

ADA Transition Plan

CITY OF WOODSTOCK, IL

ADOPTED - APRIL 7, 2026
RESOLUTION 26-R-18



 Chicago Metropolitan
Agency for Planning



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Woodstock's Plan for Accessible Streets & Sidewalks



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This is an update to previous version of Woodstock's self-evaluation and transition plan for streets and sidewalks.



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- Dorr Township
- The Lakota Group
- Woodstock Community Unit School District #200



Chicago Metropolitan Agency for Planning

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

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

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

PROJECT CONSULTANTS





1. Introduction and Purpose

The Americans with Disabilities Act (ADA) was established in 1990. It requires public entities, like the City of Woodstock, to identify and address barriers to accessibility on their streets and sidewalks. Woodstock's Plan for Accessible Streets and Sidewalks addresses these requirements for public rights-of-way.

Specifically, the ADA requires public entities with 50 or more employees to meet these requirements through a self-evaluation and transition plan.

The purpose of this is to first identify barriers to accessibility through the self-evaluation step. The City must then identify how it plans to improve, or transition, streets and sidewalks it controls to address these barriers.

The next step is to use the results of the self-evaluation and transition plan to generate a schedule for how Woodstock will address its barriers to accessibility. This implementation step occurs over time, in consideration of other municipal needs, to address priorities identified in the plan.

Beyond helping Woodstock comply with federal law, this Plan for Accessible Streets and Sidewalks helps the City achieve goals established through its various plans. Most notable is a vision for Woodstock established in its 2024 Comprehensive Plan:

- **The City should ensure that sidewalks provide good access and mobility for all residents by closing gaps, providing adequate width, maintaining pavement quality, and adhering to ADA standards City-wide.**

Woodstock's 2021 Age-Friendly Action Plan includes a goal for the City to be a "year-round clean, safe, attractive and walkable City for residents." One action step identified to achieve this is to "improve and repair sidewalks, streets, [and] walking/bike paths."

In addition to City-specific efforts, a 2024 project by students at Woodstock High School examined overall walkability in the community. It noted "the idea of walkability is the essence of being able to get to important everyday locations and attractions that are essential to our everyday lives." The effort, which won a national award from Project Lead the Way, found that adding crosswalks at busy intersections along Routes 14 and Route 47, and McConnell Road would improve pedestrian access.

Achieving these goals

To help achieve these goals, the City applied for and received funding support for this plan through the Chicago Metropolitan Agency for Planning (CMAP). CMAP is the regional planning agency for northeastern Illinois.

This is in addition to Woodstock already investing millions of dollars to realize these goals. From 2020 through 2025, the City invested more than \$50 million in its Enhanced Street Program. This multi-year investment represented the largest effort of its kind in the City's history.

The Enhanced Street Program included repaving several streets, as well as upgrading and repairing sidewalks and driveway aprons that intersect sidewalks. Dozens of new curb ramps were constructed over the life of this program.





While the substantial annual investments in the Enhanced Street Program are ending, the City plans to continue investing between \$1 to \$3 million per year in additional street upgrades in the coming years. This will result in dozens more curb ramps and sidewalk segments receiving upgrades. These improvements may not necessarily occur exclusively on routes identified in the Plan for Accessible Streets and Sidewalks.

The City is recommended to adopt new ADA-related policies and document its designation of an ADA Coordinator. The City is also recommended to conduct a self-evaluation and develop a transition plan for its public buildings, parks, and communication methods.

Fulfilling these recommendations enables the City to fully comply with all requirements under the ADA.

Purpose of the plan

This plan identifies existing accessibility barriers along Woