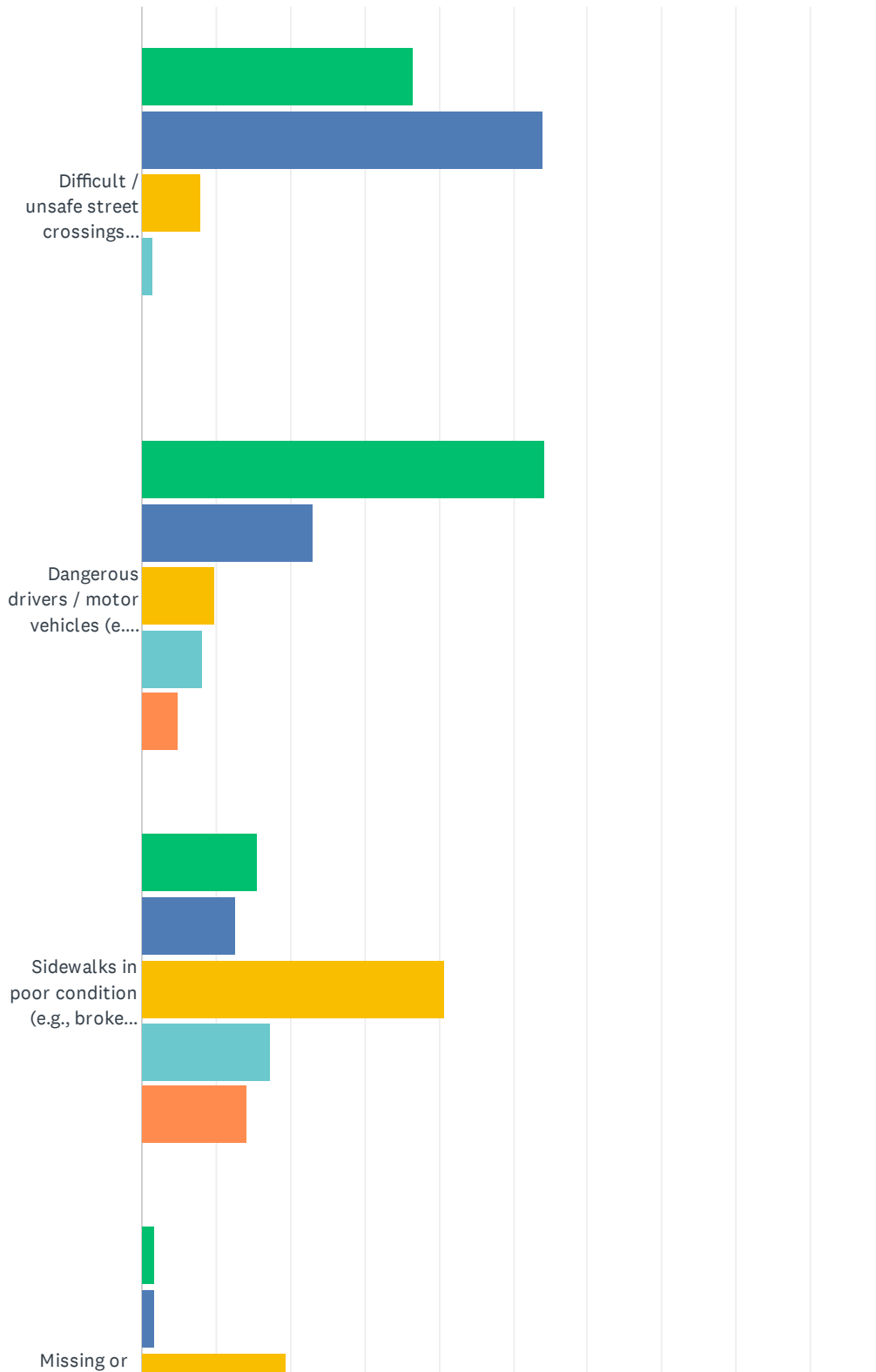
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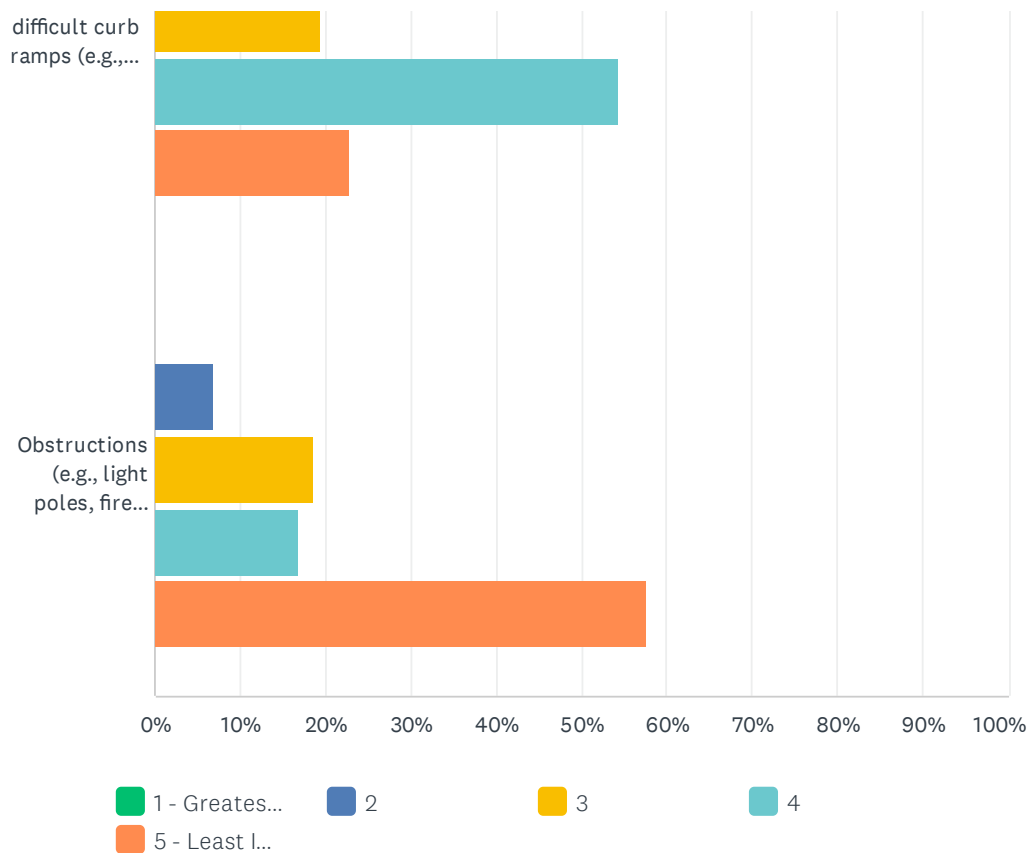
	1 - HIGHEST PRIORITY	2	3	4	5	6	7	8 - LOWEST PRIORITY	TOTAL	WEIGHTED AVERAGE
Heavily traveled streets (e.g., Harlem Avenue or Odgen Avenue)	37.50% 21	16.07% 9	12.50% 7	10.71% 6	5.36% 3	3.57% 2	8.93% 5	5.36% 3	56	3.04
Sidewalks leading to or from schools	25.40% 16	20.63% 13	9.52% 6	12.70% 8	7.94% 5	4.76% 3	14.29% 9	4.76% 3	63	3.52
Intersections	12.07% 7	32.76% 19	13.79% 8	12.07% 7	5.17% 3	6.90% 4	17.24% 10	0.00% 0	58	3.55
Residential streets	18.03% 11	14.75% 9	9.84% 6	11.48% 7	9.84% 6	9.84% 6	8.20% 5	18.03% 11	61	4.33
Traffic signals at intersections	15.63% 10	6.25% 4	15.63% 10	12.50% 8	14.06% 9	10.94% 7	10.94% 7	14.06% 9	64	4.50
Sidewalks next to commercial districts	5.45% 3	9.09% 5	10.91% 6	21.82% 12	16.36% 9	21.82% 12	10.91% 6	3.64% 2	55	4.62
Sidewalks leading to or from city facilities or parks	5.08% 3	5.08% 3	23.73% 14	13.56% 8	16.95% 10	15.25% 9	6.78% 4	13.56% 8	59	4.73
Bus stops	3.64% 2	1.82% 1	7.27% 4	9.09% 5	21.82% 12	21.82% 12	12.73% 7	21.82% 12	55	5.69

Q11 What conditions along Village streets / sidewalks affect your walking habits? (Rank in comparison to each other from 1-5 with 1 having the greatest impact)

Answered: 67 Skipped: 28



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	1 - GREATEST IMPACT	2	3	4	5 - LEAST IMPACT	TOTAL	WEIGHTED AVERAGE
Difficult / unsafe street crossings (e.g., lack of pedestrian signals, lack of stop signs)	36.51% 23	53.97% 34	7.94% 5	1.59% 1	0.00% 0	63	1.75
Dangerous drivers / motor vehicles (e.g., sidewalk directly behind back of curb, speeding vehicular traffic)	54.10% 33	22.95% 14	9.84% 6	8.20% 5	4.92% 3	61	1.87
Sidewalks in poor condition (e.g., broken sidewalks, vertical separation, grass growing between panels)	15.63% 10	12.50% 8	40.63% 26	17.19% 11	14.06% 9	64	3.02
Missing or difficult curb ramps (e.g., no connection between sidewalk and roadway, steep curb ramp, snow piles)	1.75% 1	1.75% 1	19.30% 11	54.39% 31	22.81% 13	57	3.95
Obstructions (e.g., light poles, fire hydrants, etc. block pedestrian access)	0.00% 0	6.78% 4	18.64% 11	16.95% 10	57.63% 34	59	4.25

Q12 Where do you frequently walk to within the city (e.g., City Hall, Berwyn Library, Proksa Park, MacNeal Hospital, Pav YMCA)? Please list up to three of them that apply. (If you need additional space, please provide additional information on Question 14)

Answered: 62 Skipped: 33

ANSWER CHOICES	RESPONSES	
1.	100.00%	62
2.	96.77%	60
3.	83.87%	52

#	1.	DATE
1	Library	9/18/2025 11:40 AM
2	Macneal hospital	9/8/2025 7:47 PM
3	Proksa Park	9/6/2025 10:21 AM
4	Walking across Ogden is the worst.	7/15/2025 11:37 PM
5	Proksa Park	7/15/2025 11:39 AM
6	Loop between 35th/Lombard up to Pershing and back down Highland	7/6/2025 12:08 PM
7	Berwyn Library	7/1/2025 9:13 PM
8	Home Ave to Proksa Park.	6/22/2025 3:59 PM
9	Proksa Park	6/19/2025 8:00 PM
10	Pershing Elementary	6/18/2025 6:40 PM
11	Harlem Metra station	6/17/2025 9:56 AM
12	Irving Elementary	6/14/2025 10:48 AM
13	Irving	6/13/2025 8:09 PM
14	Macneal	6/13/2025 3:42 PM
15	Tony's grocery	6/13/2025 8:09 AM
16	Library	6/12/2025 7:34 PM
17	MacNeal	6/12/2025 4:57 PM
18	Jefferson Elementary	6/12/2025 11:32 AM
19	Piper elementary school	6/12/2025 7:43 AM
20	Hessler park	5/30/2025 3:42 PM
21	Hessler Park	5/28/2025 4:42 PM
22	Berwyn Rec Center	5/27/2025 4:52 PM
23	Pav YMCA	5/27/2025 4:48 PM
24	Pav	5/27/2025 4:40 AM
25	Proksa Park	5/23/2025 6:24 AM

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26	Proksa Park	5/22/2025 2:41 PM
27	City Hall	5/20/2025 1:39 PM
28	Havlicek School	5/19/2025 6:14 PM
29	Ogden & Oak Park	5/15/2025 6:33 PM
30	Proksa	5/15/2025 9:33 AM
31	Berwyn Metra stop	5/14/2025 2:41 PM
32	Entire south Berwyn area	5/13/2025 12:22 PM
33	Emerson Elementary	5/13/2025 11:11 AM
34	Irving	5/12/2025 7:06 PM
35	Stores on Roosevelt between Oak Park and Ridgeland	5/12/2025 6:33 PM
36	Proksa Park	5/12/2025 3:13 PM
37	Proksa	5/12/2025 1:41 PM
38	Proksa Park	5/12/2025 1:25 PM
39	Berwyn Metra Station	5/12/2025 1:14 PM
40	School	5/12/2025 1:04 PM
41	Library	5/12/2025 12:36 PM
42	City Hall	5/10/2025 11:47 AM
43	Jewel in Stickney	5/9/2025 8:45 PM
44	Freedom Park	5/8/2025 11:36 PM
45	Ogden Ave	5/8/2025 10:37 AM
46	MacNeal Hospital	5/8/2025 6:44 AM
47	Escuelas y parques del Norte de Berwyn	5/7/2025 7:50 PM
48	Cermak Plaza	5/7/2025 6:13 PM
49	Berwyn Library	5/7/2025 3:37 PM
50	Parque freedom	5/7/2025 3:08 PM
51	Neighbors homes	5/7/2025 2:59 PM
52	City Hall	5/7/2025 1:03 PM
53	Pershing	5/6/2025 7:43 AM
54	Janura Park	5/6/2025 7:10 AM
55	Proksa Park	5/5/2025 9:14 PM
56	Metra	5/5/2025 7:04 PM
57	Proksa	5/5/2025 11:55 AM
58	Proksa Park	5/5/2025 11:39 AM
59	Berwyn Gardens	4/22/2025 11:00 AM
60	PAV Ymca	4/22/2025 8:26 AM
61	Depot District	4/22/2025 8:20 AM
62	Proksa Park	4/21/2025 9:30 PM
#	2.	DATE

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1	Grocery store	9/18/2025 11:40 AM
2	Walgreens on Ogden	9/8/2025 7:47 PM
3	Mraz Park	9/6/2025 10:21 AM
4	Library	7/15/2025 11:37 PM
5	Library	7/15/2025 11:39 AM
6	Depot District	7/6/2025 12:08 PM
7	Proksa Park	7/1/2025 9:13 PM
8	Home Ave to Ogden	6/22/2025 3:59 PM
9	Hessler Park	6/19/2025 8:00 PM
10	Proska Park	6/18/2025 6:40 PM
11	Depot district	6/17/2025 9:56 AM
12	Macneal	6/14/2025 10:48 AM
13	Local flower stand	6/13/2025 8:09 PM
14	Library	6/13/2025 3:42 PM
15	North toward oak park	6/13/2025 8:09 AM
16	Cermak Plaza	6/12/2025 7:34 PM
17	Proksa	6/12/2025 4:57 PM
18	Prairie Oak Elementary	6/12/2025 11:32 AM
19	Proksa park	6/12/2025 7:43 AM
20	Irving school	5/30/2025 3:42 PM
21	Proksa Park	5/28/2025 4:42 PM
22	Pav YMCA	5/27/2025 4:52 PM
23	MacNeal Hospital	5/27/2025 4:48 PM
24	Library	5/27/2025 4:40 AM
25	City Hall	5/23/2025 6:24 AM
26	City Hall	5/22/2025 2:41 PM
27	Berwyn Library	5/20/2025 1:39 PM
28	Park	5/19/2025 6:14 PM
29	MacNeal	5/15/2025 6:33 PM
30	Library	5/15/2025 9:33 AM
31	Freedom Park	5/14/2025 2:41 PM
32	To Proksa Park	5/13/2025 12:22 PM
33	Proksa	5/12/2025 7:06 PM
34	Pryce Park	5/12/2025 6:33 PM
35	MacNeal	5/12/2025 3:13 PM
36	Library	5/12/2025 1:41 PM
37	Berwyn Metra train station	5/12/2025 1:25 PM
38	Berwyn Post Office	5/12/2025 1:14 PM

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39	Proksa park	5/12/2025 1:04 PM
40	Proksa	5/12/2025 12:36 PM
41	Berwyn Library	5/10/2025 11:47 AM
42	Taco Bell	5/9/2025 8:45 PM
43	Pershing school	5/8/2025 11:36 PM
44	Harlem Ave	5/8/2025 10:37 AM
45	Depot District	5/8/2025 6:44 AM
46	Morton West	5/7/2025 6:13 PM
47	Metra Train	5/7/2025 3:37 PM
48	Escuela freedom	5/7/2025 3:08 PM
49	Local businesses	5/7/2025 2:59 PM
50	PAV YMCA	5/7/2025 1:03 PM
51	Ogden	5/6/2025 7:43 AM
52	Piper School's park	5/6/2025 7:10 AM
53	Metra Station	5/5/2025 9:14 PM
54	MacNeal	5/5/2025 7:04 PM
55	Pav	5/5/2025 11:55 AM
56	Depot	5/5/2025 11:39 AM
57	Walgreens (on Cermak)	4/22/2025 11:00 AM
58	Hiawatha School	4/22/2025 8:26 AM
59	Proksa Park	4/22/2025 8:20 AM
60	Depot District, including Laverghnes	4/21/2025 9:30 PM
#	3.	DATE
1	Oak park	9/18/2025 11:40 AM
2	Pillars community health	9/8/2025 7:47 PM
3	The Depot District	9/6/2025 10:21 AM
4	Proska	7/15/2025 11:37 PM
5	Coffee Shop (The local flour stand)	7/15/2025 11:39 AM
6	Cermak/Loyola doctor's office	7/6/2025 12:08 PM
7	Berwyn Metra	7/1/2025 9:13 PM
8	Windsor to Oak Park Ave	6/22/2025 3:59 PM
9	Berwyn Library	6/19/2025 8:00 PM
10	Walgreens	6/18/2025 6:40 PM
11	Proos Park	6/14/2025 10:48 AM
12	Happy bear on Ogden	6/13/2025 8:09 PM
13	Hessler Park	6/13/2025 3:42 PM
14	Library	6/13/2025 8:09 AM
15	N Riverside Post Officen	6/12/2025 7:34 PM

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16	Ogden	6/12/2025 4:57 PM
17	Price Park	6/12/2025 11:32 AM
18	City hall	6/12/2025 7:43 AM
19	Metra Harlem station	5/30/2025 3:42 PM
20	Depot District businesses	5/28/2025 4:42 PM
21	Cermak Ave	5/23/2025 6:24 AM
22	Berwyn Library	5/22/2025 2:41 PM
23	MacNeal Hospital	5/19/2025 6:14 PM
24	Harlem and the Burlington tracks	5/15/2025 6:33 PM
25	Hospital	5/15/2025 9:33 AM
26	Berwyn Public Library	5/14/2025 2:41 PM
27	To the Depot	5/13/2025 12:22 PM
28	Library	5/12/2025 7:06 PM
29	North Berwyn Park District Office	5/12/2025 6:33 PM
30	Irving school park	5/12/2025 3:13 PM
31	Hiawatha Elementary School	5/12/2025 1:25 PM
32	Proksa Park	5/12/2025 1:14 PM
33	Depot district	5/12/2025 1:04 PM
34	Harlem Metra	5/9/2025 8:45 PM
35	Smirz park	5/8/2025 11:36 PM
36	34th street	5/8/2025 10:37 AM
37	Proksa Park	5/8/2025 6:44 AM
38	Mall	5/7/2025 6:13 PM
39	Proksa Park	5/7/2025 3:37 PM
40	Escuela Pershing	5/7/2025 3:08 PM
41	Pav YMCA	5/7/2025 2:59 PM
42	Bus stops	5/7/2025 1:03 PM
43	Oak Park	5/6/2025 7:43 AM
44	City Hall / Health Department	5/6/2025 7:10 AM
45	Berwyn Library	5/5/2025 9:14 PM
46	Dentist (Stanley Ave)	5/5/2025 7:04 PM
47	Metra	5/5/2025 11:55 AM
48	Crossing Harlem to Riverside	5/5/2025 11:39 AM
49	Post Office	4/22/2025 11:00 AM
50	Sunshine Park	4/22/2025 8:26 AM
51	Library	4/22/2025 8:20 AM
52	Businesses along Ogden	4/21/2025 9:30 PM

Q13 Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe up to three locations where you have that problem. (If you need additional space, please provide additional information on Question 14)

Answered: 36 Skipped: 59

ANSWER CHOICES	RESPONSES	
1	100.00%	36
2	55.56%	20
3	27.78%	10

#	1	DATE
1	The sidewalk on the northwest side of riverside drive ends as it approaches the tracks before the library, requiring pedestrians to walk in the street to get to the library.	9/18/2025 11:40 AM
2	Ogden	9/8/2025 7:47 PM
3	Anywhere crossing Harlem to Riverside	7/15/2025 11:37 PM
4	30th place and Home (needs a speed bump, drivers go too fast	7/15/2025 11:39 AM
5	27th Street East of Riverside	7/1/2025 9:13 PM
6	Cermak Road by Cermak Plaza	6/18/2025 6:40 PM
7	7002 34th st those sidewalks are crumbling	6/14/2025 10:48 AM
8	By clearance just north of Ogden, the sidewalk is awful	6/13/2025 8:09 PM
9	Running, to avoid pedestrians or unshoveled areas. Plus, more level in street	6/13/2025 8:09 AM
10	Ogden	6/12/2025 4:57 PM
11	Maple and 34th	5/30/2025 3:42 PM
12	no	5/27/2025 4:40 AM
13	East side of Ridgeland Ave by Freedom School	5/23/2025 6:24 AM
14	On 27th street between Home and Riverside on my walk to the Library	5/22/2025 2:41 PM
15	Harlem Ave between 35th & Ogden	5/16/2025 1:00 PM
16	No	5/15/2025 9:33 AM
17	In the winter time frequently	5/14/2025 2:41 PM
18	Any place where the car in the driveway blocks side walk traffic	5/12/2025 6:33 PM
19	Residential streets mainly block of Clinton & 35th home and 35th many sidewalks need to be replaced	5/12/2025 3:13 PM
20	Middle of east side of 2400 block of oak park house with ginkgo tree with fruit that does not get cleaned	5/12/2025 1:14 PM
21	34th & oak park ave	5/12/2025 1:04 PM
22	In winter when people don't shovel the snow	5/10/2025 11:47 AM
23	No	5/9/2025 8:45 PM

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24	Oak park and 16th there is a sidewalk that makes it difficult to balance my footing and i avoid it rather walk on the street or other part of sidewalk	5/7/2025 6:37 PM
25	Harlem and Cermak	5/7/2025 3:37 PM
26	Escuela pershing	5/7/2025 3:08 PM
27	Harlem Avenue by nursing home - 'sidewalks' north of 36th are gravel	5/7/2025 2:59 PM
28	Pershing, but only in the winter when homeowners neglect to shovel their sidewalk	5/6/2025 7:43 AM
29	around Proksa Park	5/5/2025 9:14 PM
30	Stanley Ave	5/5/2025 7:04 PM
31	entering proksa on the northeast side, no ramps or sidewalks at corner and must walk in street	5/5/2025 11:55 AM
32	Crossing Harlem to Riverside	5/5/2025 11:39 AM
33	21st Street	4/22/2025 11:00 AM
34	Public Works drive(30th street) at East by the Rec, this intersection is confusing and difficult on sidewalks.	4/22/2025 8:26 AM
35	Residential streets when it has snowed	4/22/2025 8:20 AM
36	Depot District, between Home and Harlem, due to repeated construction	4/21/2025 9:30 PM
#	2	DATE
1	On Roosevelt there need to be more pedestrian crosswalk and those should be enforced by the police.	9/18/2025 11:40 AM
2	Oak park	9/8/2025 7:47 PM
3	Across the street from freedom	7/15/2025 11:37 PM
4	Home and 31st. Four way stop, dangerous no one stops	7/15/2025 11:39 AM
5	29th Pl at North end of Proksa Park	7/1/2025 9:13 PM
6	Oak Park Avenue by MacNeal Hospital	6/18/2025 6:40 PM
7	7001 34th st	6/14/2025 10:48 AM
8	Running to have more space away from alley exits, since people use alleys as streets and think honking grants right of way	6/13/2025 8:09 AM
9	Harlem	6/12/2025 4:57 PM
10	Wisconsin and 34th	5/30/2025 3:42 PM
11	Wisconsin and Home Ave adjacent to Proksa	5/23/2025 6:24 AM
12	Alley between 35th & 36th	5/16/2025 1:00 PM
13	15th and Ridgeland is super dangerous due to drivers	5/12/2025 6:33 PM
14	32nd and Grove during the winter as no one cleans snow and sidewalk becomes very slippery with ice	5/12/2025 1:14 PM
15	Escuela freedom	5/7/2025 3:08 PM
16	36th between Home and Wisconsin - south side has been cracked and broken for over a decade	5/7/2025 2:59 PM
17	Windsor Ave near Harlem Ave Metra	5/5/2025 7:04 PM
18	entering proksa on the northwest side, no ramps or sidewalks at corner and must walk in street	5/5/2025 11:55 AM
19	28th Street and Oak Park - there is a need for safer crossings btw 26th and 31st on OP. This would help those coming east access Sunshine, Proksa, the library.	4/22/2025 8:26 AM
20	Near Proksa Park, because there is no sidewalk along the edges of the park	4/21/2025 9:30 PM

City of Berwyn - ADA Transition Plan - Public Engagement Survey

#	3	DATE
1	Berwyn public library by the train tracks	9/8/2025 7:47 PM
2	Corner of Home at Proska Park	7/15/2025 11:37 PM
3	Parking lot of Cermak Plaza to cross to North side of Cermak. Near Starbucks, Panera, etc.	7/1/2025 9:13 PM
4	Ridgeland by the train station	6/18/2025 6:40 PM
5	Between depot and proksa on home	6/14/2025 10:48 AM
6	Oak Park Ave.	6/12/2025 4:57 PM
7	Wenona 34th	5/30/2025 3:42 PM
8	16th and Cuyler	5/12/2025 6:33 PM
9	entering proksa on southwest side, no ramps or sidewalks at corner and must walk in street	5/5/2025 11:55 AM
10	East ave at 30th street--the underpass here, has broken railings. They need to be repaired, they could hurt someone.	4/22/2025 8:26 AM

Q14 Please identify any specific difficulties or constraints along the routes you walk. These routes could be routes you take daily or barriers you have observed throughout the city (e.g., sidewalk to local restaurants, access to park, or route to school):

Answered: 52 Skipped: 43

#	RESPONSES	DATE
1	The absence of an adequate bicycle transportation infrastructure in Berwyn creates problems for all alternative forms of transportation.	9/18/2025 11:40 AM
2	Berwyn public library Walgreens on Ogden cermak plaza route	9/8/2025 7:47 PM
3	Crosswalks at major intersections with pedestrian signal lights should default to a "Cross" signal when there is a green traffic light rather than requiring the pushing of a button to receive the "Cross" signal.	9/6/2025 10:21 AM
4	Walking from South Berwyn Over BNSF to Heritage middle school. I'm terrified of my kids walking home. Especially after waiting for trains. Cars tend to speed after waiting for train.	7/15/2025 11:37 PM
5	Reckless driving	7/6/2025 12:08 PM
6	The biggest for me is walking to the library from 27th which has no sidewalk. Anyone coming from South or East of library has that trouble. I walk with a stroller and so I can't just hop up onto the curb or yard when a car is passing. Next is any ped crossing along 26th St, Oak Park, East or Ridgeland that's not at a light. Cars go so fast and never stop for peds. Last is the crosswalks at Harlem and 26th. As a driver I've almost hit a ped while turning left or right at night. It's soo hard to see anyone crossing and is very dark, for such a large intersection.	7/1/2025 9:13 PM
7	Drivers frequently don't stop at stop signs on neighborhood streets, If crosswalks were raised slightly, drivers would need to slow down.	6/22/2025 3:59 PM
8	Drivers run stop signs.	6/19/2025 8:00 PM
9	sidewalk to Mac Neal Hospital and Familia Market, Cermak Road and Harlem sidewalk is very cracked,	6/18/2025 6:40 PM
10	There's no protected crossing across Ogden at Wisconsin Avenue. I cross there every day going to the Metra station and I've almost been hit by a driver turning who wasn't paying attention. A kid riding a bike was killed at that intersection last summer. There really needs to be a protected crosswalk there.	6/17/2025 9:56 AM
11	Home Ave between Ogden and the Depot is getting to be concerning as a pedestrian and homeowner. Vehicles travel between 40-50 mph to try to either get a green light at Ogden or beat a possible train at the tracks. When kids are walking to school, cars will honk at other cars or parents/kids crossing to go to school. There are no school signs indicating the close proximity to a school on Home or Grove, which can both be very busy. IMO, Home Ave south of Ogden is a one way, it would be my suggestion to continue the one way to 34th street. Also look at other streets in the area that would benefit from a one-way approach.	6/14/2025 10:48 AM
12	alley exits, since people use alleys as streets and think honking grants right of way	6/13/2025 8:09 AM
13	More shade is needed over sidewalks throughout the city. A Pedestrian crossing light needed on Ogden between Harlem and Home. New street lights installed in Depot District along Stanley are placed in the sidewalk restricting movement especially for wheelchairs.	6/12/2025 7:34 PM
14	Poor signage/protection for pedestrians at intersections	6/12/2025 4:57 PM
15	Speeding drivers who don't stop at stop signs or roll through stop signs. Uneven sidewalks or missing curb cuts.	6/12/2025 11:32 AM
16	Cars speed through intersections with no care for pedestrians	5/30/2025 3:42 PM

City of Berwyn - ADA Transition Plan - Public Engagement Survey

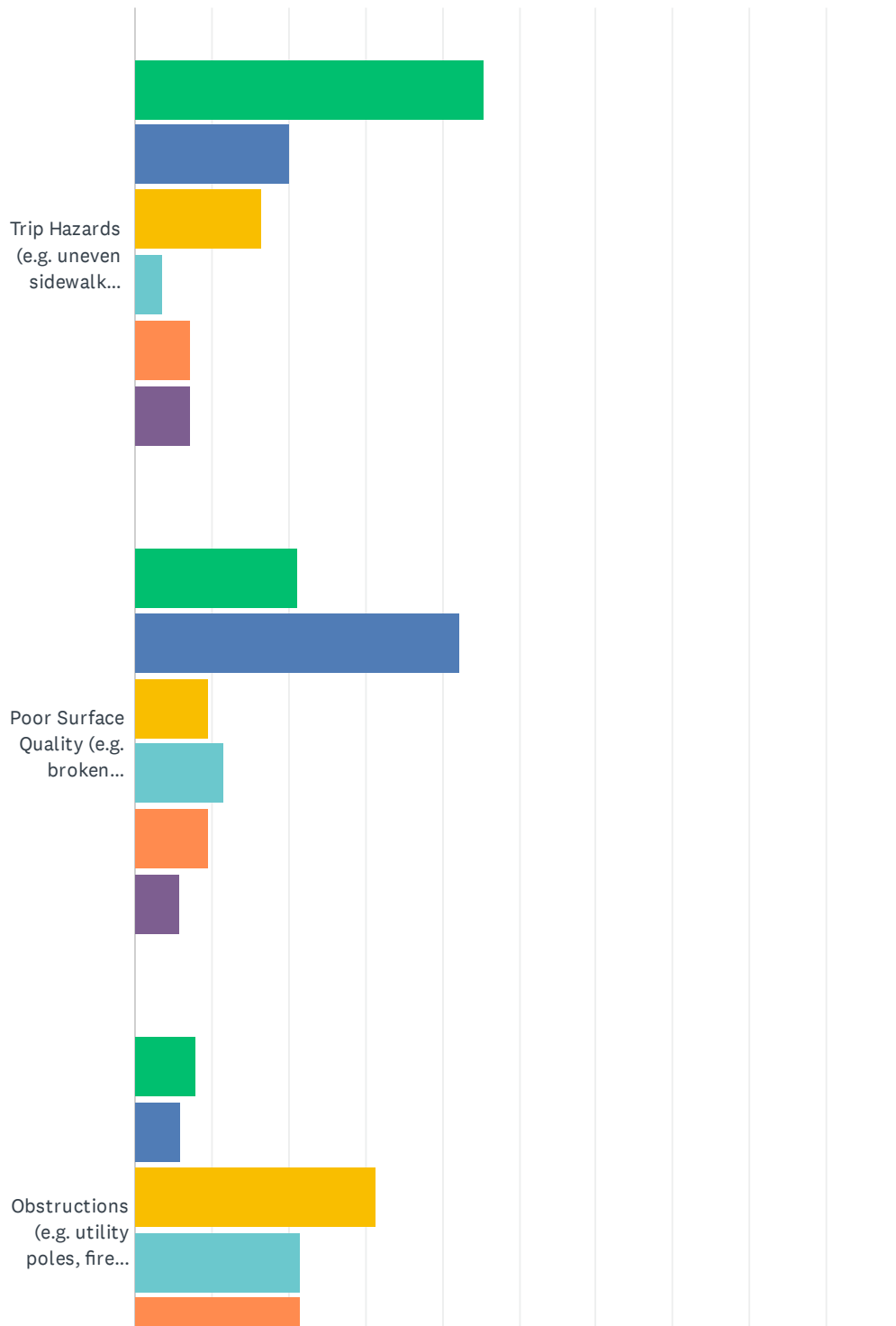
17	Crossing 34th at intersections without a stop sign is hard a high traffic times, even at stop signs some cars don't fully stop. The sidewalk along Harlem between 34th and Windsor is very narrow and has utility poles in the way.	5/28/2025 4:42 PM
18	Wesley Ave 19th to 16th West side of street many broken sidewalks	5/27/2025 4:52 PM
19	The corner of Roosevelt and Oak Park had too many barriers in the crosswalk	5/23/2025 6:24 AM
20	Depot District has a lot of obstructions in the sidewalk	5/22/2025 2:41 PM
21	Intersection is an intersection with high traffic volume. Cars are frequently in car accident's making it a hazard for both residents and motorists. Speed limits are rarely followed on Pershing Rd on the Berwyn side and when motorist turn onto East Ave they have zero regard for residential traffic many times speeding from Pershing Rd to 40th Streets on East Ave.	5/20/2025 1:39 PM
22	Crossing 16th street on the way to Havlicek school. No stop signs or speed bumps between Ridgeland and 61st (by Freddie's). Cars don't stop for children and speed at times.	5/19/2025 6:14 PM
23	Dangerous or lack of safe pedestrian crossing	5/18/2025 2:36 PM
24	Rough, uneven sidewalks making it difficult to negotiate with a wheelchair.	5/16/2025 1:00 PM
25	Bikes on the sidewalks, electric scooters motorbikes on sides, cars not stopping for signs nor lights, NO WHERE does the pedestrian have the ability to walk safely!	5/15/2025 9:33 AM
26	Drivers do not observe stop signs, and do not look for pedestrians when turning on red. Ogden and Clinton ave walk sign takes forever to turn to "WALK"	5/14/2025 2:41 PM
27	Side walks are in disrepair in several locations- ex home ave from 36th all the way to Proksa. There is a lack of safe/child friendly crossings all along 34th, no stop signs by Hessler Park.	5/12/2025 7:06 PM
28	15th between Ridgeland and Oak Park. Intersections are pretty dangerous for kids to cross. People use Cuyler between 15th and 13th to bypass traffic on Ridgeland- lots if speeding and running traffic signs.	5/12/2025 6:33 PM
29	35th Clinton 35th home	5/12/2025 3:13 PM
30	I wish there were more crosswalks on Oak Park Avenue to allow more opportunities for crossing than the major intersections.	5/12/2025 1:25 PM
31	Drivers frequently do not stop at stop signs making it very scary to walk around the neighborhood	5/12/2025 1:04 PM
32	Dangerous drivers is really the biggest issue, no matter where I walk	5/12/2025 12:36 PM
33	Harlem South of Metra tracks has a lot of bad sidewalks. South of Moose Lodge there are some difficult curbs.	5/9/2025 8:45 PM
34	Ridgeland and 37th is the only street with a stop sign between Ogden and Pershing. Likely due to the school on 37th. Been a few occassions where a car blows a stop sign or stops hard beacuse they don't realize 37th has a stop sign. we need a blinking stop sign there.	5/8/2025 11:36 PM
35	Drivers not watching for or yielding to pedestrians. Almost every time we cross streets drivers do not stop for pedestrians. They also drive a criminal amount of speed. We need for traffic enforcement.	5/8/2025 10:37 AM
36	Speeding vehicles on Grove Ave. (Depot), 34th Street (Oak Park to Harlem), Windsor and Stanley.	5/8/2025 6:44 AM
37	There's no stop sign on 13th and ridgeland and it is extremely unsafe as it is a heavily used school route	5/8/2025 1:36 AM
38	Es muy peligroso los cruces en las calles cerca a escuelas y parques Muchas veces los carros estacionados no permiten ver bien mucho menos si son niños los que van a cruzar Seria maravilloso que se instalaran señales de cruce de peatones con luz como alguno que se encuentra sobre Rosebelt Rd Lo agradecemos mucho	5/7/2025 7:50 PM
39	a stop sign is needed along 21st and ridgeland in order to safely cross the street without being run over cars tend to speed through as well as near a church that is a block away from prarie oak elementary i almost got ran over by a person trying to speed through	5/7/2025 6:37 PM

City of Berwyn - ADA Transition Plan - Public Engagement Survey

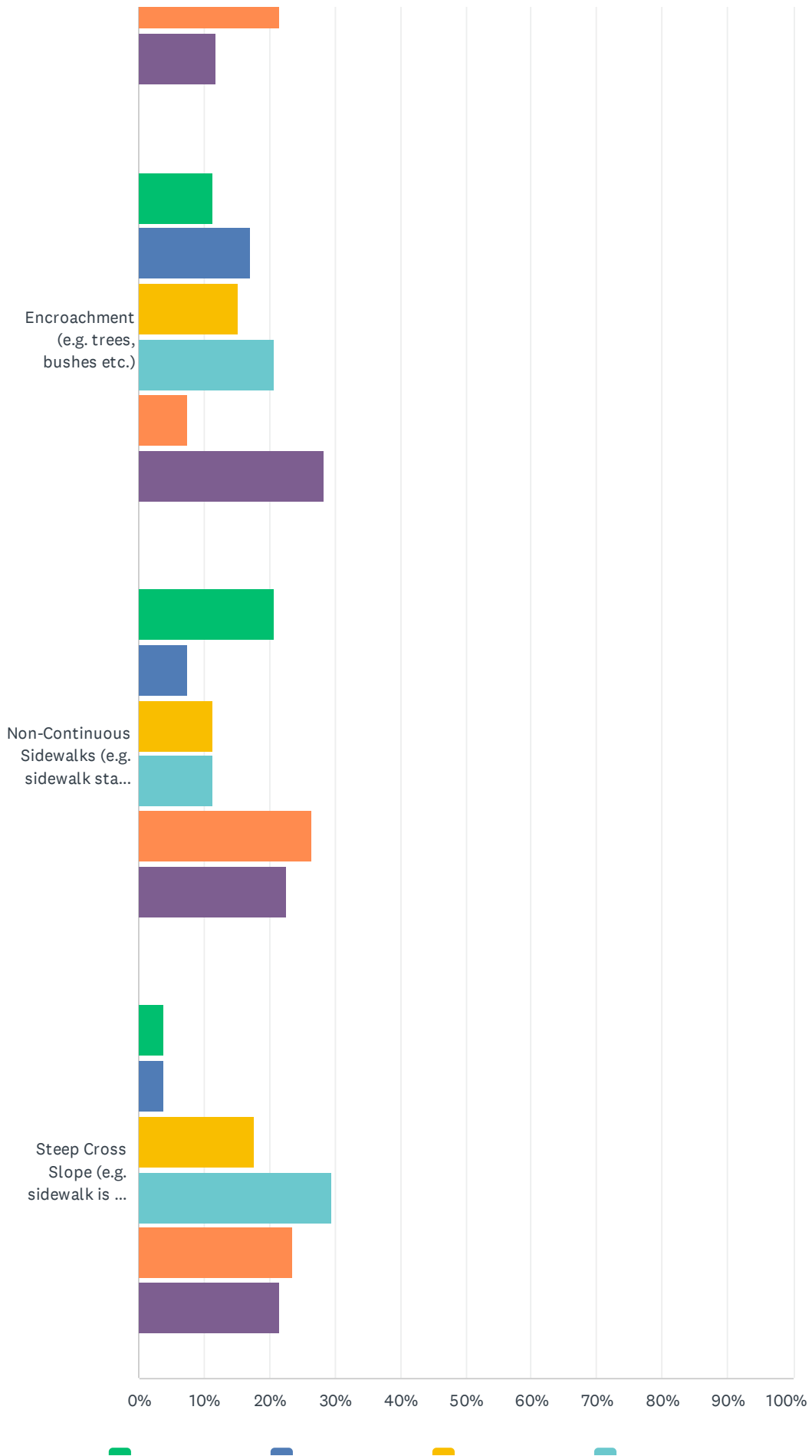
40	Route to schools, more lighting at night, blinking stop signs	5/7/2025 6:13 PM
41	-Lack of crosswalk at Cermak and Harlem -Uncomfortable to walk down Cermak because of heat/lack of trees	5/7/2025 3:37 PM
42	Para llegar al parque freedom en la calle 38 y scoville hacen falta los senalamientos de seder el paso mas grandes llamativos o un alto por que no respetan incluso seden el limite de velocidad y es un area trascurrida de muchos residentes como estudiantes	5/7/2025 3:08 PM
43	Few or no trees for shade or to serve as barriers for traffic violators to hit versus maiming pedestrians.	5/7/2025 2:59 PM
44	When crossing the street at stops signs, vehicles do not wait until we fully cross the street. They simply speed off while still crossing the street with my child.	5/6/2025 9:58 PM
45	Pershing is difficult to navigate in the winter, especially when homeowners neglect to shove their sidewalk.	5/6/2025 7:43 AM
46	The cross street at 26th and Euclid. Drivers seldom stop and don't respect the pedestrian signs to let people cross safely. The cross street at 25th and Oak Park Ave. Drivers speed up down or up Oak Park Ave and this is specially dangerous for children crossing over to go to the park and/or school at Piper Elementary.	5/6/2025 7:10 AM
47	Sidewalk along Stanley is often not shoveled during snowstorms There is a gap in the sidewalk at the Harlem Ave Metra station	5/5/2025 7:04 PM
48	there needs to be a stop sign at 30th st and oak park. trying to cross oak park to go to the ymca is dangerous. drivers speed through that section, the ped crossing sign is ineffective, and cars don't want to stop for pedestrians in highly trafficked area	5/5/2025 11:55 AM
49	Lots of cracked sidewalks / poorly fixed sidewalks, reckless drivers.	4/22/2025 11:00 AM
50	Specifically, the intersection at Oak Park and 30th street is horrible. The flashing lights no longer work. The sign is so far off the sidewalk you have to go on the grass to reach it. And because this sign has been neglected, drivers disregard pedestrians.	4/22/2025 8:26 AM
51	The worst problems I have are when it has snowed or is key and residents havent shoveled. Is there a way to get more city involvement in shoveling the sidewalks?	4/22/2025 8:20 AM
52	We have a major issue with snow not being cleared throughout the city, which leads me to walk in the street a lot in the winter - people don't clear their sidewalks. We also see a lot of unsafe car behavior around Irving Elementary school down the block - there is no school zone sign, nor any speed bumps, nor any other enforcement of safety for kids approaching the school. I also find the corners of 34th and Kenilworth to be stressful for approaching/crossing to Hessler park due to a lack of crosswalk/stop sign and people going the wrong way down Kenilworth. Walking on Harlem between Ogden and the Depot district is also a nightmare due to obstructions along the sidewalk; the same issue is present along Stanley between Harlem and Home - infrastructure (light poles, sign posts, etc.) block the sidewalk and render it inaccessible.	4/21/2025 9:30 PM

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

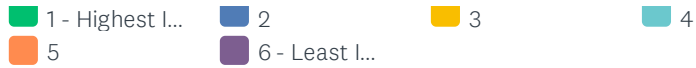
Answered: 60 Skipped: 35



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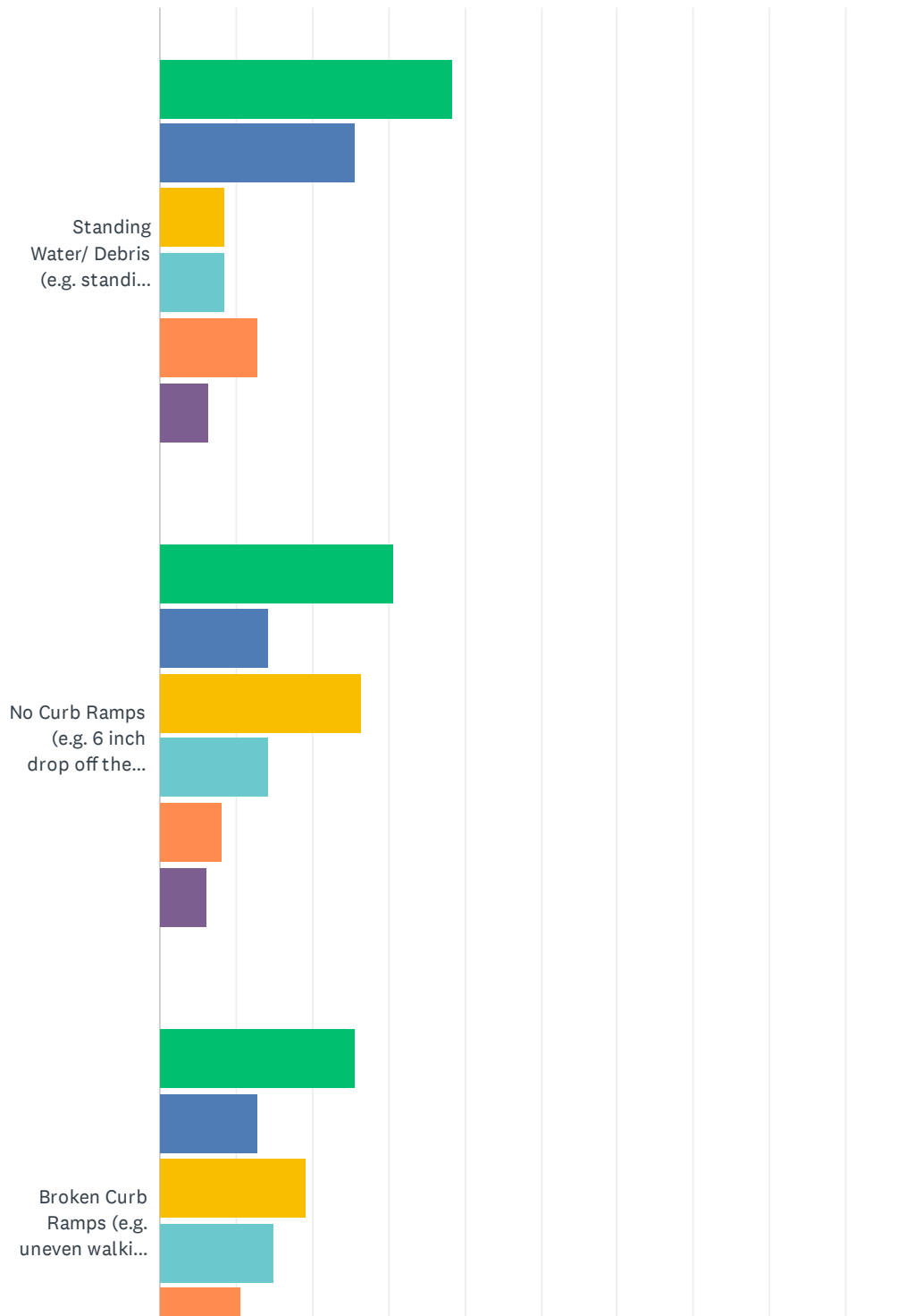
City of Berwyn - ADA Transition Plan - Public Engagement Survey



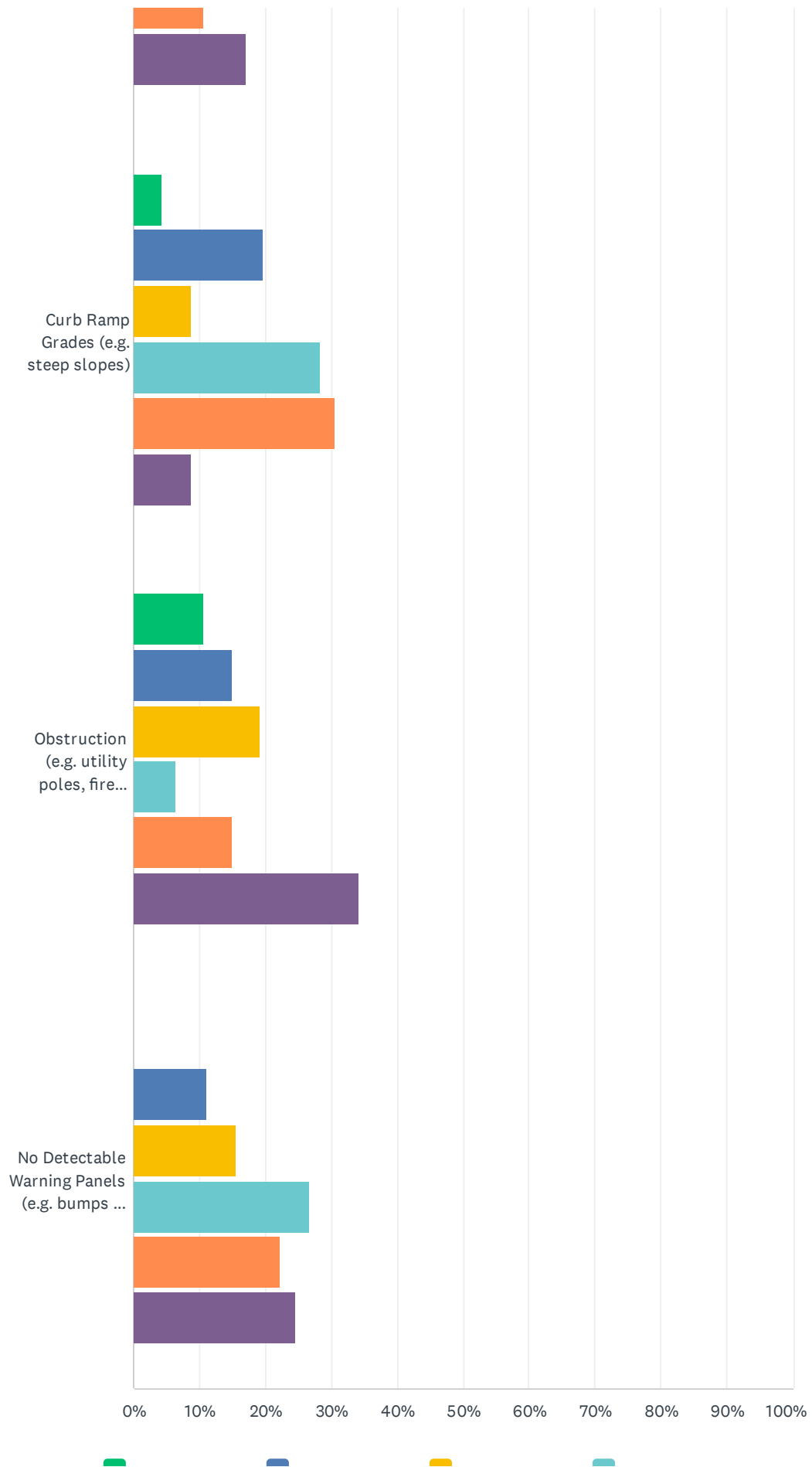
	1 - HIGHEST IMPACT	2	3	4	5	6 - LEAST IMPACT	TOTAL	WEIGHTED AVERAGE
Trip Hazards (e.g. uneven sidewalk panels)	45.45% 25	20.00% 11	16.36% 9	3.64% 2	7.27% 4	7.27% 4	55	2.29
Poor Surface Quality (e.g. broken sidewalks)	21.15% 11	42.31% 22	9.62% 5	11.54% 6	9.62% 5	5.77% 3	52	2.63
Obstructions (e.g. utility poles, fire hydrants etc.)	7.84% 4	5.88% 3	31.37% 16	21.57% 11	21.57% 11	11.76% 6	51	3.78
Encroachment (e.g. trees, bushes etc.)	11.32% 6	16.98% 9	15.09% 8	20.75% 11	7.55% 4	28.30% 15	53	3.81
Non-Continuous Sidewalks (e.g. sidewalk starts and stops)	20.75% 11	7.55% 4	11.32% 6	11.32% 6	26.42% 14	22.64% 12	53	3.83
Steep Cross Slope (e.g. sidewalk is not flat)	3.92% 2	3.92% 2	17.65% 9	29.41% 15	23.53% 12	21.57% 11	51	4.29

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

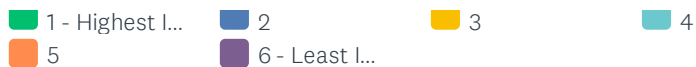
Answered: 53 Skipped: 42



City of Berwyn - ADA Transition Plan - Public Engagement Survey



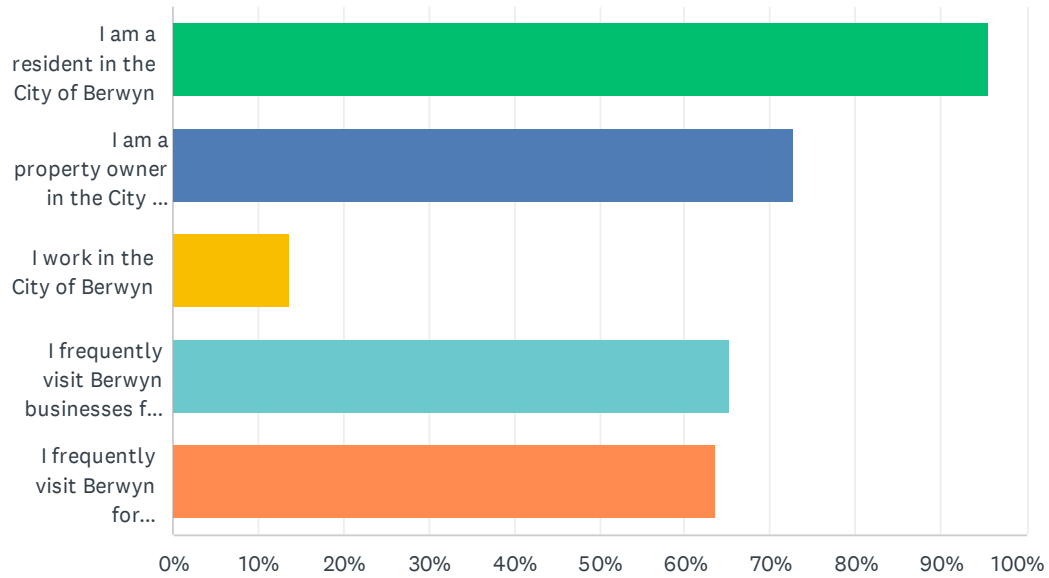
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	1 - HIGHEST IMPACT	2	3	4	5	6 - LEAST IMPACT	TOTAL	WEIGHTED AVERAGE
Standing Water/ Debris (e.g. standing water, ice accumulates in winter)	38.30% 18	25.53% 12	8.51% 4	8.51% 4	12.77% 6	6.38% 3	47	2.51
No Curb Ramps (e.g. 6 inch drop off the sidewalk)	30.61% 15	14.29% 7	26.53% 13	14.29% 7	8.16% 4	6.12% 3	49	2.73
Broken Curb Ramps (e.g. uneven walking surface)	25.53% 12	12.77% 6	19.15% 9	14.89% 7	10.64% 5	17.02% 8	47	3.23
Curb Ramp Grades (e.g. steep slopes)	4.35% 2	19.57% 9	8.70% 4	28.26% 13	30.43% 14	8.70% 4	46	3.87
Obstruction (e.g. utility poles, fire hydrants etc.)	10.64% 5	14.89% 7	19.15% 9	6.38% 3	14.89% 7	34.04% 16	47	4.02
No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)	0.00% 0	11.11% 5	15.56% 7	26.67% 12	22.22% 10	24.44% 11	45	4.33

Q17 Which of the following statements apply to you? (Select all that apply)

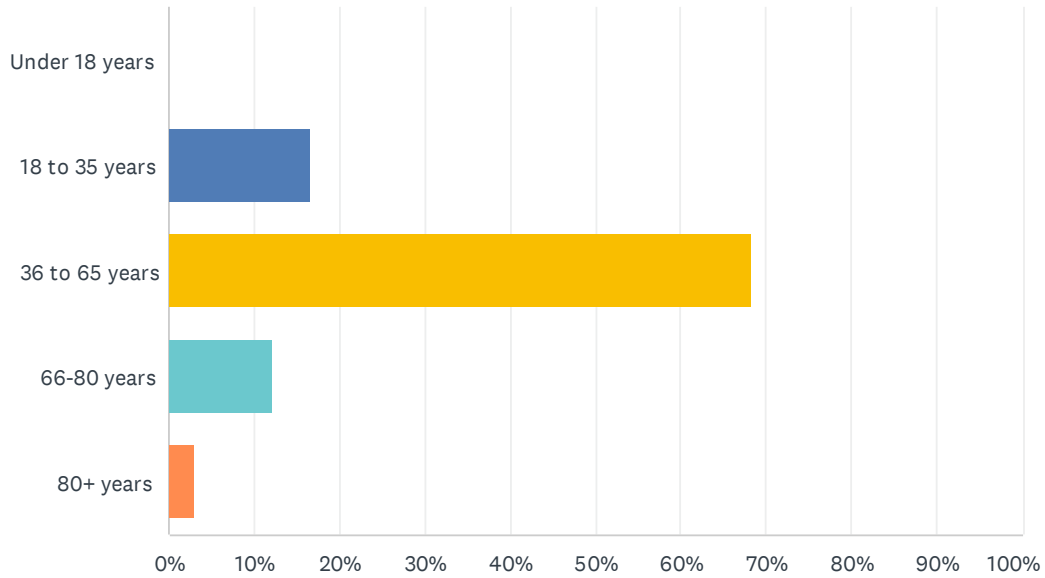
Answered: 66 Skipped: 29



ANSWER CHOICES	RESPONSES	
I am a resident in the City of Berwyn	95.45%	63
I am a property owner in the City of Berwyn	72.73%	48
I work in the City of Berwyn	13.64%	9
I frequently visit Berwyn businesses for entertainment, goods or services	65.15%	43
I frequently visit Berwyn for recreational use (local parks, ballfields)	63.64%	42
Total Respondents: 66		

Q18 What is your age? (Select One)

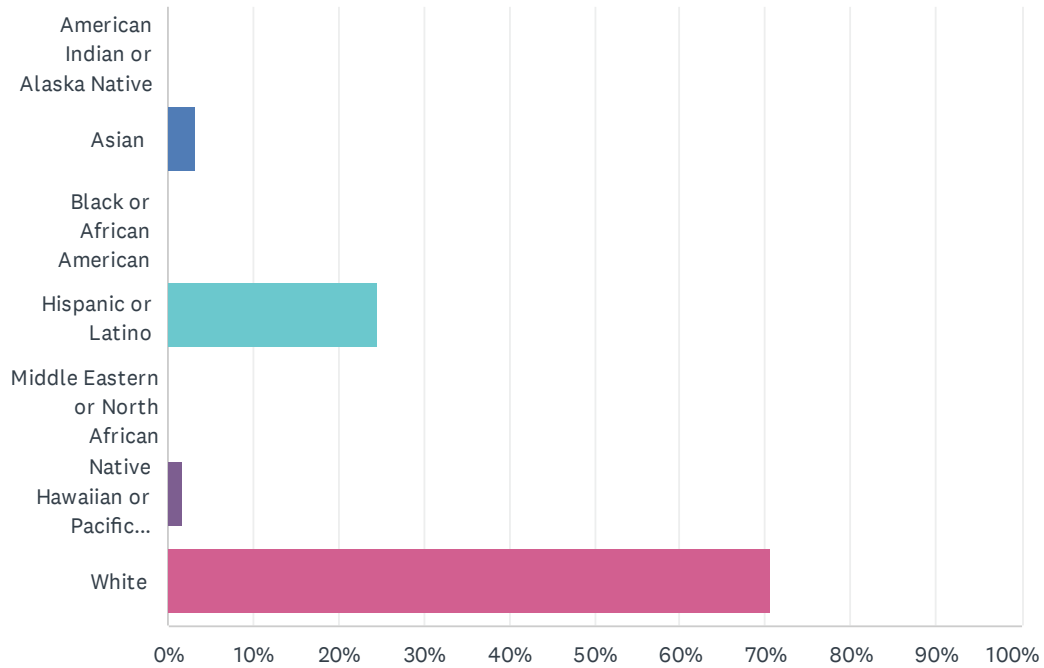
Answered: 66 Skipped: 29



ANSWER CHOICES	RESPONSES	
Under 18 years	0.00%	0
18 to 35 years	16.67%	11
36 to 65 years	68.18%	45
66-80 years	12.12%	8
80+ years	3.03%	2
TOTAL		66

Q19 What is your race / ethnicity? (Select all the apply)

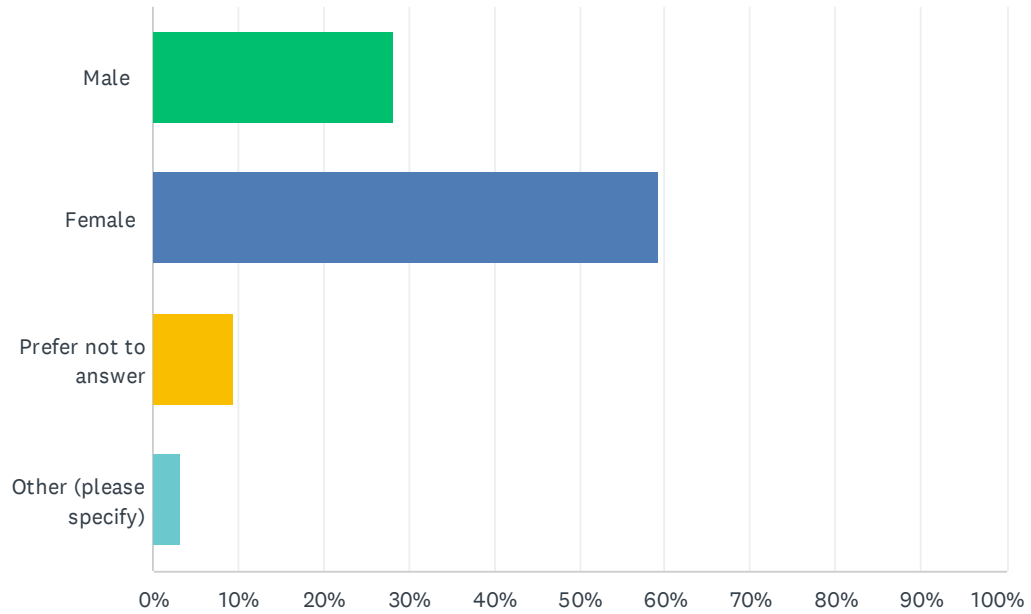
Answered: 61 Skipped: 34



ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	0.00% 0
Asian	3.28% 2
Black or African American	0.00% 0
Hispanic or Latino	24.59% 15
Middle Eastern or North African	0.00% 0
Native Hawaiian or Pacific Islander	1.64% 1
White	70.49% 43
TOTAL	61

Q20 What is your gender?

Answered: 64 Skipped: 31



ANSWER CHOICES	RESPONSES	
Male	28.13%	18
Female	59.38%	38
Prefer not to answer	9.38%	6
Other (please specify)	3.13%	2
TOTAL		64

Q21 If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the Village's sidewalk and pedestrian facilities?

Answered: 22 Skipped: 73

#	RESPONSES	DATE
1	I have personally experienced many accessibility challenges in Berwyn. I have fallen out of my wheelchair while trying to cross the street because of broken sidewalks and uneven pavement. Cars often block the path at driveways, and construction sites sometimes leave sidewalks broken or filled with debris. In addition, drivers rushing to beat the train make it very difficult and unsafe to cross. Many streets also have cement with large holes that create serious risks for people with mobility devices. These issues are not only dangerous but prevent people with disabilities from moving around the community safely and independently. Addressing them should be a priority in the ADA Transition Plan.	9/8/2025 7:47 PM
2	The under the track crossing at Home ave is not ADA accessible. The under the track pedestrian crossing is unsafe (broken bottles, glass, litter)	7/15/2025 11:42 AM
3	n/a	7/6/2025 12:11 PM
4	not ideal for people who need assistance walking from a cane.	6/18/2025 7:12 PM
5	Speeding drivers that don't stop or roll through stop signs. Uneven sidewalks and missing or damaged curb cuts.	6/12/2025 11:35 AM
6	Yes. Drivers have no respect for pedestrians	5/30/2025 3:43 PM
7	Broken curbs - Cracked walkways	5/27/2025 4:53 PM
8	Broken and uneven sidewalks mostly in front of multi-unit buildings near our home.	5/23/2025 6:36 AM
9	Terrible crossings that separate us from businesses ...dangerous drivers...poor signals ...bad timing on lights near track...in winter publick works blocks the sidewalks with their plowing making all sidewalks impassable	5/18/2025 2:39 PM
10	Wheelchair fell forward out of chair when it abruptly stopped due to hole in sidewalk person pushing the chair unable to see the hazard.	5/16/2025 1:09 PM
11	People who do not stop for stop signs, ignore lights and people flying by on their bikes with no warning.	5/15/2025 9:37 AM
12	Not disabled, but pushing stroller / young kids on scooters. The broken sidewalks force having to use the parkway & have caused many a bike/scooter etc accident. The lack of curb transiting also force you to have to lift the stroller up and over a curb or sometimes in the grass when there is not sufficient sidewalk.	5/12/2025 7:14 PM
13	The biggest problem for us are broken side walks when we are using a push device. More frequent crosswalks are also helpful because it is hard to move super quickly and cars won't stop without crosswalks.	5/12/2025 1:29 PM
14	N/A	5/8/2025 6:47 AM
15	People not stopping at the stop signs or lights to allow us to walk	5/7/2025 6:16 PM
16	Falta de recursos para personas con problemas auditivos y visuales cercas de los cruces principales como en parques, y escuelas	5/7/2025 4:09 PM
17	Uneven or broken sidewalks / lack of crosswalk	5/7/2025 3:39 PM
18	Cracks, unevenness, can't move a walker or a wheelchair, speeders throwing garbage out their window as they fly by, and no trees to mitigate road rage.	5/7/2025 3:06 PM
19	I am hard of hearing and often times can't hear cars speeding up on the street, while I wait for	5/6/2025 7:14 AM

City of Berwyn - ADA Transition Plan - Public Engagement Survey

	any car to stop and respect a pedestrian sign.	
20	Too many intersections without stop signs, and reckless drivers make it dangerous for my child with Down syndrome.	5/5/2025 9:16 PM
21	N/A	4/22/2025 11:02 AM
22	The biggest ones I've seen are families with small children in prams having to navigate around light poles or hydrants	4/22/2025 8:22 AM

Q22 If you would like to be kept up to date on the status of the plan or assist the city in developing priorities by joining the steering committee, please provide your name and best way to contact you and someone will reach out.

Answered: 17 Skipped: 78

#	RESPONSES	DATE
1	My name is Guadalupe Pinzon I was born with Spina Bifida, I use a wheelchair, and I am a disability advocate and Berwyn resident . Accessibility is very important to me, and I would like to be involved in the City's efforts to make our streets, sidewalks, and public spaces more accessible for people with disabilities. Please let me know how I can contribute my perspective and work with the team as you develop and implement the ADA Transition Plan. You can contact me by email lupita_cubs25@yahoo.com Thank you for your time and for prioritizing accessibility in our community.	9/8/2025 7:47 PM
2	Katy Scrogin, katy_scrogin@protonmail.com	7/6/2025 12:11 PM
3	Nicholas Kohout, nkohout@gmail.com	6/19/2025 8:01 PM
4	Jaime Brown 580-704-9198	6/17/2025 10:00 AM
5	Jocelyne McColley jnmccolley@gmail.com	6/14/2025 10:48 AM
6	Christina Cordova-Herrera cch@christinacordovaherrera.com	6/12/2025 11:35 AM
7	Joshua Muller, jwmuller@udel.edu	5/28/2025 4:45 PM
8	Krisnesbitt@hotmail.com	5/18/2025 2:39 PM
9	Rosemarie Barker Email theroseofthesea@yahoo.com	5/16/2025 1:09 PM
10	Roshni Patel, by email. p.roshni86@gmail.com.	5/12/2025 1:29 PM
11	George Lambesis 708-837-525	5/8/2025 6:47 AM
12	Janette Rodriguez 773-792-9023	5/7/2025 6:16 PM
13	N/A	5/7/2025 3:39 PM
14	Cynthia Colvin, 3603 Wenonah	5/7/2025 3:06 PM
15	Awardsr1@comcast.net 708 800-1705 Anthony Ward Sr	5/7/2025 1:04 PM
16	N/A	4/22/2025 11:02 AM
17	Karin Nangreave knangreave@gmail.com	4/22/2025 8:31 AM

Exhibit 5C

Steering Committee Meeting Minutes

Meeting Agenda

Date: March 10, 2025 **OA Project #:** 223030.001
Time: 11AM
Location: Virtual
Project: City of Berwyn ADA Transition Plan
Subject: Kick-off meeting for Steering Committee
Attendees: Christina Ochoa – Resident of north Berwyn and parent to two children with disabilities
Dr. Allison Caldwell – Resident of south Berwyn and member of BikeWalk Berwyn which advocates for resources for every mode of transportation other than cars
Laura Marshall – Resident of south Berwyn and parent of two children with disabilities
Jenifer Kustwin – Resident of 3rd ward and has an adult sibling with disabilities.
Jennifer Miller – Resident of Berwyn and avid walker
Meghann Dzoga Hofflander – Resident of Berwyn and avid walker
Elissa Ledvort – Pace Bus and Berwyn resident
Marianne Birko – West Suburban Special Recreation Association
Nafia Khan – Progress CIL
Fabiola Avitia – representative from Berwyn Development Corporation
Richard Jousef Mondragon – representative from Berwyn Development Corporation
Cathy Fallon - Berwyn Park District
Nicole Campbell – City of Berwyn
Jeffery Nolish - CMAP
Victoria Barrett - CMAP
Mike Busch – Oates Associates
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates

Discussion:

Thank you for your willingness to assist the city in developing the best possible ADA Transition Plan. This is the first of four (4) planned meetings throughout the planning process to gather feedback and improve the final product. The scope of work of this ADA Transition Plan is limited to sidewalks, curb ramps, etc. on public right-of-way but there will be time allowed at the end of the meeting to discuss any additional talking points regarding accessibility throughout the city. The goal of the steering committee is to assist in prioritizing certain locations for the city to focus their efforts on. Since this is a densely populated city, there are many schools, parks, etc., that can be a high priority depending on where one lives. It is the job of the Steering Committee to encompass the needs of the entirety of the city.

Discussion items from the meeting are in bold.

Agenda:

- Overview of the project
 - Goals of the ADA Transition Plan

Meeting Minutes

- **It is impossible to plan if you don't know the existing conditions of the pedestrian system.**
- **Identify problems and develop a long-term plan to improve accessibility throughout the city.**
- Inventory existing pedestrian facilities along streets and roadways
 - **Oates has been inventorying every mile of sidewalk, curb ramp, pedestrian traffic signal, and curb ramp in the city since October.**
- Establish a prioritization system to help guide future improvements
 - **Can't correct all overnight, so need to have a system for prioritization. The Steering Committee and future public engagement efforts will help establish the priorities of improving accessibility.**
 - **We need to hear from residents of Berwyn as they know the system better than we ever can.**
- Assign value to features that do not meet ADA standards
 - Are there barriers to access that have a greater impact on traveling around the city?
 - **Goal of public engagement**
- Assign greater value to more significant obstructions
- Prioritize routes used by the public near community assets (pedestrian traffic generators)
 - Examples of pedestrian traffic generators
 - Schools
 - Parks
 - Transit stops
 - Local Government offices
 - Library
 - Commercial districts
 - What pedestrian traffic generators are missing?
- Plan future improvements throughout the city
- **Timeline**
 - **Plan to have another steering committee meeting in April. Our goal is to provide to the public, in the summer of 2025, a draft ADA Transition Plans. There is a 30-day public comment period. The Steering Committee will be meeting during the 30-day comment period to gather comments from you. All public comments will be incorporated in the plan before the city. The plan will go to the city for their approval and the plan will include schedules and budgets for improvements going forward.**
- Public engagement survey
 - **The survey is open to anyone interested in completing the survey whether the live, work, or shop in the city.**
 - **One method is to learn where heavy pedestrian traffic occurs on public sidewalk.**
 - **Surveys will be conducted for a period of 3 months. If the city has specific questions they would like to ask, we can collect and analyze surveys at any time. The city is actively working on planned improvements on several streets throughout the city and the survey may provide valuable information.**

Meeting Minutes

- **We ask respondents to answer questions based on their experience travelling around the city and not trying to represent any other groups and the challenges they face.**
- **The survey will be available in both English and Spanish.**

- Review questions
 - **The draft survey was discussed, and the following suggestions were made to improve the survey:**
 - **Question #1 – Paratransit is a common enough word that respondents will understand the difference between public transportation and paratransit.**
 - **Question #1 – The city has several business districts, and each business district has its own character and challenges.**
 - **For example, Roosevelt is a very walkable business district, but Cermak near Harlem is more vehicle focused.**
 - **Question #2 – Add an option regarding dangerous motor vehicles and speeding traffic and the impact on sidewalk usability and safety.**
 - **Questions #3 and #4 – Revise “emotional disability” to “mental health disability or mental health illness”. The language used in the survey is based on census language of the Individual with Disabilities Education Act (IDEA) but this verbiage will be revised based on guidance from the steering committee.**
 - **Question #8 – Add an additional question to allow respondents to share where you face the greatest challenges to use the city sidewalks.**
 - **Question #8 – In addition to the traffic signals being an obstruction, the lack of signals and/or a crosswalk poses a challenge to the usability of the sidewalk network**
 - **Question #8 – For the blind population many people use screen readers and the lines for providing answers will not work with screen readers. Oates will develop a fillable PDF with a goal towards improving access to the low-vision community.**
 - **Questions #9 and #10 – Open ended questions to gather feedback from respondents. The steering committee brought up several issues that the design team will investigate during the planning process. These issues include:**
 - **Snow removal**
 - **The impact of snow removal on city streets and the snowbanks left at curb ramps.**
 - **Overgrown vegetation during summer months.**
 - **Streetlights and repairs to existing streetlights.**
 - **Questions #12 and #13 – Photo examples of sidewalk and curb ramp hazards that impact ADA compliance. The goal is to get a feel of which hazard has the greatest impact on users.**

Meeting Minutes

- **Questions #14-#17 – General demographic questions. These questions are intended to give us a feel for who is filling out the survey and if there is a group that we are not reaching. Respondents are welcome to answer or not answer these questions as they choose.**
- **Question #17 – Revise the word “sex” to “gender”**
- **Questions #18 & #19 – We encourage respondents to tell us about any accessibility issue they have in the city. If it’s a city issue, we will send it to the city. If it’s an issue at a school, we will pass the concern on to the school district.**
- Timing of rollout
 - **Plan to roll out in the next couple of weeks**
- Strategies to maximize outreach
- Location of hard copies
 - **City Hall, Berwyn Library, Pav YMCA.**
 - **Cathy Fallon with the Berwyn Park District stated that hard copies could be left at the two buildings the district operates. The Park District can also e-mail out a link to the survey.**
 - **BDC can send the survey out through their e-blast.**
 - **The design team will coordinate with the school districts to share the survey with parents, teachers, and students.**
 - **Coordination with hospital and township offices to leave hard copies or flyers.**
- Open discussion on accessibility throughout the city
 - **The Berwyn Park District and North Berwyn Park District are very different with differing facilities. Oates will coordinate with Cathy Fallon of the Berwyn Park District to meet to discuss their challenges and needs. Oates will coordinate with Joe Vallez from the North Berwyn Park District to have a similar conversation.**
- Future meetings
 - **The project team will send out a revised survey based on comments from today before the end of the week. The goal of these meetings is to provide value and if you feel like something should have been discussed please reach out to Travis Helmkamp at Oates to discuss it further.**
 - **There was an appetite for both in-person and virtual meetings. Oates will follow up with a survey and the next meeting would most likely be in-person with a virtual option.**
 - **For the next meeting a list of parks and public areas for the steering committee would be useful to help guide the conversation, especially with committee members from all parts of Berwyn.**

Attachments: Draft Public Engagement Survey

Meeting Minutes

Date: April 16th, 2025 **OA Project #:** 223030.001
Time: 11AM
Location: City Hall, 2nd Floor Conference Room / Virtual
Project: City of Berwyn ADA Transition Plan
Subject: Steering Committee Meeting #2
Attendees: Dr. Allison Caldwell (in-person)
Laura Marshall (virtual)
Jenifer Kustwin Jennifer Miller (virtual)
Elissa Ledvort (virtual)
Vanessa Reyes (virtual)
Marianne Birko (virtual)
Nafia Khan (virtual)
Richard Jousef Mondragon (in-person)
Nicole Campbell – City of Berwyn (in-person)
Jeffery Nolish – CMAP (in-person)
Victoria Barrett - CMAP (in-person)
Chris Zimmermann – Oates Associates (virtual)
Travis Helmkamp – Oates Associates (in-person)
Karen Geldert – Oates Associates (in-person)

Discussion:

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

Discussion items from the meeting are in bold.

Agenda:

- Status Update
 - Public engagement survey has been rolled out
 - **It was discussed who all the survey has been given to, both printed versions and the QR code flyers**
 - **Discussions have been had with the business district about the best ways to get it out to customers.**
 - **Oates will coordinate with places of worship to share the survey**
 - **Oates will follow up with Jousef on getting the flyers at MacNeal Hospital**
 - Data collection has been completed
 - **Data still needs to be processed on the back end**
 - Draft pedestrian generators
- Draft pedestrian generators
 - Review of pedestrian generator types
 - Schools

Meeting Minutes

- **Any place of worship that includes a day school will be given the same prioritization as a public school**
 - **St. Leonard's off 34th Street as an example**
- **Places of worship with daycares, pre-schools, food pantries or other daily activity that may generate heavy pedestrian traffic will also be considered**
- **The city put a lot of effort into the Safe Routes to School program over the past couple of years.**
 - **Oates will coordinate with the school to determine if the crossing guard locations are still accurate**
 - **Additional coordinate will be done with the schools to determine how the information is being shared**
- **Parks**
 - **A new soccer field is being at Baseball Alley that will increase traffic to the area**
 - **The Liberty Cultural Center is used mostly for events and public programming**
 - **The empty lot across the street from the Liberty Cultural Center has become an unofficial dog park**
 - **Oates will follow up with the Berwyn Park District about whether there are plans for the lot**
 - **The Pavak Recreation Center is a heavily trafficked area**
- **Government buildings**
 - **The police department does not receive a large amount of foot traffic but the adjacent recreation center does**
 - **Recreation centers which serve both as park spaces and activity centers will be counted as both parks and government buildings for the purpose of the plan**
 - **The library will be included as a government building**
 - **Oates will follow-up with the PAV YMCA to distribute information about the public engagement survey**
- **Commercial districts**
 - **In addition to the dense commercial districts throughout Berwyn there are several areas in the city that are smaller commercial areas that still generate foot traffic (e.g., the ice cream shop on 26th Street).**
 - **Oates will develop two tiers of commercial districts in the plan, with areas such as the south side of Pershing Rd in the secondary commercial district**
 - **26th Street between Oak Park Avenue and East Avenue will be added as a secondary commercial district**
 - **Ridgeland between 27th and 28th Streets will be added as a secondary commercial district**
 - **The commercial district along Cermak will be extended into Riverside to account for the stores (e.g., Costco) that generate heavy pedestrian traffic from Berwyn**
 - **It was discussed that within the commercial districts are specific businesses that generate heavy pedestrian traffic (e.g., Fitzgeralds). Due to the impact of these businesses an additional focus will be placed on these locations.**
- **Public transportation**

Meeting Minutes

- **The Harlem and Berwyn Metra stations are more heavily used than LaVergne**
- **The standard practice of a half mile radius around Metra stations may be too broad for Berwyn**
- **PACE is in the planning phase of adding a PACE Pulse route along the Cermak line**
 - **Oates will follow-up with PACE to learn more about the planning process and the impact of the Pulse route to pedestrian prioritization**
- **A pulse route along Harlem is also identified as a future corridor by PACE**
- Hospitals (medical care)
- Anything else we are missing
 - **New office for Senator Cervantes**
 - **Bike routes per the active transportation plan will be added to the map**
 - **The pedestrian underpasses and pedestrian railroad serve as pedestrian funnels for adjacent roadways and as such will be treated as pedestrian generators**
- Prioritization on different generator types
- Impact of traffic signals and crossing guards
- Discussion on high priority routes and future prioritization efforts
 - **It was agreed that Home Ave should be added as a high priority map due to the traffic, railroad crossing/tunnel, Proksa Park, and designation as a bike route**
- Open discussion on accessibility throughout the village
 - **The city is actively designing pedestrian improvements along 34th Street, 26th Street, and 16th Street. These projects are being administered by IDOT and are planned to be finalized in the next couple of years.**
 - **A desire was expressed to provide a sensory friendly area for children in the City of Berwyn. The Imaginarium in Melrose Park run by WSSRA is great, but too far away.**
 - **There was much discussion on the City's Active Transportation Plan. How well it is communicated, how well it is implemented, and whether the physical conditions facilitate the type of use that the city wants to see.**
 - **The Cook County Safety Action Plan is planned to be finalized in June.**
 - **CMAQ is in the middle of a long-term study to determine if there are any potential locations to provide a railroad grade separation in Berwyn or Riverside.**
- Future meetings
 - **Next meeting in mid-May to review the draft city-wide prioritization map (combination of all the pedestrian traffic generators that were discussed and review of the physical condition of the sidewalks, curb ramps, signals, and crosswalks throughout the city**

Action Items

- **Share flyers with the steering committee for their distribution**
- **Send information on the long-term study for railroad grade separation to the steering committee**
- **Get a Facebook friendly version of the QR code flyer to WSSRA**

Meeting Minutes

- **Continuing discussion of specific businesses that warrant additional priority due to the pedestrian traffic generated**

Attachments:

Meeting Minutes

Date: May 12, 2025
Time: 12 PM
Location: Virtual
Project: City of Berwyn ADA Transition Plan
Subject: Steering Committee Meeting #3
Attendees: Dr. Allison Caldwell
Cathy Fallon
Nafia Khan
Richard Jousef Mondragon
Laura Marshall
Nicole Campbell – City of Berwyn
Jeffery Nolish – CMAP
Chris Zimmermann – Oates Associates
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates

OA Project #: 223030.001

Discussion:

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

Discussion items from the meeting are in bold.

Agenda:

- Status Update
 - Public engagement survey has been rolled out
 - **Oates will provide the steering committee with flyers, social media information, sample language etc. and asks that the steering committee reshares with the constituents, friends, and group members**
 - Data collection has been completed
 - Pedestrian generators have been revised
 - Draft prioritization has been developed

- Revised pedestrian generators
 - Review pedestrian generators based on steering committee feedback
 - **The Liberty Cultural Center and adjacent empty lot will be treated as a park for the purpose of feedback.**
 - **A second, lower tier of commercial district was added**
 - **Pedestrian crossings at railroad tracks was added to account for pedestrian on side streets funneling to the crossing to cross the tracks**

Meeting Minutes

- Draft prioritization
 - Review of the prioritization map
 - Thoughts based on first look
 - Discuss impact of priorities
 - **Three basic models were reviewed:**
 - **Model 1 prioritizes public transportation facilities**
 - **In addition to public transportation, paratransit, while a challenge, is available to residents. This curb-to-curb service operates within $\frac{3}{4}$ miles of a fixed bus route**
 - **Model 2 places a higher priority on schools and parks**
 - **Model 3 treats most of the pedestrian traffic generators as equal in priority**
 - **The consensus was that the parks and schools map appears to represent the steering committee's perspective of priorities throughout the city. Based on some modifications as provided below:**
 - Potential modification to priorities
 - **A larger emphasis will be placed on Ogden Ave and Cermak Avenue due to the dangers of crossing the roadway.**
 - **Allison shared that most complaints that she hears are related to people being afraid to cross high volume roads.**
 - **We will look at placing a higher prioritization on traffic signals to account for this.**
 - **All parks are currently given the same weight; it was discussed if that is a good approach or not**
 - **Proksa park is the most used and has challenges for entering and exiting the park**
 - **Proksa will most likely be raised in the priorities when the non-matching curb ramps are included in the analysis**
 - **Some parks provide programming for day care and organizations such as WSSRA, should those parks be given more priority?**
 - **It was suggested that public pools and splash pads be given more weight in prioritization, as well.**
 - **Some parks will see temporary influxes of high pedestrian traffic, such as baseball fields when there are games.**
 - **With the wide variety of park uses and the importance of even the smallest park in the neighborhood that uses the park facilities, all parks will be prioritized equally.**
 - **It was suggested to look into if there are areas of the city that have health disparities and use the sidewalks as a tool to increase health in those areas.**
 - Discuss functionality of prioritization map
 - Does this provide a clear vision?
 - Are there any obvious locations that aren't represented?
- Draft data collection results
 - Review of draft sidewalk and curb ramp assessment
 - **Consensus seems to be that vertical separations in the sidewalk are the greatest issue**

Meeting Minutes

- Open discussion on accessibility throughout the city
 - **There was a discussion on the functionality of paratransit in the city and region**
 - **Paratransit is used more by people with visible disabilities while people with invisible disabilities are more likely to use public transportation**
 - **The paratransit system is very difficult to use**
 - **Phone waiting times are around 30 minutes**
 - **Buses are often late, making people late for transfers**
 - **Trips that only contain around 30 minutes of actual travel can take 2+ hours**
 - **It was suggested that improving access to public transportation will make the issues with paratransit have less of an effect**
 - **The desire for more accessible playgrounds and park facilities was expressed by multiple people**
- Future meetings
 - Next meeting in late May/early June to review draft final priorities

Action Items

- **The city will investigate having information on ways to access paratransit and other available services on the city's website**

Attachments:

Meeting Minutes

Date: August 27, 2025

OA Project #: 223030.001

Time: 12 PM

Location: Virtual

Project: City of Berwyn ADA Transition Plan

Subject: Steering Committee Meeting #4

Attendees: Marianne Birko - WSSRA
Dr. Allison Caldwell
Hannah Breakey – City of Berwyn
Demetra Karas – Progress CIL
Richard Jousef Mondragon - BDC
Laura Marshall
Nicole Campbell – City of Berwyn
Victoria Barrett – CMAP
Chris Zimmermann – Oates Associates
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates

Discussion:

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

Discussion items from the meeting are in bold.

Agenda:

- Review findings and draft priorities
 - **The city has already applied for federal funding for projects on major routes in the city**
 - **Federal funding money tends to move slowly so these projects will occur 5-10 years in the future**
 - **There was a discussion over whether problem areas that will be addressed by these future projects should be deemed a high priority, now.**
 - **Consensus was that existing problems should be addressed sooner than later if the current issue is serious enough to be a safety concern**
 - **Pace is planning on a new Pulse route on Cermak that will have dedicated platforms at stops.**
 - **Stops will be at Ridgeland, Oak Park, Home, and Harlem**
 - **Some issues have been identified outside of data collected by Oates survey crews**
 - **Curb ramps on city streets do not line up with the curb ramps on park property at Proksa Park**

Meeting Minutes

- **Discussion on other parks:**
 - **A decision was made to hold all parks as equal priorities, rather than having larger parks given more weight than pocket parks**
 - **In North Berwyn, access to community centers operated by the North Berwyn Parks district was emphasized**
 - **Problem spots were also identified near Freedom Park, the Brocato Playground and Spray Pool, and the Prairie Oak School**
- Next Steps
 - Committee of the Whole – September 9th
 - Community Meeting – September 25th at PAV YMVA (6PM to 8PM)
 - Public Comment Period – 30 days starting around September 16th
 - Final Council Approval – following 30 day public comment period
- Open discussion on accessibility throughout the city
 - **Accessibility in shopping center parking lots was discussed**
 - **This is private property so outside of the scope of our project**
 - **Park property has not been assessed, either, for the same reason**
 - **The issues with these areas may be addressed by changes to the process of granting permits by the city**
 - **This plan is able to address issues with on-street parking**
- Future meetings
 - Next meeting will be held after the public feedback period to discuss changes made as a response to public comments
 - This meeting will most likely be late October to early November

Action Items

- **Oates will send a video copy of this meeting to Allison and Richard**
- **BDC, WSSRA, and PCIL will reach out to their contacts in Berwyn to advertise the community meeting on September 25th**

Attachments:

Exhibit 5D

Individual Interviews Summary



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

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

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

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

MEMORANDUM

Date: 8/20/2025

Project #: 223030.001

Time:

To: Victoria Barrett, CMAP; Nicole Campbell, City of Berwyn
From: Travis Helmkamp
Subject: Findings from in-person interviews

As part of the development of the ADA Transition Plan for Public Sidewalks, in-person interviews were sought to provide a citizen's perspective of the quality of existing sidewalks as well as to identify locations that may require sidewalk connections to increase accessibility throughout the city. These interviews were held with 8 different individuals, but their identities and comments by a particular individual will be kept confidential.

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

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

Item 1/Item 5: Generally, the interviewees walked where generators were predicted to be: around schools, parks, the YMCA in the summer months, the depot district, commercial districts. Specific locations mentioned were Stanley and 32nd, 32nd & Wenonah, crossing guard used to channel kids at Grove & Harvard, Cermak & Harlem, Cermak & Oak Park, Ogden & Home, Ogden & Ridgeland, 26th & Oak Park, 26th & Home.

Item 2: Issues discussed were signage for bus stops not always present, crosswalks having been removed on Harlem, Metra crossing became slick with new resurfacing, speeding at 30th & Oak Park, safety is a factor when crossing major roadways (Cermak & Harlem specifically), pedestrians are an afterthought at most major intersections, parking for disabled people is a challenge, drivers run stop signs, kids cross Cermak at all locations after school – many use tunnel under the railroad tracks on 26th Street, restaurants aren't mindful of sidewalk width when have outdoor seating, wood chips in parks are hard for people with mobility issues, lack

MEMORANDUM

of proper access to many parks, people block sidewalk by parking car in driveway through sidewalks.

Item 3/Item 4: The interviewees had answers varying from no, to yes and they were responsive, yes, but they were not responsive. A surprising percentage mentioned they feel the city only is responsive if you know the right person or was on the “right” side (politically). One mentioned that the alderman and city staff work against each other and create unnecessary hurdles.

Item 6; The interviewees had several suggestions such as adding way finding around the train station, adding speed limit monitors where speeding is prevalent around schools and/or pedestrian generators, prioritizing improvements of major roadways to parks, and making Ogden and Home an all-way crossing at peak pedestrian use. Other suggestions discussed were how to get the word out about the plan/survey such as coordinating with the BikeWalk Berwyn Facebook page, coordinating with the YMCA on senior produce give out days, and coordinating with Park District events to reach different demographics.

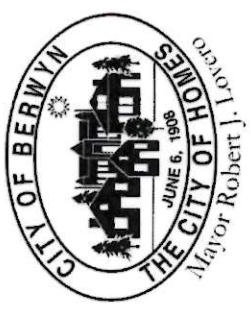
Exhibit 5E

Open House Meeting

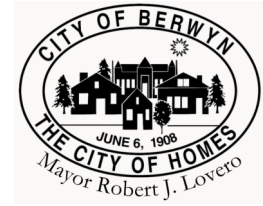


Chicago Metropolitan
Agency for Planning

ADA Transition Plan
Public Meeting
Thursday, September 25th, 2025, 6:00-8:00 PM
Pav YMCA



NAME NOMBRE	ADDRESS DIRECCIÓN	PHONE OR EMAIL ADDRESS NÚMERO DE TELÉFONO O DIRECCIÓN DE CORREO ELECTRÓNICO	CHECK TO RECEIVE FUTURE EMAILS MARQUE PARA RECIBIR CORREOS ELECTRÓNICOS FUTUROS	INTERESTED IN STEERING COMMITTEE? ¿ESTÁ INTERESADO EN UN COMITÉ DIRECTIVO?
Alison Caldwell	3440 Clinton Ave	414-231-0816 / alic.caldwell@gmail	✓	✓
Matt Olson	6437 Fairfield Ave	763-477-2615 / mattholson@comcast.net	✓	maybe
Teresa Korich	1309 Cuyler Ave	763-772-4304 / audacitywinter@gmail.com	✓	maybe?
Claudia E Ayala	3700 Waukegan Cswy	—	—	—
Maria Kledis	1714 Clinton Ave	—	—	—
Reshina Ricco	1714 Clinton Ave	—	—	—
Sara Bruckmann	1628 Wisconsin	sbruckmann@ci.berwyn.il.us	✓	—
Giancarlo Arenella	1619 Home Ave	gc.arenella12@gmail.com	✓	—
Bill Pawlyk	6244 26 th St	misterbillder@sbccglobal.net	—	—
Demetra Karas	Forest Park	dkaras@progresssil.org	—	—
KAREN WOZNIAK				



City of Berwyn ADA Transition Plan Public Open House Meeting September 25, 2025

Welcome to the public open house meeting for the ADA Transition Plan. This meeting is one of the last in a series of community engagement events started in October 2024 to gather information about the challenges faced when walking/wheeling around the City of Berwyn, where residents want to walk/wheel to, and help establish a vision for the future of pedestrian travel around the city.



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

Why?

The City of Berwyn has been awarded a technical assistance project from CMAP to improve accessibility within the public right-of-way. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the city’s pedestrian network into compliance, the Plan will help prioritize and schedule future improvements. The transition plan serves as a tool to assist the city in building upon their long-standing commitment to improving accessibility throughout the city.



How can you help with the planning process?

- Share your challenges that you have experienced around the city
- Share your thoughts on priority areas and your destinations throughout the city

Timeline

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

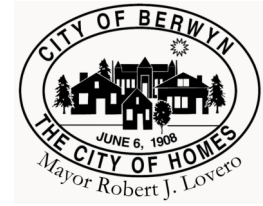
This Plan continues the city’s long-term commitment to provide better access to all residents.



Thank you for attending! If you have any questions related to the ADA Transition Plan, please e-mail berwynada@oatesassociates.com.



Chicago Metropolitan Agency for Planning



Plan de Transición de la ADA Reunión Pública de Puertas Abiertas Septiembre 25, 2025

Bienvenidos a la reunión del comité "Committee of the Whole" para el Plan de Transición de la ADA. Esta reunión es una de las últimas de una serie de eventos de participación comunitaria que comenzaron en octubre de 2024 para recolectar información sobre los desafíos que enfrentan al caminar/andar en silla de ruedas por la ciudad de Berwyn, donde los residentes quieren caminar/ ir en silla de ruedas, y ayudar a establecer una visión para el futuro de los viajes peatonales por la ciudad.

Las exhibiciones están disponibles para permitir que los asistentes vean lo que el equipo ha identificado como destinos peatonales existentes y como barreras de acceso. Representantes del consultor de ingeniería, Oates Associates, la Agencia Metropolitana de Planificación de Chicago (CMAP) y el personal de la ciudad están disponibles para conversar sobre el proceso de planificación con usted.



¿Porque?

La ciudad de Berwyn ha recibido un proyecto de asistencia técnica de CMAP para mejorar la accesibilidad dentro de la vía pública. Las aceras accesibles no solo mejoran la calidad de vida de los residentes con discapacidades, sino que también mejoran la usabilidad para todos los usuarios, incluidos aquellos con carriola, niños, personas mayores y todos los residentes. Debido al desafío de cumplir con la totalidad de la red peatonal de la ciudad, el Plan ayudará a priorizar y programar mejoramientos futuros. El plan de transición sirve como una herramienta para ayudar a la ciudad con su compromiso de larga data de mejorar la accesibilidad en toda la ciudad.



¿Cómo puede ayudar con el proceso de planificación?

- Comparte los retos que has vivido en la ciudad
- Comparta sus pensamientos sobre las áreas prioritarias y sus destinos en toda la ciudad

Cronograma

- Se abre el período de comentarios de 30 días - Octubre de 2025
- Finalizar el plan basado en los comentarios de la comunidad - Octubre de 2025
- El Concejo Municipal adopta formalmente el plan - Noviembre de 2025

Este Plan continúa el compromiso a largo plazo de la ciudad de brindar un mejor acceso a todos los residentes.



¡Gracias por asistir! Si tiene alguna pregunta relacionada con el Plan de Transición de la ADA, envíe un correo electrónico a berwynada@oatesassociates.com.



Chicago Metropolitan Agency for Planning



BERWYN ADA TRANSITION PLAN PUBLIC COMMENT FORM SEPTEMBER 25TH, 2025

We want to gain a better understanding of the challenges pedestrians face when walking around the City of Berwyn.

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

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

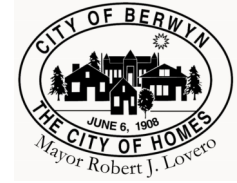
You can either leave the form with us today, send it to us at one of the addresses provided below, or access the QR code to comment online. Please send your comments within one week of this meeting to allow for timely consideration.

Ms. Nicole Campbell, Senior Engineer
City of Berwyn
2700 26th Street
Berwyn, IL 60402
(708) 788-2660, x6473
NCampbell@ci.berwyn.il.us

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



Please use the back of the sheet if more space is needed.



PLAN DE TRANSICIÓN DE LA LEY DE ESTADOUNIDENSES CON DISCAPACIDADES (ADA) DE BERWYN FORMULARIO DE COMENTARIOS PÚBLICOS 25 DE SEPTIEMBRE DE 2025

Queremos comprender mejor los desafíos que enfrentan los peatones cuando caminan por la ciudad de Berwyn.

1. ¿Tiene algún comentario sobre cómo la ciudad debería priorizar los mejoramientos de la ADA?

2. ¿Desea compartir algo más con el equipo del proyecto sobre el Plan de Transición ADA de Berwyn?

Puede dejarnos el formulario hoy mismo, enviarlo por correo a una de las direcciones que se indican a continuación o acceder al código QR para comentar en línea. Por favor envíe sus comentarios dentro de una semana después de esta reunión para que podamos analizarlos a tiempo.

Ms. Nicole Campbell, Senior Engineer
City of Berwyn
2700 26th Street
Berwyn, IL 60402
(708) 788-2660, x6473
NCampbell@ci.berwyn.il.us

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





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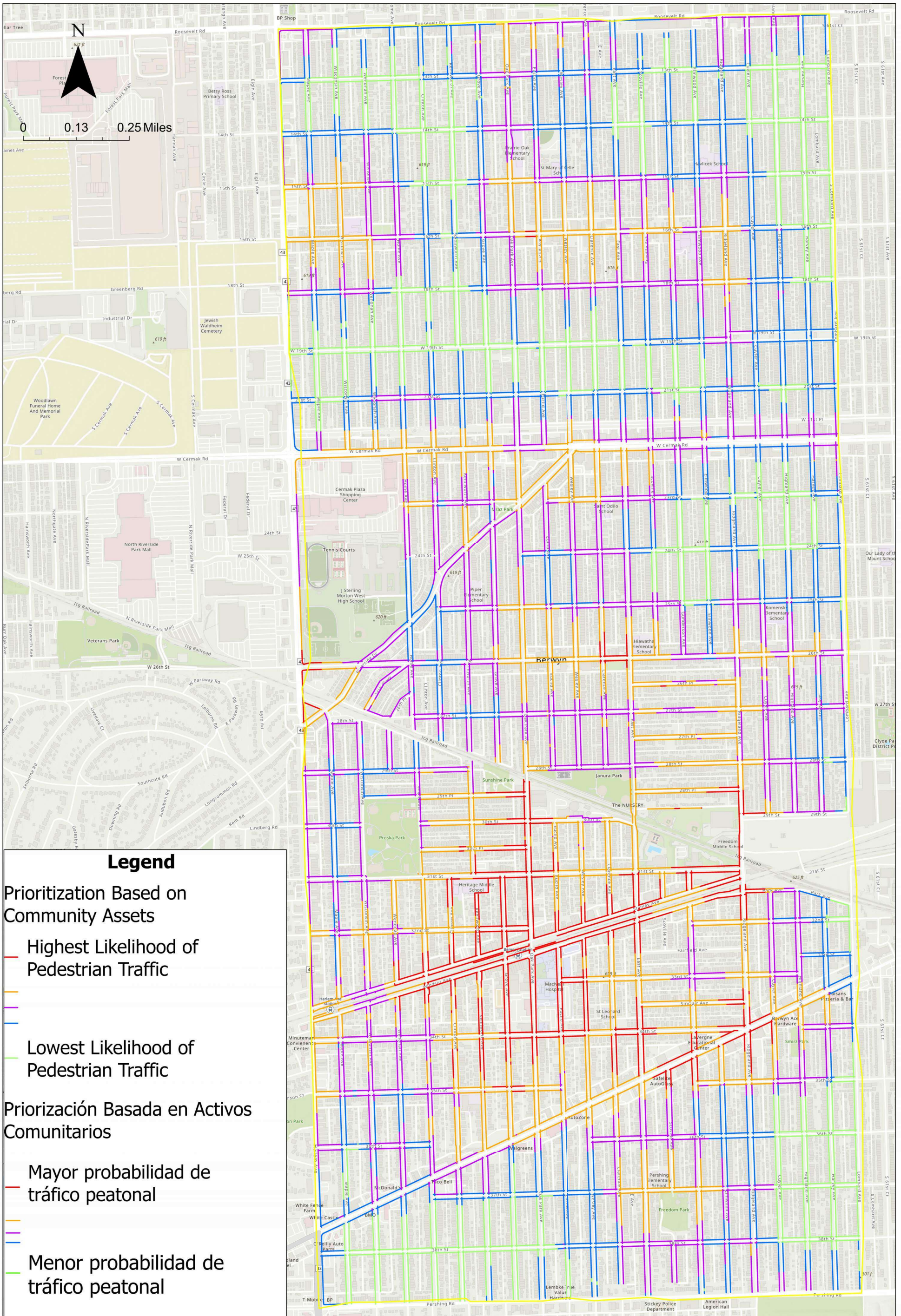
**BERWYN ADA TRANSITION PLAN
PUBLIC MEETING
SEPTEMBER 25TH, 2025**

DID WE GET IT RIGHT?

Tell us your thoughts by placing notes on the maps.

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

ADA Transition Plan - Priorities based on locations

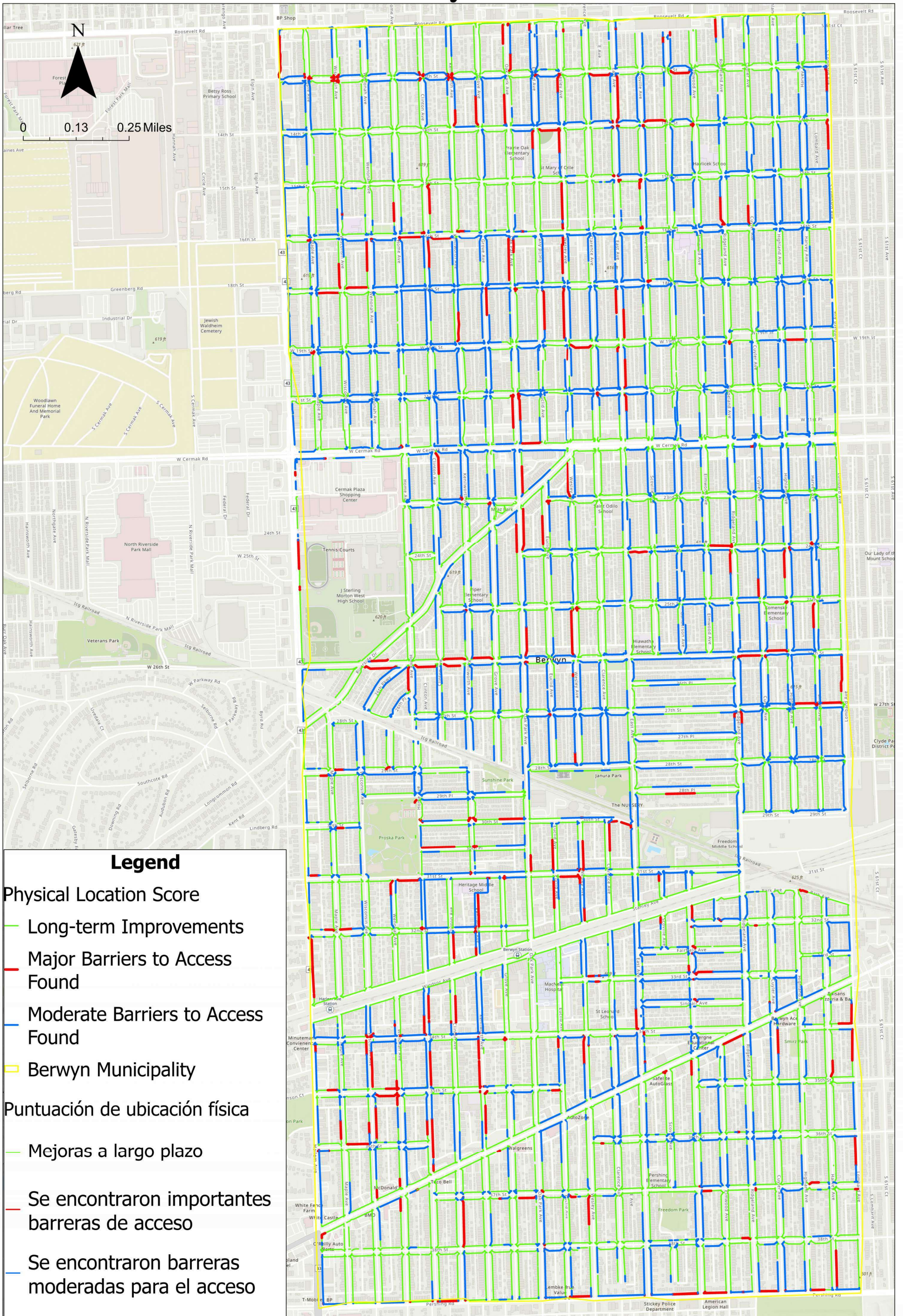


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ADA Transition Plan - Physical Condition Scores

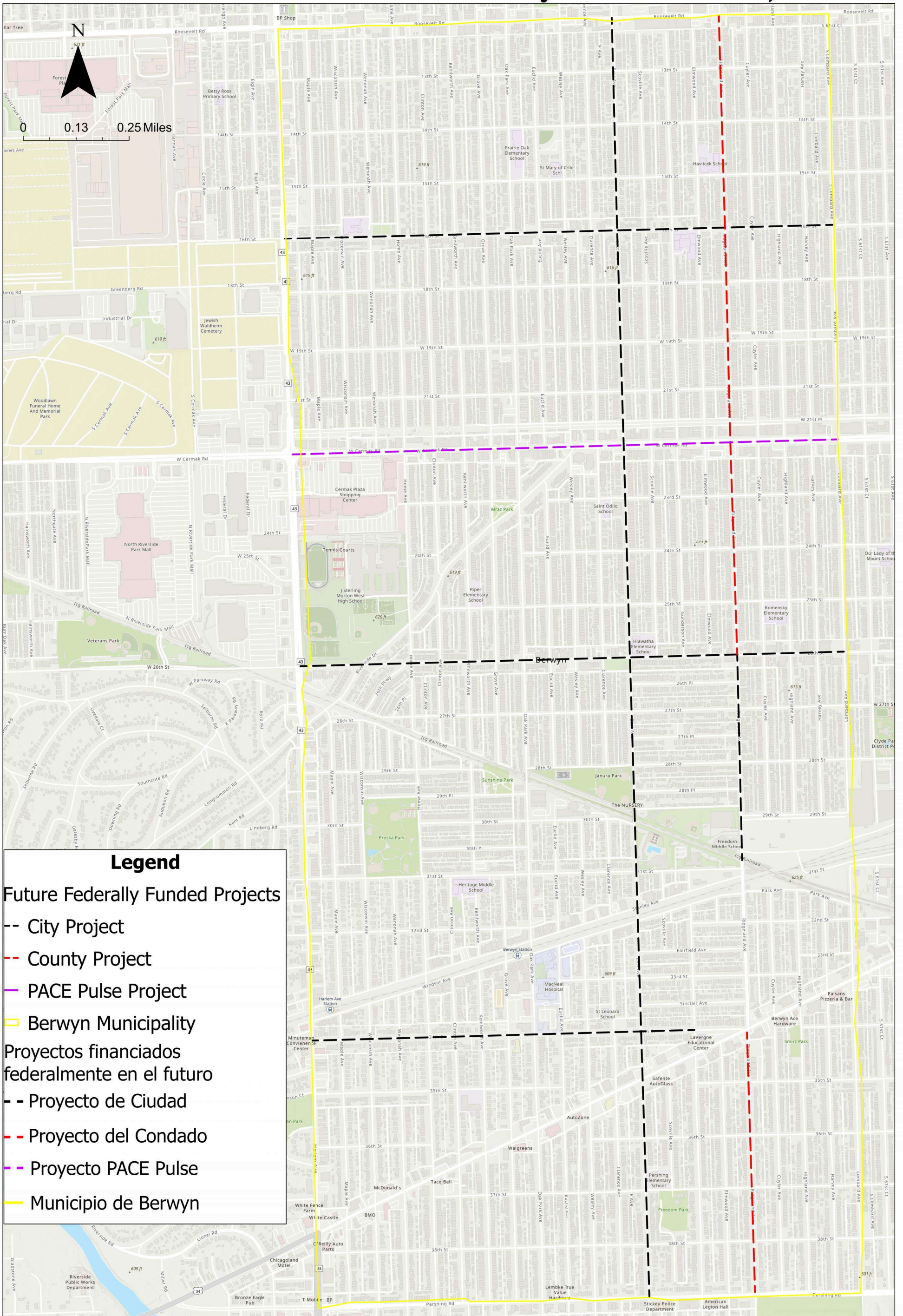


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ADA Transition Plan - Federally Funded Projects

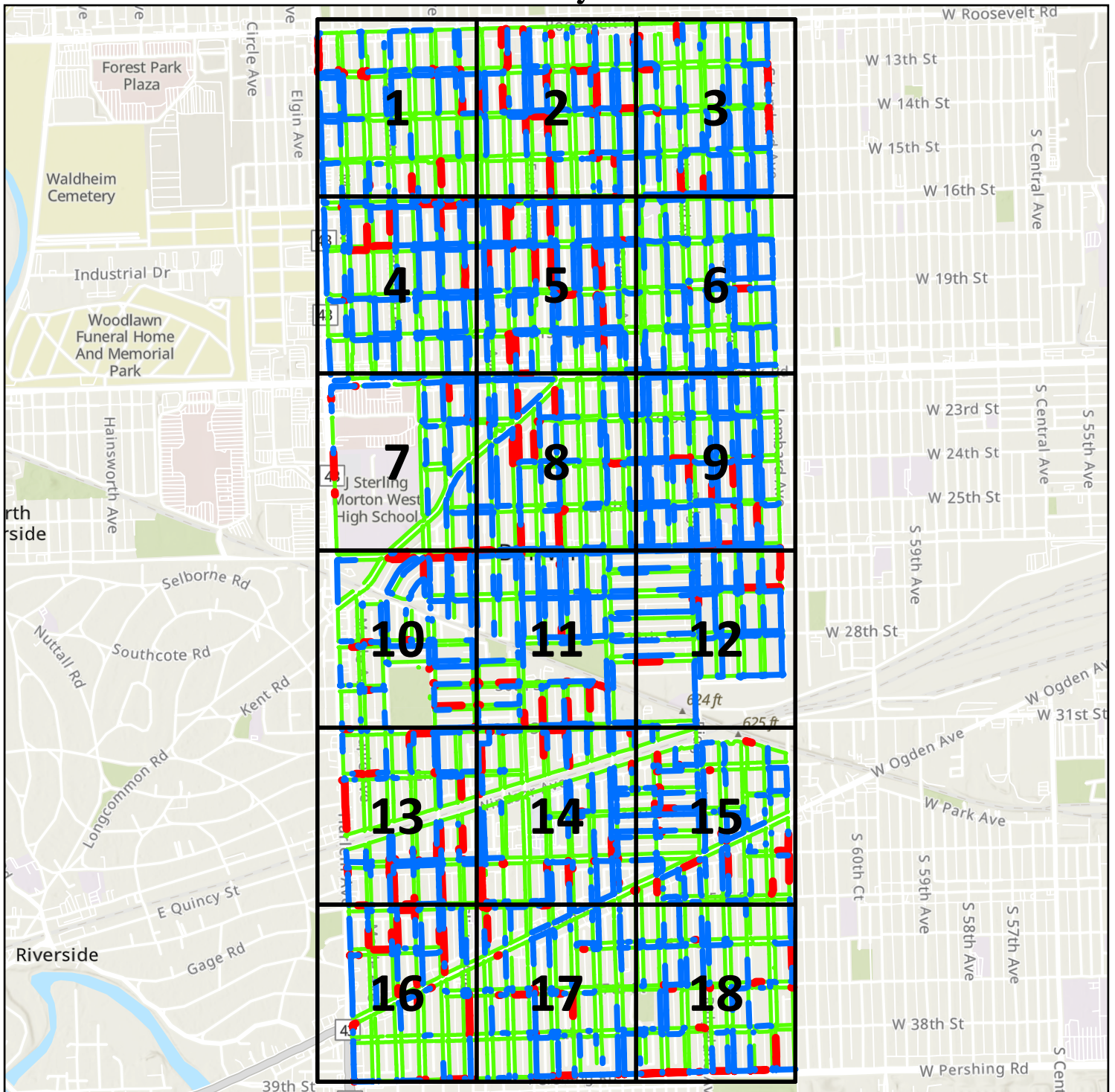


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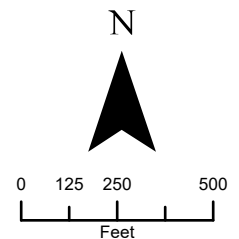


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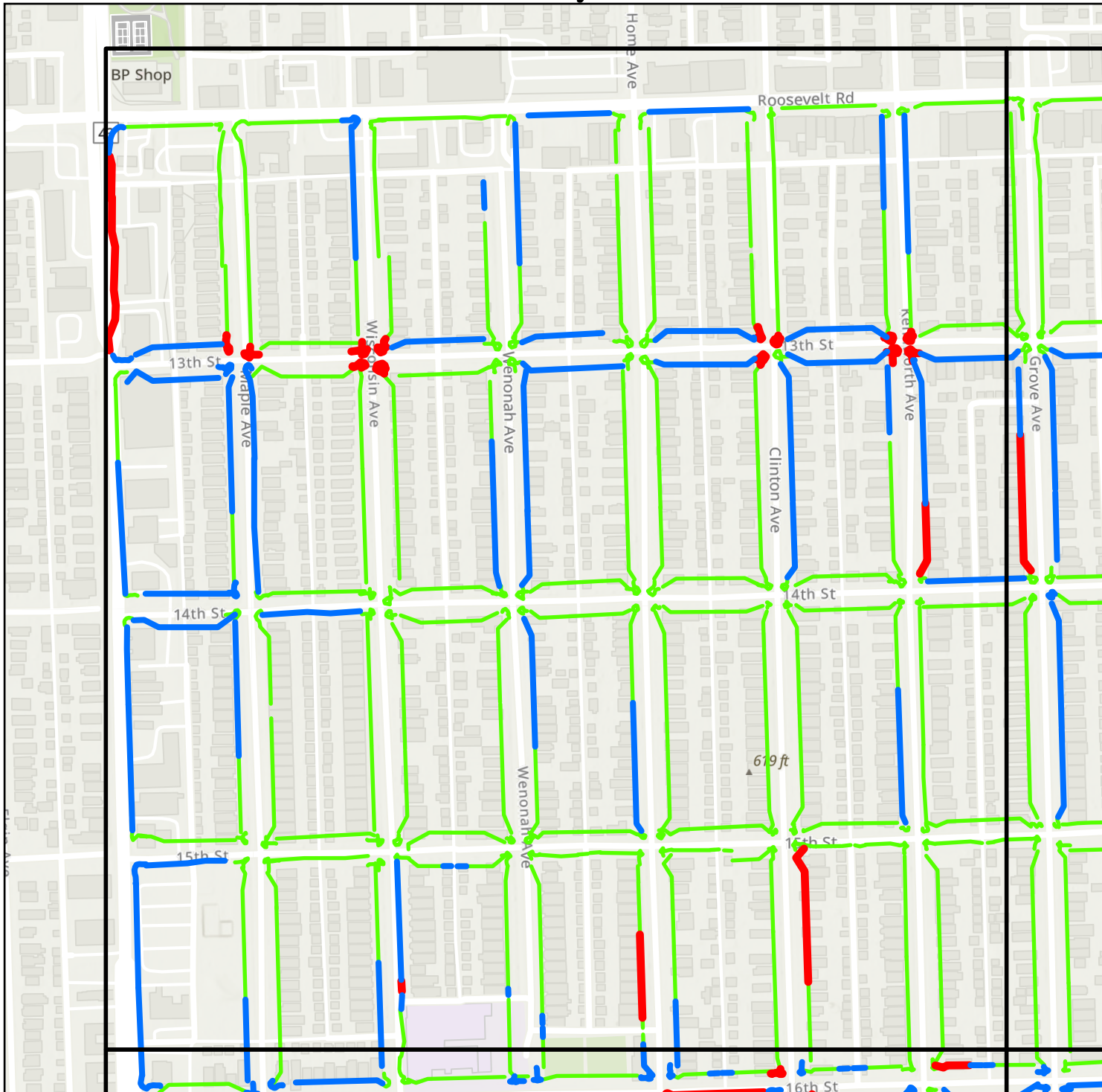
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- Moderate Barriers to Access Found
- Berwyn Municipality

Puntuación de ubicación física

- Mejoras a largo plazo
- Se encontraron importantes barreras de acceso
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ADA Transition Plan - Physical Condition Scores

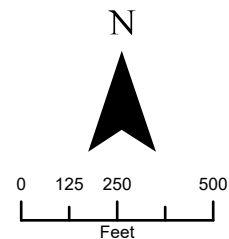


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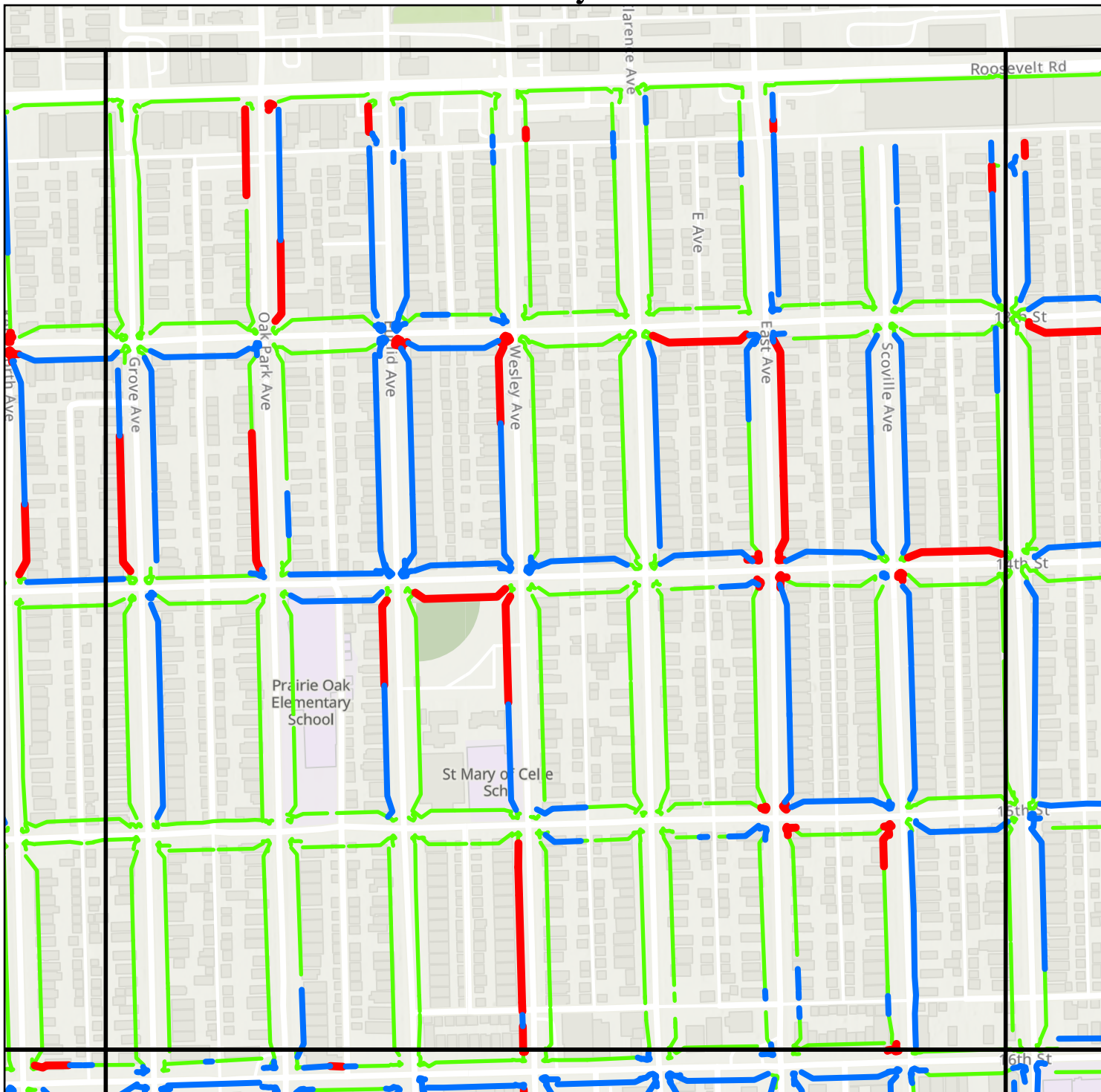
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1



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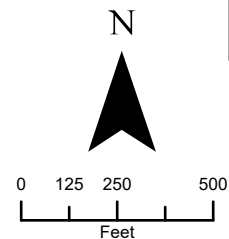


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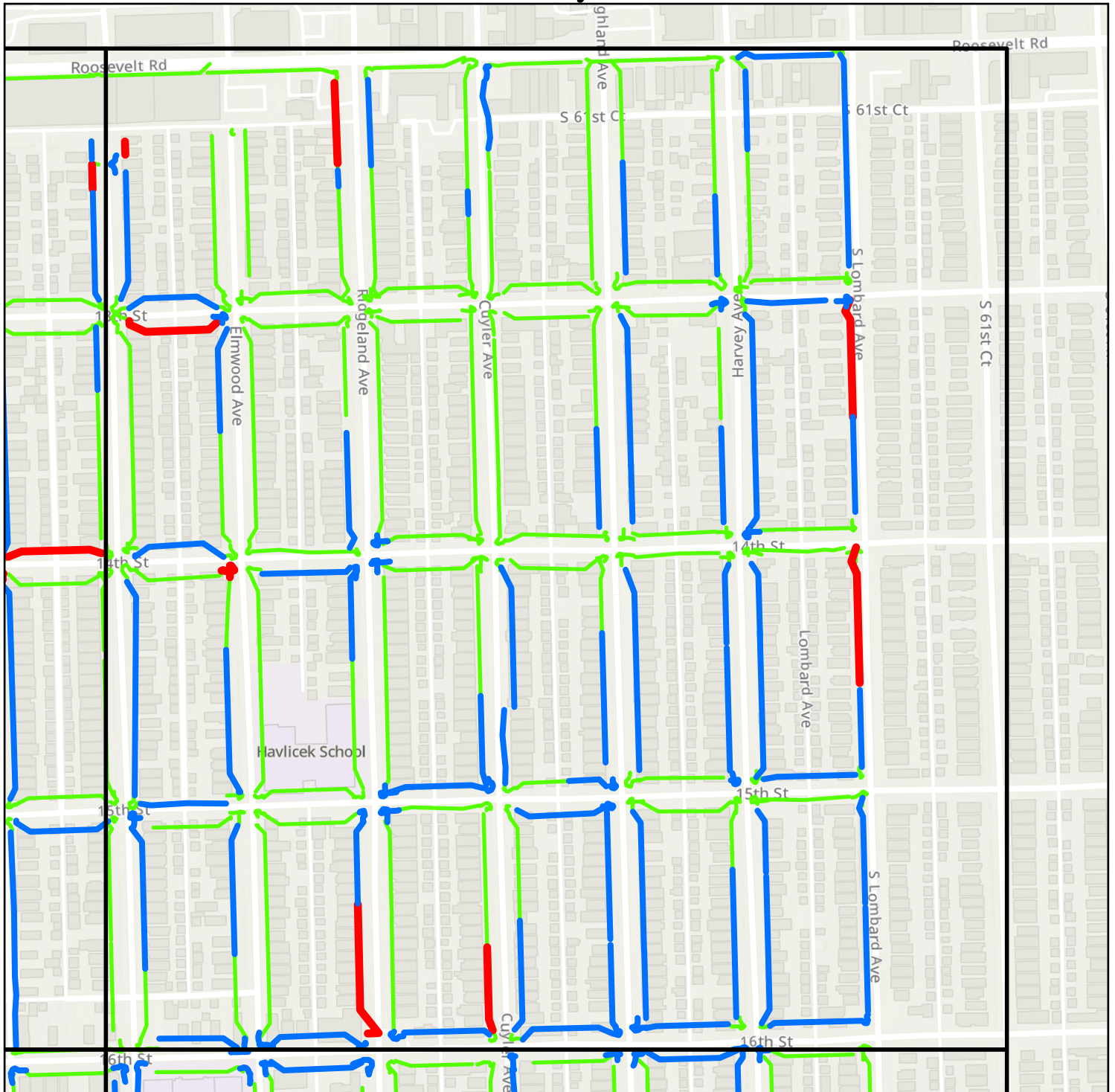
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ADA Transition Plan - Physical Condition Scores



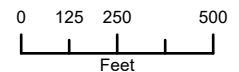
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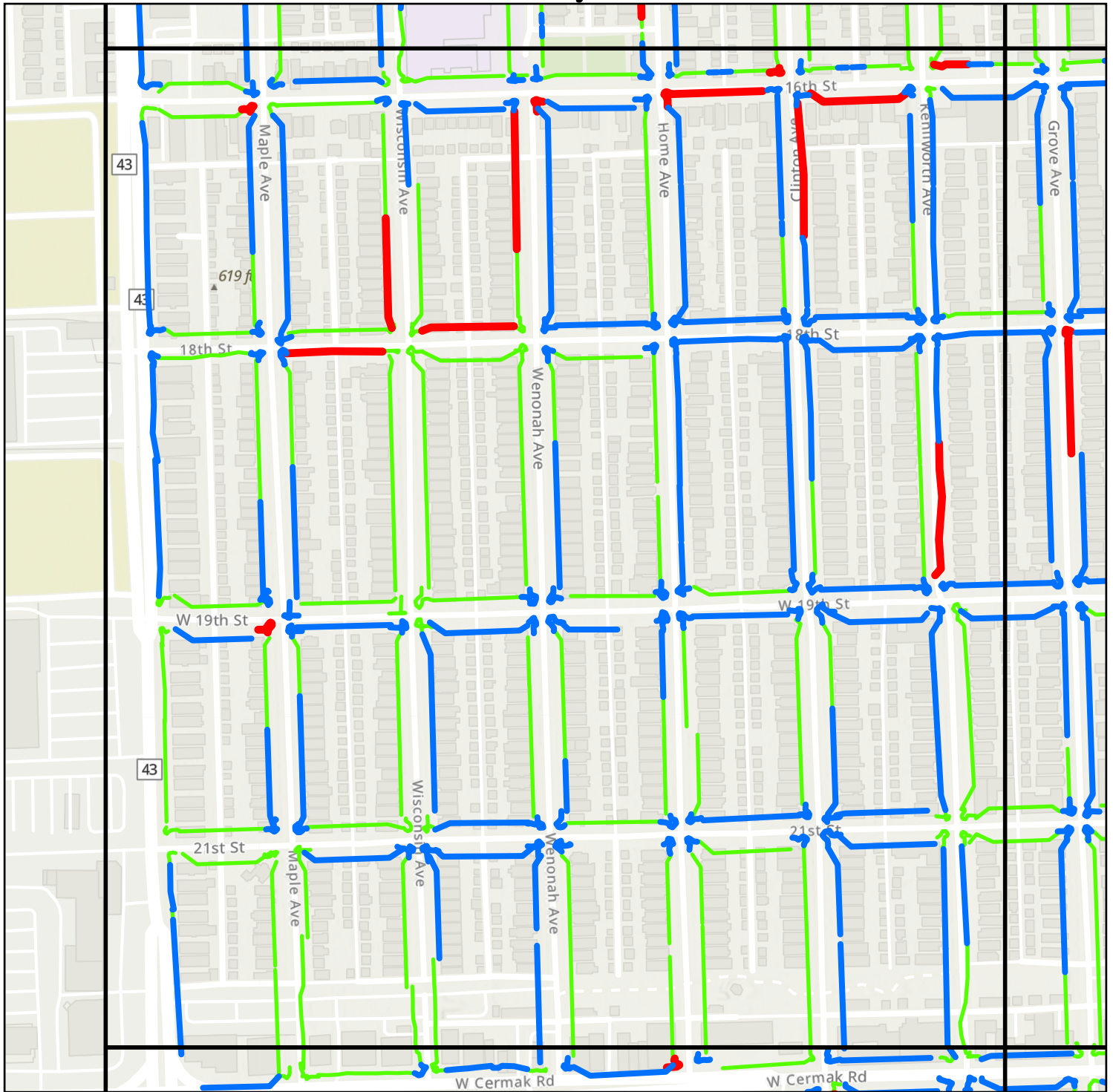


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ADA Transition Plan - Physical Condition Scores



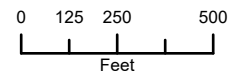
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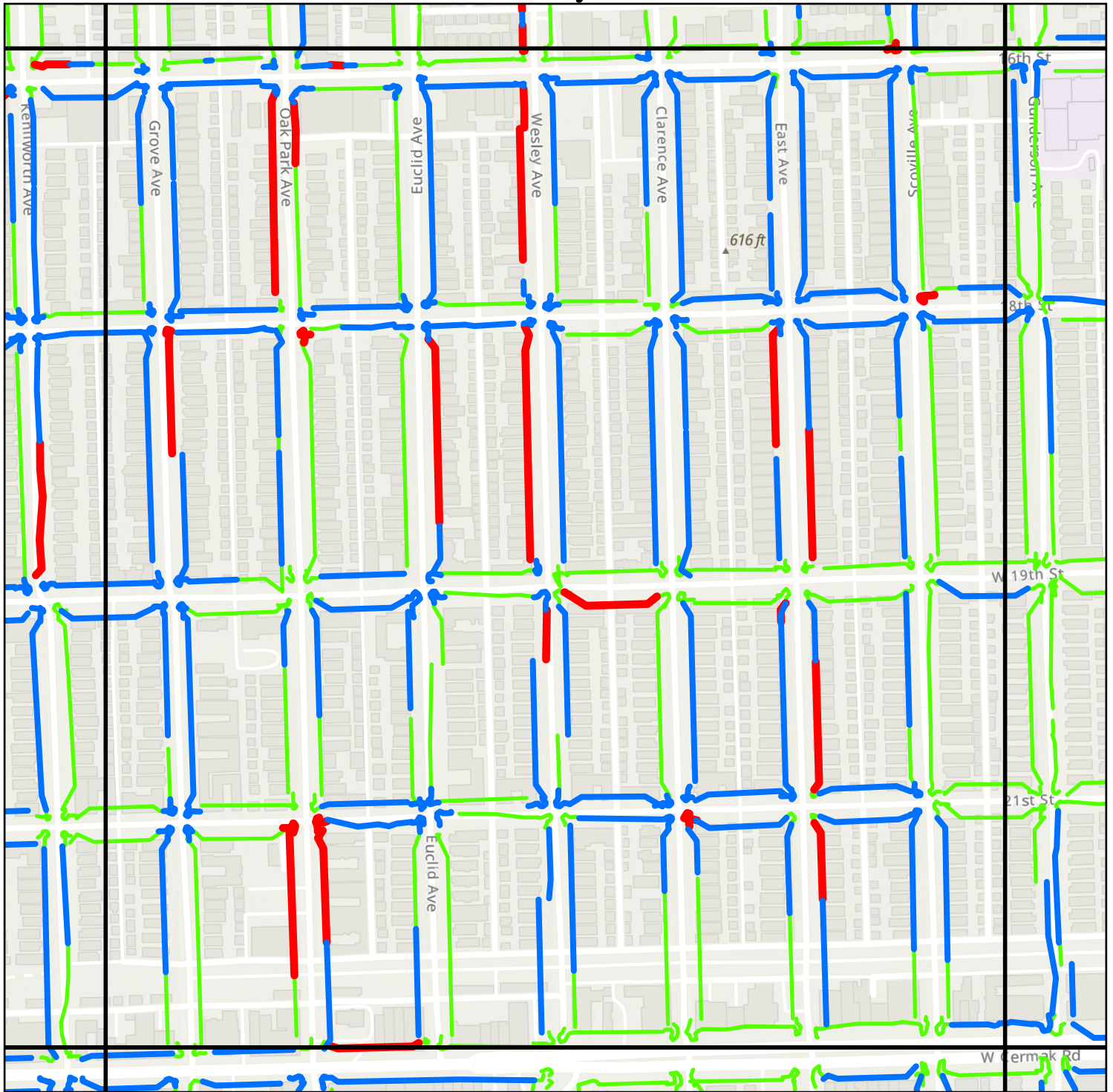


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ADA Transition Plan - Physical Condition Scores



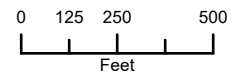
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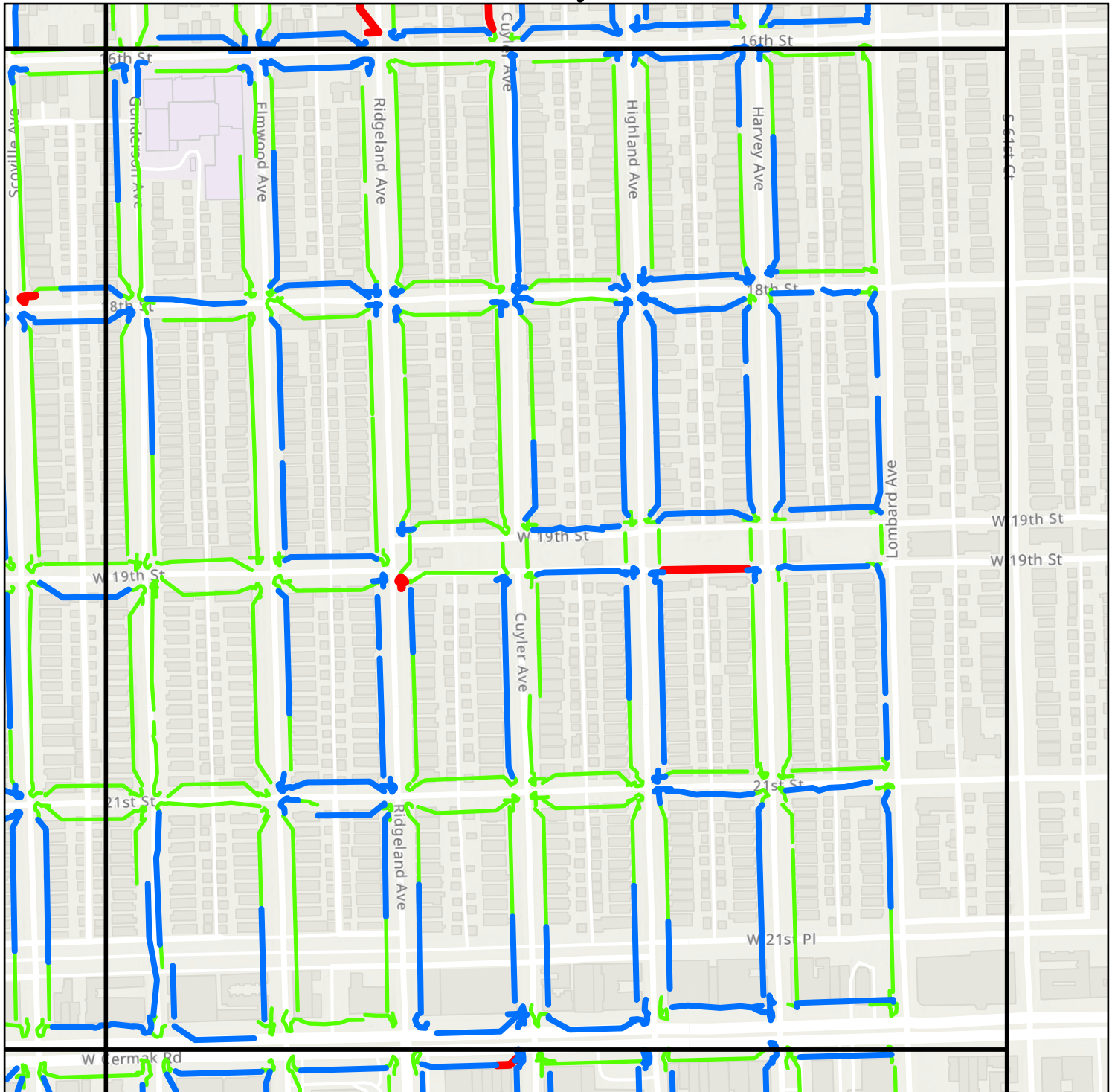
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ADA Transition Plan - Physical Condition Scores

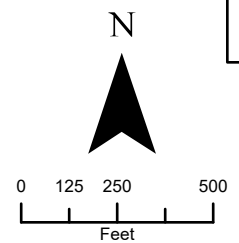


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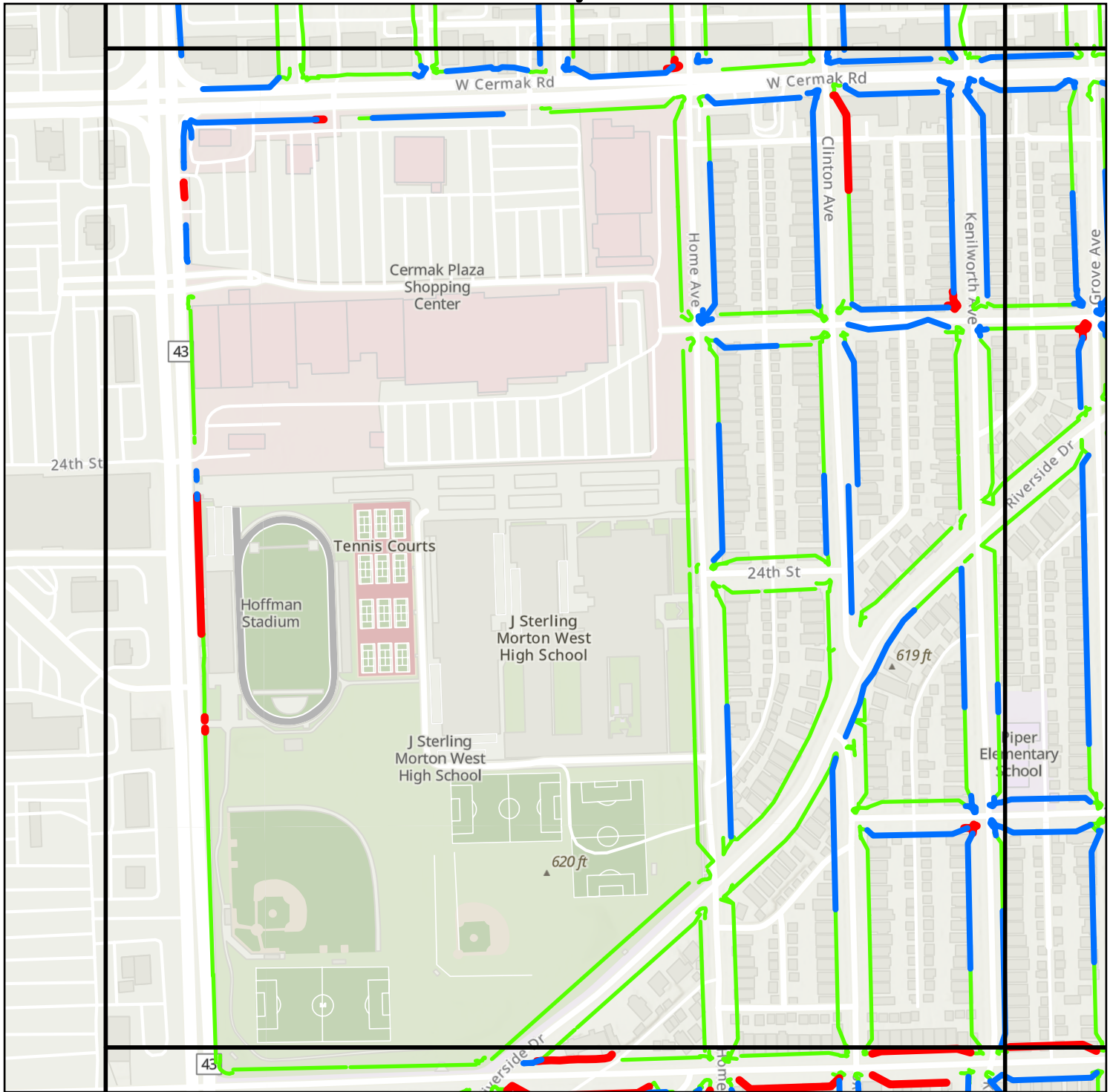
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ADA Transition Plan - Physical Condition Scores

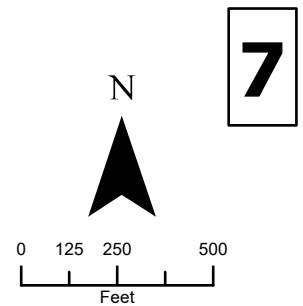


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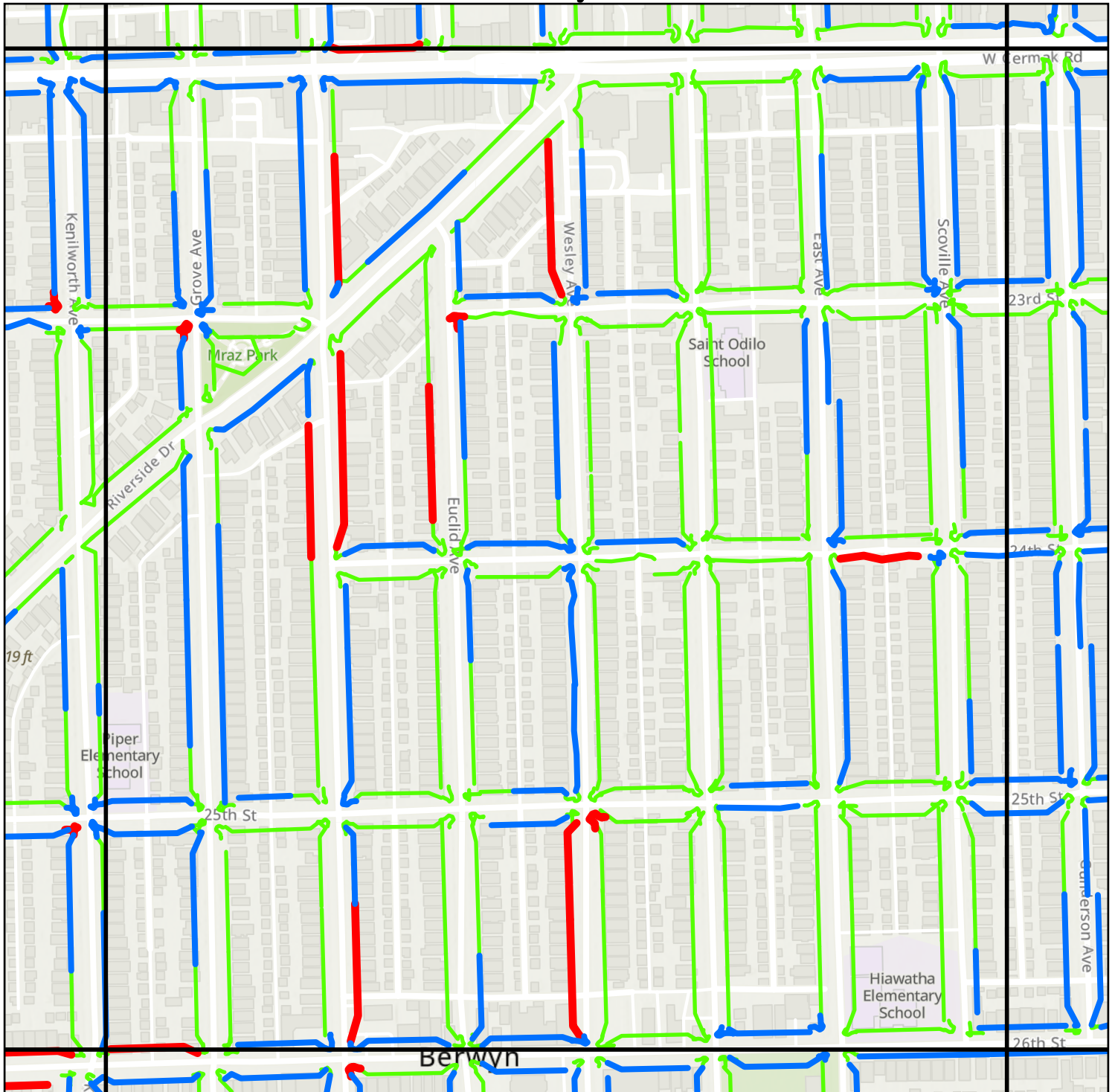
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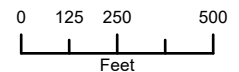
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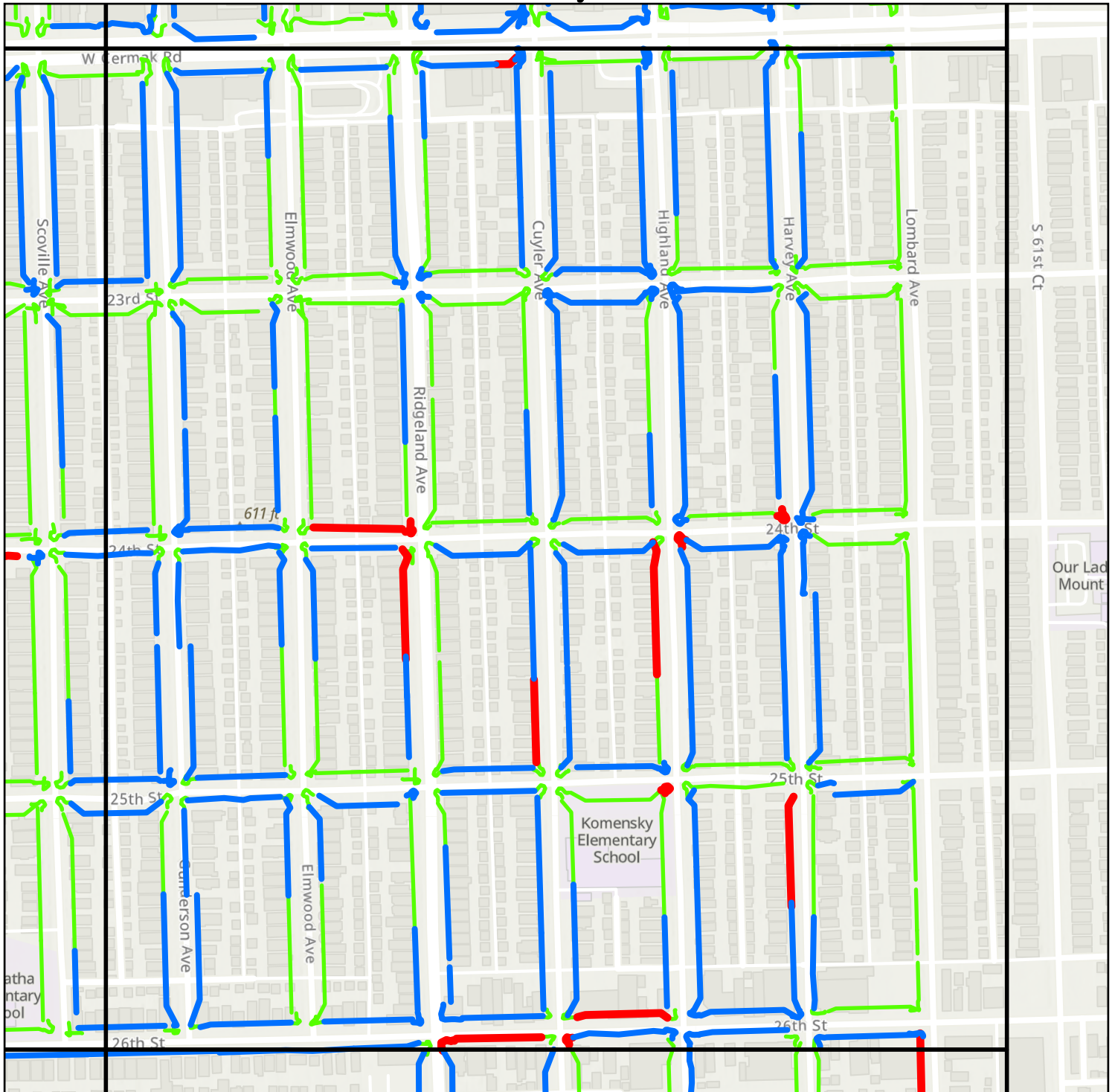


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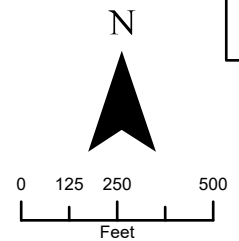


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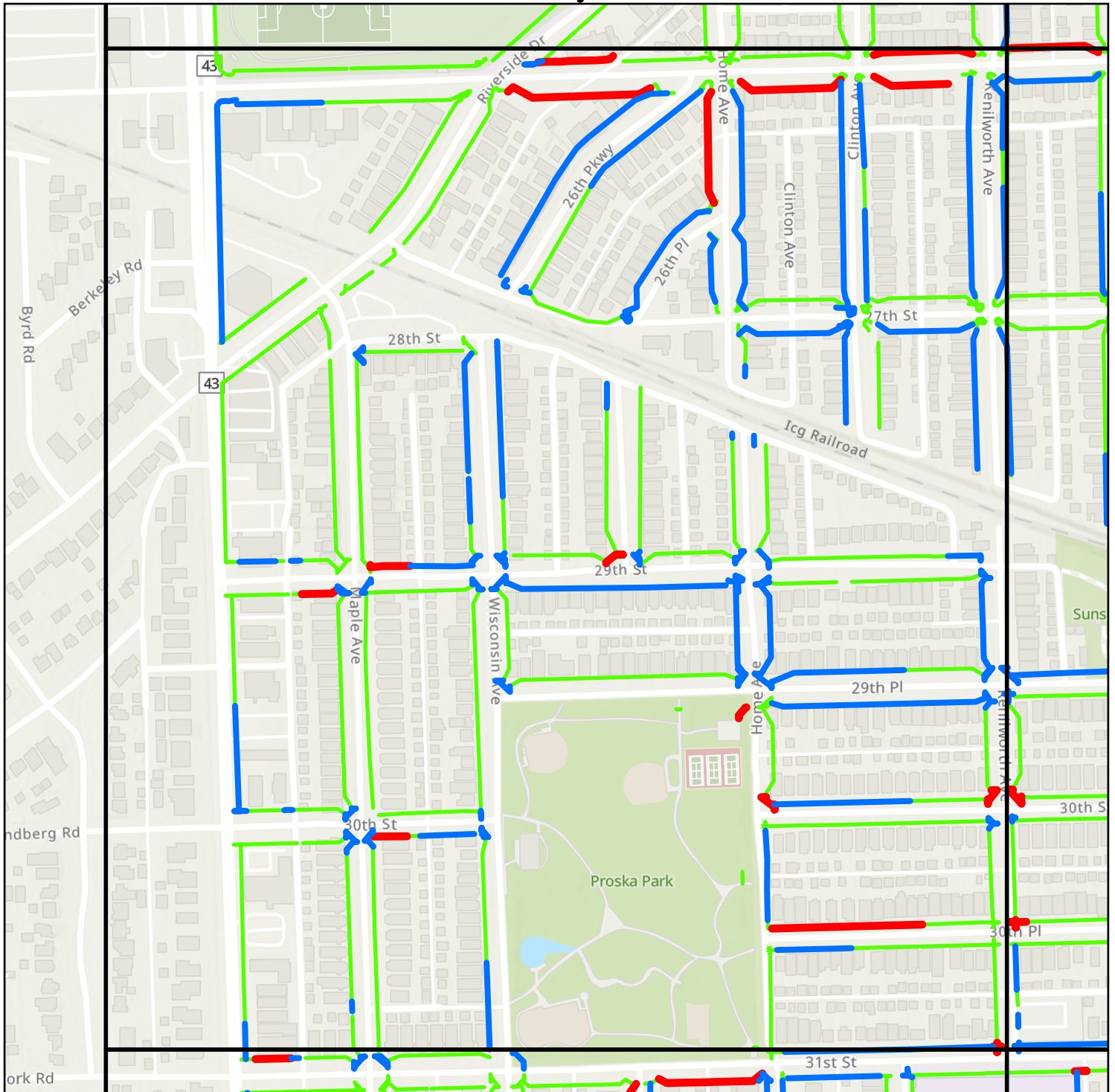
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ADA Transition Plan - Physical Condition Scores



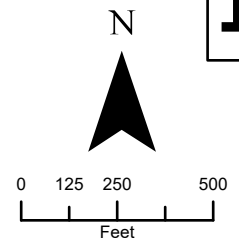
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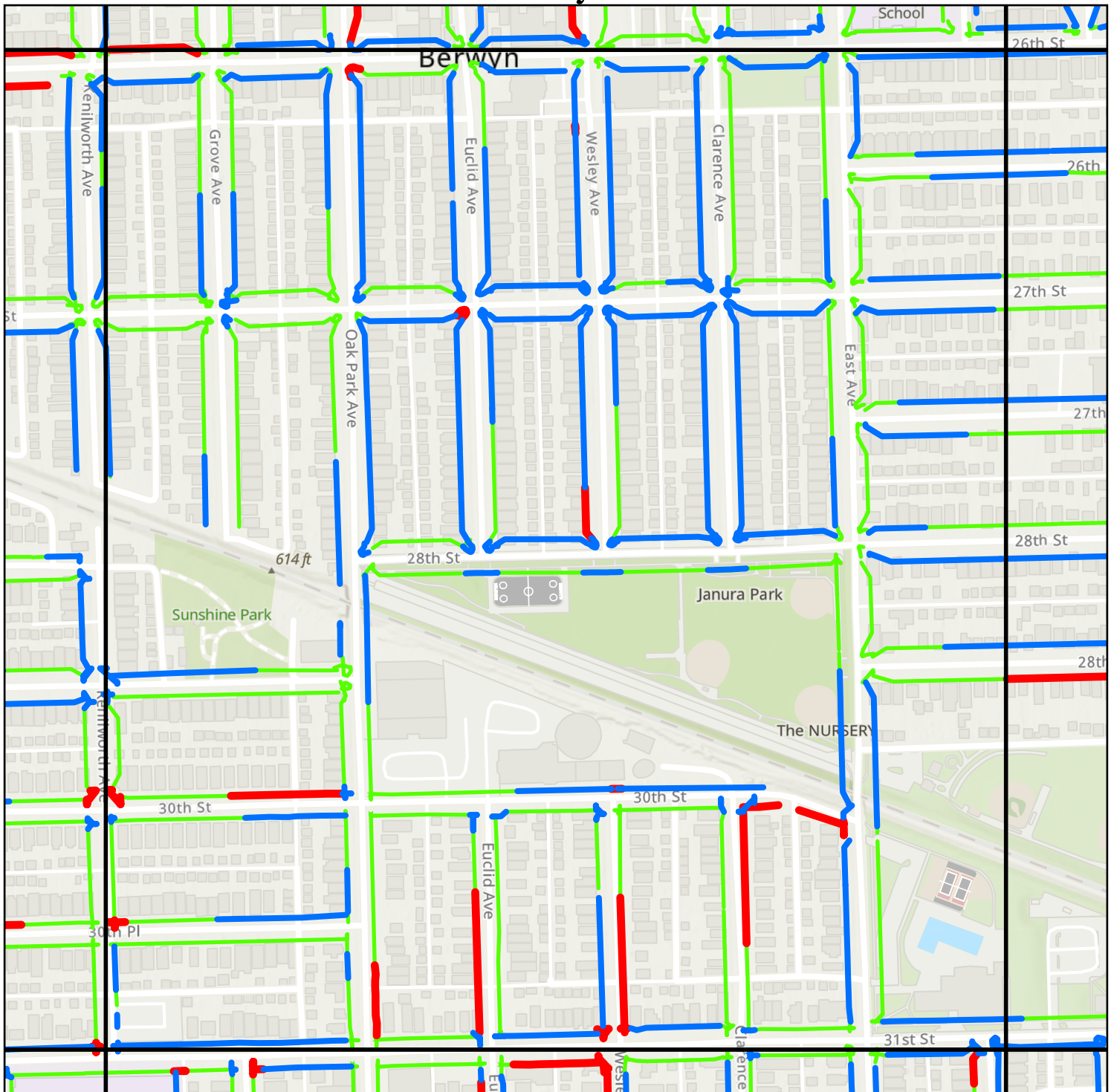
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10



ADA Transition Plan - Physical Condition Scores



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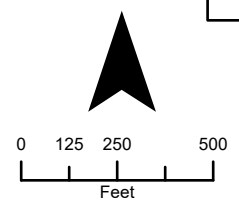
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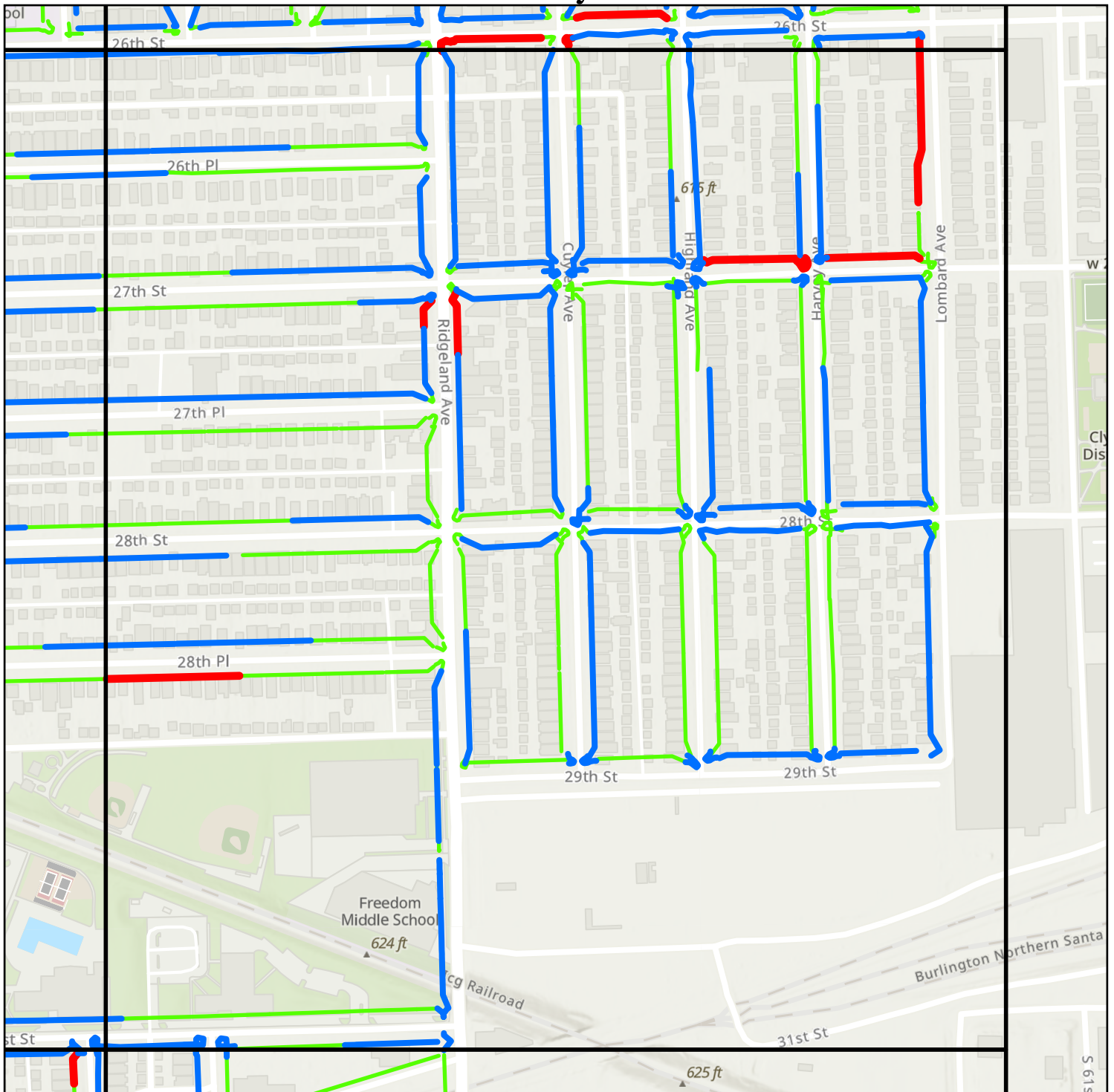
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ADA Transition Plan - Physical Condition Scores



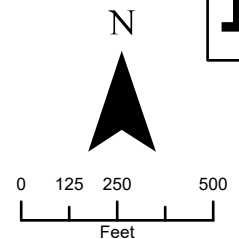
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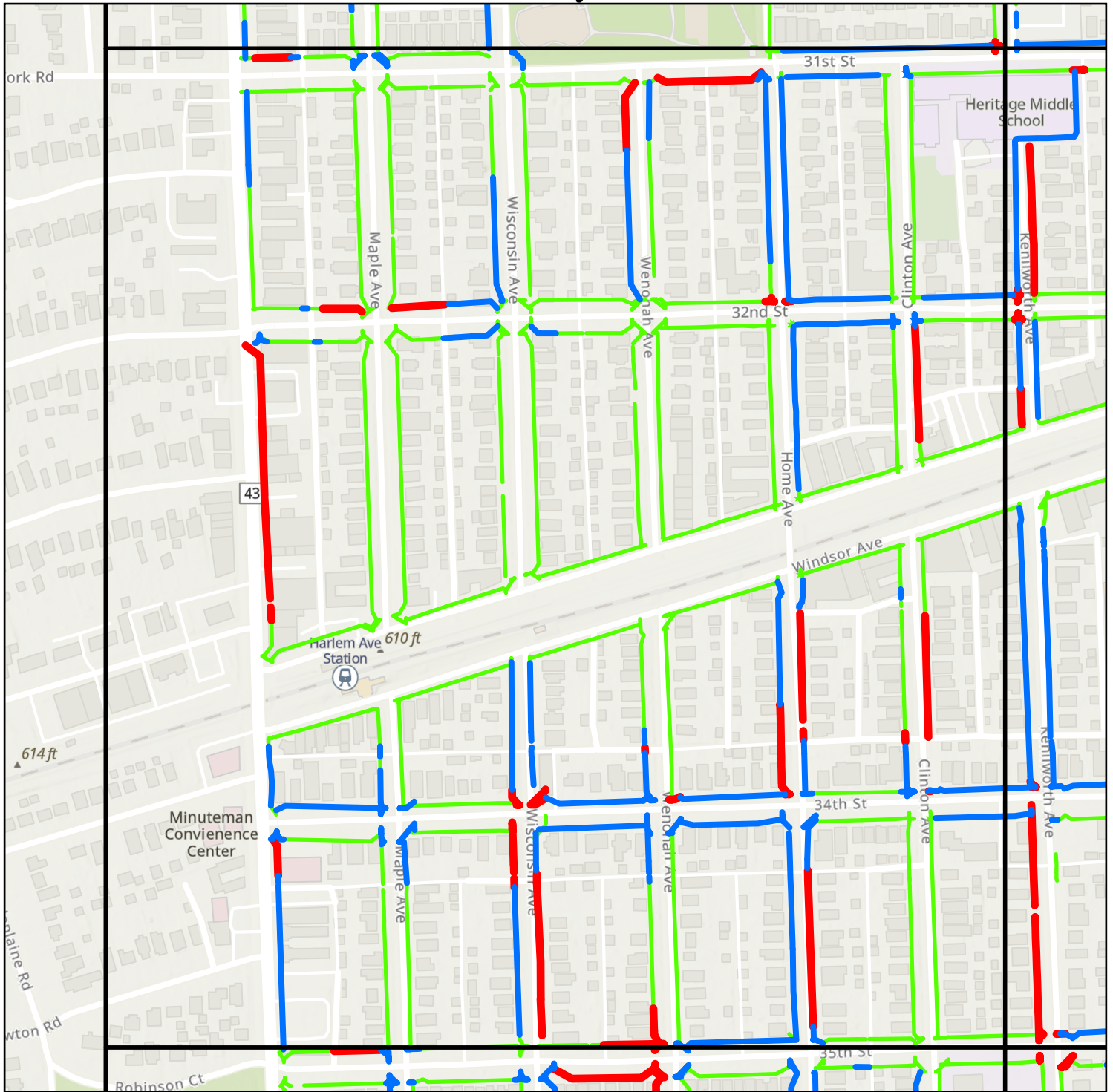
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ADA Transition Plan - Physical Condition Scores



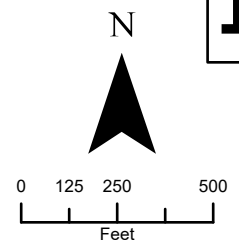
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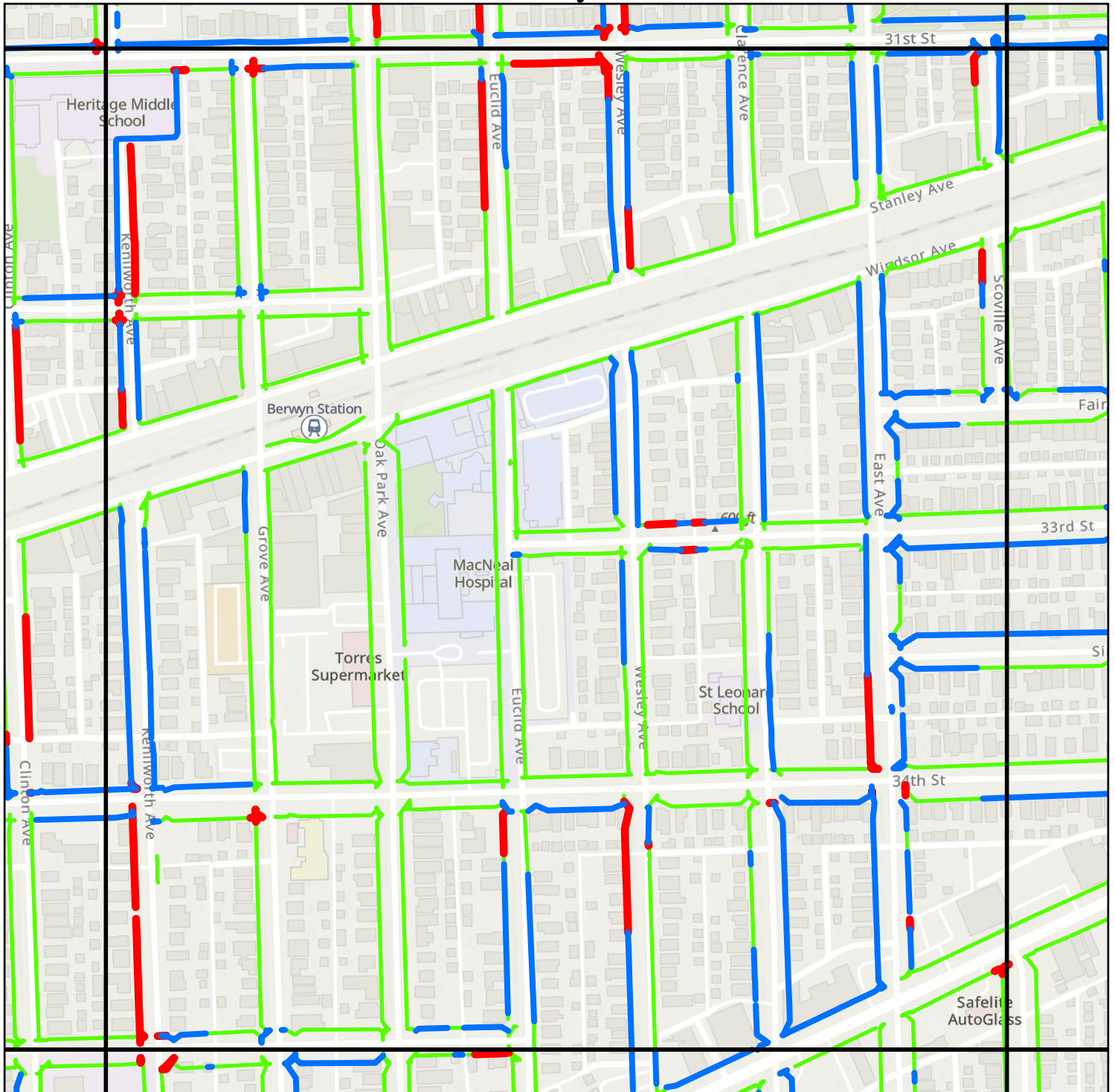
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13



ADA Transition Plan - Physical Condition Scores



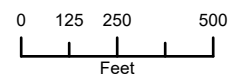
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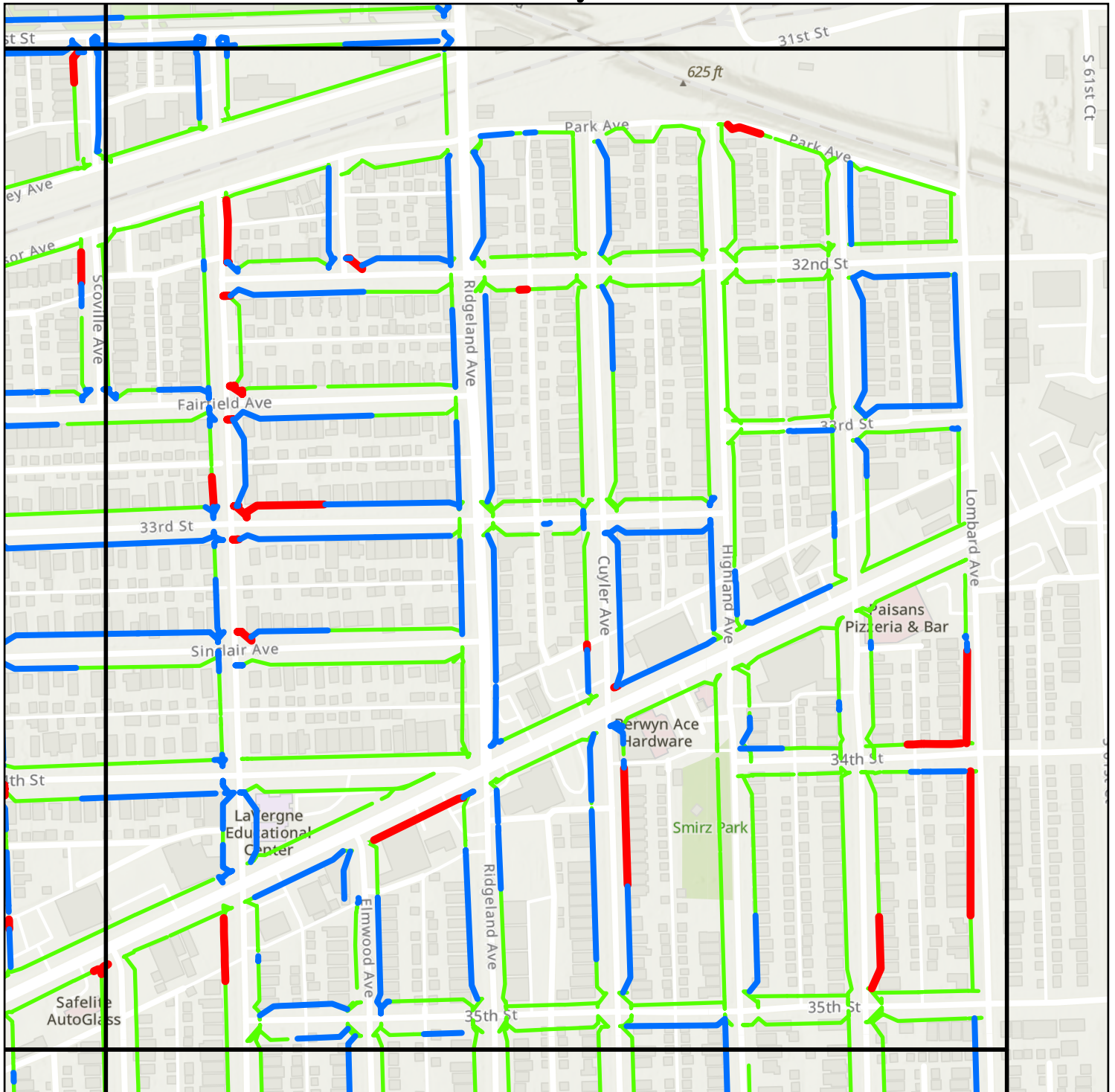


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ADA Transition Plan - Physical Condition Scores



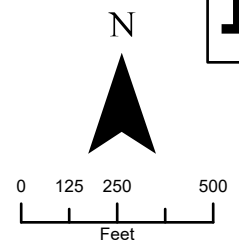
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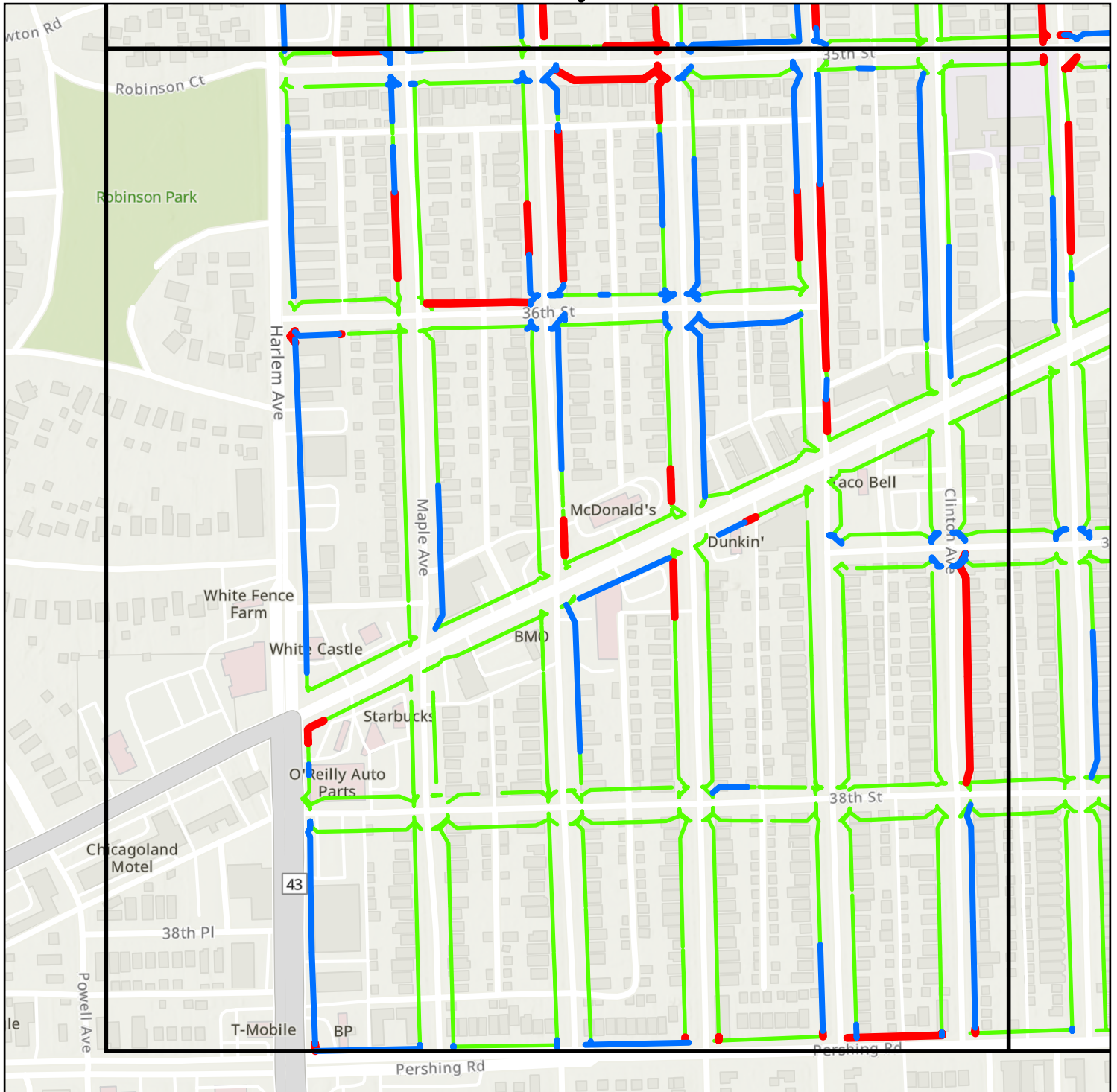
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ADA Transition Plan - Physical Condition Scores



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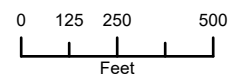
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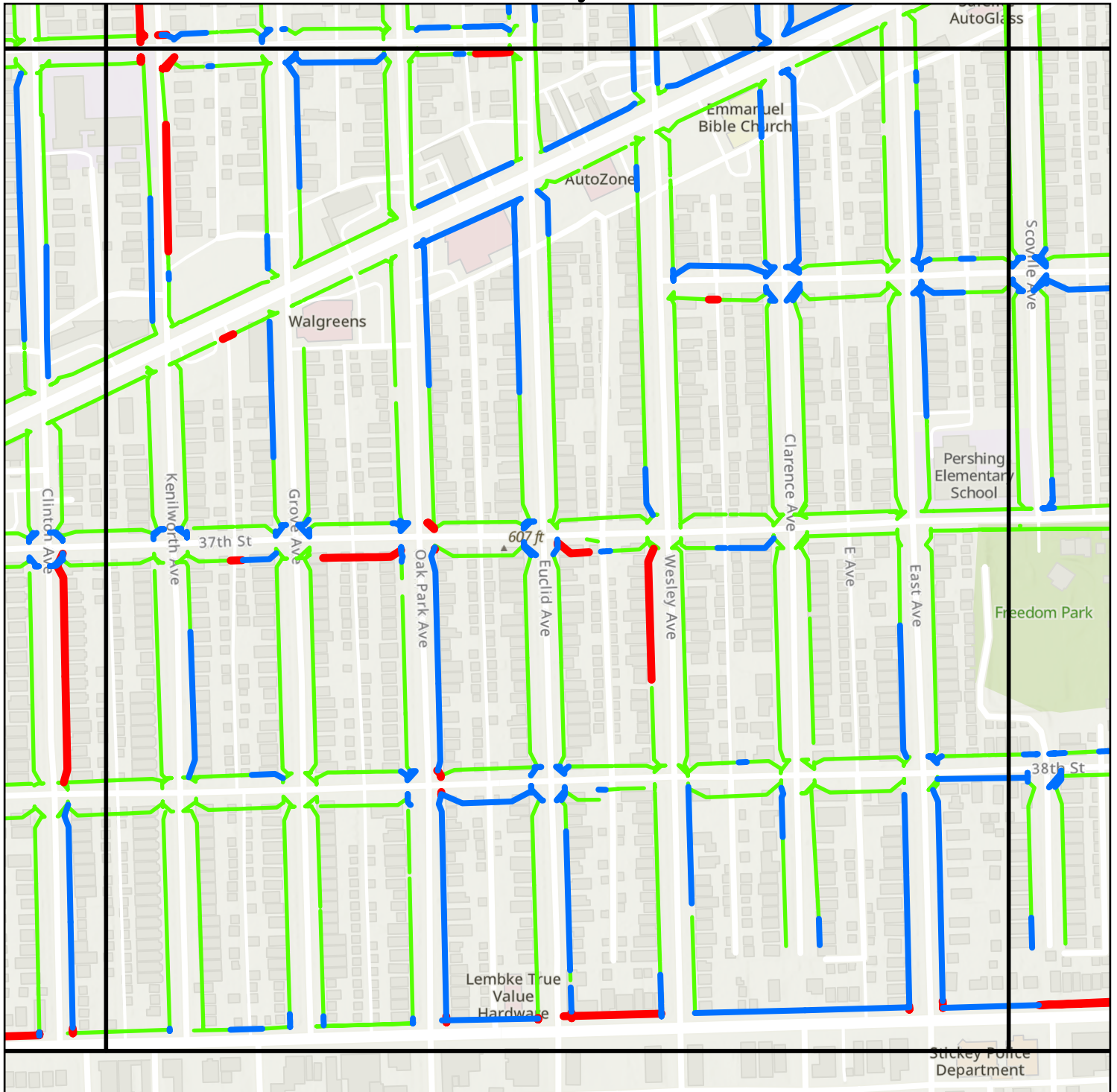
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16



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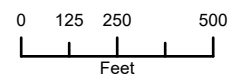
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17



ADA Transition Plan - Physical Condition Scores



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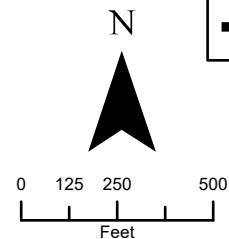


Exhibit 5F

Public Review and Comment Feedback

Exhibit 6

Transition Plan Audit Checklist

ATTACHMENT TWO: Transition Plan Audit Checklist

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

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

25	Does the transition plan list the physical barriers that limit the accessibility of services to individuals with disabilities? (results of the evaluation) Yes
26	Which features of the PROW does it list? Sidewalks, curb ramps, cross-walks, traffic signals etc.
27	Sidewalk barriers Yes
28	Curb Ramp barriers Yes
29	Cross-walk barriers (NOTE: May be same as Intersections) Yes
30	Traffic Signal barriers (NOTE: may be called pedestrian signals) Yes
31	Other barriers (if any other's listed - driveways, parking etc.) Yes
Methods and Schedule	
32	Does the plan include a description of the methods to be used to remove PROW barriers and make the facility accessible? It includes priorities for projects that would remove barriers, yes.
33	Does the plan include a schedule of improvements to upgrade accessibility following the plan for each year of the transition period? Yes
34	Does the plan include a schedule for other areas of the PROW beyond curbcuts, such as sidewalks, crosswalks, pedestrian signals? Yes
35	For which areas of the PROW is there a schedule? Where the data showed the greatest need.
36	Are dates attached to each barrier removal? (note - If any description or table with dates of barrier removal mark yes) No
37	Until what year is barrier removal planned for? There are projects projected out in perpetuity.
38	Is a description of the prioritization for barrier removal present? Yes
39	What factors were used for prioritization? Several; refer to Chapter 6 of the Plan where factors are identified.
40	Which factor were given the highest weight? See Appendix A
41	Were funding sources identified? Yes
42	Will barrier removal be integrated into regular PROW work? (i.e. Is it integrated into the annual budget for public works? Or the Capital Improvement Plan (CIP)) Yes
43	Which potential funding sources were identified? City budget, MPO STP & CMAQ, TAP, IDOT
44	Which actual funding sources were identified? (actual meaning they list a source that has been designated for barrier removal and funds allocated for it) Improvements are funded through the Sidewalk Cost Share Program (MFT and General Funds) and the Sidewalk Replacement Program (MFT CDBG and General Funds).
45	Is a separate pool of funds identified and set aside? Yes
46	If included in the transition plan, what was the amount of the estimated construction cost for the improvements needed to the PROW? Not included
Who will Implement?	
47	Does the transition plan name an official responsible for the plan's implementation? Yes
48	Is the official in a position of authority? (i.e. was it someone who can be held accountable? some examples are a department head, mayor, lead engineer etc.) The ADA Coordinator will be in the position of authority.
49	What is the responsible official's department and title? City Administrator
50	Was an ADA coordinator designated? Yes
51	Was the name and contact information of the ADA coordinator listed in the transition plan? Yes
Monitoring Progress	
52	Does the plan mention how monitoring of progress will take place, such as performance measures/regular reporting measures? For instance, does the plan describe what, when, who will be involved. Monitoring is suggested and the Public Works Director is responsible for performance reporting measures.

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

Exhibit 7

Resolution for ADA Transition Plan Adoption

THE CITY OF BERWYN

COOK COUNTY, ILLINOIS

RESOLUTION

NUMBER

120925

A RESOLUTION ADOPTING AN AMERICANS WITH DISABILITIES ACT
(ADA) TRANSITION PLAN FOR THE CITY OF BERWYN, COUNTY OF
COOK, STATE OF ILLINOIS

ROBERT J. LOVERO, Mayor

LETICIA GARCIA, City Clerk

MICAH CALDWELL

JOSH BOWMAN

RICHARD LEJA

ROBERT W. FEJT

ROBERT PABON

THEODORE J. POLASHEK

SARA BRUCKMANN

JOSEPH CARMICHAEL

Council Members

RESOLUTION NO. 120925

**A RESOLUTION ADOPTING AN AMERICANS WITH DISABILITIES ACT (ADA)
TRANSITION PLAN FOR THE CITY OF BERWYN**

WHEREAS, Title II of the Americans with Disabilities Act (ADA) applies to State and local government entities, protects qualified individuals with disabilities from discrimination on the basis of a disability in services, programs, and activities provided by State and local government entities; and

WHEREAS, Title II of the ADA mandates that every public agency with more than 50 employees has an ADA Transition Plan, which describes how the City will ensure its facilities, services, programs, and activities are accessible; and

WHEREAS, in compliance with Title II of the ADA is required to address the subject of ensuring that the City's services, facilities, and public rights of way are accessible to people with disabilities; and

WHEREAS, the plan creation was supported through the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program; and

WHEREAS, the City now desires to adopt an Americans with Disabilities Act (ADA) Transition Plan, that will require revisions and updates from time to time.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of the City of Berwyn, Cook County, Illinois, adopt the Americans with Disabilities Act (ADA) Plan:

BE IT FURTHER RESOLVED that the ADA Plan is intended to be a planning document only, and its adoption does not authorize any project, nor does it appropriate any funds.


ADOPTED this 9 day of December 2025, pursuant to a roll call vote as follows:

	YES	NO	ABSENT	PRESENT
Caldwell	✓			
Bowman	✓			
Leja	✓			
Fejt	✓			
Pabon	✓			
Polashek	✓			
Barnett	✓			
Carmichael	✓			
Lovero (Mayor)				
TOTAL	8			

APPROVED by the Mayor on December 9, 2025


Robert J. Lovero
MAYOR

ATTEST:


Leticia Garcia
CITY CLERK

APPENDIX A

Appendix A.1

Definitions for Appendix

A.1 Definitions

The following list of definitions is used throughout the entirety of this Appendix.

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

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

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

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

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

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



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

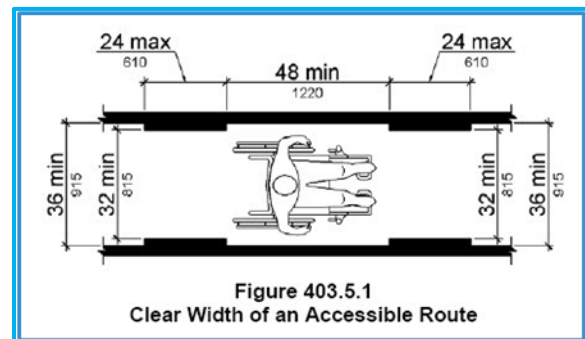
Curb Type: The transition provided between the roadway or gutter and the sidewalk or green space (e.g., greater than 4", less than 4", etc.)

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

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

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

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



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

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

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

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

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



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

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

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

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

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

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

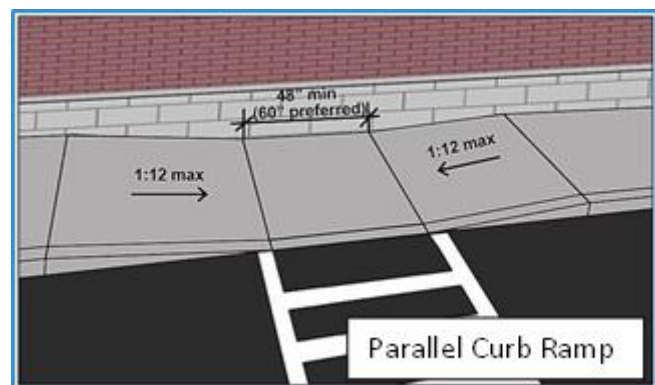
Parallel Curb Ramp: A system of two ramps that run parallel to existing curb lines to a lower landing that matches the elevation of the adjacent street.

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

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

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

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



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

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

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

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

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

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



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

Vertical Displacement: A vertical difference of greater than $\frac{1}{4}$ " along the pedestrian circulation path that can result in a trip hazard.

Walk Interval: The phase of a pedestrian traffic signal during which a pedestrian is to begin crossing a roadway.

Appendix A.2

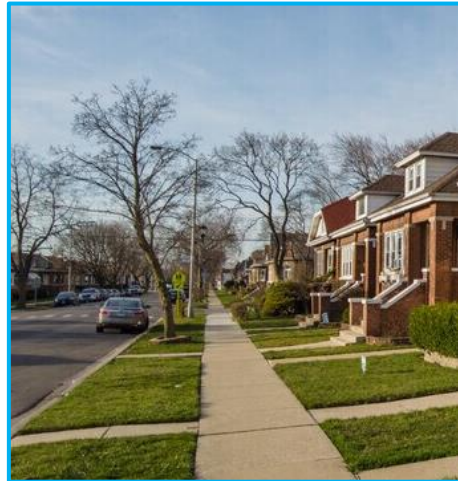
Data Collected

A.2 Data Collected

A.2.(a) Sidewalk

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

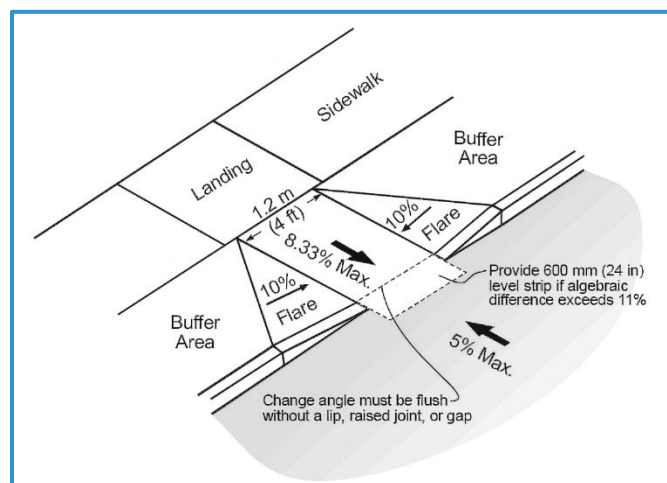
1. **Sidewalk Surface:** The type of surface present; including an option for no sidewalk present.
2. **Width of Sidewalk:** The width of the sidewalk measured perpendicularly to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the sidewalk is measured perpendicular to the **direction**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



A.2.(b) Curb Ramps

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

1. **Type of Ramp:** The type of curb ramp present, including an option for no ramp present.
2. **Running Slope:** The slope of the curb ramp parallel to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the ramp perpendicular to the direction of pedestrian travel.
4. **Detectable Warning Panels:** The type of detectable warning panel present, including an option for no detectable warning panel. Where panels are present it was noted whether the detectable warning panel met the minimum requirements, 2 foot minimum depth and covers the entirety of the width of the curb ramp.



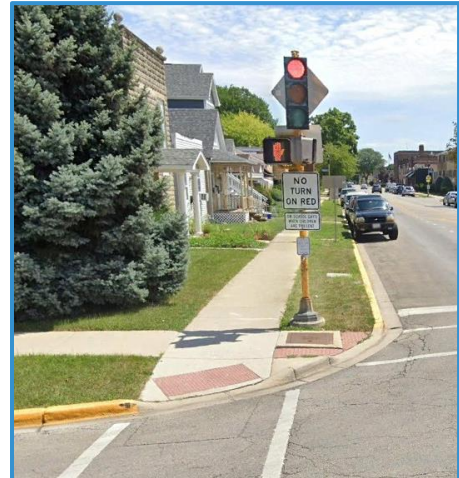
Where panels are present it was noted whether the detectable warning panel met the minimum requirements, 2 foot minimum depth and covers the entirety of the width of the curb ramp.

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

A.2.(c) Pedestrian Signals

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

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



A.2.(d) On-Street Parking

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

Appendix A.3

Activity Score

A.3 Activity Scores

The following activity scores were included in the Activity Factor equation based on sidewalk segment or curb ramp proximity to the traffic generators. The Activity Factor prioritizes both sidewalk segments and curb ramps that are near locations that are likely to generate heavy amounts of pedestrian traffic.

A.3.(a) Schools



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

Berwyn North School District 98	
School Name	Address
Jefferson Elementary School	7035 16th St, Berwyn, IL 60402
Karel Havlicek Elementary School	6401 15th St, Berwyn, IL 60402
Lincoln Middle School	6432 16th St, Berwyn, IL 60402
Prairie Oak School	1427 Oak Park Ave, Berwyn, IL 60402

Berwyn South School District 100	
School Name	Address
Emerson Elementary School	6850 31st St, Berwyn, IL 60402
Freedom Middle School	3016 Ridgeland Ave, Berwyn, IL 60402
Heritage Middle School	6850 31st St, Berwyn, IL 60402
Hiawatha Elementary School	6539 26th St, Berwyn, IL 60402
Irving Elementary School	3501 Clinton Ave, Berwyn, IL 60402
Komensky Elementary School	2515 Cuyler Ave, Berwyn, IL 60402

Pershing Elementary School	6537 37th St, Berwyn, IL 60402
Lavergne Education Center	3401 Gunderson Ave, Berwyn, IL 60402
Charles E Piper School	2435 Kenilworth Ave, Berwyn, IL 60402

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

School Name	Address
J. Sterling Morton High School East	2423 S. Austin Blvd, Cicero, IL 60804
J Sterling Morton West High School	2400 Home Ave, Berwyn, IL 60402

Private schools added for calculating activity scores are:

School Name	Address
Abraham Lincoln Elementary School	1111 S. Grove Ave, Oak Park, IL 60304
Washington Irving School	1125 S. Cuyler Ave, Oak Park, IL 60304
The Childrens School of Oak Park	820 Ontario St, Oak Park, IL 60302
Saint Frances of Rome School	1401 S. Austin Blvd, Cicero, IL 60804
Saint Leonard School	3322 Clarence Ave, Berwyn, IL 60402
Saint Odilo School	6617 23 rd St, Berwyn, IL 60402
Our Lady of the Mount School	2414 S 61 st Ave, Cicero, IL 60804
Saint Mary of Celle School	1428 Wesley Ave, Berwyn, IL 60402
Our Lady of Charity School	3620 S. 57th Ct, Cicero, IL, 60804

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

Proximity to Schools	Point Value
< 1/10 mile	10
1/10 mile - ¼ mile	7
¼ mile - ½ mile	4
> ½ mile	0

Table A3a: School Activity Score

A.3.(b) Parks

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



Park Name	Address
Community Center / Pryce Park	16th Street & Wesley, Berwyn, IL 60402
Berwyn Gardens	2134 Home Ave, Berwyn, IL 60402
Jefferson Field	16th Street & Wenonah, Berwyn, IL 60402
Kriz Park	15th St. & Maple, Berwyn, IL 60402
Prairie Oak Gymnasium	1619 Wesley Avenue, Berwyn, IL 60402
Unity Park	1227 Kenilworth, Berwyn, IL 60402
Freedom Park	3701 Scoville Avenue, Berwyn, IL 60402
Friendship Park	25th St & Kenilworth Ave, Berwyn, IL 60402
Hessler Park	6832-6898 W 34th St, Berwyn, IL 60402
Karasek Park	6844 Windsor Ave, Berwyn, IL 60402
Karban Dog Park	3430 34th St, Berwyn, IL 60402
Liberty Cultural Center	6445 W. 27th Place, Berwyn, IL 60402
Mraz Park	Riverside Dr, 23rd St & Grove Ave, Berwyn, IL 60402
Proksa Park	3001 S. Wisconsin Avenue, Berwyn, IL 60402
Serenity Park	6647 W 26th St, Berwyn, IL 60402
Smirz Park	3400 Highland Ave, Berwyn, IL 60402
Sunshine Park	6815 29th Pl, Berwyn, IL 60402

Other parks added for calculating activity score are:

Mothers on a Mission Park	2125 Kenilworth Ave, Berwyn, IL 60402
Janura Park	6701 East Ave, Berwyn, IL 60402
Lesak Park	6600 W 26th St, Berwyn, IL 60402
Carroll Center & Park	1125 S Kenilworth Ave, Oak Park, IL 60304
Maple Park	1105 South Maple Avenue , Oak Park, Illinois 60304
Euclid Square	705 Fillmore Street, Oak Park, IL 60304
North Clyde Park	2102 S. 60th Ct, Cicero, IL 60804
Hett Park Spray Pool Location	6314-6324 19th St, Berwyn, IL 60402
Veterans Memorial Park	4101 Ridgeland Ave, Stickney, IL 60402
Pavek Community Center	31st & East Ave, Berwyn, IL 60402
Ann Mackin Park	15th St. & Maple, Berwyn, IL 60402
Haley Park	4001 Grove Ave, Stickney, IL 60402
Freedom Park Activity Center	3701 Scoville Avenue, Berwyn, IL 60402
Blythe Park	Blythe Rd, Riverside, IL 60546
Proksa Park Activity Center	3001 Wisconsin Ave, Berwyn, IL 60402
Clyde Park Pool	2740 S 61 st Ave, Cicero, IL 60804
Unnamed Grass Lot	W 19 th St & Highland Ave, Berwyn, IL 60402
North Berwyn Park District	1517 S Harlem Ave, Berwyn, IL 60402
Reiger Park	1526 Circle Ave, Forest Park, IL 60130
Patriots Park	576 W Parkway Rd, Riverside IL, 60546

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

Proximity to Parks	Point Value
< 1/10 mile	10
1/10 mile – 1/4 mile	5
> 1/4 mile	0

Table A3b: Parks Activity Score

A.3.(c) Government Buildings

Government buildings deliver critical services to city residents and businesses. Government buildings serving Berwyn residents include facilities operated by the city as well as state and federal government offices. These buildings provide essential services to the community. The ADA highlights the importance of “walkways serving local government offices and facilities,” recognizing government buildings as a vital part of the civic experience. The project team assigned the activity score based on the

radial distance to government buildings. The following buildings contributed to the score:

Building	Address
Berwyn City Hall	6700 W 26th St, Berwyn, IL 60402
Fire Department Station 1	6434 Windsor Ave, Berwyn, IL 60402
Fire Department Station 2	6615 16th Street, Berwyn, IL 60402
Fire Department Station 3	6700 26th Street, Berwyn, IL 60402
Community Development / Community Relations	6420 16th Street, Berwyn, IL 60402
Representative Elizabeth Hernandez District Office	2137 S. Lombard - Suite 205 Cicero, IL 60804
US Post Office	6625 Cermak Rd, Berwyn, IL 60402
Berwyn Township Health District	6600 W. 26th Street, Berwyn, IL 60402
Sinai Community Institute (IDHS)	1611 S. Cicero, Cicero, IL 60804
Community Center	16th Street & Wesley, Berwyn, IL 60402
Liberty Cultural Center	6445 W. 27th Place, Berwyn, IL 60402
Proksa Park	3001 S. Wisconsin Avenue, Berwyn, IL 60402
Hett Park Spray Pool Location	6314-6324 19th St, Berwyn, IL 60402
Pavek Community Center	6501 31 st St, Berwyn, IL 60402
Berwyn Recreation Department	6501 31st St, Berwyn, IL 60402
Clyde Park District Pool	2724 S. 61st Ave, Cicero, IL 60804
Berwyn Public Library	2701 S Harlem Ave, Berwyn, IL 60402

Office of State Rep Abdelnasser Rashid	6901 Cermak Rd, Berwyn, IL 60402
Joseph Vallez Rec Center	1529 Harlem Ave, Berwyn, IL 60402

Proximity to Government Buildings	Point Value
< 1/10 mile	10
1/10 mile – 1/4 mile	5
> 1/4 mile	0

Table A3c: Government Building Activity Score

A.3.(d) Pace Bus Routes



The Regional Transportation Authority operates a bus route that provides dependable, accessible transportation to locations throughout and near the City of Berwyn. This transportation is especially important to the elderly and people with disabilities that rely on the bus system to get to work and be active members of the community. This activity score is based on its proximity to these bus stops and is scored

more heavily than streets that are functionally classified. The bus routes can be found at <https://www.pacebus.com/routes-schedules-and-maps>.

Street Name	Termini 1 (N,W)	Termini 2 (S,E)
Des Plaines Ave	Forest Park Station	Roosevelt Rd
Harlem Ave	Madison St	C & Wi Railroad
S Oak Park Ave	Madison St	46 th St
S Ridgeland Ave	Madison St	Pershing Rd
S Austin Blvd	Madison St	Pershing Rd
S Central Ave	W 35 th St	W Pershing Rd
Roosevelt Rd	West of Des Plaines Ave	S 54 th Ave

W Cermak Rd	Just West of ICG Railroad	S 54 th Ave
W 25 th St	W Cermak Rd	Harlem Ave
W 26 th St	Ridgeland Ave	S Central Ave
W 25 th St (2)	S Central Ave	S 54 th Ave
S Central Ave	W 25 th St	W 26 th St
Stanley Ave	Harlem Ave	Oak Park Ave
Ogden Ave/Rte 34	Joliet Ave	Harlem Ave
W 35 th St	S Austin Blvd	S 54 th Ave
W Pershing Rd	Ridgeland Ave	Morton Junior College
46 th St/47 th St	West of Harlem Ave	Oak Park Ave

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

Table A3d: Bus Stop Activity Score

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

The Regional Transportation Authority operates a rail system that offers dependable, accessible



transportation throughout Berwyn and nearby areas. This service is especially important to elderly residents and individuals with disabilities who rely on the rail system to commute to work and participate actively in the community. We based the activity score on the proximity to these rail stops. You can view the rail routes at [RTA How to Ride Guide](#).

Proximity to Metra Stops	Point Value
< ¼ mile	10
¼ mile – ½ mile	5
> ½ mile	0

Table A3e: Rail Stop Activity Score

A.3.(f) Commercial Districts

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

Development Name	Location
W Cermak Rd & Cermak Plaza Area	Along W Cermak Road
Harlem Ave Corridor	Along Harlem Ave
Windsor Ave & Stanley Ave Corridor	Along Windsor Ave/Stanley Ave/Railroad from Clarence Ave to Harlem Ave + the Torres Supermarket area
Ogden Ave Corridor	Along Ogden Ave
Pershing Rd Corridor	Along Pershing Rd
Berwyn Public Health District/Serenity Park Area	The blocks along 26 th St from East Ave to Oak Park Ave
Pink Owl Cafe Area	The block along Ridgeland Ave from 27 th St to W 28 th St

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

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

Table A3f: Commercial District Activity Score

A.3.(g) Multi Modal Corridors

Arterial and collector routes serve as the major thoroughfares through the City of Berwyn providing access to many destinations within the city such as shopping centers, employment centers, and government offices. Arterial and collector routes typically have higher and faster vehicular traffic than residential streets due to the connectivity they provide. Residential streets typically have higher pedestrian traffic but are safer for pedestrians because they only provide access within a specific neighborhood and therefore have slower motor vehicle traffic. Street classification is based on data provided by the Federal Highway Administration.

The multi-modal corridors in Berwyn are:

Street Name	Termini 1 (N,W)	Termini 2 (S,E)
East Ave	North of City Border	South of City Border
16th Street	West of City Border	East of City Border
26th Street	West of City Border	East of City Border
31st Street	West of City Border	Ridgeland Ave
Riverside Dr	West of City Border	W Cermak Rd
Windsor Ave	West of City Border	Ridgeland Ave
34th Street	West of City Border	Ogden Ave/ Old Rte 66
Ogden Ave/ Old Rte 66	West of City Border	East of City Border
Pershing Rd	Oak Park Ave	Ridgeland Ave
Home Ave	Roosevelt Rd	Pershing Rd
Clinton Ave	Roosevelt Rd	Riverside Dr
Kenilworth Ave	Riverside Dr	25 th St
25 th St	Kenilworth Ave	Oak Park Ave
28 th St	Maple Ave	Wisconsin Ave
Maple Ave	Riverside Dr	29 th St
Wisconsin Ave	28 th St	29 th Pl
29 th St	Maple Ave	Home Ave
29 th Pl	Wisconsin Ave	Home Ave
Clinton Ave (2)	34 th St	Pershing Rd
37 th St	Clinton Ave	East of City Border

38 th St	West of City Border	East of City Border
Stanley Ave	Oak Park Ave	Ridgeland Ave

This activity score is given to sidewalk located along the stated routes based on street classification.

Street Classification	Point Value
Principal Arterial	10
Minor Arterial	10
Major Collector	7
Minor Collector	5
Local/Residential	0

Table A3g: Multi Modal Corridor Activity Score

A.3.(h) Hospitals



Hospitals are traffic generators for the well and infirmed. Hospitals can generate a heavy concentration of people including staff, patients being admitted and released, and people visiting patients or attending doctor appointments. Removing the physical barriers to the hospital is helpful to all in the community.

Hospital Name	Address
MacNeal Hospital	3249 S Oak Park Ave, Berwyn, IL 60402

This activity score is given to sidewalk located around the hospital.

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

Table A3h: Hospital Activity Score

A.3.(i) Traffic Signals

Traffic Signals are pedestrian traffic generators since they are mechanisms that allow pedestrians to safely cross a street by providing the ability to stop traffic as they cross.

The following traffic signals were included in the activity score:

Traffic Signal Locations
Harlem Ave & Roosevelt Rd
S Oak Park Ave & Roosevelt Rd
S East Ave & Roosevelt Rd
S Ridgeland Ave & Roosevelt Rd
Harlem Ave & 16 th St
Wenonah Ave & 16 th St
Oak Park Ave & 16 th St
East Ave & 16 th St
Ridgeland Ave & 16 th St
Harlem Ave & W Cermak Rd
Wenonah Ave & W Cermak Rd
Home Ave & W Cermak Rd
Oak Park Ave & W Cermak Rd
Wesley Ave & W Cermak Rd
East Ave & W Cermak Rd
Ridgeland Ave & W Cermak Rd
Lombard Ave & W Cermak Rd
Harlem Ave & W Cermak Rd (Just South of Main Cermak Rd)
Harlem Ave & W 25 th St
Harlem Ave & 26 th St
Riverside & 26 th St
Oak Park Ave & 26 th St
East Ave & 26 th St
Ridgeland Ave & 26 th St
Highland Ave & 26 th St
Harlem Ave & Riverside Dr
Oak Park Ave & 31 st St
Harlem Ave & 32 nd St
Harlem Ave & Stanley Ave
Harlem Ave & Windsor Ave
Harlem Ave & 34 th St
Oak Park Ave & 34 th St
Harlem Ave & Ogden Ave

Home Ave & Ogden Ave
Clinton Ave & Ogden Ave
Oak Park Ave & Ogden Ave
Clarence Ave & Ogden Ave
East Ave & Ogden Ave
Ridgeland Ave & Ogden Ave
Harlem Ave & Pershing Rd
Oak Park Ave & Pershing Rd
Ridgeland Ave & Pershing Rd

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

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

Table A3i Traffic Signal Activity Score

A.3.(j) Crossing Guards



Crossing Guards are pedestrian traffic generators since they provide a safe way for school children to cross the street. The schools place the guards at locations where they know children will want to cross.

The following crossing-guard locations were included in the activity score:

Crossing Guard Locations
Oak Park Ave & 14 th St
Oak Park Ave & 15 th St
Oak Park Ave & 16 th St
Wenonah Ave & 16 th St
Gunderson Ave & 16 th St
Elmwood Ave & 16 th St
East Ave & 23 rd St
Kenilworth Ave & 25 th St
Oak Park Ave & 25 th St
Cuyler Ave & 25 th St
Kenilworth Ave & 26 th St

Oak Park Ave & 26 th St
East Ave & 26 th St
Ridgeland Ave & 26 th St
Highland Ave & 26 th St
Ridgeland Ave & 29 th St
Kenilworth Ave & 31 st St
Oak Park Ave & 31 st St
Ridgeland Ave & 31 st St
Home Ave & Atchison Topeka and Santa Fe Railroad
Grove Ave & Atchison Topeka and Santa Fe Railroad
Oak Park Ave & Atchison Topeka and Santa Fe Railroad
East Ave & Atchison Topeka and Santa Fe Railroad
Ridgeland Ave & Atchison Topeka and Santa Fe Railroad
Oak Park Ave & 34 th St
Clarence Ave & 34 th St
Ridgeland Ave & Ogden Ave
Clinton Ave & 35 th St
Kenilworth Ave & 35 th St
Clinton Ave & Ogden Ave
East Ave & 37 th St
Scoville Ave & 37 th St
Ridgeland Ave & 37 th St

This activity score is assigned based on the radial distance to the crossing guard locations.

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

Table A3j Crossing Guard Activity Score

A.3.(k) Railroad Crossings

Railroad Crossings are pedestrian traffic generators since they are mechanisms that allow pedestrians to safely cross a street when the tracks are clear.

The following railroad crossings were included in the activity score:

Railroad Crossing Locations
Harlem Ave & ICG Railroad

Riverside Dr & ICG Railroad
Home Ave & ICG Railroad
Oak Park Ave & ICG Railroad
East Ave & ICG Railroad
Ridgeland Ave & ICG Railroad
Harlem Ave & Atchison Topeka and Santa Fe Railroad
Home Ave & Atchison Topeka and Santa Fe Railroad
Grove Ave & Atchison Topeka and Santa Fe Railroad
Oak Park Ave & Atchison Topeka and Santa Fe Railroad
East Ave & Atchison Topeka and Santa Fe Railroad
Ridgeland Ave & Atchison Topeka and Santa Fe Railroad

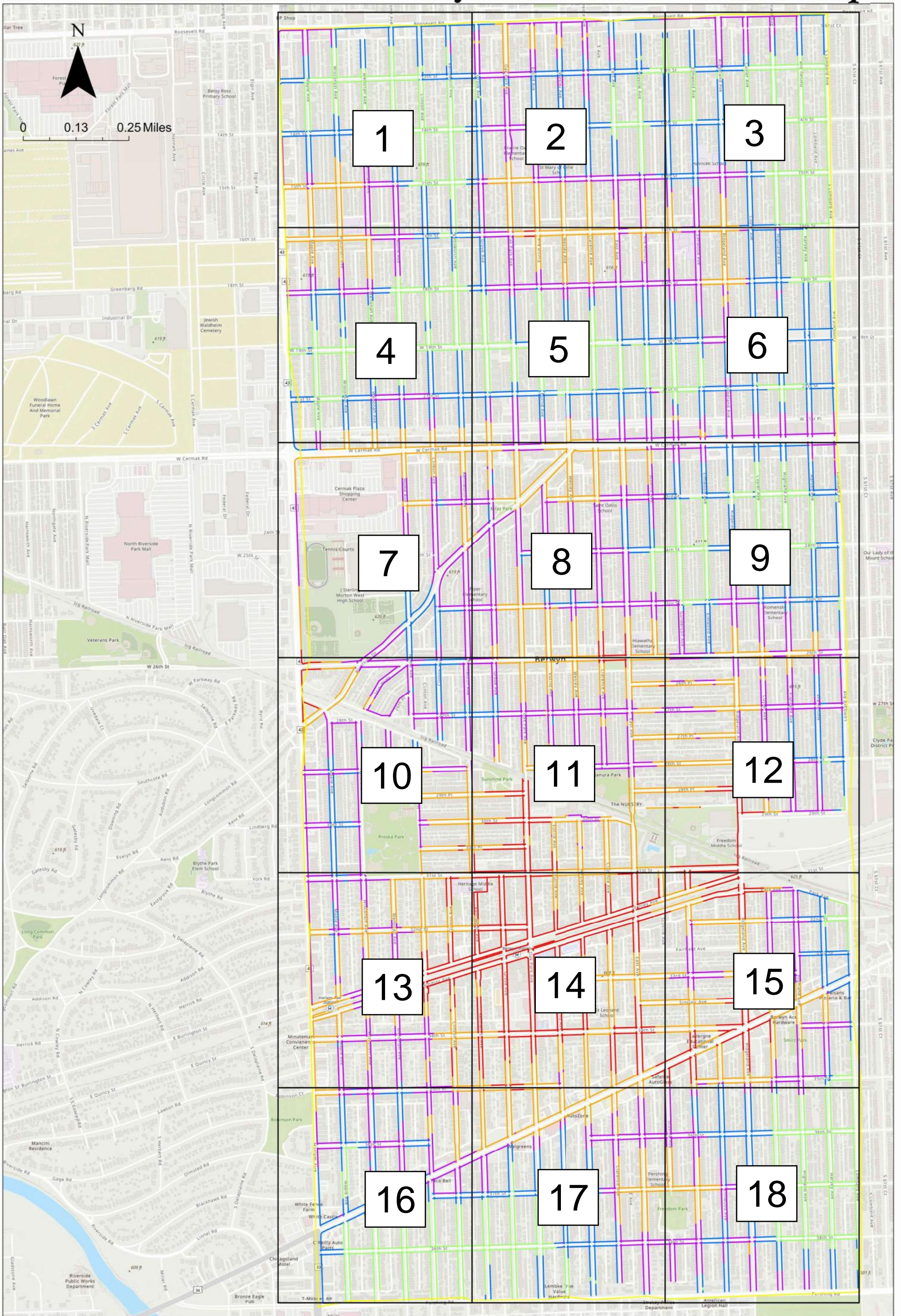
This activity score is assigned based on the radial distance to the railroad crossing locations.

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

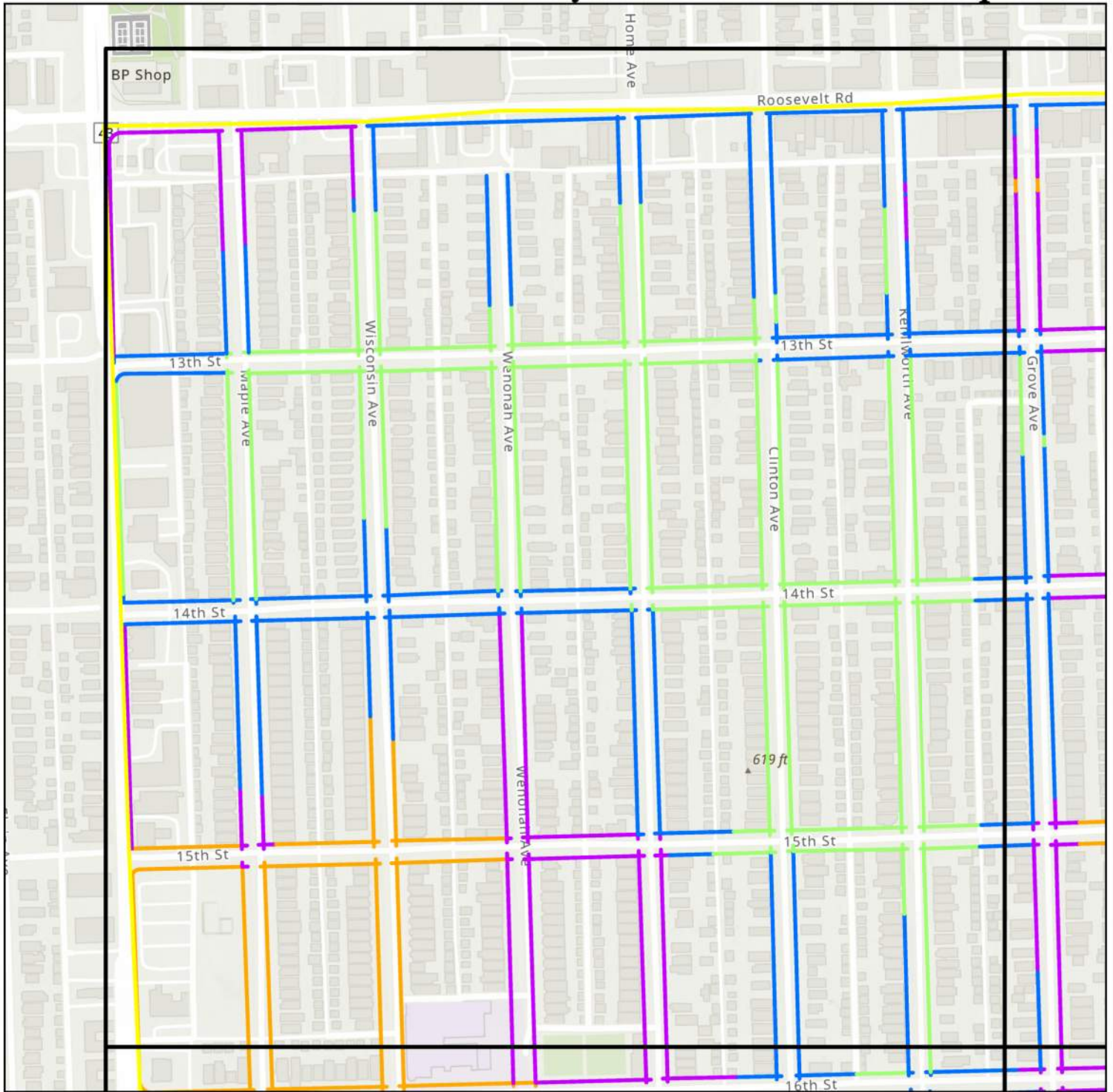
Table A3k Railroad Crossing Activity Score

Village-Wide Prioritization Map

ADA Transition Plan - Citywide Prioritization Map



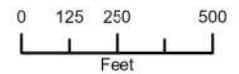
ADA Transition Plan - Citywide Prioritization Map



Prioritization Based on Community Assets

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

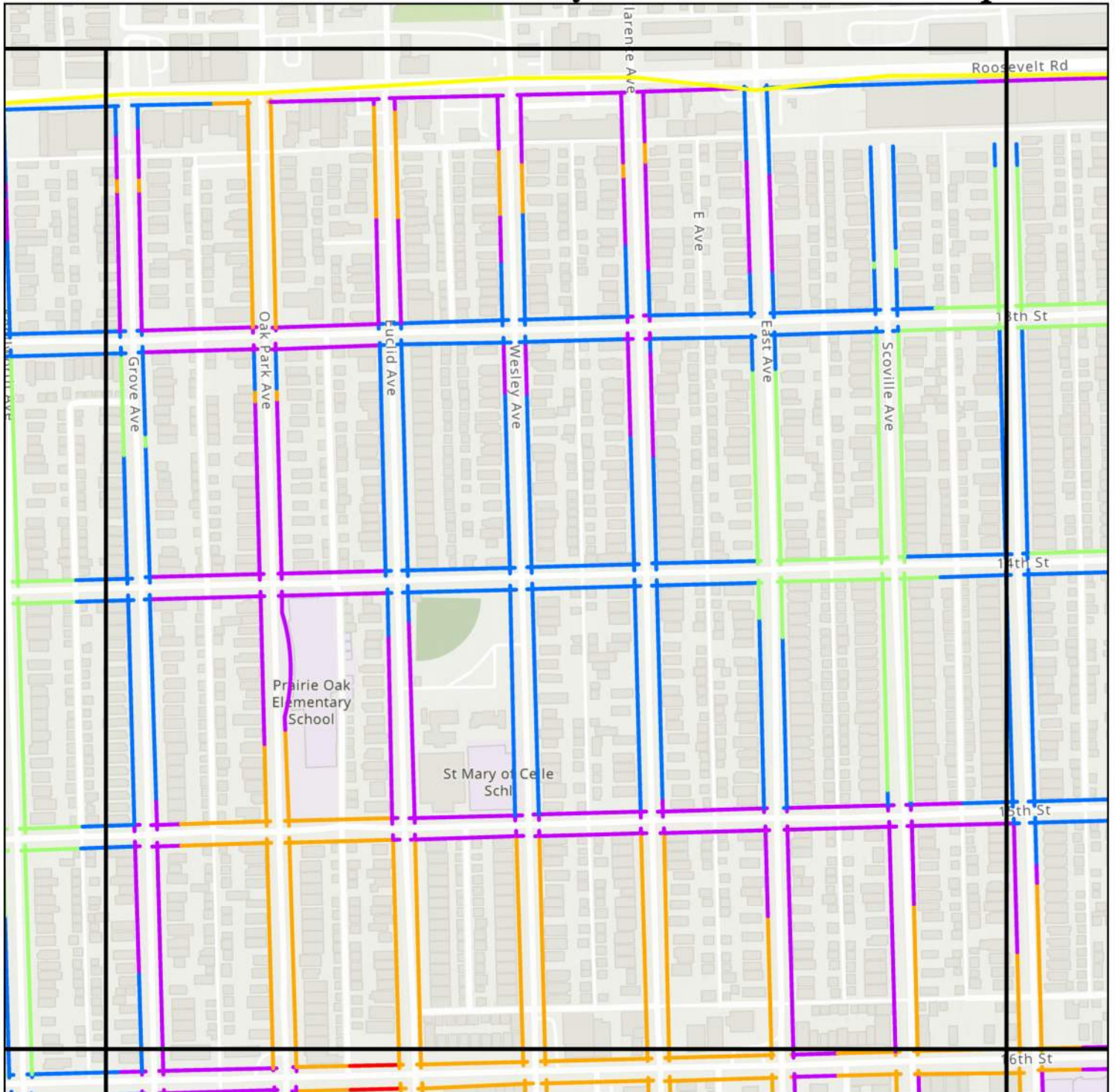
— Berwyn Municipality



1



ADA Transition Plan - Citywide Prioritization Map



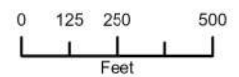
Prioritization Based on Community Assets

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

— Berwyn Municipality



2



ADA Transition Plan - Citywide Prioritization Map



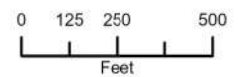
Prioritization Based on Community Assets

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

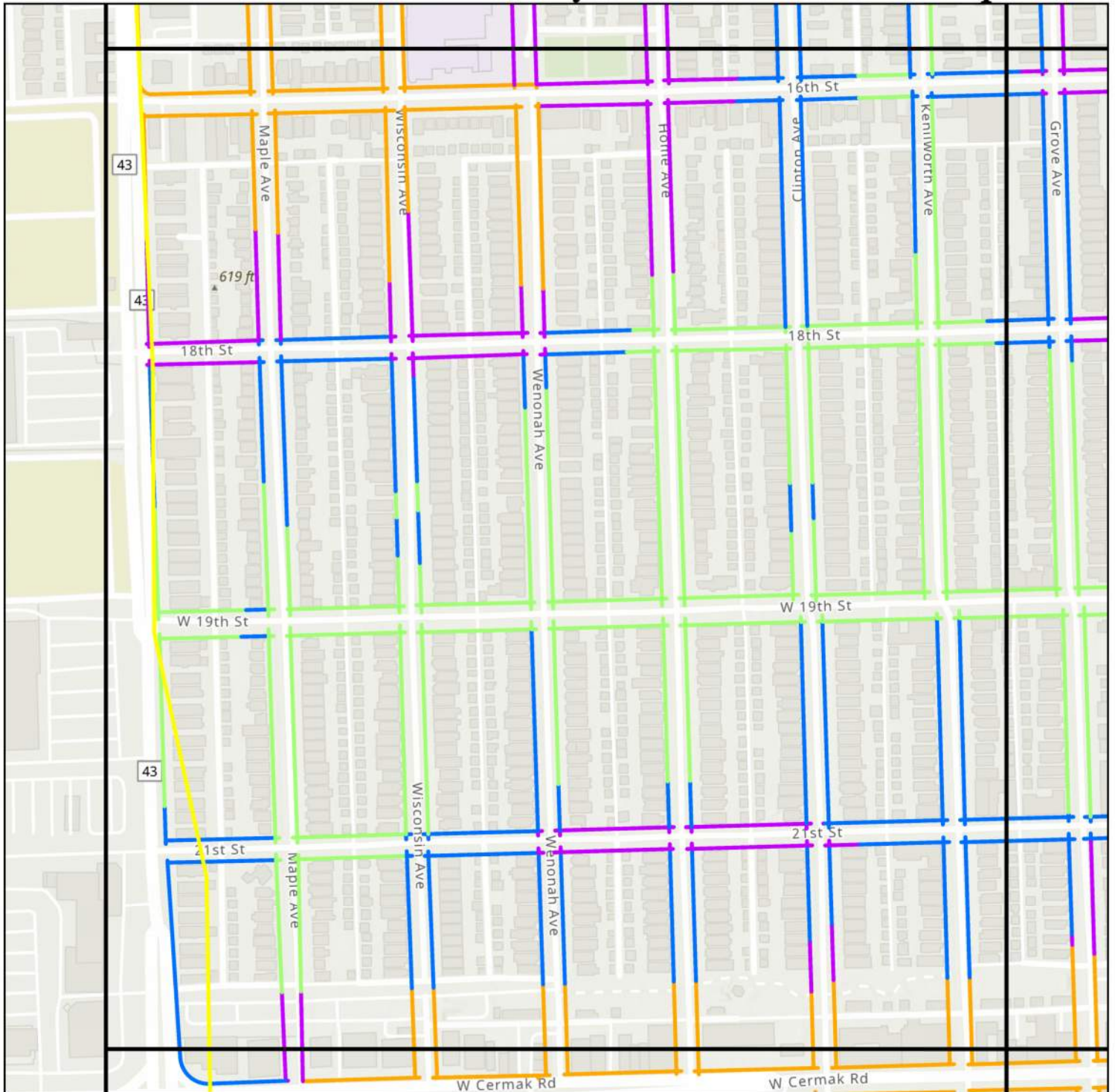
— Berwyn Municipality



3



ADA Transition Plan - Citywide Prioritization Map

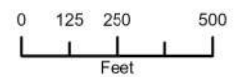


Prioritization Based on Community Assets

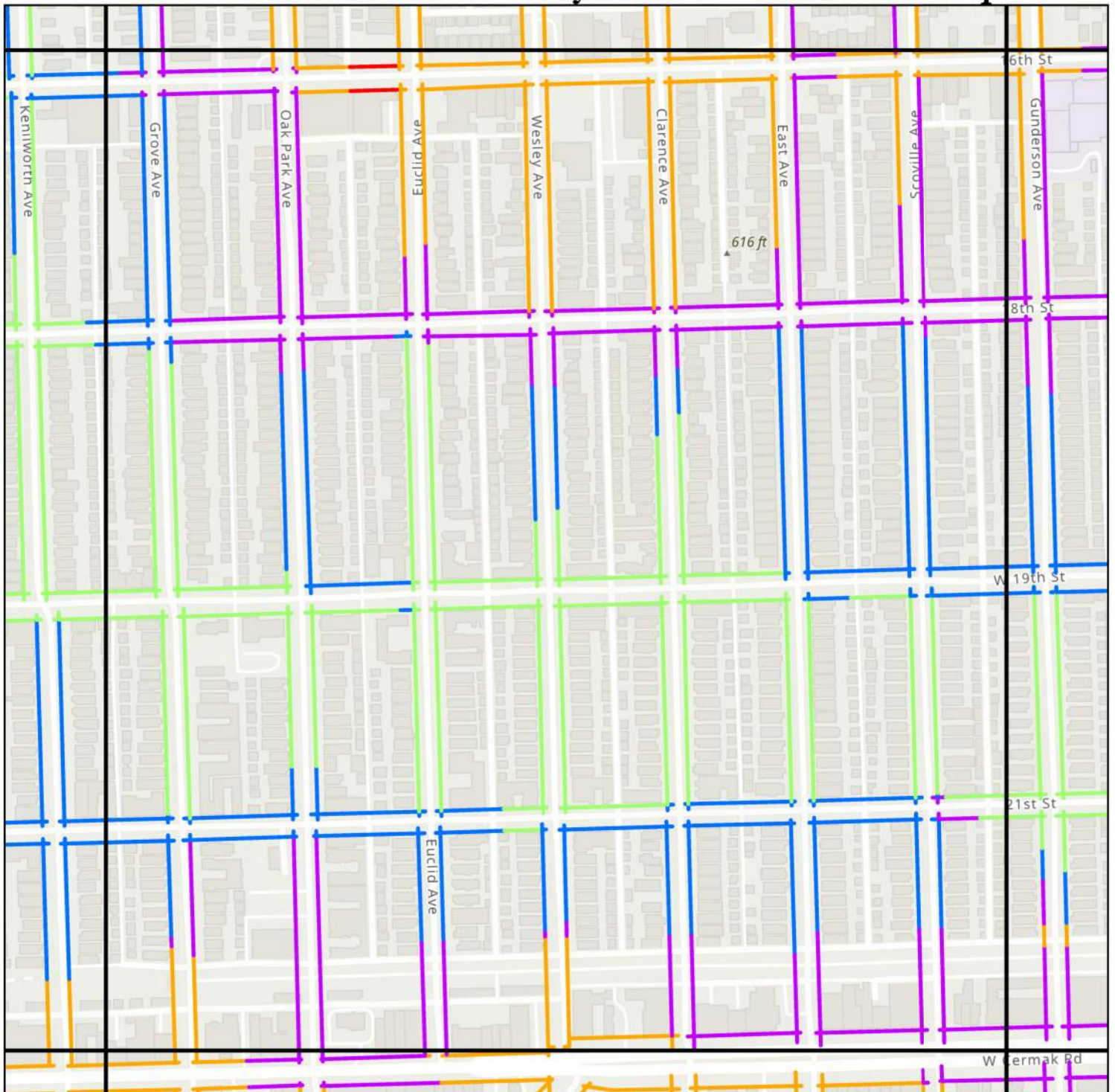
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- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality








4



ADA Transition Plan - Citywide Prioritization Map



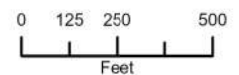
Prioritization Based on Community Assets

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

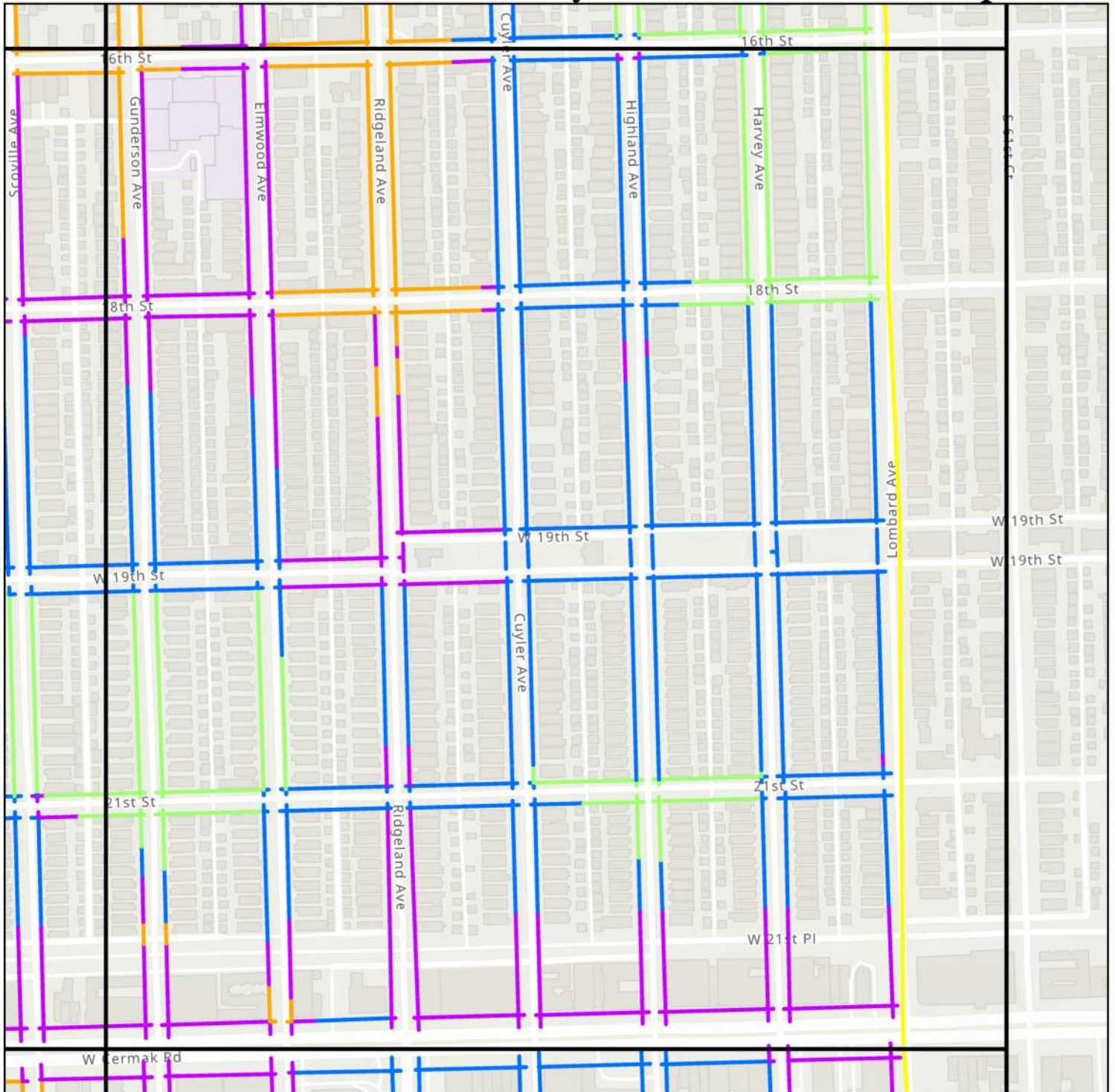
 Berwyn Municipality








5



ADA Transition Plan - Citywide Prioritization Map

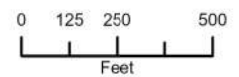


Prioritization Based on Community Assets

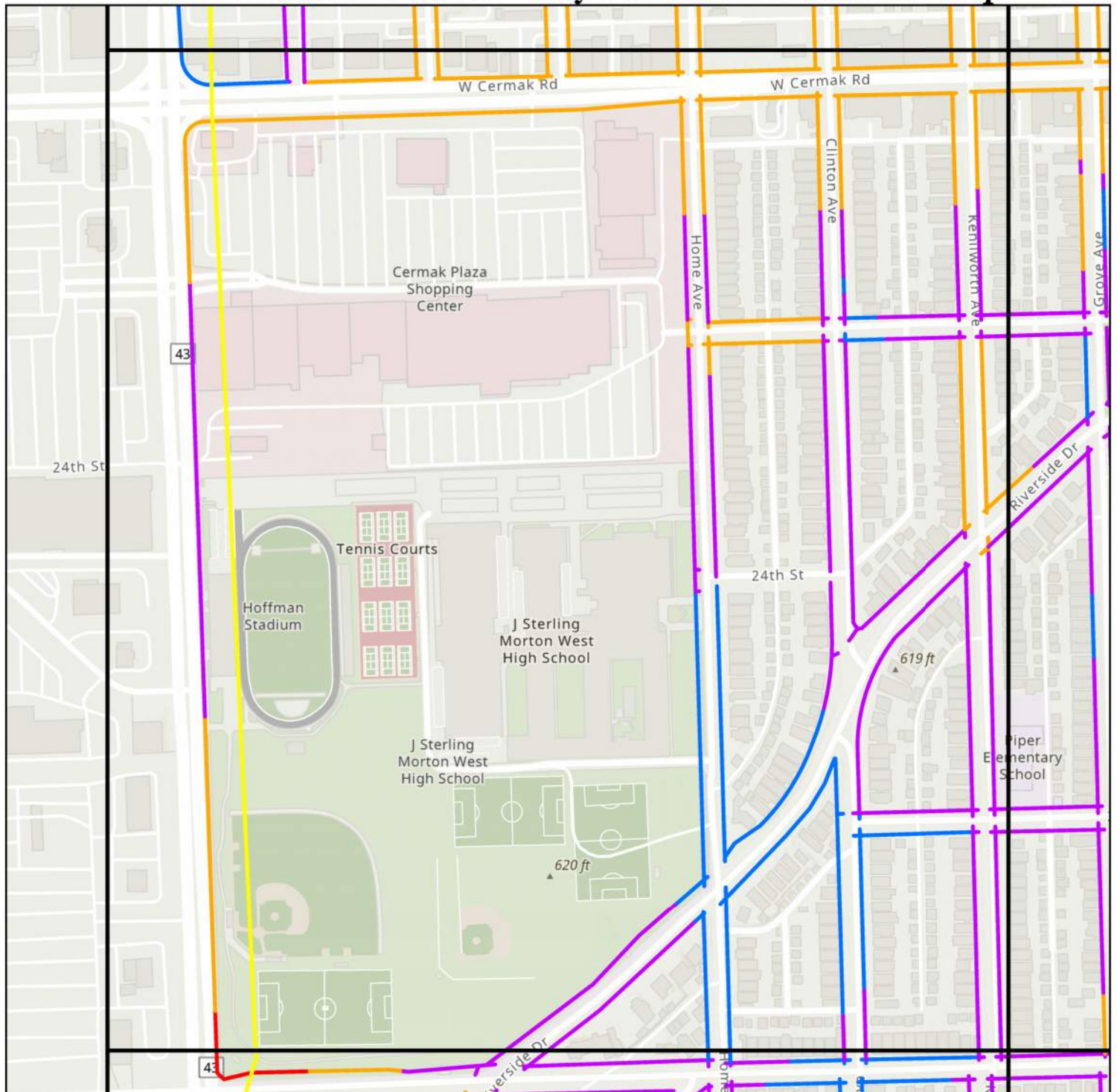
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-  Medium Likelihood of Pedestrian Traffic
-  Low Likelihood of Pedestrian Traffic
-  Lowest Likelihood of Pedestrian Traffic
-  Berwyn Municipality



6



ADA Transition Plan - Citywide Prioritization Map



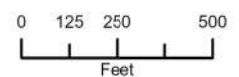
Prioritization Based on Community Assets

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

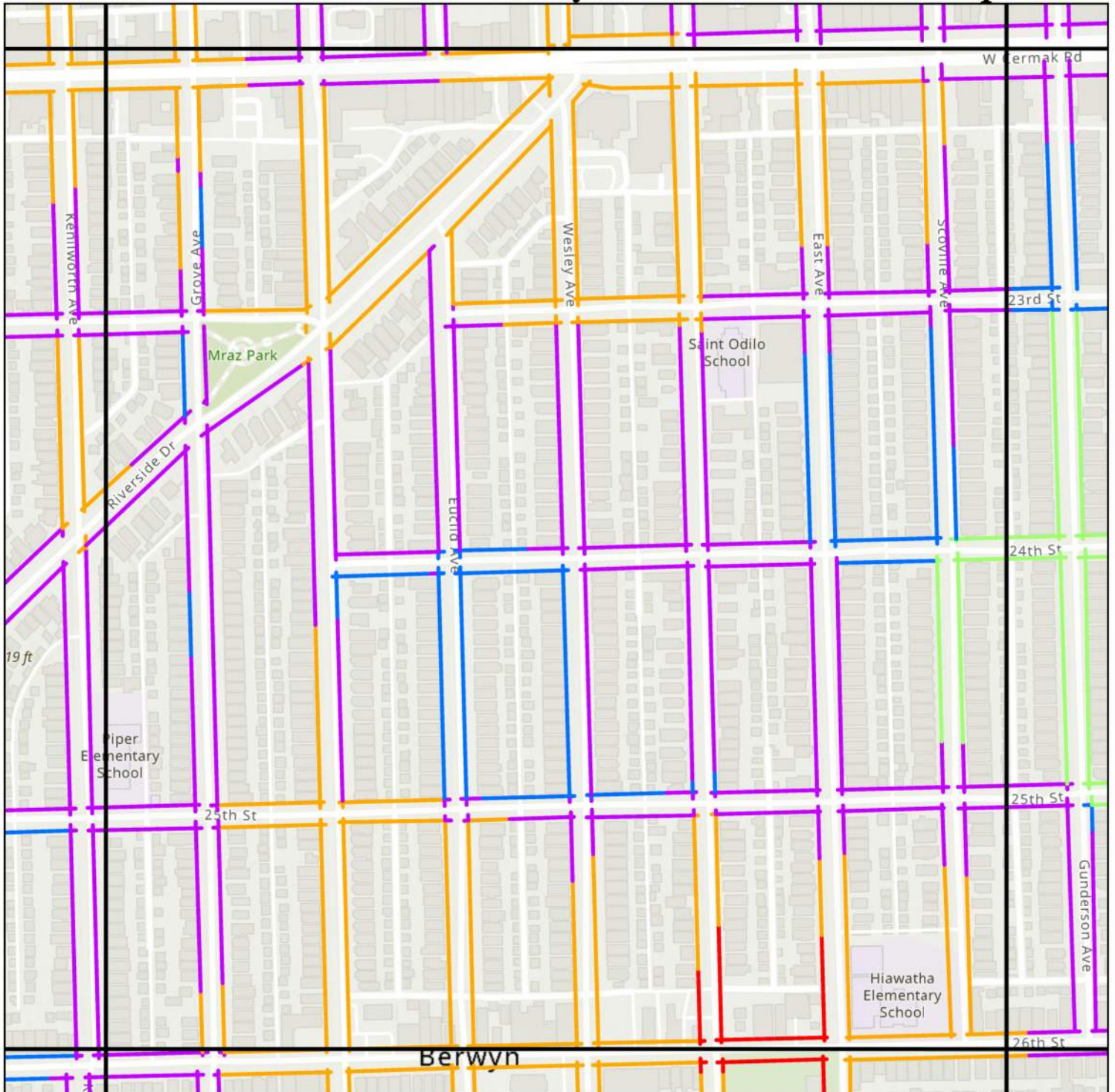
— Berwyn Municipality

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7



ADA Transition Plan - Citywide Prioritization Map



Prioritization Based on Community Assets

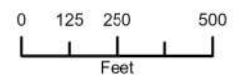
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- 
- 
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-  Lowest Likelihood of Pedestrian Traffic

 Berwyn Municipality

N

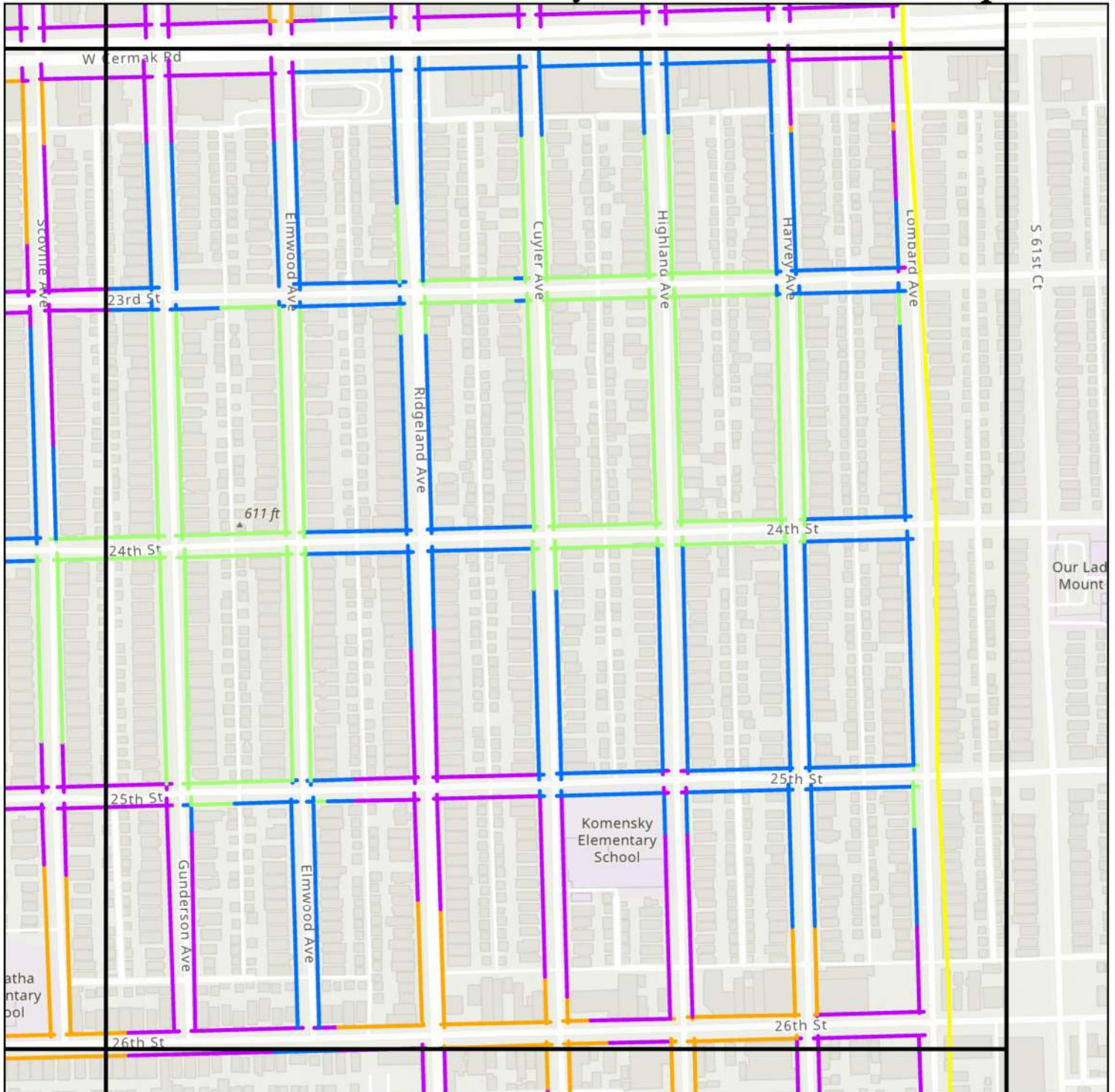


8



Chicago Metropolitan
Agency for Planning

ADA Transition Plan - Citywide Prioritization Map

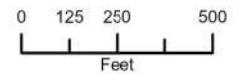


Prioritization Based on Community Assets

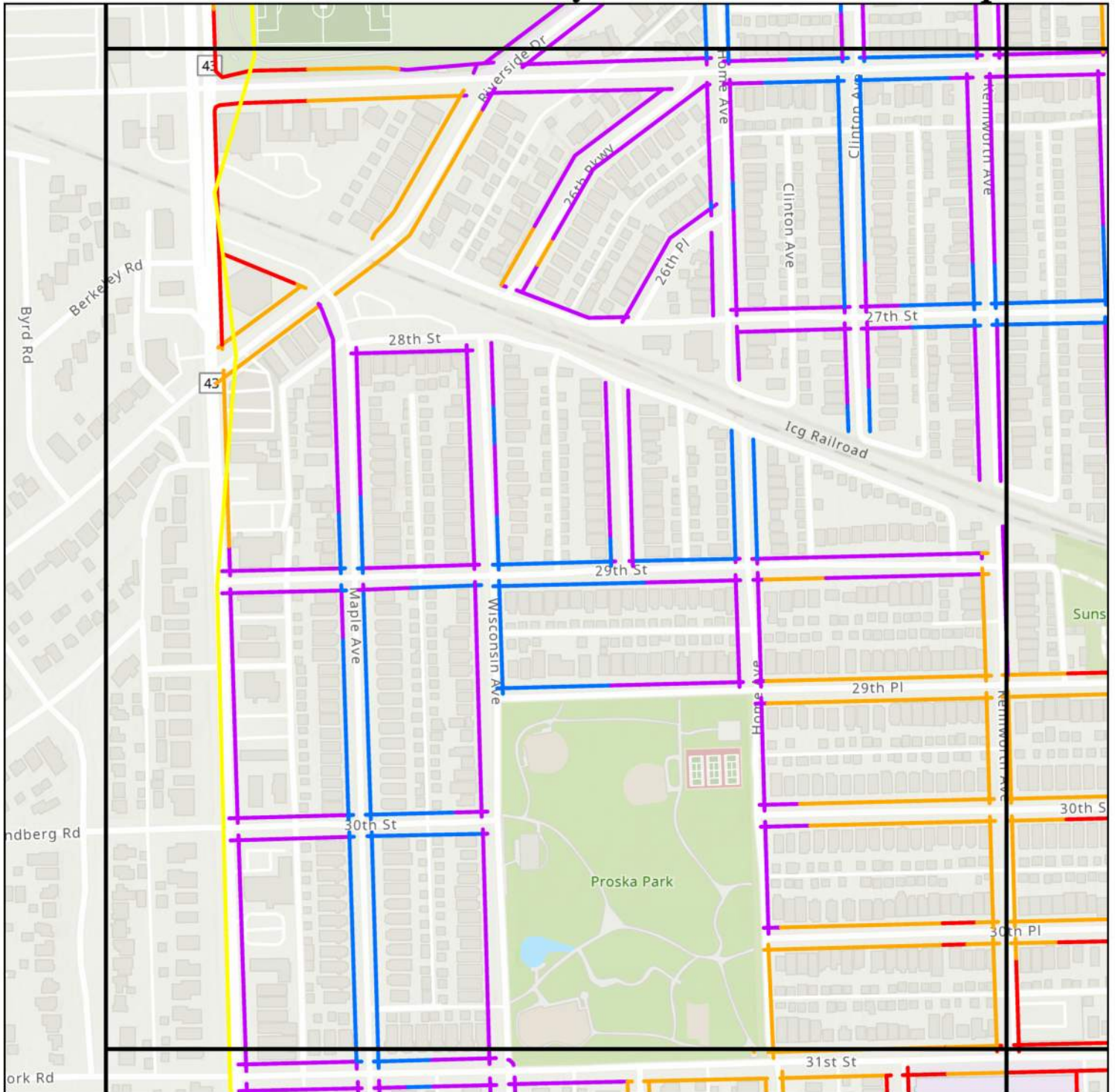
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- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality



9



ADA Transition Plan - Citywide Prioritization Map



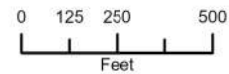
Prioritization Based on Community Assets

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

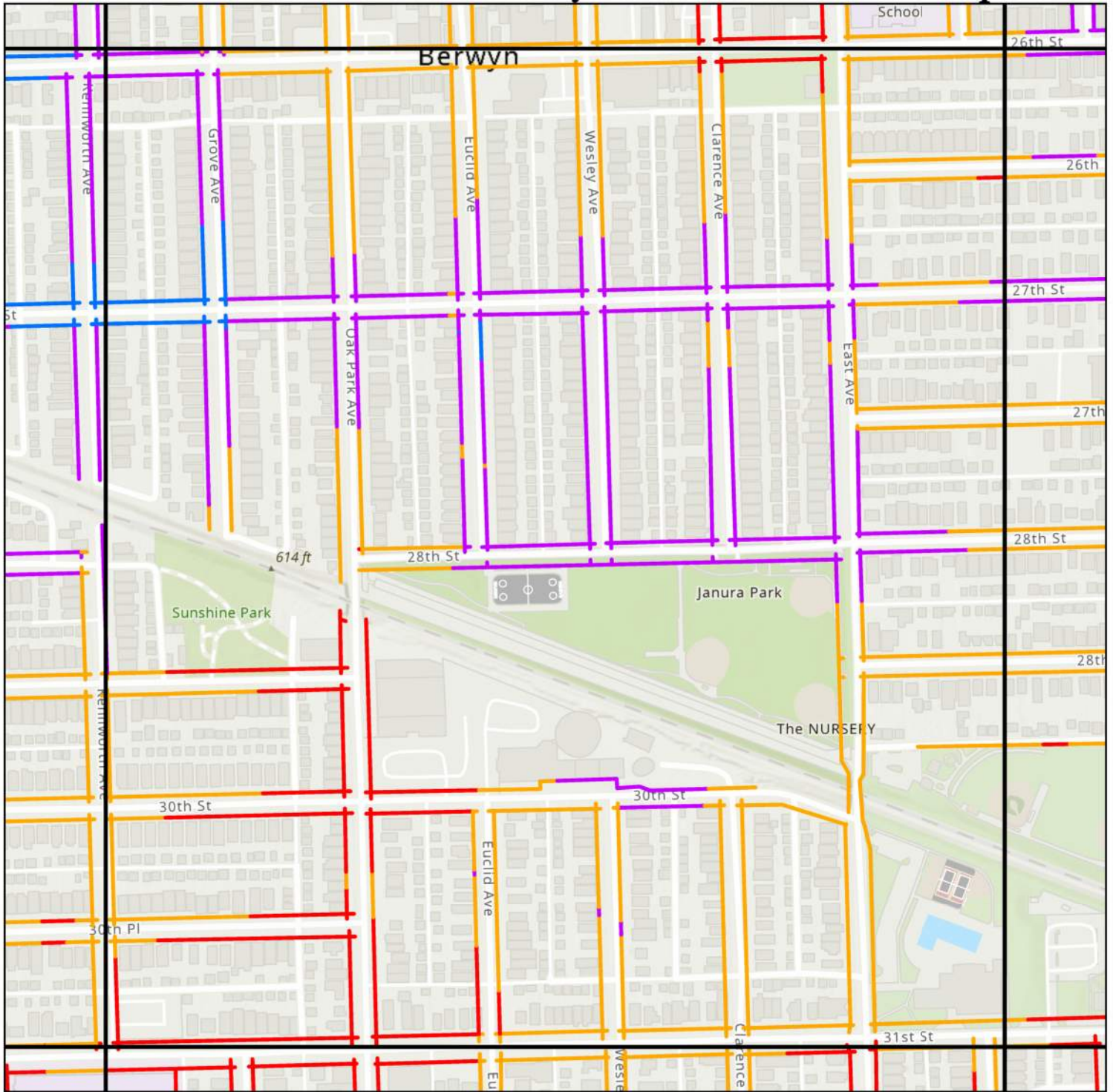
— Berwyn Municipality



10



ADA Transition Plan - Citywide Prioritization Map



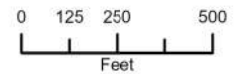
Prioritization Based on Community Assets

- Highest Likelihood of Pedestrian Traffic
- Medium Likelihood of Pedestrian Traffic
- Low Likelihood of Pedestrian Traffic
- Lowest Likelihood of Pedestrian Traffic

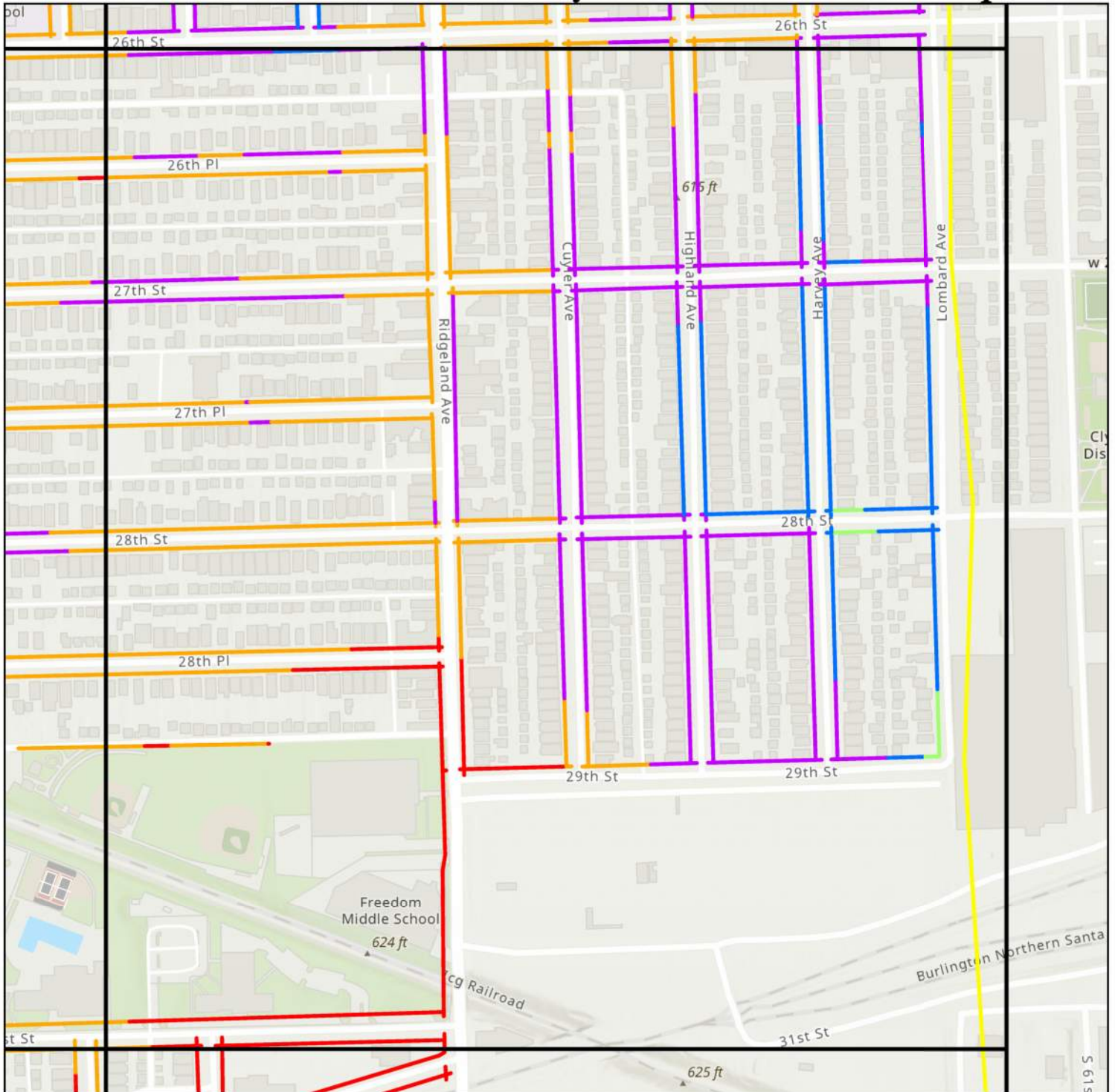
— Berwyn Municipality



11



ADA Transition Plan - Citywide Prioritization Map

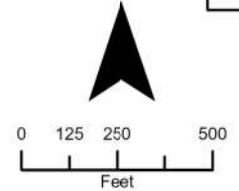


Prioritization Based on Community Assets

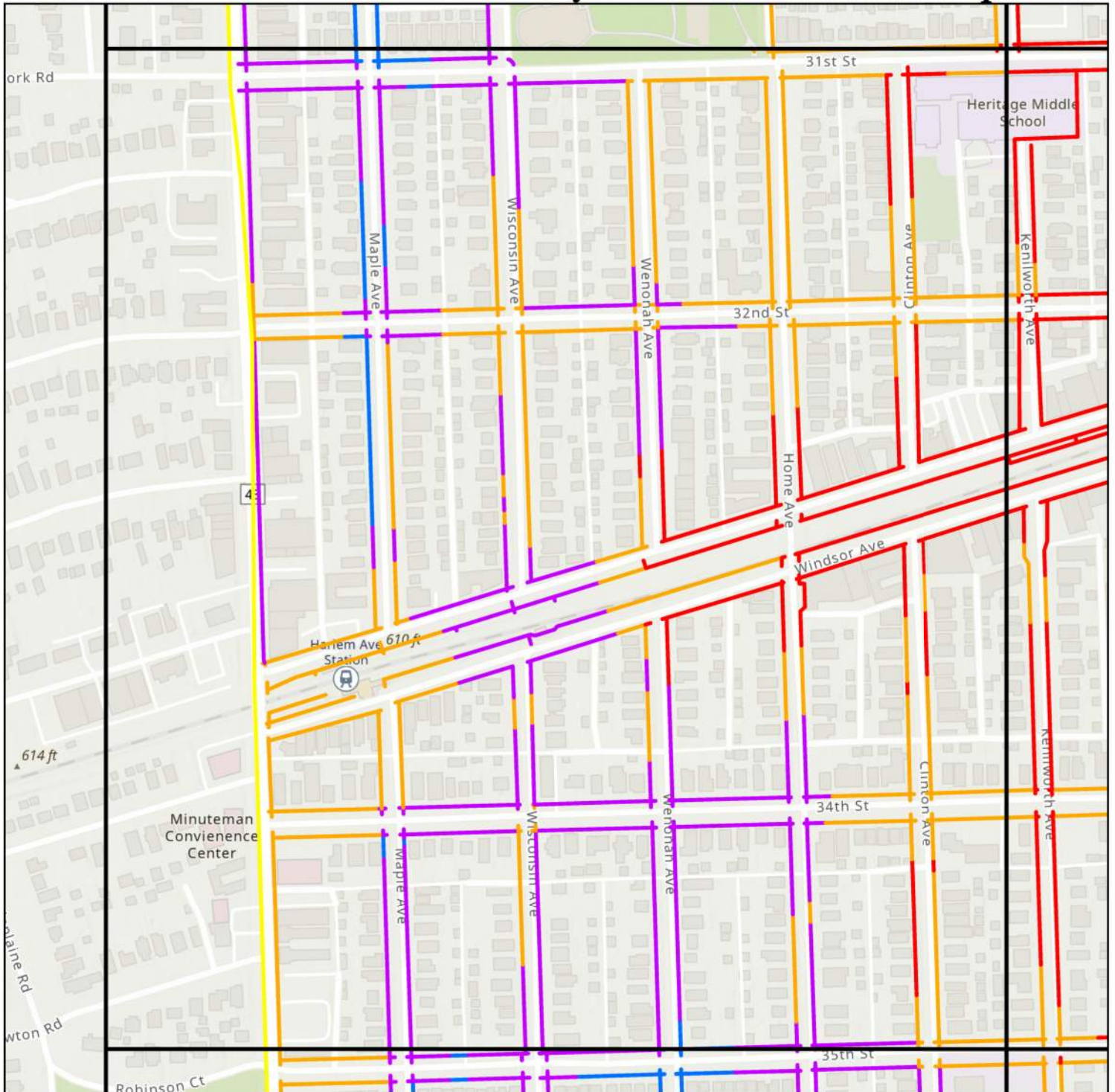
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-
-
- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality

N

12



ADA Transition Plan - Citywide Prioritization Map



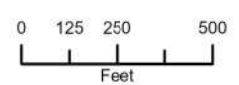
Prioritization Based on Community Assets

- Highest Likelihood of Pedestrian Traffic
- Medium Likelihood of Pedestrian Traffic
- Low Likelihood of Pedestrian Traffic
- Lowest Likelihood of Pedestrian Traffic

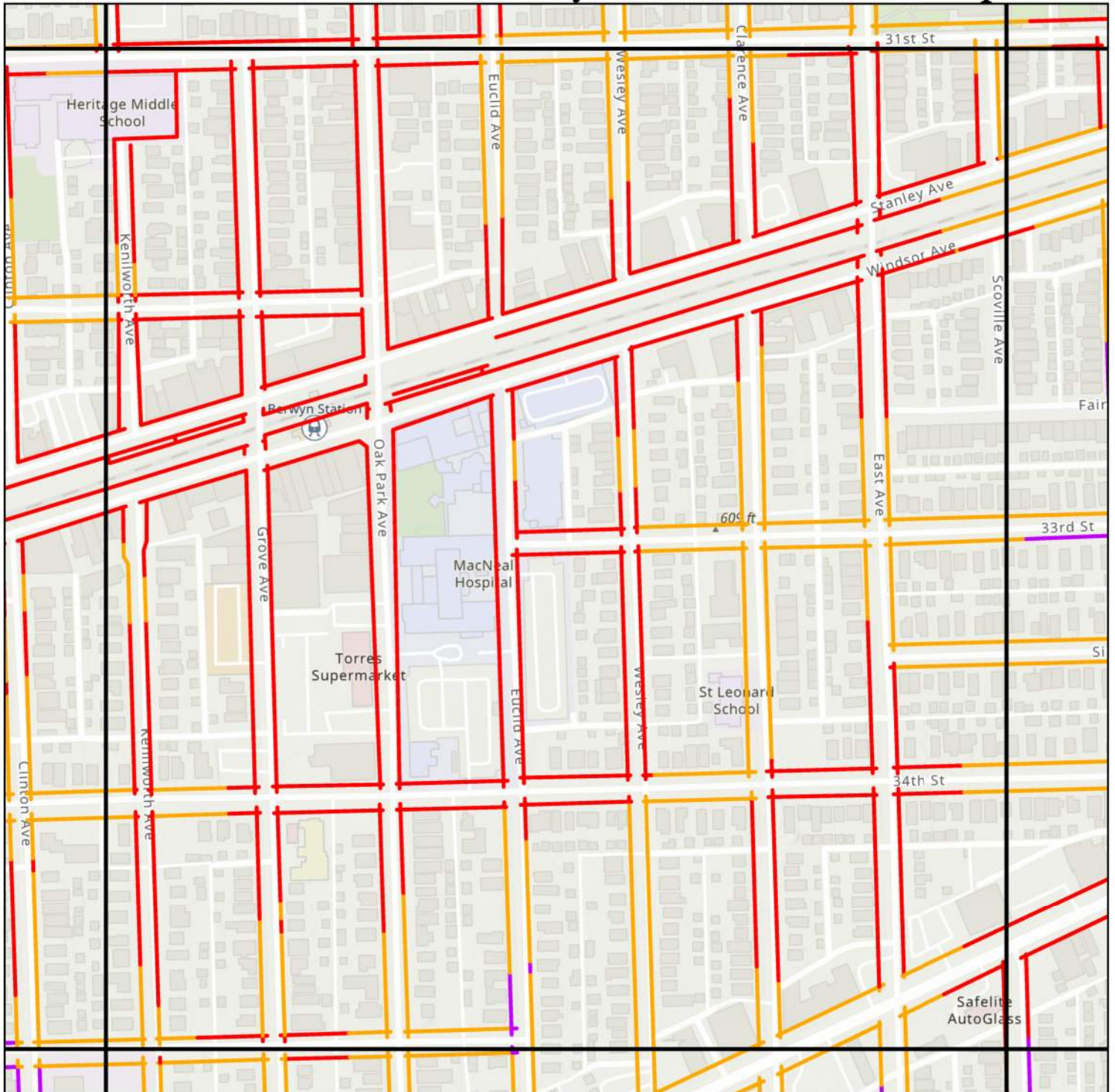
— Berwyn Municipality



13



ADA Transition Plan - Citywide Prioritization Map



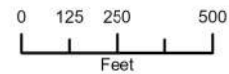
Prioritization Based on Community Assets

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- Medium Likelihood of Pedestrian Traffic
- Low Likelihood of Pedestrian Traffic
- Lowest Likelihood of Pedestrian Traffic

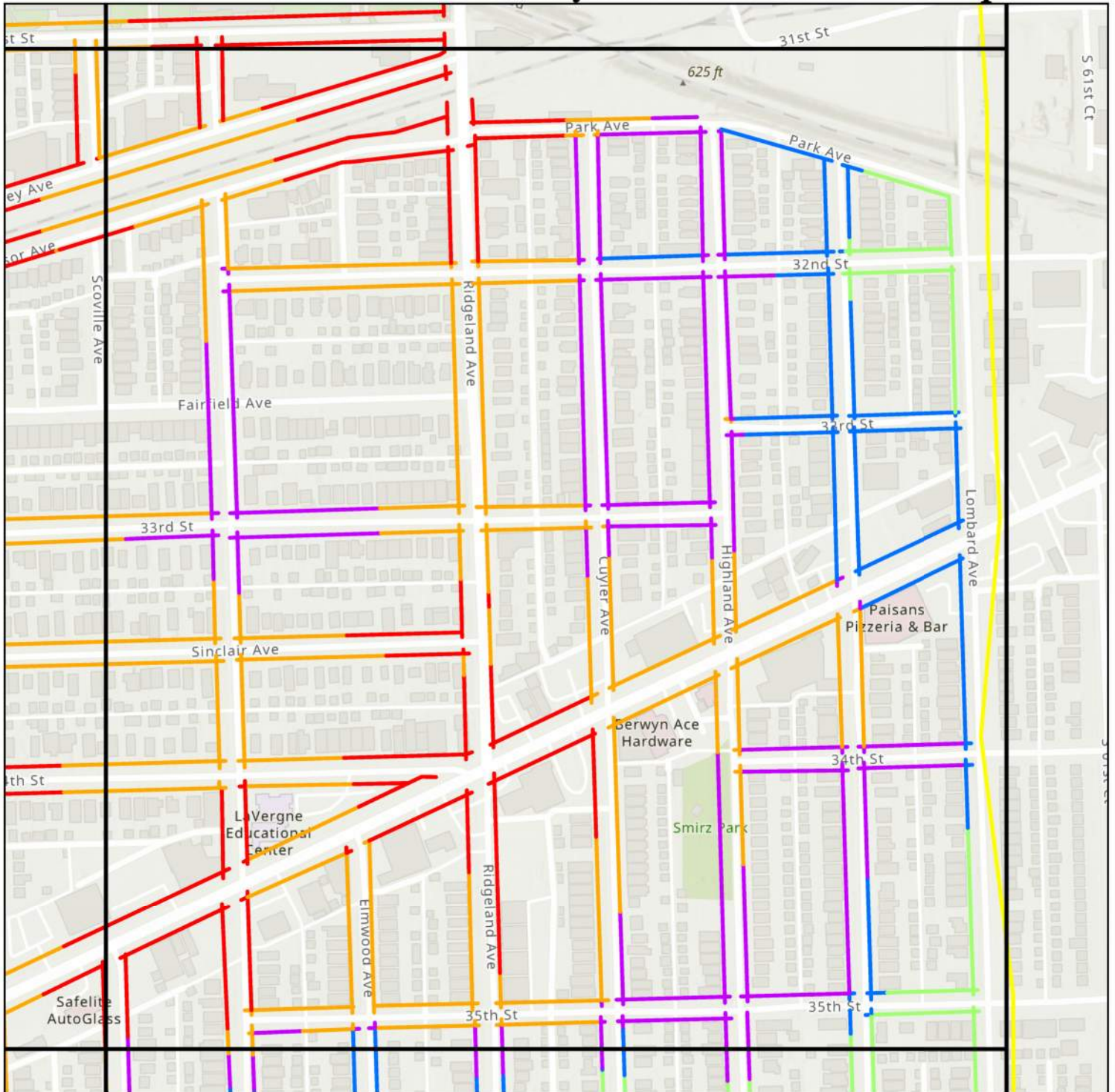
— Berwyn Municipality



14



ADA Transition Plan - Citywide Prioritization Map

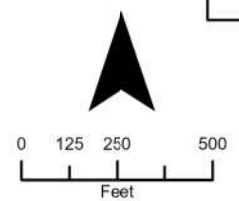


Prioritization Based on Community Assets

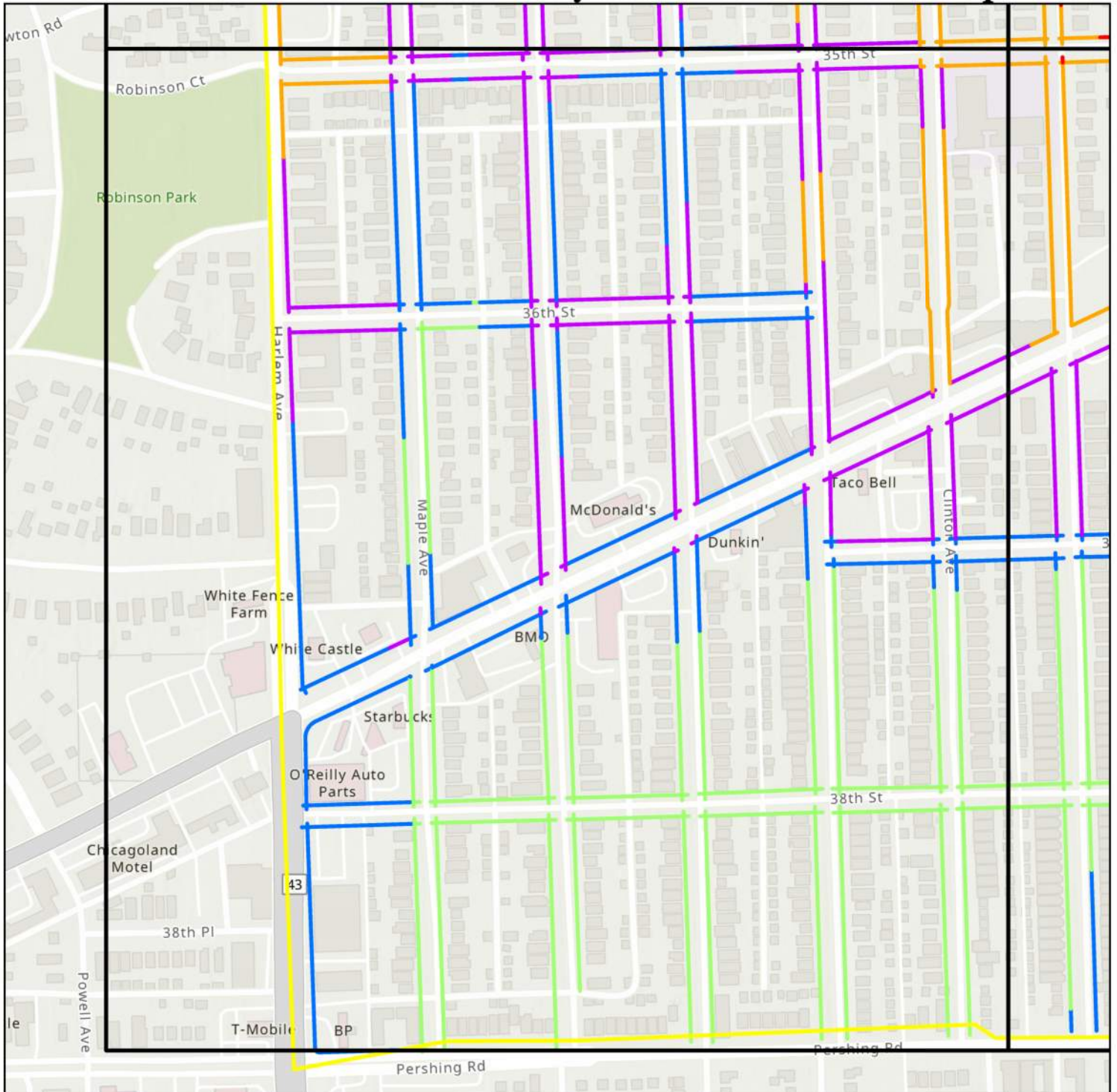
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-
-
- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality

N

15



ADA Transition Plan - Citywide Prioritization Map

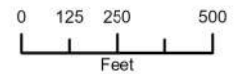


Prioritization Based on Community Assets

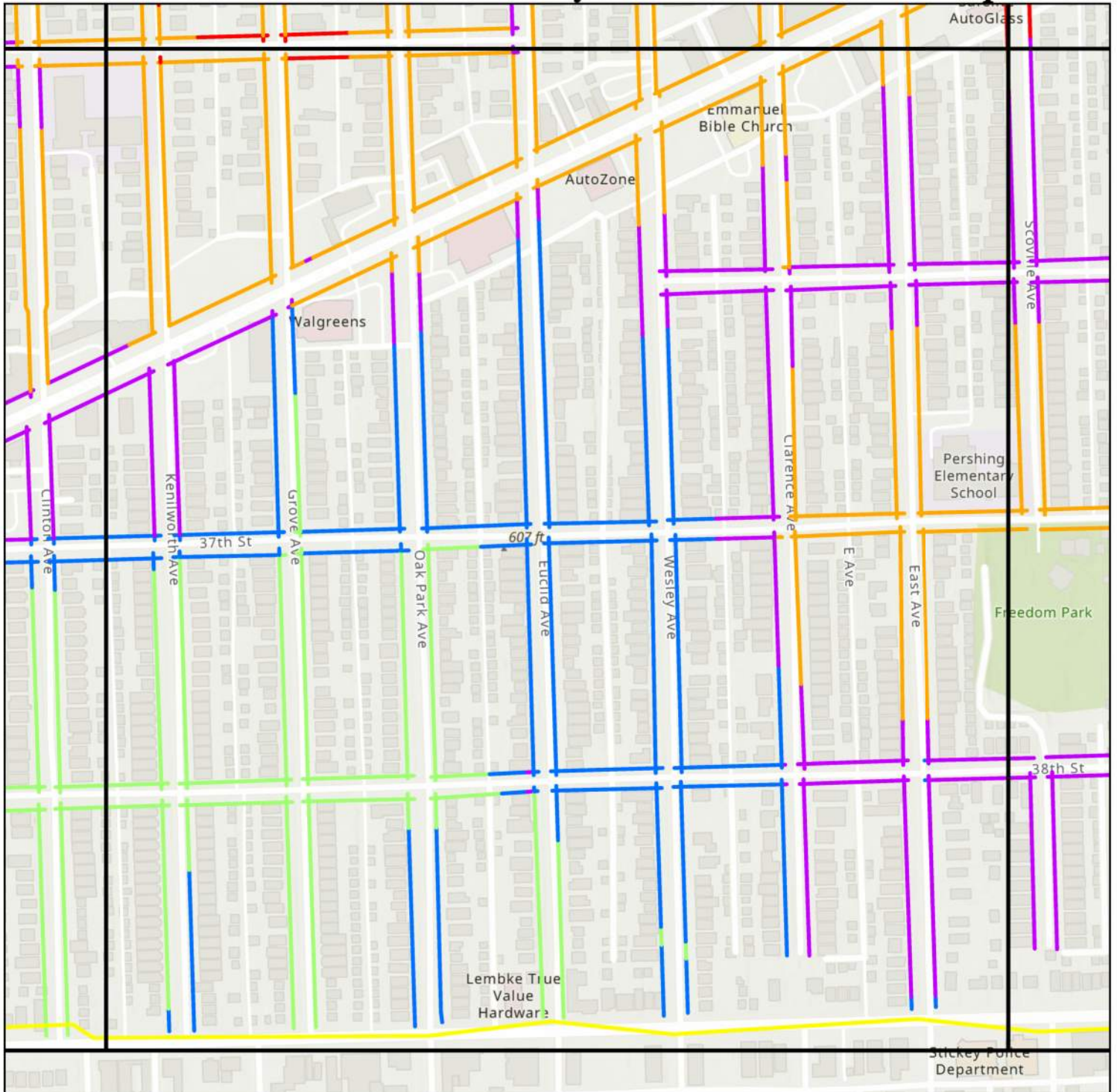
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-
-
-
- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality



16



ADA Transition Plan - Citywide Prioritization Map



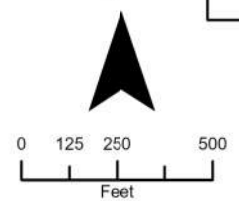
Prioritization Based on Community Assets

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

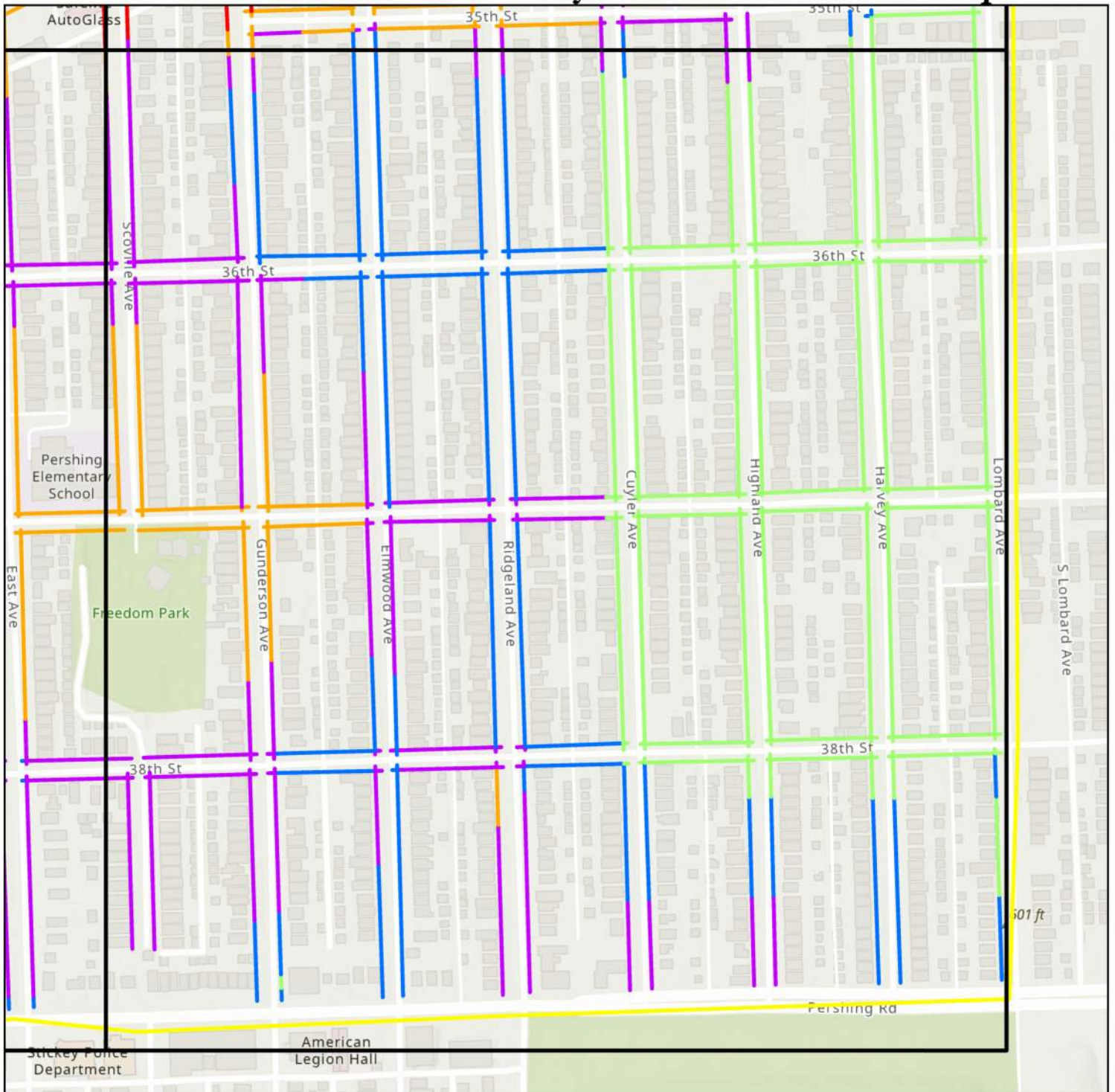
— Berwyn Municipality

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17



ADA Transition Plan - Citywide Prioritization Map

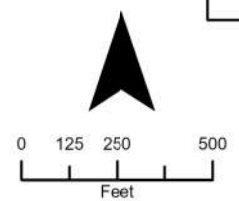


Prioritization Based on Community Assets

- Highest Likelihood of Pedestrian Traffic
-
-
-
- Lowest Likelihood of Pedestrian Traffic
- Berwyn Municipality

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18



Appendix A.4

Accessibility Score

A.4 Accessibility Scores

A.4.(a) Sidewalk Accessibility Score

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

A.4.(a).1 Sidewalk Width

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

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

Table A4a1: Sidewalk Width Activity Score

A.4(a).2 Cross Slope

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

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

Table A4a2: Sidewalk Cross Slope Activity Score

A.4.(a)3 Vertical Displacement

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

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

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

Table A4a3: Vertical Displacement Obstruction Score

A.4.(b) Curb Ramp Accessibility Score

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

A.4.(b)1 Curb Ramp Type

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

Curb Ramp Type	Point Value
Missing Ramp	1

Table A4b1: Curb Ramp Type Score

A.4.(b)2 Curb Ramp Width

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

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

Table A4b2: Curb Ramp Width Score

A.4.(b)3 Detectable Warning Panels

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

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

Table A4b3: Curb Ramp Detectable Warning Panels Score

A.4.(b)4 Cross Slope

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

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

Table A4b4: Curb Ramp Cross Slope Score

A.4.(b)5 Running Slope

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

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

Table A4b5: Curb Ramp Running Slope Score

A.4.(b)6 Vertical Displacements

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

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

Table A4b6: Curb Ramp Vertical Displacements Score

A.4(c) Pedestrian Signal Accessibility Score

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

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

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

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

Table A4c1: Pedestrian Signal – Distance from the Curb Line

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

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

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

Table A4c2: Pedestrian Signal – Pedestrian Push Button Height

A.4.(c)3 Pedestrian Detector

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

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

Table A4c3: Pedestrian Signal – Pedestrian Detector**A.4.(c)4 Non-Visual Aids**

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

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

Table A4c4: Pedestrian Signal – Non-Visual Aids**A.4(c)5 Clear Space Widths**

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

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

Table A4c5: Pedestrian Signal – Clear Space Widths**A. 4(c)6 Clear Space Slopes**

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

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

Table A4c6: Pedestrian Signal – Clear Space Slopes**A.4(c)7 Distance from the Pedestrian Push Button to the Crosswalk**

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

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

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

A.4(c)8 Pedestrian Push Button Proximity

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

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

Table A4c8: Pedestrian Signal – Pedestrian Push Button Proximity

A.4(c)9 Operating Force

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

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

Table A4c9: Pedestrian Signal – Operating Force

A.4(c)10 Countdown Signals

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

Countdown signals	Compliance Level
Present	Compliant
Not present	Non-compliant

Table A4c10: Pedestrian Signal – Countdown Signals

A.4(c)11 Alternative Name Format

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

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

Table A4c11: Pedestrian Signal – Alternative Name Format

Appendix A.5

Block Specific Parking Analysis

A.5 Block Specific Parking Analysis

The City of Berwyn has a variety of on-street public parking spaces along 178 unique block perimeters throughout the city. The team assigned block numbers using the naming convention described in **Section 7.1**. Image 1 below illustrates this convention.

For clarity the city has been divided into 15 sections beginning at the Northwest corner, Roosevelt Road and Harlem Avenue. For each section the block number has been identified on the image, and the associated spreadsheet includes the length or number of parking spaces included in the assessment and the required number of accessible spaces. Where existing accessible spaces are present, their location is identified as well. The assessment does not consider whether the space meets the requirements under the law, just the presence of the accessible parking space.

At each block, the project team identified parking considered in the analysis—either metered or designated by signage or striping. They excluded additional parking along the block perimeter that did not meet the threshold for requiring accessible spaces. If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided. The following information is provided to assist city staff in incorporating accessible parking spaces as street improvements are completed by the city or other community partners.

Section 1



Image 1: Google Earth image of Section 1

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 1	Roosevelt Rd	Wisconsin Ave	13 th St	Maple Ave	
Existing Parking Spaces	5 (90' of painted parking)	3	0	8	0
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 2	Roosevelt Rd	Wenonah Ave	13 th St	Wisconsin Ave	
Existing Parking Spaces	4 (75' of painted parking)	0	0	4	0
Total Parking Spaces = 8		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 3	Roosevelt Rd	Home Ave	13 th St	Wenonah Ave	
Existing Parking Spaces	5 (100' of painted parking)	7	0	0	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 4	Roosevelt Rd	Clinton Ave	13 th St	Home Ave	
Existing Parking Spaces	5 (85' of painted parking)	4	0	6	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 5	Roosevelt Rd	Kenilworth Ave	13 th St	Clinton Ave	
Existing Parking Spaces	13 (260' of painted parking)	0	0	8	4
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 6	Roosevelt Rd	Grove Ave	13 th St	Kenilworth Ave	
Existing Parking Spaces	10 (200' of painted parking)	0	0	8	0
Total Parking Spaces = 18		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 7	Roosevelt Rd	Oak Park Ave	13 th St	Grove Ave	
Existing Parking Spaces	9 (170' of painted parking)	0	0	5	0
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 8	Roosevelt Rd	Euclid Ave	13 th St	Oak Park Ave	
Existing Parking Spaces	6 (110' of painted parking)	5	0	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 9	Roosevelt Rd	Wesley Ave	13 th St	Euclid Ave	
Existing Parking Spaces	4 (70' of painted parking)	3	0	7	0
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 16	14 th St	Wesley Ave	15 th St	Euclid Ave	
Existing Parking Spaces	19	0	0	0	0
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 17	14 th St	Euclid Ave	15 th St	Oak Park Ave	
Existing Parking Spaces	0	0	10	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Table 1: Parking requirements within Section 1

Section 2



Image 2: Google Earth image of Section 2

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 10	Roosevelt Rd	Clarence Ave	13 th St	Wesley Ave	
Existing Parking Spaces	8 (160' of painted parking)	3	0	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 11	Roosevelt Rd	East Ave	13 th St	Clarence Ave	
Existing Parking Spaces	3 (60' of painted parking)	0	0	0	0
Total Parking Spaces = 3		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 12	Roosevelt Rd	Ridgeland Ave	13 th St	East Ave	
Existing Parking Spaces	24 (470' of painted parking)	7	0	0	0
Total Parking Spaces = 24		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 13	Roosevelt Rd	Cuyler Ave	13 th St	Ridgeland Ave	
Existing Parking Spaces	4 (75' of painted parking)	2	0	0	0
Total Parking Spaces = 6		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 14	Roosevelt Rd	Harvey Ave	13 th St	Cuyler Ave	
Existing Parking Spaces	17 (330' of painted parking)	7	0	0	4
Total Parking Spaces = 24		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 15	Roosevelt Rd	Lombard Ave	13 th St	Harvey Ave	
Existing Parking Spaces	11 (220' of painted parking)	0	0	6	1
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 18	14 th St	Ridgeland Ave	15 th St	Elmwood Ave	
Existing Parking Spaces	0	0	0	22	2
Total Parking Spaces = 22		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Table 2: Parking requirements within Section 2

Section 3



Image 3: Google Earth image of Section 3

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 19	15 th St	Wenonah Ave	16 th St	Wisconsin Ave	
Existing Parking Spaces	0	6	0	14	1
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 20	15 th St	Home Ave	16 th St	Wenonah Ave	
Existing Parking Spaces	0	0	10 (200' of signed parking)	0	1
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 21	15 th St	Euclid Ave	16 th St	Oak Park Ave	
Existing Parking Spaces	0	0	12 (230' of signed parking)	0	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 26	16 th St	Wisconsin Ave	18 th St	Maple Ave	
Existing Parking Spaces	14 (270' of signed parking)	0	0	0	0
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 27	16 th St	Home Ave	18 th St	Wenonah Ave	
Existing Parking Spaces	14 (270' of signed parking)	7	0	5 (90' of signed parking)	2
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 28	16 th St	Kenilworth Ave	18 th St	Clinton Ave	
Existing Parking Spaces	14 (280' of signed parking)	0	0	0	4
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Table 3: Parking requirements within Section 3

Section 4

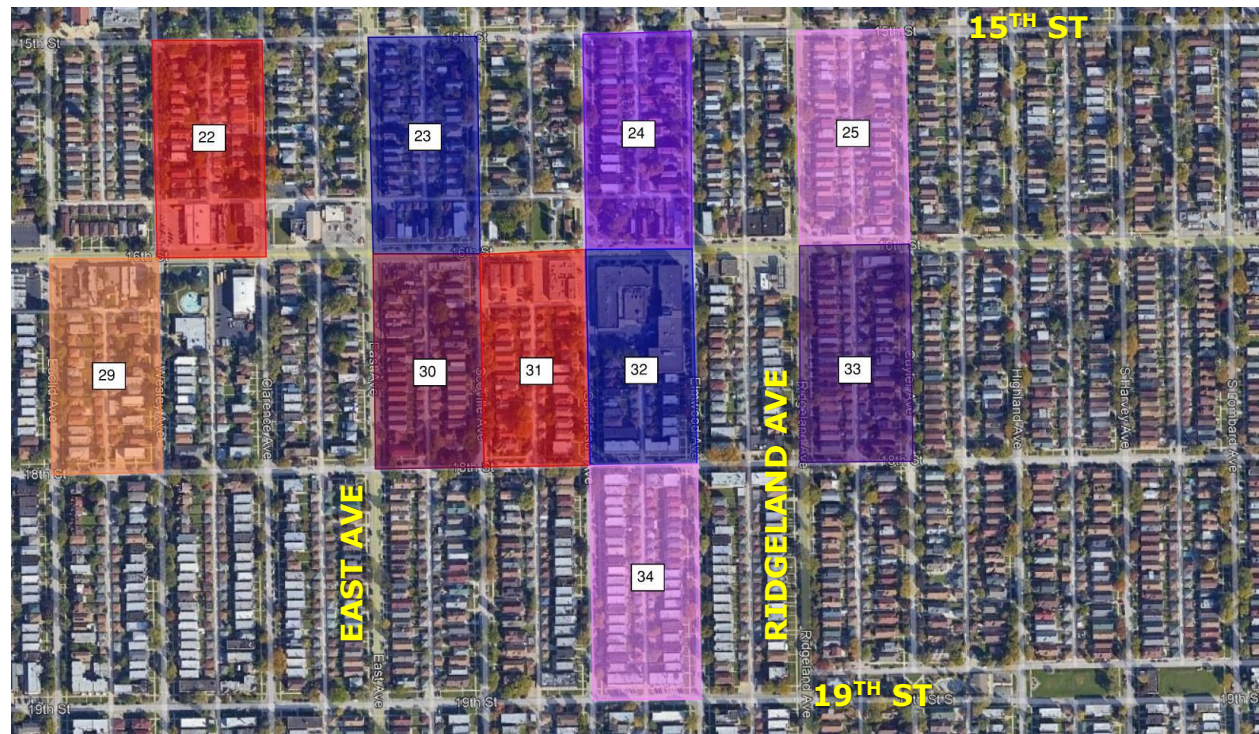


Image 4: Google Earth image of Section 4

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 22	15 th St	Clarence Ave	16 th St	Wesley Ave	
Existing Parking Spaces	0	6	0	6	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 23	15 th St	Scoville Ave	16 th St	East Ave	
Existing Parking Spaces	0	0	2	0	2
Total Parking Spaces = 2		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 24	15 th St	Elmwood Ave	16 th St	Gunderson Ave	
Existing Parking Spaces	0	4 (80' of signed parking)	10 (200' of signed parking)	7	0
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 25	15 th St	Cuyler Ave	16 th St	Ridgeland Ave	
Existing Parking Spaces	0	0	6 (120' of signed parking)	0	0
Total Parking Spaces = 6		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 29	16 th St	Wesley Ave	18 th St	Euclid Ave	
Existing Parking Spaces	11 (220' of signed parking)	0	0	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 30	16 th St	Scoville Ave	18 th St	East Ave	
Existing Parking Spaces	5 (100' of signed parking)	0	0	0	2
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 31	16 th St	Gunderson Ave	18 th St	Scoville Ave	
Existing Parking Spaces	5 (90' of signed parking)	0	0	0	2
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 32	16 th St	Elmwood Ave	18 th St	Gunderson Ave	
Existing Parking Spaces	0	21	9	12	2
Total Parking Spaces = 42		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 33	16 th St	Cuyler Ave	18 th St	Ridgeland Ave	
Existing Parking Spaces	5 (90' of signed parking)	0	0	0	0
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 34	18 th St	Elmwood Ave	19 th St	Gunderson Ave	
Existing Parking Spaces	9	0	20	0	2
Total Parking Spaces = 29		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Table 4: Parking requirements within Section 4

Section 5

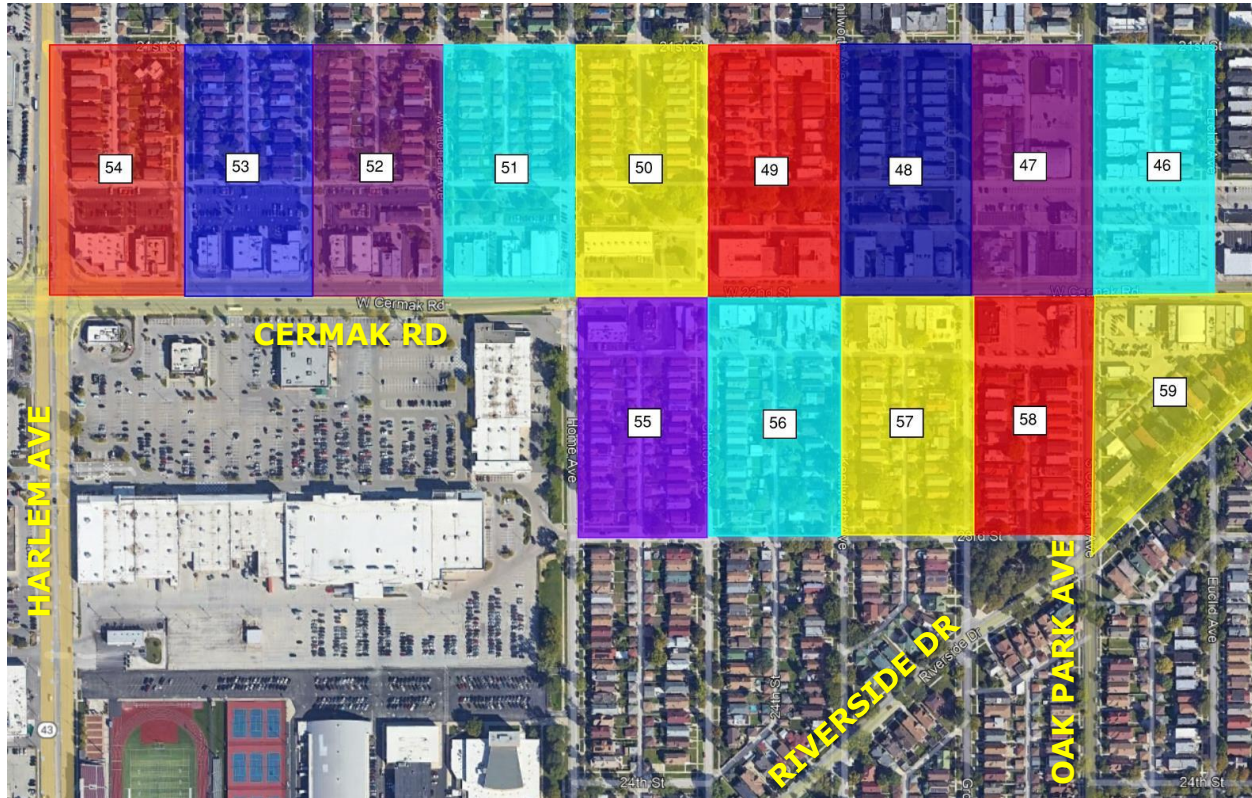


Image 5: Google Earth image of Section 5

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 46	21 st St	Euclid Ave	Cermak Rd	Oak Park Ave	
Existing Parking Spaces	0	10	10 (200' of signed parking)	0	0
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 47	21 st St	Oak Park Ave	Cermak Rd	Grove Ave	
Existing Parking Spaces	5	0	5 (100' of signed parking)	6 (150' of signed parking)	0
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 48	21 st St	Grove Ave	Cermak Rd	Kenilworth Ave	
Existing Parking Spaces	0	12	13 (250' of signed parking)	11	2
Total Parking Spaces = 26		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 49	21 st St	Kenilworth Ave	Cermak Rd	Clinton Ave	
Existing Parking Spaces	0	5 (100' of signed parking)	14 (275' of signed parking)	7 (125' of signed parking)	0
Total Parking Spaces = 26		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 50	21 st St	Clinton Ave	Cermak Rd	Home Ave	
Existing Parking Spaces	0	3	7 (140' of signed parking)	11	0
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 51	21 st St	Home Ave	Cermak Rd	Wenonah Ave	
Existing Parking Spaces	0	15	13 (260' of signed parking)	14	1
Total Parking Spaces = 42		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 52	21 st St	Wenonah Ave	Cermak Rd	Wisconsin Ave	
Existing Parking Spaces	0	12	6 (120' of signed parking)	4	0
Total Parking Spaces = 22		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 53	21 st St	Wisconsin Ave	Cermak Rd	Maple Ave	
Existing Parking Spaces	0	4	0	6	1
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 54	21 st St	Maple Ave	Cermak Rd	Harlem Ave	
Existing Parking Spaces	0	0	6 (110' of signed parking)	0	0
Total Parking Spaces = 6		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 55	Cermak Rd	Clinton Ave	23 rd St	Home Ave	
Existing Parking Spaces	6 (110' of signed parking)	3	0	0	0
Total Parking Spaces = 3		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 56	Cermak Rd	Kenilworth Ave	23 rd St	Clinton Ave	
Existing Parking Spaces	13 (250' of signed parking)	5	0	2 (40' of signed parking)	2
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 57	Cermak Rd	Grove Ave	23 rd St	Kenilworth Ave	
Existing Parking Spaces	12 (235' of signed parking)	3	0	4 (80' of signed parking)	0
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 58	Cermak Rd	Oak Park Ave	23 rd St	Grove Ave	
Existing Parking Spaces	0	0	0	8	0
Total Parking Spaces = 8		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 59	Cermak Rd	Riverside Dr	Riverside Dr	Oak Park Ave	
Existing Parking Spaces	0	20 (400' of striped parking)	0	5 (100' of signed parking)	1
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Table 5: Parking requirements within Section 5

Section 6

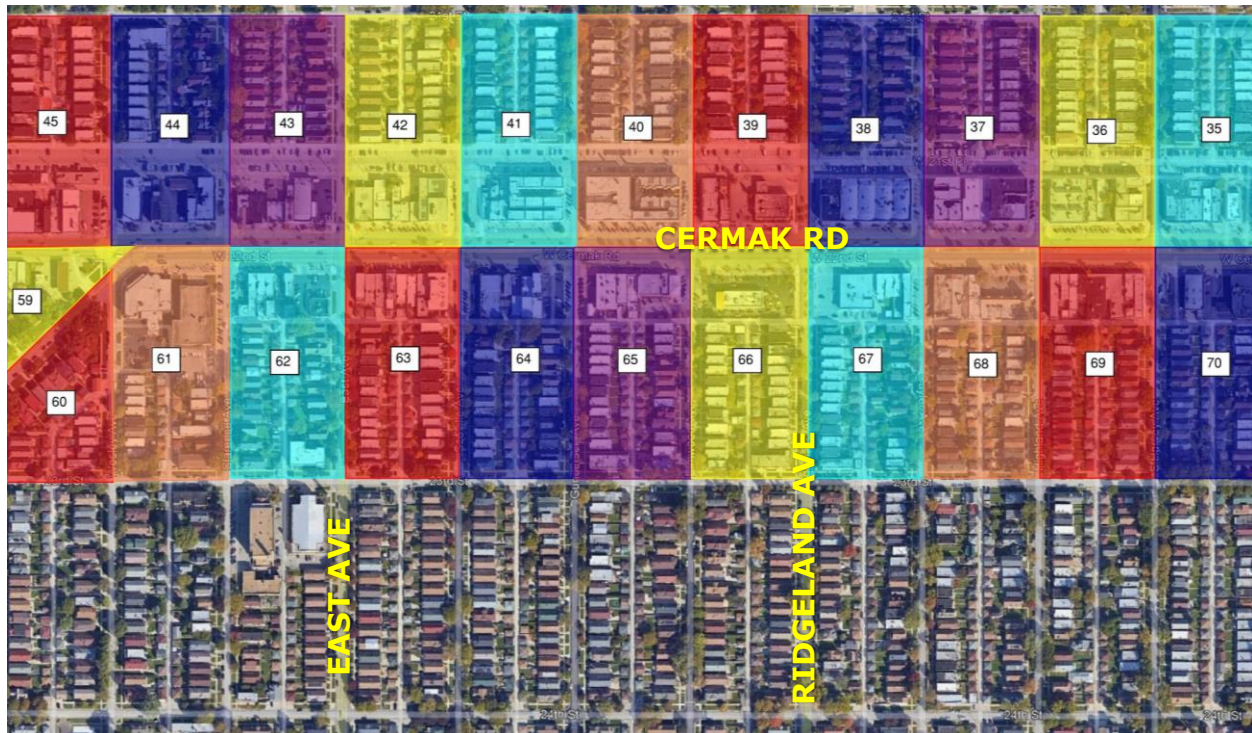


Image 6: Google Earth image of Section 6

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 35	21 st St	Lombard Ave	Cermak Rd	Harvey Ave	
Existing Parking Spaces	0	0	11	5	1
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 36	21 st St	Harvey Ave	Cermak Rd	Highland Ave	
Existing Parking Spaces	0	8	16	9	1
Total Parking Spaces = 33		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 37	21 st St	Highland Ave	Cermak Rd	Cuyler Ave	
Existing Parking Spaces	0	9	15	8	1
Total Parking Spaces = 32		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 38	21 st St	Cuyler Ave	Cermak Rd	Ridgeland Ave	
Existing Parking Spaces	0	5 (100' of signed parking)	12	8	1
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 39	21 st St	Ridgeland Ave	Cermak Rd	Elmwood Ave	
Existing Parking Spaces	0	0	7	8	1
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 40	21 st St	Elmwood Ave	Cermak Rd	Gunderson Ave	
Existing Parking Spaces	0	8	15	8	2
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 41	21 st St	Gunderson Ave	Cermak Rd	Scoville Ave	
Existing Parking Spaces	0	7	13	5 (90' of signed parking)	2
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 42	21 st St	Scoville Ave	Cermak Rd	East Ave	
Existing Parking Spaces	0	5 (85' of signed parking)	13	5 (90' of signed parking)	2
Total Parking Spaces = 23		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 43	21 st St	East Ave	Cermak Rd	Clarence Ave	
Existing Parking Spaces	0	0	7	4 (70' of signed parking)	1
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 44	21 st St	Clarence Ave	Cermak Rd	Wesley Ave	
Existing Parking Spaces	0	5 (95' of signed parking)	7	4 (70' of signed parking)	1
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 45	21 st St	Wesley Ave	Cermak Rd	Euclid Ave	
Existing Parking Spaces	0	8	14 (225' of signed parking)	11	0
Total Parking Spaces = 33		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 59	Cermak Rd	Riverside Dr	Riverside Dr	Oak Park Ave	
Existing Parking Spaces	0	20 (400' of striped parking)	0	5 (100' of signed parking)	1
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 60	Riverside Dr	Wesley Ave	23 rd St	Riverside Dr	
Existing Parking Spaces	12 (240' of striped parking)	5 (95' of signed parking)	0	0	0
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 61	Cermak Rd	Clarence Ave	23 rd St	Wesley Ave	
Existing Parking Spaces	8	9	0	0	2
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 62	Cermak Rd	East Ave	23 rd St	Clarence Ave	
Existing Parking Spaces	9	15 (300' of signed parking)	0	4	1
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 63	Cermak Rd	Scoville Ave	23 rd St	East Ave	
Existing Parking Spaces	16	4	0	19 (380' of signed parking)	1
Total Parking Spaces = 39		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 64	Cermak Rd	Gunderson Ave	23 rd St	Scoville Ave	
Existing Parking Spaces	9	6	0	6	3
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 65	Cermak Rd	Elmwood Ave	23 rd St	Gunderson Ave	
Existing Parking Spaces	14	6	0	9	1
Total Parking Spaces = 29		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 66	Cermak Rd	Ridgeland Ave	23 rd St	Elmwood Ave	
Existing Parking Spaces	8	0	0	5	1
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 67	Cermak Rd	Cuyler Ave	23 rd St	Ridgeland Ave	
Existing Parking Spaces	14	9	0	0	1
Total Parking Spaces = 23		Total ADA Spaces Required = 0		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 68	Cermak Rd	Highland Ave	23 rd St	Cuyler Ave	
Existing Parking Spaces	15	5	0	9	1
Total Parking Spaces = 29		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 69	Cermak Rd	Harvey Ave	23 rd St	Highland Ave	
Existing Parking Spaces	14	5 (100' of signed parking)	0	9	2
Total Parking Spaces = 28		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 70	Cermak Rd	Lombard Ave	23 rd St	Harvey Ave	
Existing Parking Spaces	10	7	0	4	2
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Table 6: Parking requirements within Section 6

Section 7



Image 7: Google Earth image of Section 7

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 71	Riverside Dr	From Home Ave	To Clinton Ave		
Existing Parking Spaces	14	18	0	NA	0
Total Parking Spaces = 42		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 72	Riverside Dr	From Clinton	To Kenilworth Ave		
Existing Parking Spaces	18	13	0	NA	0
Total Parking Spaces = 31		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 73	Riverside Dr	From Kenilworth Ave	To Grove Ave		
Existing Parking Spaces	11	13	0	NA	0
Total Parking Spaces = 24		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 74	Riverside Dr	From Grove Ave	To Oak Park Ave		
Existing Parking Spaces	5	4	0	NA	0
Total Parking Spaces = 9		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 76	Riverside Dr	Grove Ave	25 th Street	Kenilworth Ave	
Existing Parking Spaces	Already done	0	0	7	2
Total Parking Spaces = 9		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 78	Riverside Dr	Clinton Ave	26 th Street	Home Ave	
Existing Parking Spaces	Already done	0	13	0	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 79	25 th Street	Kenilworth Ave	26 th Street	Clinton Ave	
Existing Parking Spaces	0	0	13	0	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 80	25 th Street	Grove Ave	26 th Street	Kenilworth Ave	
Existing Parking Spaces	0	0	11	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 81	25 th Street	Oak Park Ave	26 th Street	Grove Ave	
Existing Parking Spaces	0	0	3	0	0
Total Parking Spaces = 3		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 82	25 th Street	Euclid Ave	26 th Street	Oak Park Ave	
Existing Parking Spaces	0	0	3	0	4
Total Parking Spaces = 3		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Table 7: Parking requirements within Section 7

Section 8

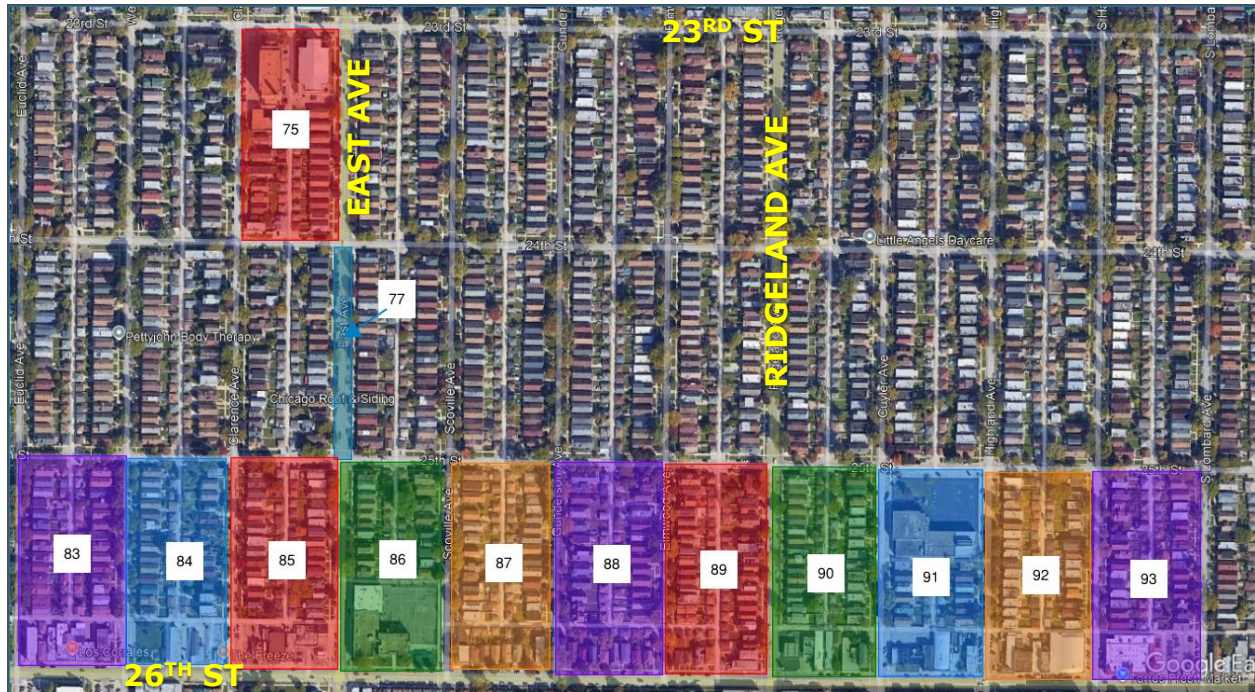


Image 8: Google Earth image of Section 8

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 75	23 rd Street	East Ave	24 th Street	Clarence Ave	
Existing Parking Spaces	0	15	0	12	1
Total Parking Spaces = 27		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 77	East Ave	From 24 th St	To 25 th Street		
Existing Parking Spaces	22	22	0		0
Total Parking Spaces = 44		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 83	25 th St	Wesley Ave	26 th St	Euclid Ave	
Existing Parking Spaces	0	6	11	8	5
Total Parking Spaces = 30		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 5	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 84	25 th St	Clarence Ave	26 th St	Wesley Ave	
Existing Parking Spaces	0	0	7	9	0
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 85	25 th St	East Ave	26 th St	Clarence Ave	
Existing Parking Spaces	0	19	4	0	0
Total Parking Spaces = 23		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 86	25 th St	Scoville Ave	26 th St	East Ave	
Existing Parking Spaces	0	15	10	14	3
Total Parking Spaces = 42		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 87	25 th St	Gunderson Ave	26 th St	Scoville Ave	
Existing Parking Spaces	0	0	9	0	0
Total Parking Spaces = 9		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 88	25 th St	Elmwood Ave	26 th St	Gunderson Ave	
Existing Parking Spaces	0	0	12	0	4
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 89	25 th St	Ridgeland Ave	26 th St	Elmwood Ave	
Existing Parking Spaces	0	0	5	0	0
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 90	25 th St	Cuyler Ave	26 th St	Ridgeland Ave	
Existing Parking Spaces	0	0	7	0	0
Total Parking Spaces = 7		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 91	25 th St	Highland Ave	26 th St	Cuyler Ave	
Existing Parking Spaces	16	14	6	8	4
Total Parking Spaces = 48		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 92	25 th St	Harvey Ave	26 th St	Highland Ave	
Existing Parking Spaces	0	6	9	5	0
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 93	25 th St	Lombard Ave	26 th St	Harvey Ave	
Existing Parking Spaces	0	4	7	6	2
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Table 8: Parking requirements within Section 8

Section 9



Image 9: Google Earth image of Section 9

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 94	26 th St	Clinton Ave	27 th St	Home Ave	
Existing Parking Spaces	13	0	0	0	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 95	26 th St	Kenilworth Ave	27 th St	Clinton Ave	
Existing Parking Spaces	11	0	0	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 96	26 th St	Grove Ave	27 th St	Kenilworth Ave	
Existing Parking Spaces	12	0	0	0	3
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 97	26 th St	Oak Park Ave	27 th St	Grove Ave	
Existing Parking Spaces	4	0	0	0	0
Total Parking Spaces = 4		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 98	26 th St	Euclid Ave	27 th St	Oak Park Ave	
Existing Parking Spaces	4	0	0	0	2
Total Parking Spaces = 6		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 107	28 th St	East Ave	30 th St	Oak Park Ave	
Existing Parking Spaces	0	0	13	0	3
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 110	Riverside Dr	Maple Ave	29 th St	Harlem Ave	
Existing Parking Spaces	0	0	10	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 112	29 th Pl	Home Ave	31 st St	Wisconsin Ave	
Existing Parking Spaces	0	0	0	0	4
Total Parking Spaces = 4		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 113	27 th St	Oak Park Ave	29 th Pl	Kenilworth Ave	
Existing Parking Spaces	0	0	19	0	1
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Table 9: Parking requirements within Section 9

Section 10



Image 10: Google Earth image of Section 10

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 99	26 th St	Wesley Ave	27 th St	Euclid Ave	
Existing Parking Spaces	7	6	0	6	0
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 100	26 th St	Clarence Ave	27 th St	Wesley Ave	
Existing Parking Spaces	13	0	0	6	0
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 101	26 th St	East Ave	27 th St	Clarence Ave	
Existing Parking Spaces	8	14	0	0	0
Total Parking Spaces = 22		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 102	26 th St	Ridgeland Ave	27 th St	East Ave	
Existing Parking Spaces	43	0	0	12	2

Total Parking Spaces = 57	Total ADA Spaces Required = 3	Total ADA Spaces Provided = 2
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Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 103	26 th St	Cuyler Ave	27 th St	Ridgeland Ave	
Existing Parking Spaces	11	0	0	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 104	26 th St	Highland Ave	27 th St	Cuyler Ave	
Existing Parking Spaces	10	9	0	7	0
Total Parking Spaces = 26		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 105	26 th St	Harvey Ave	27 th St	Highland Ave	
Existing Parking Spaces	11	10	0	0	2
Total Parking Spaces = 23		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 106	26 th St	Lombard Ave	27 th St	Harvey Ave	
Existing Parking Spaces	8	0	0	0	0
Total Parking Spaces = 8		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 107	28 th St	East Ave	30 th St	Oak Park Ave	
Existing Parking Spaces	0	0	13	0	3
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 108	28 th St	Ridgeland Ave	31 st St	East Ave	
Existing Parking Spaces	0	0	67	21	6
Total Parking Spaces = 94		Total ADA Spaces Required = 4		Total ADA Spaces Provided = 6	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 109	27 th St	Cuyler Ave	28 th St	Ridgeland Ave	
Existing Parking Spaces	0	0	0	20	2
Total Parking Spaces = 22		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Table 10: Parking requirements within Section 10

Section 11



Image 11: Google Earth image of Section 11

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 111	30 th St	Maple Ave	31 st St	Harlem Ave	
Existing Parking Spaces	13	0	0	0	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	
Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 112	29 th Pl	Home Ave	31 st St	Wisconsin Ave	
Existing Parking Spaces	0	0	0	0	4
Total Parking Spaces = 4		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 114	31 st St	Kenilworth Ave	32 nd St	Clinton Ave	
Existing Parking Spaces	10	0	0	0	6
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 6	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 115	31 st St	Oak Park Ave	32 nd St	Grove Ave	
Existing Parking Spaces	0	0	10	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 116	31 st St	Euclid Ave	Stanley Ave	Oak Park Ave	
Existing Parking Spaces	0	4	11	0	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 120	32 nd St	Maple Ave	Stanley Ave	Harlem Ave	
Existing Parking Spaces	0	0	13	8	0
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 121	32 nd St	Clinton Ave	Stanley Ave	Home Ave	
Existing Parking Spaces	0	0	Construction	8	0
Total Parking Spaces = 8		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 122	32 nd St	Kenilworth Ave	Stanley Ave	Clinton	
Existing Parking Spaces	0	3	Construction	7	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 123	32 nd St	Grove Ave	Stanley Ave	Kenilworth Ave	
Existing Parking Spaces	4	9	Construction	3	0
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 124	32 nd St	Oak Park Ave	Stanley Ave	Grove Ave	
Existing Parking Spaces	0	0	Construction	12	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 125	Stanley Ave	Home Ave	Windsor Ave	Harlem Ave	
Existing Parking Spaces	106	0	96	0	3
Total Parking Spaces = 205		Total ADA Spaces Required = 9		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 126	Stanley Ave	Grove Ave	Windsor Ave	Home Ave	
Existing Parking Spaces	82	0	87	0	0
Total Parking Spaces = 169		Total ADA Spaces Required = 7		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 127	Stanley Ave	Oak Park Ave	Windsor Ave	Grove Ave	
Existing Parking Spaces	13	0	8	0	1
Total Parking Spaces = 23		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 128	Stanley Ave	East Ave	Windsor Ave	Oak Park Ave	
Existing Parking Spaces	77	0	106	0	0
Total Parking Spaces = 183		Total ADA Spaces Required = 8		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 130	Windsor Ave	Maple Ave	34 th St	Harlem Ave	
Existing Parking Spaces	12	0	0	0	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 131	Windsor Ave	Wisconsin Ave	34 th St	Maple Ave	
Existing Parking Spaces	12	0	0	0	0
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 132	Windsor Ave	Wenonah Ave	34 th St	Wisconsin Ave	
Existing Parking Spaces	15	0	0	0	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 133	Windsor Ave	Home Ave	34 th St	Wenonah Ave	
Existing Parking Spaces	15	0	0	0	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 134	Windsor Ave	Clinton Ave	34 th St	Home Ave	
Existing Parking Spaces	12	10	0	5	2
Total Parking Spaces = 29		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 135	Windsor Ave	Kenilworth Ave	34 th St	Clinton Ave	
Existing Parking Spaces	12	9	0	0	0
Total Parking Spaces = 21		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 136	Windsor Ave	Grove Ave	34 th St	Kenilworth Ave	
Existing Parking Spaces	12	23	2	7	0
Total Parking Spaces = 44		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 137	Windsor Ave	Oak Park Ave	34 th St	Grove Ave	
Existing Parking Spaces	11	7	0	11	2
Total Parking Spaces = 31		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Table 11: Parking requirements within Section 11

Section 12



Image 12: Google Earth image of Section 12

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 107	28 th St	East Ave	30 th St	Oak Park Ave	
Existing Parking Spaces	0	0	13	0	3
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 108	28 th St	Ridgeland Ave	31 st St	East Ave	
Existing Parking Spaces	0	0	67	21	6
Total Parking Spaces = 94		Total ADA Spaces Required = 4		Total ADA Spaces Provided = 6	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 117	31 st St	Clarence Ave	Stanley Ave	Wesley Ave	
Existing Parking Spaces	0	0	0	0	2
Total Parking Spaces = 2		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 118	31 st St	Scoville Ave	Stanley Ave	East Ave	
Existing Parking Spaces	0	0	0	0	2
Total Parking Spaces = 2		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 119	31 st St	Gunderson Ave	Stanley Ave	Scoville Ave	
Existing Parking Spaces	0	0	13	0	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 128	Stanley Ave	East Ave	Windsor Ave	Oak Park Ave	
Existing Parking Spaces	77	0	106	0	0
Total Parking Spaces = 183		Total ADA Spaces Required = 8		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 129	Stanley Ave	Ridgeland Ave	Windsor Ave	East Ave	
Existing Parking Spaces	106	0	91	0	0
Total Parking Spaces = 197		Total ADA Spaces Required = 8		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 138	Windsor Ave	Gunderson Ave	Fairfield Ave	Scoville Ave	
Existing Parking Spaces	0	0	0	0	2
Total Parking Spaces = 2		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 152	33 rd St	Cuyler Ave	Rte 66/Ogden Ave	Ridgeland Ave	
Existing Parking Spaces	0	0	8	0	2
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 153	33 rd St	Highland Ave	Rte 66/Ogden Ave	Cuyler Ave	
Existing Parking Spaces	0	0	10	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 154	33 rd St	Harvey Ave	Rte 66/Ogden Ave	Highland Ave	
Existing Parking Spaces	0	5	8	0	3
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 3	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 155	33 rd St	Lombard Ave	Rte 66/Ogden Ave	Harvey Ave	
Existing Parking Spaces	0	4	6	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 172	Rte 66/Ogden Ave	Cuyler Ave	35 th St	Ridgeland Ave	
Existing Parking Spaces	5	15	0	0	0
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 173	Rte 66/Ogden Ave	Highland Ave	35 th St	Cuyler Ave	
Existing Parking Spaces	9	4	0	4	0
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 174	Rte 66/Ogden Ave	Harvey Ave	34 th St	Highland Ave	
Existing Parking Spaces	10	10	0	5	0
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 175	Rte 66/Ogden Ave	Lombard Ave	34 th St	Harvey Ave	
Existing Parking Spaces	10	11	0	7	0
Total Parking Spaces = 28		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 0	

Table 12: Parking requirements within Section 12

Section 13



Image 13: Google Earth image of Section 13

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 139	36 th St	Wisconsin Ave	Rte 66/ Ogden Ave	Maple Ave	
Existing Parking Spaces	0	4	7	13	2
Total Parking Spaces = 26		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 140	36 th St	Wenonah Ave	Rte 66/ Ogden Ave	Wisconsin Ave	
Existing Parking Spaces	0	0	0	3	2
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 141	36 th St	Home Ave	Rte 66/ Ogden Ave	Wenonah Ave	
Existing Parking Spaces	0	0	11	9	0
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 142	35 th St	Clinton Ave	Rte 66/ Ogden Ave	Home Ave	
Existing Parking Spaces	0	0	11	0	0
Total Parking Spaces = 11		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 143	35 th St	Kenilworth Ave	Rte 66/ Ogden Ave	Clinton Ave	
Existing Parking Spaces	0	0	11	14	1
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 144	35 th St	Grove Ave	Rte 66/ Ogden Ave	Kenilworth Ave	
Existing Parking Spaces	0	5	10	0	1
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 1	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 145	35 th St	Oak Park Ave	Rte 66/ Ogden Ave	Grove Ave	
Existing Parking Spaces	0	0	4	9	0
Total Parking Spaces = 13		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 146	35 th St	Euclid Ave	Rte 66/ Ogden Ave	Oak Park Ave	
Existing Parking Spaces	0	4	6	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 147	34 th St	Wesley Ave	Rte 66/ Ogden Ave	Euclid Ave	
Existing Parking Spaces	0	0	10	0	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 156	Rte 66/Ogden Ave	Maple Ave	38 th St	Harlem Ave	
Existing Parking Spaces	0	6	19	0	0
Total Parking Spaces = 25		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 157	Rte 66/Ogden Ave	Wisconsin Ave	38 th St	Maple Ave	
Existing Parking Spaces	9	0	0	5	0
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 158	Rte 66/Ogden Ave	Wenonah Ave	38 th St	Wisconsin Ave	
Existing Parking Spaces	8	7	0	0	2
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 159	Rte 66/Ogden Ave	Home Ave	38 th St	Wenonah Ave	
Existing Parking Spaces	5	6	0	5	4
Total Parking Spaces = 16		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 160	Rte 66/Ogden Ave	Clinton Ave	37 th St	Home Ave	
Existing Parking Spaces	5	0	0	5	2
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 161	Rte 66/Ogden Ave	Kenilworth Ave	37 th St	Clinton Ave	
Existing Parking Spaces	4	11	0	0	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 162	Rte 66/Ogden Ave	Grove Ave	37 th St	Kenilworth Ave	

Existing Parking Spaces	8	7	0	0	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 163	Rte 66/Ogden Ave	Oak Park Ave	37 th St	Grove Ave	
Existing Parking Spaces	6	0	0	0	0
Total Parking Spaces = 6		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 164	Rte 66/Ogden Ave	Euclid Ave	37 th St	Oak Park Ave	
Existing Parking Spaces	6	6	0	0	2
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 165	Rte 66/Ogden Ave	Wesley Ave	37 th St	Euclid Ave	
Existing Parking Spaces	12	6	0	8	4
Total Parking Spaces = 30		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 4	

Table 13: Parking requirements within Section 13

Section 14



Image 14: Google Earth image of Section 14

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 148	34 th St	Clarence Ave	Rte 66/Ogden Ave	Wesley Ave	
Existing Parking Spaces	0	0	10	0	2
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 149	34 th St	East Ave	Rte 66/Ogden Ave	Clarence Ave	
Existing Parking Spaces	0	0	5	9	0
Total Parking Spaces = 14		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 150	34 th St	Gunderson Ave	Rte 66/Ogden Ave	East Ave	
Existing Parking Spaces	0	5	28	12	2
Total Parking Spaces = 47		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 151	34 th St	Ridgeland Ave	Rte 66/Ogden Ave	Gunderson Ave	
Existing Parking Spaces	24	0	26	12	2
Total Parking Spaces = 64		Total ADA Spaces Required = 3		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 166	Rte 66/Ogden Ave	Clarence Ave	36 th St	Wesley Ave	
Existing Parking Spaces	12	0	0	3	0
Total Parking Spaces = 15		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 167	Rte 66/Ogden Ave	East Ave	36 th St	Clarence Ave	
Existing Parking Spaces	4	0	0	6	0
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 168	Rte 66/Ogden Ave	Scoville Ave	36 th St	East Ave	
Existing Parking Spaces	8	10	0	0	0
Total Parking Spaces = 18		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 169	Rte 66/Ogden Ave	Gunderson Ave	36 th St	Scoville Ave	
Existing Parking Spaces	12	9	0	10	4
Total Parking Spaces = 31		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 170	Rte 66/Ogden Ave	Elmwood Ave	35 th St	Gunderson Ave	
Existing Parking Spaces	8	11	0	0	0
Total Parking Spaces = 19		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 171	Rte 66/Ogden Ave	Ridgeland Ave	35 th St	Elmwood Ave	
Existing Parking Spaces	6	0	0	0	4
Total Parking Spaces = 10		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 4	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 172	Rte 66/Ogden Ave	Cuyler Ave	35 th St	Ridgeland Ave	
Existing Parking Spaces	5	15	0	0	0
Total Parking Spaces = 20		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 173	Rte 66/Ogden Ave	Highland Ave	35 th St	Cuyler Ave	
Existing Parking Spaces	9	4	0	4	0
Total Parking Spaces = 17		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 0	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 176	36 th St	Scoville Ave	37 th St	East Ave	
Existing Parking Spaces	0	9	0	15	2
Total Parking Spaces = 26		Total ADA Spaces Required = 2		Total ADA Spaces Provided = 2	

Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 177	37 th St	Gunderson Ave	38 th St	East Ave	
Existing Parking Spaces	0	0	0	0	5
Total Parking Spaces = 5		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 5	

Table 14: Parking requirements within Section 14

Section 15

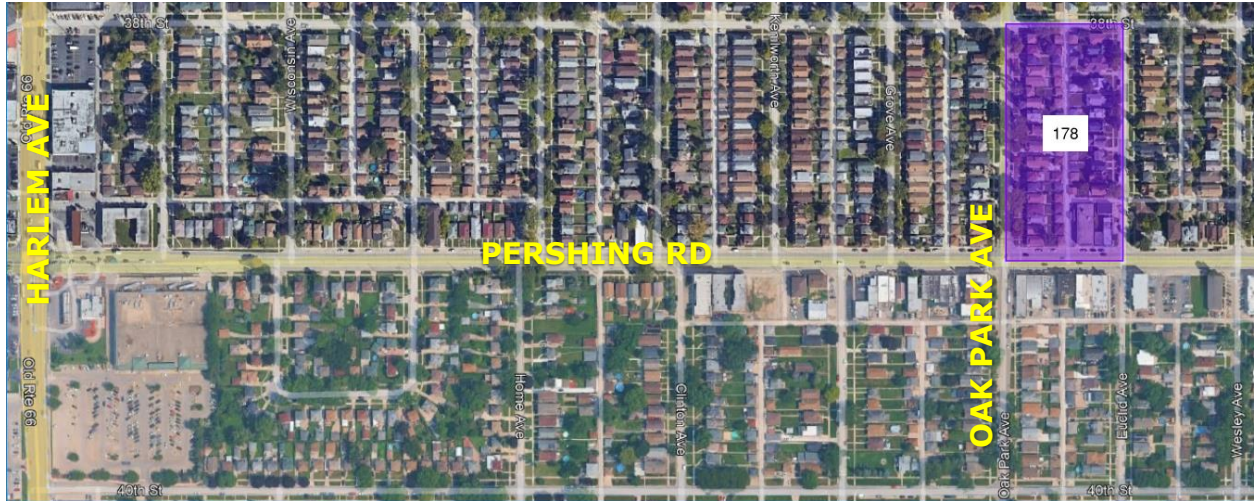


Image 15: Google Earth image of Section 15

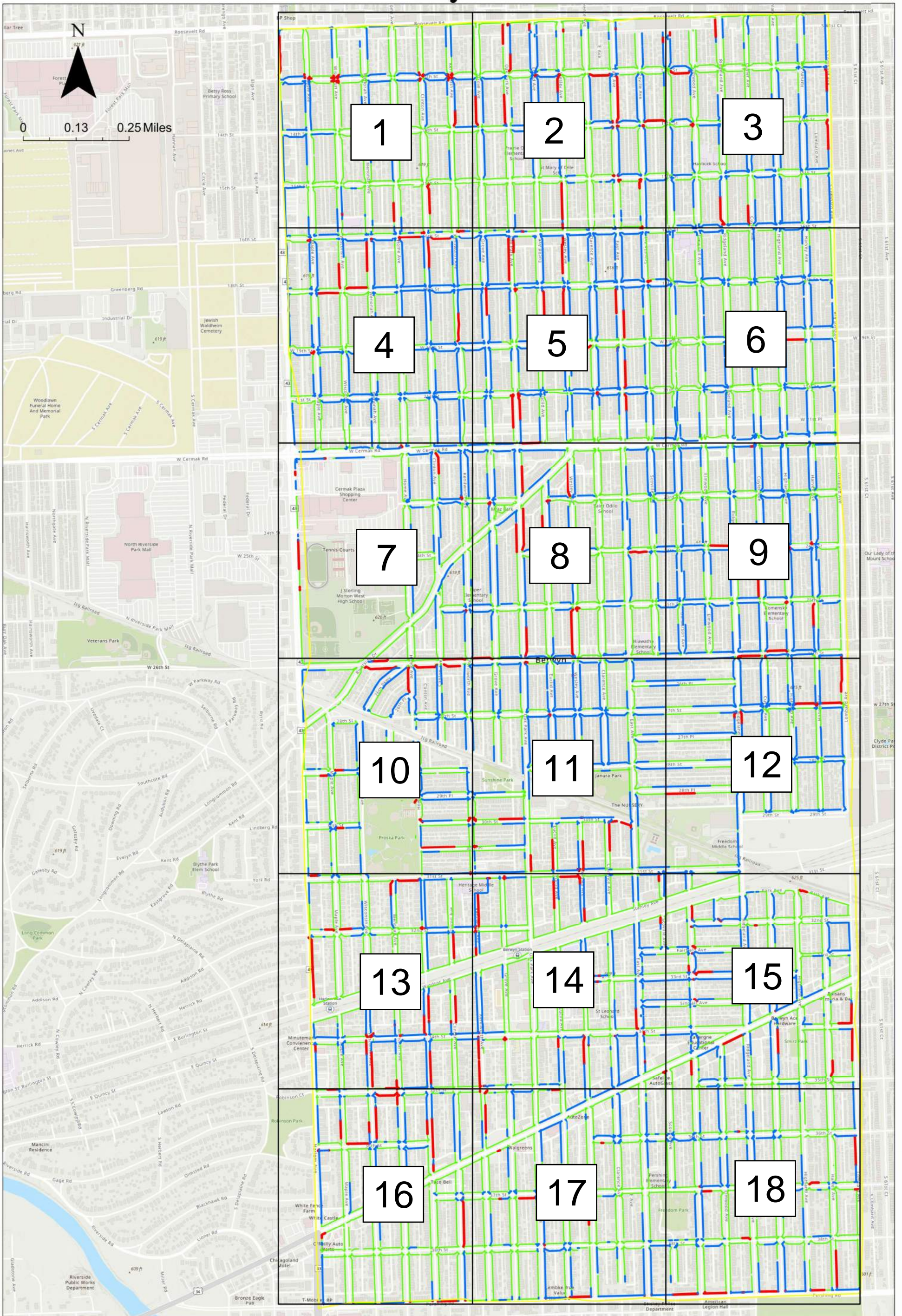
Block Number	North Face	East Face	South Face	West Face	Existing ADA Spots
Block 178	38 th St	Euclid Ave	Pershing Rd	Oak Park Ave	
Existing Parking Spaces	0	0	10	0	2
Total Parking Spaces = 12		Total ADA Spaces Required = 1		Total ADA Spaces Provided = 2	

Table 15: Parking requirements within Section 15

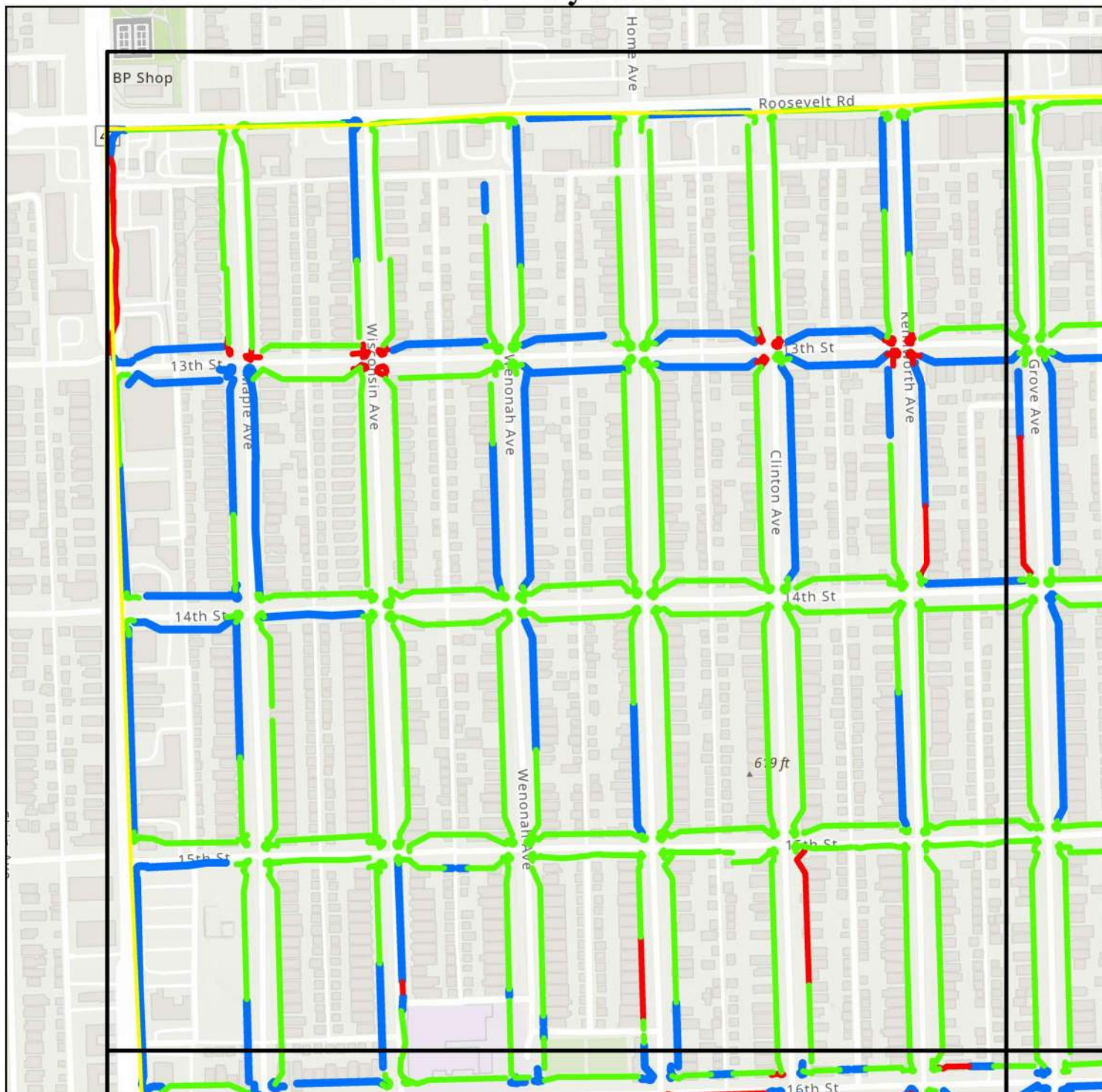
Appendix A.6

Aerial Exhibits for Sidewalk Segments and Curb Ramps

ADA Transition Plan - Physical Condition Priorities

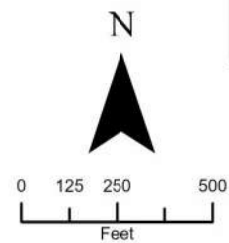


ADA Transition Plan - Physical Condition Priorities

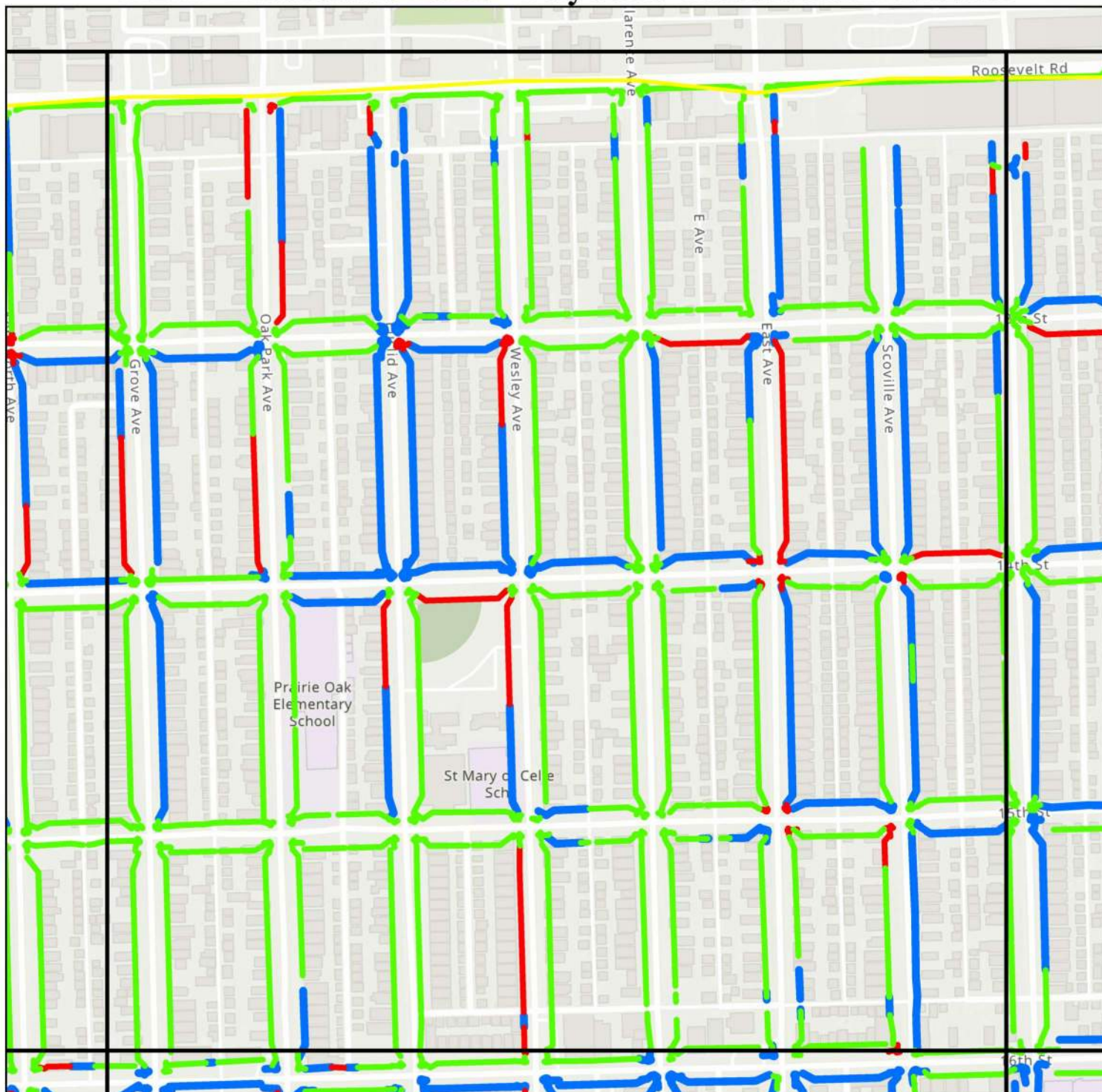


Physical Location Score

- █ Major Barriers to Access Found
- █ Moderate Barriers to Access Found
- █ Long-term Improvements
- █ Berwyn Municipality

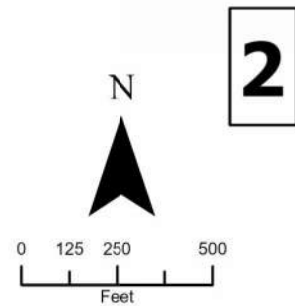


ADA Transition Plan - Physical Condition Priorities

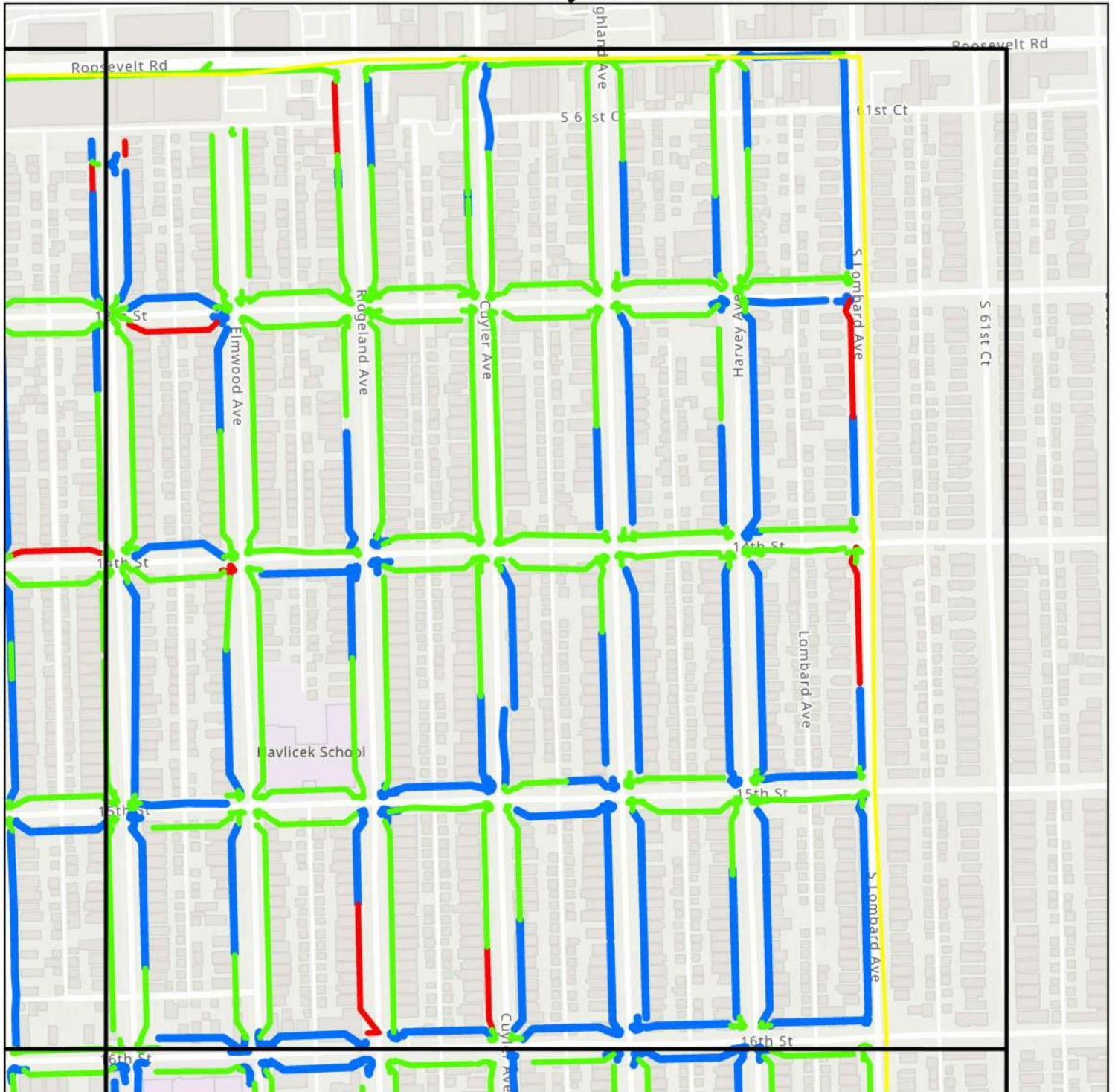


Physical Location Score

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 - Moderate Barriers to Access Found
 - Long-term Improvements
- Berwyn Municipality

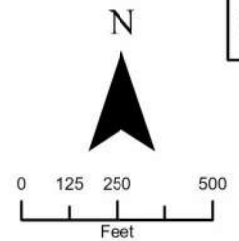


ADA Transition Plan - Physical Condition Priorities



Physical Location Score

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- Long-term Improvements
- Berwyn Municipality



3

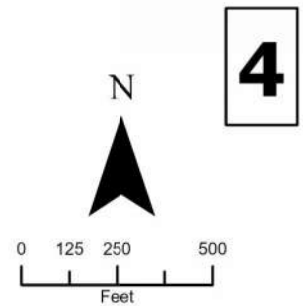


ADA Transition Plan - Physical Condition Priorities

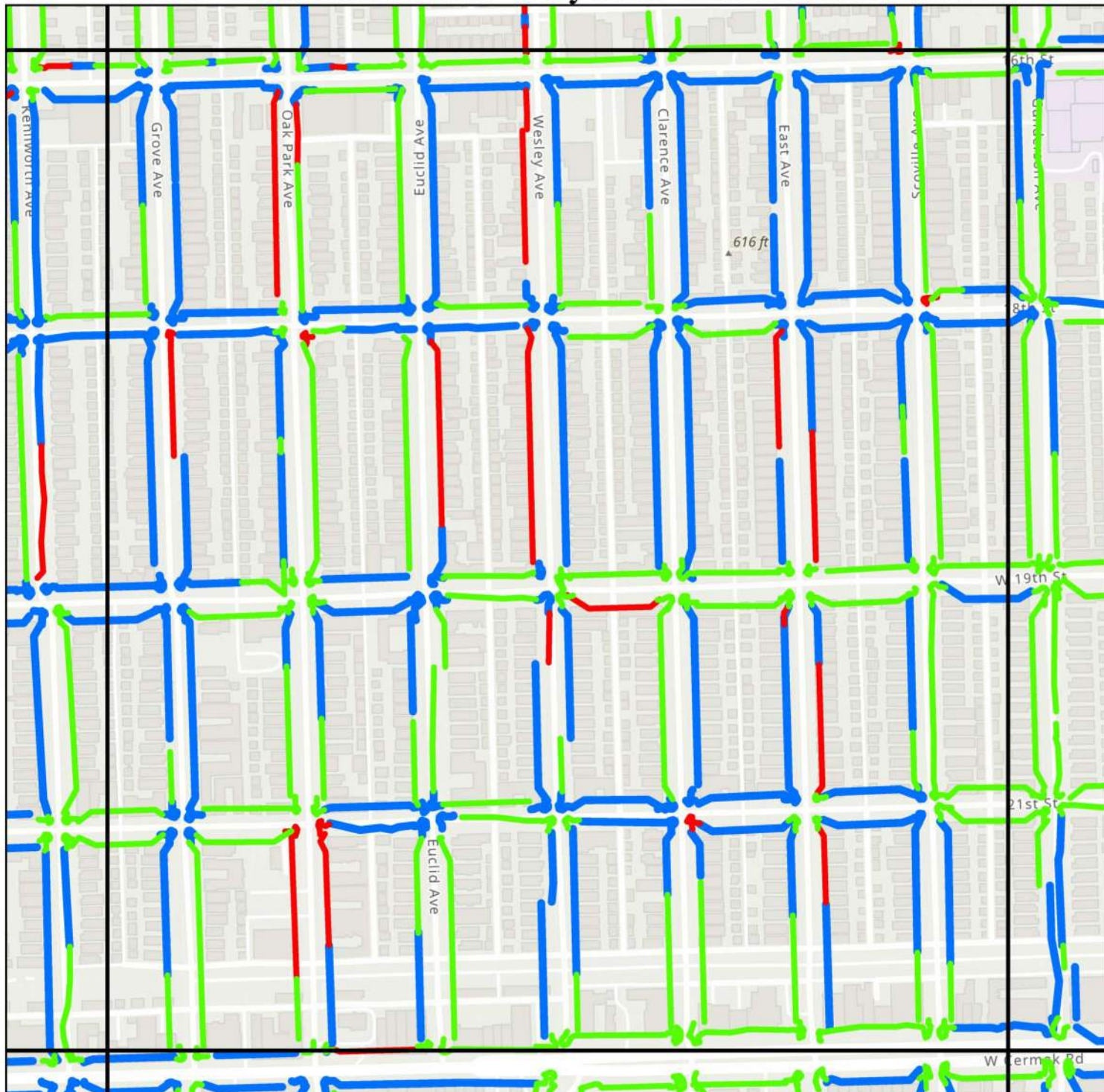


Physical Location Score

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- █ Long-term Improvements
- █ Berwyn Municipality

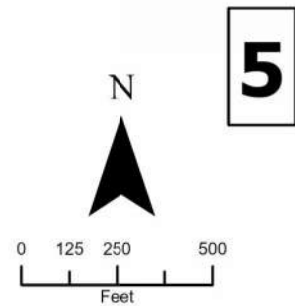


ADA Transition Plan - Physical Condition Priorities



Physical Location Score

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- Berwyn Municipality



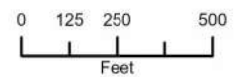
ADA Transition Plan - Physical Condition Priorities



Physical Location Score

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- █ Berwyn Municipality

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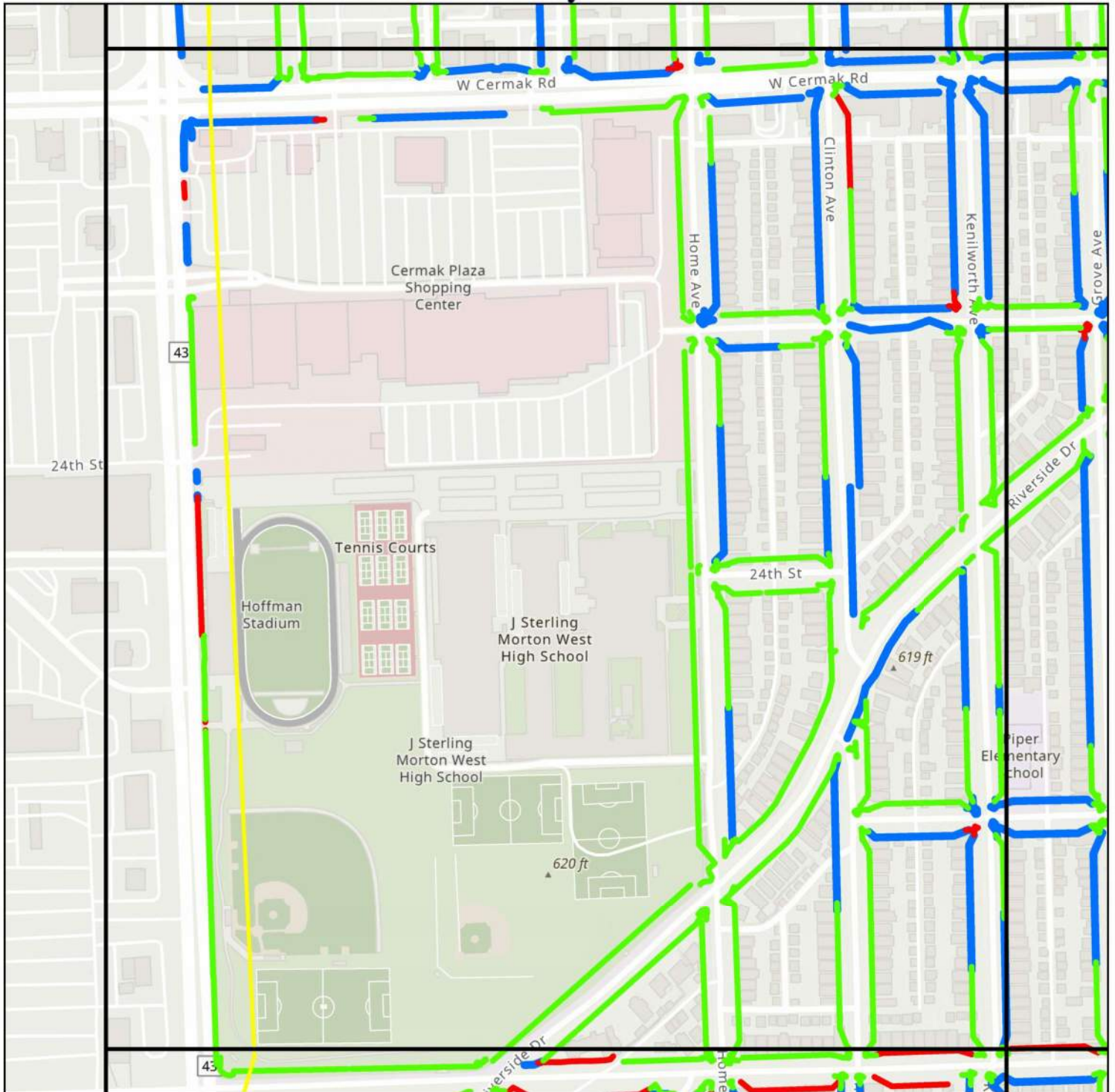


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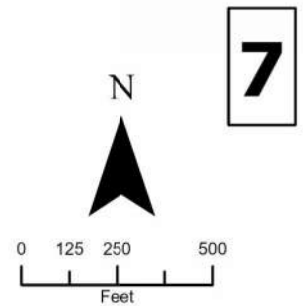
Chicago Metropolitan
Agency for Planning

ADA Transition Plan - Physical Condition Priorities

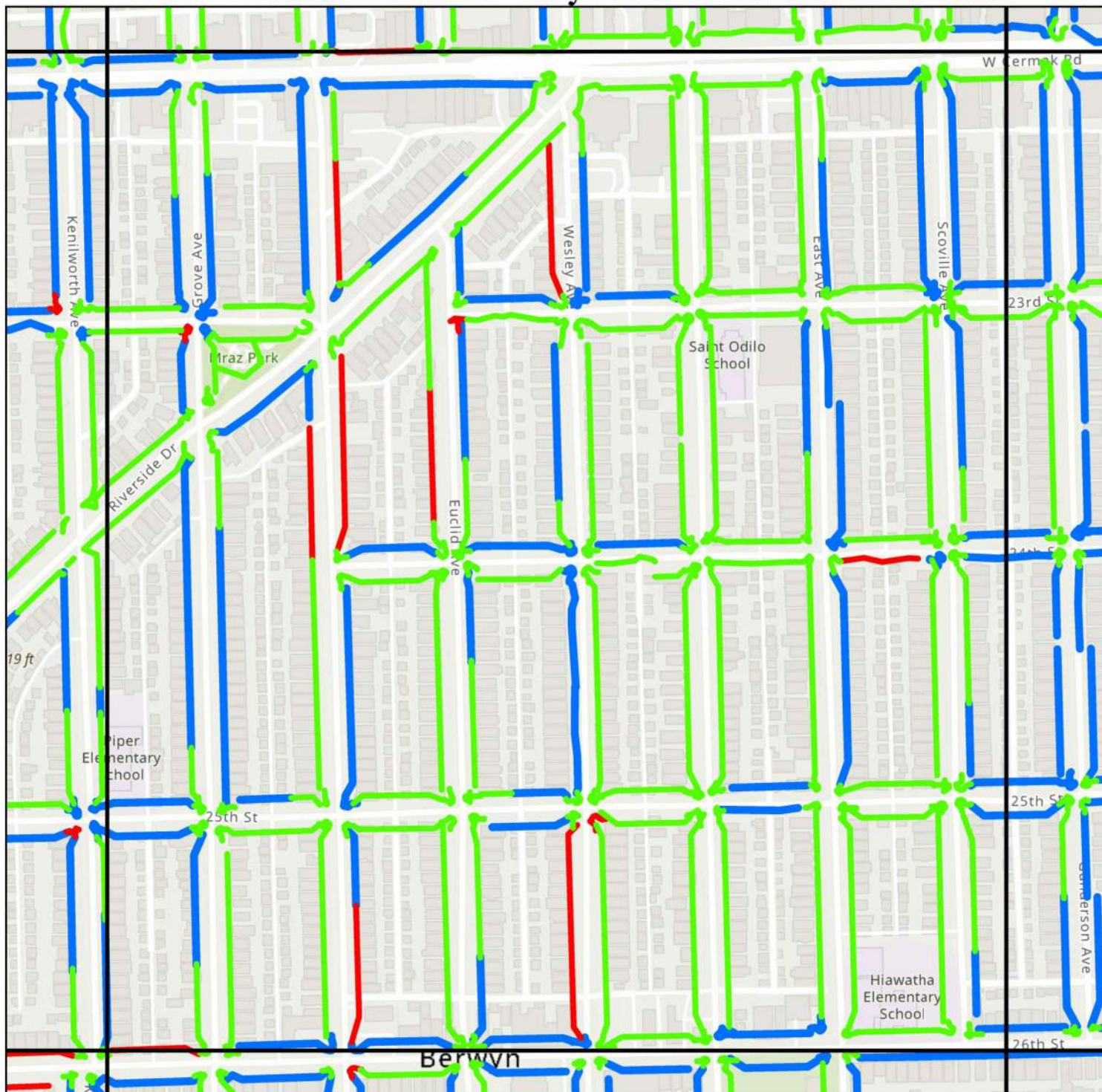


Physical Location Score

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- Berwyn Municipality

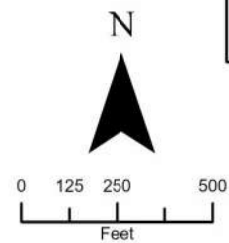


ADA Transition Plan - Physical Condition Priorities



Physical Location Score

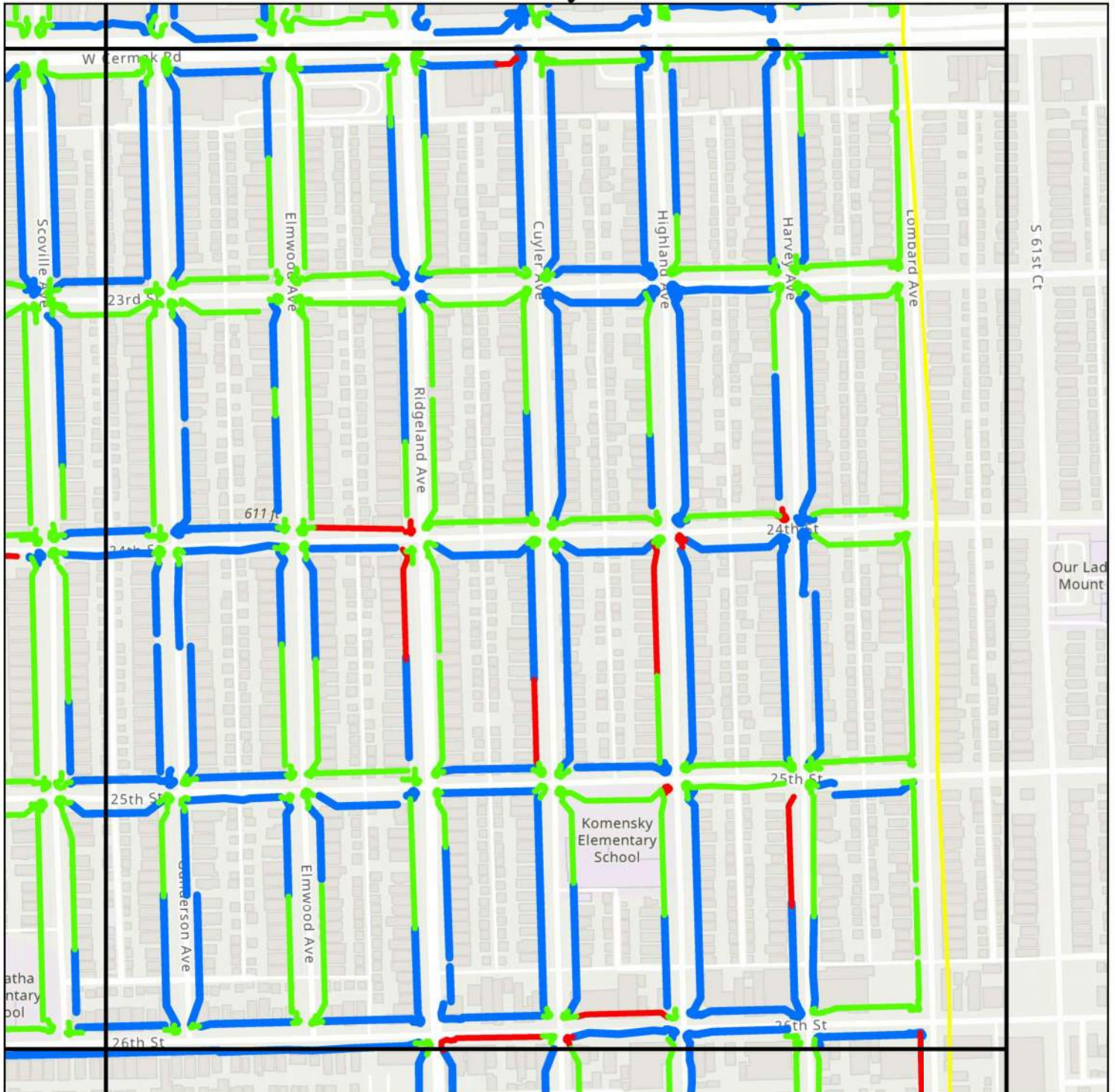
- Major Barriers to Access Found
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- Long-term Improvements
- Berwyn Municipality



8

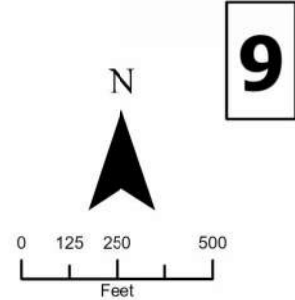


ADA Transition Plan - Physical Condition Priorities

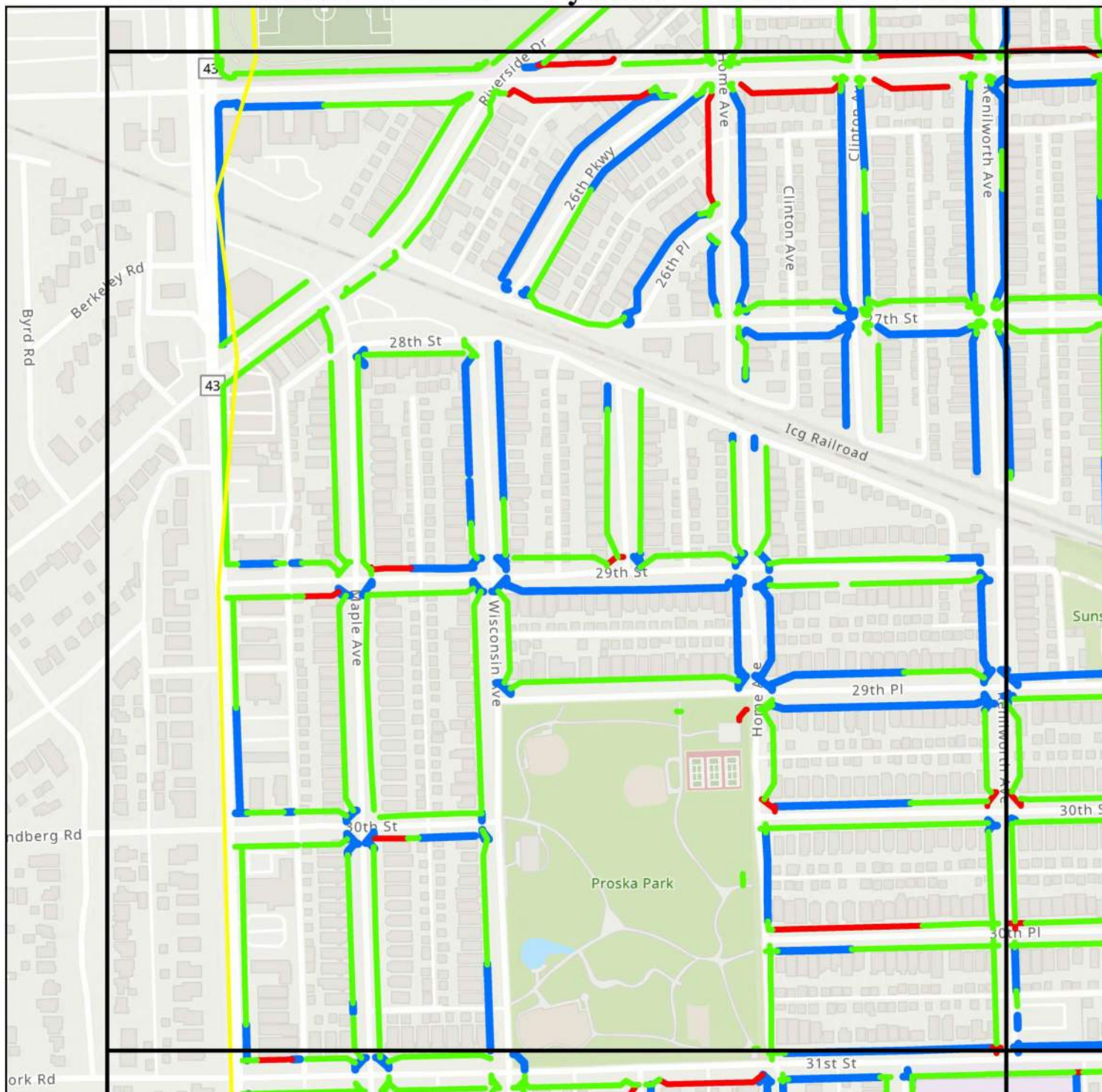


Physical Location Score

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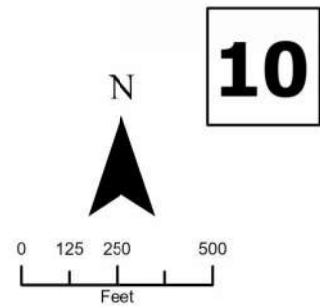


ADA Transition Plan - Physical Condition Priorities

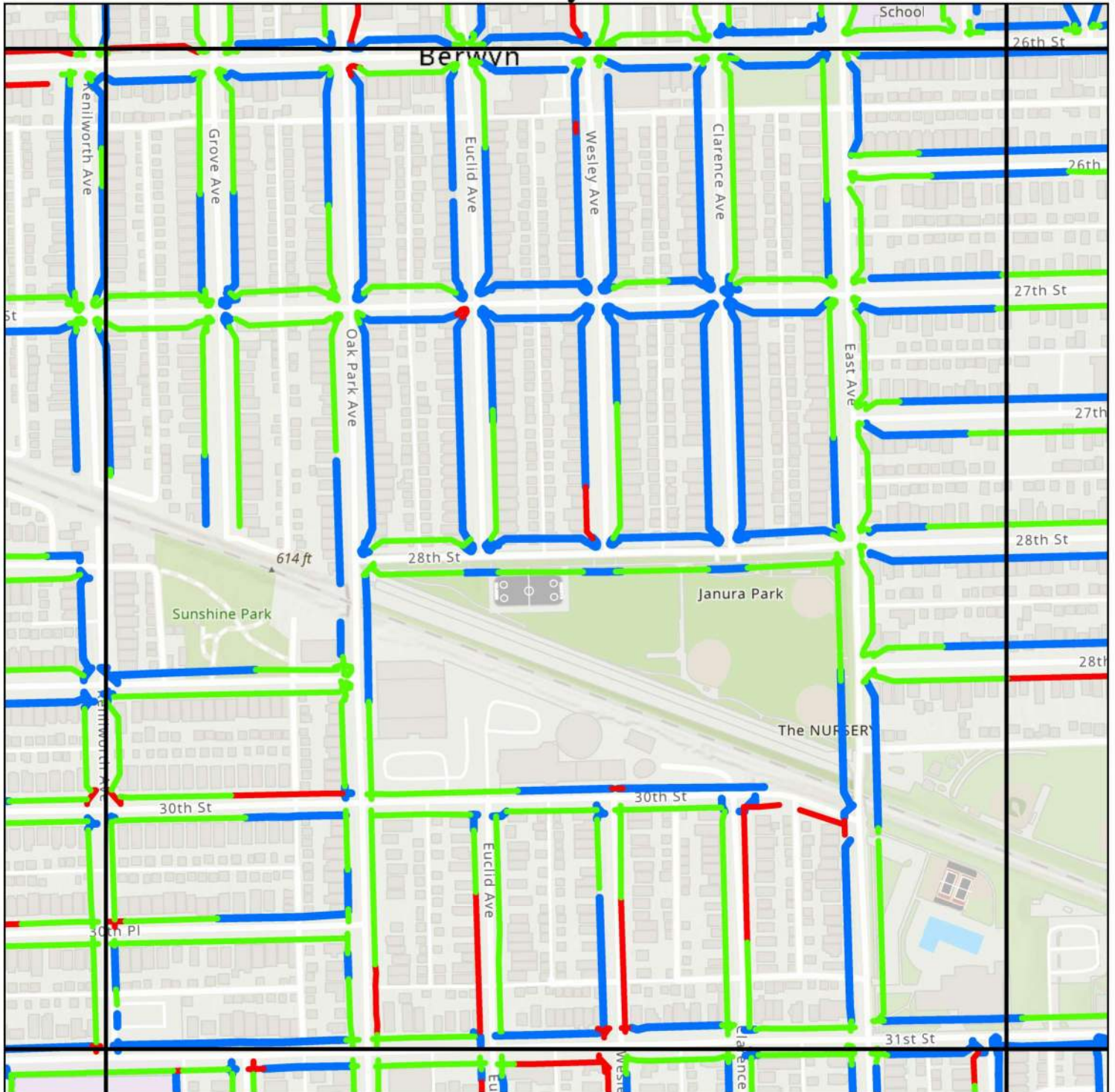


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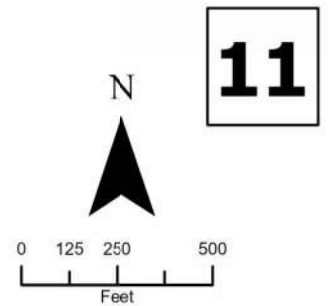


ADA Transition Plan - Physical Condition Priorities

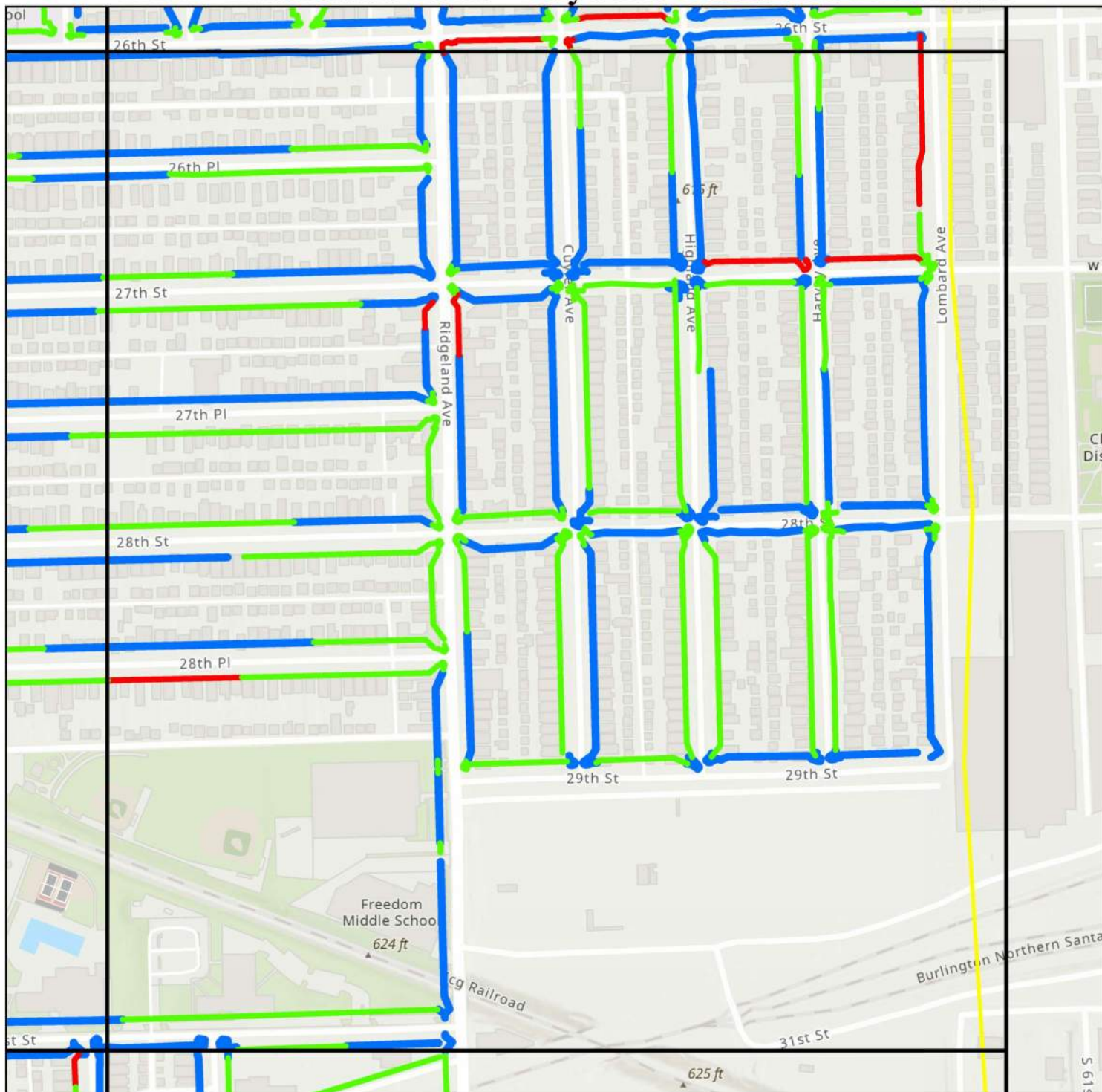


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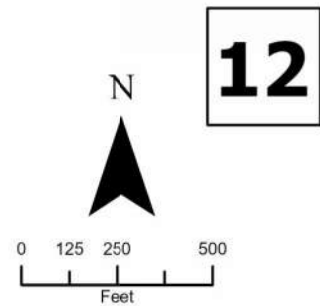


ADA Transition Plan - Physical Condition Priorities

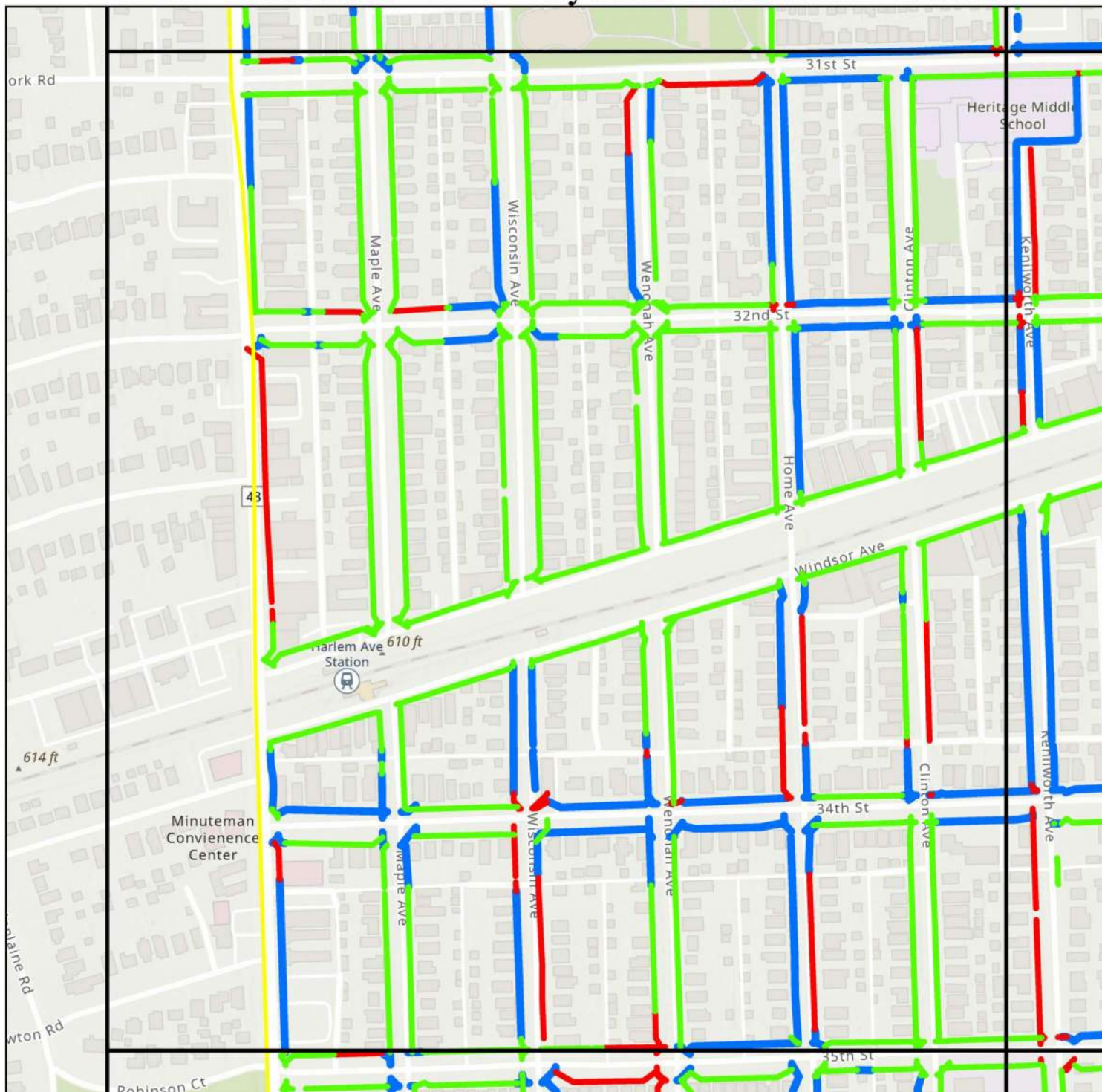


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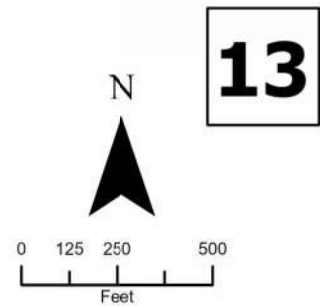


ADA Transition Plan - Physical Condition Priorities

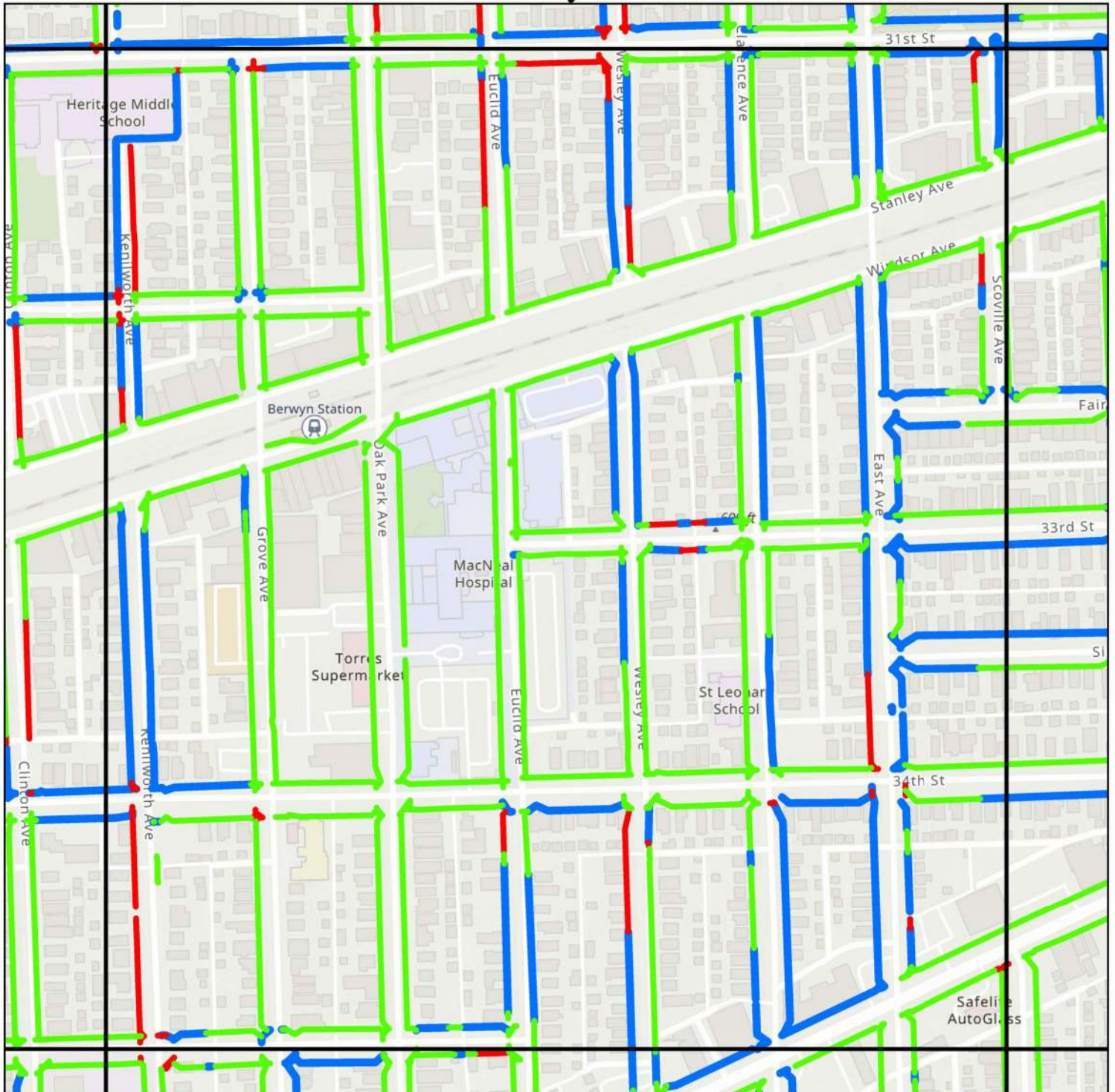


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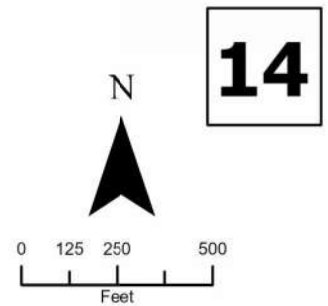


ADA Transition Plan - Physical Condition Priorities

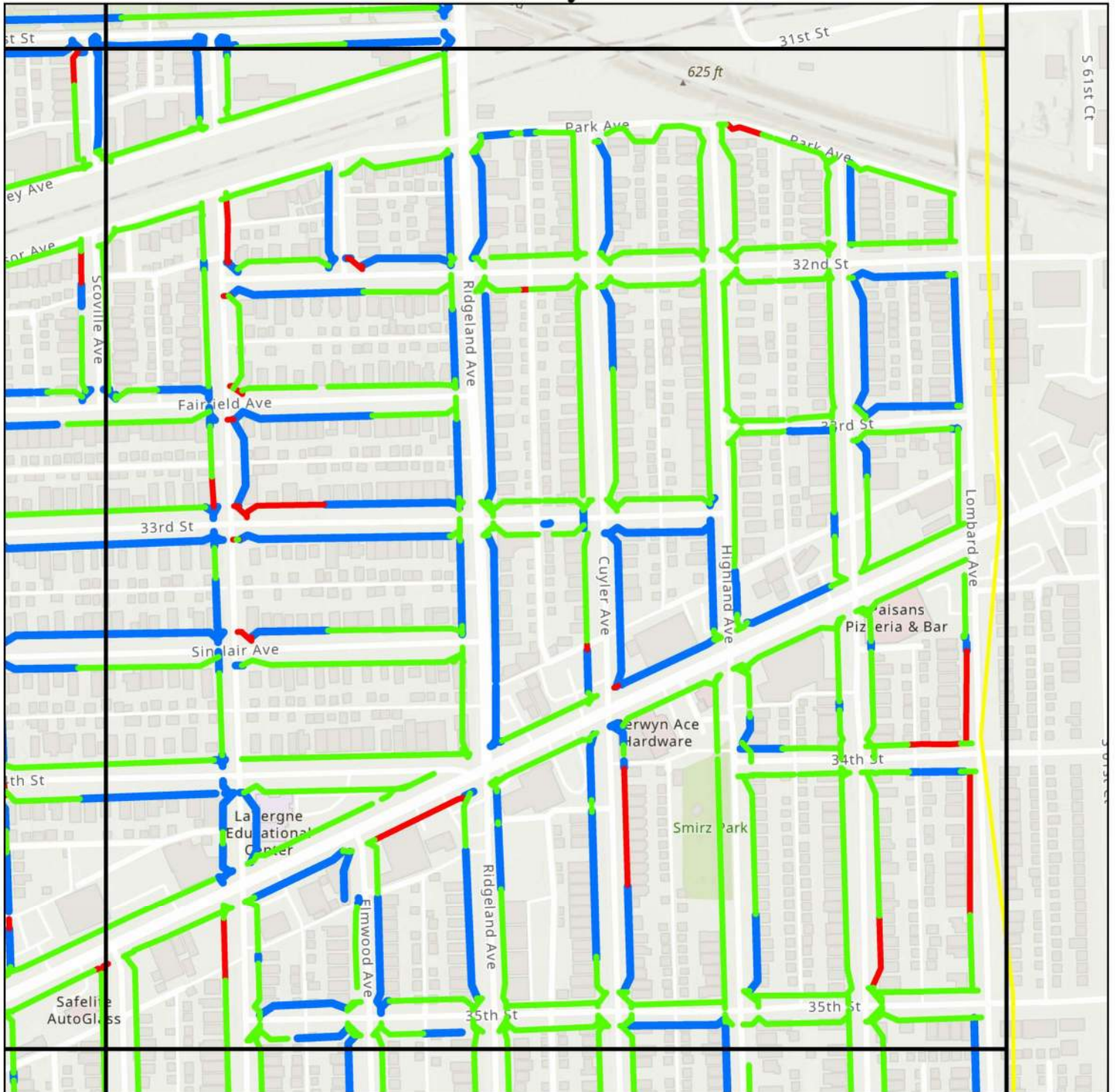


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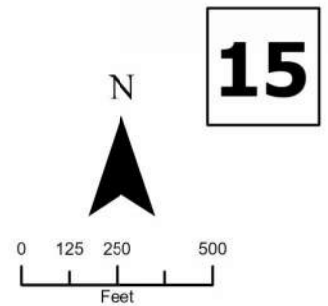


ADA Transition Plan - Physical Condition Priorities



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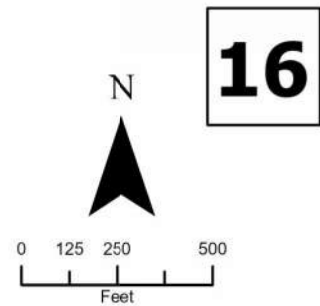


ADA Transition Plan - Physical Condition Priorities



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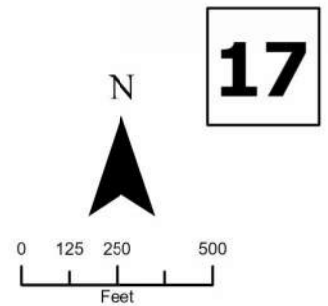


ADA Transition Plan - Physical Condition Priorities

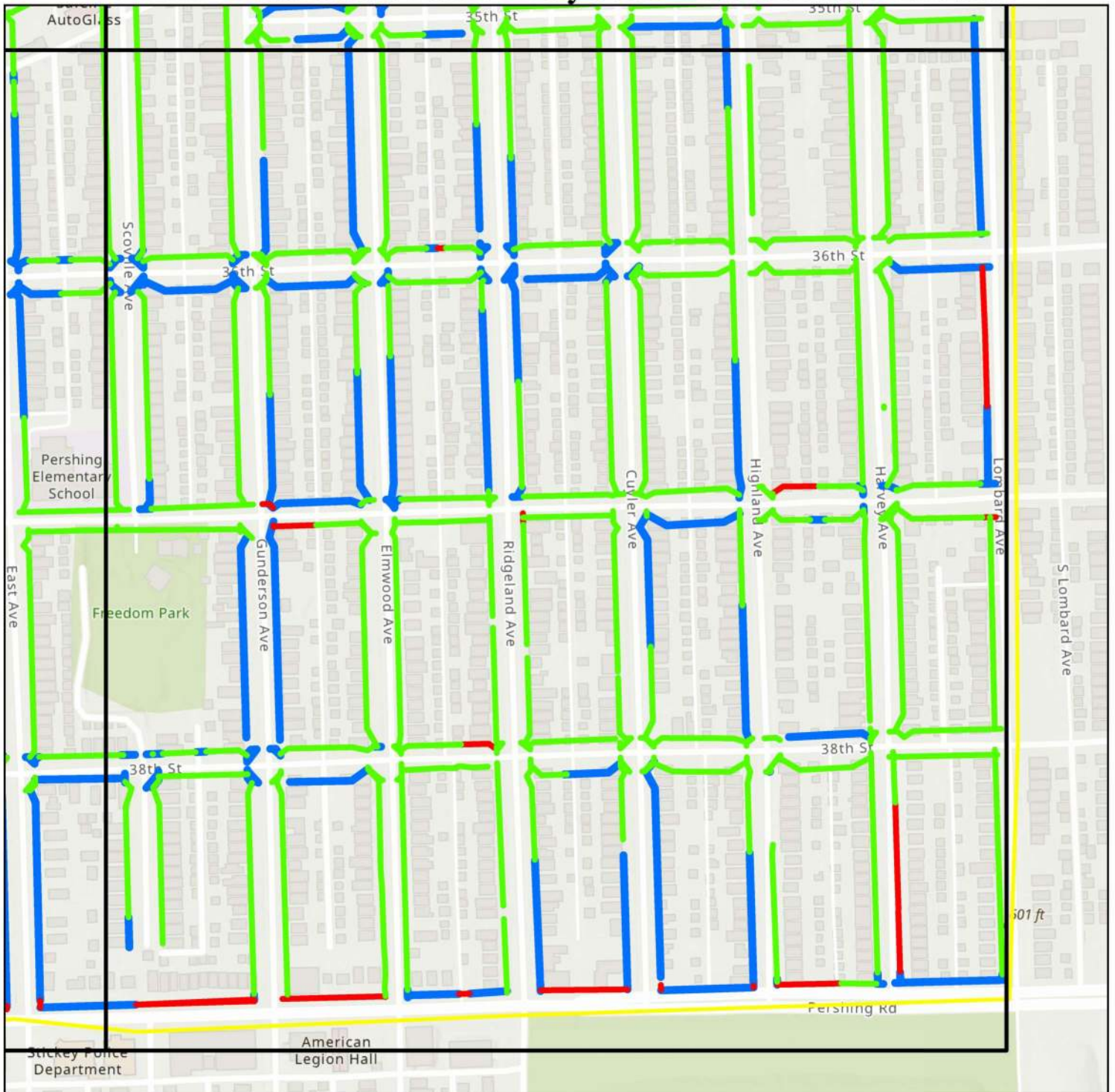


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ADA Transition Plan - Physical Condition Priorities



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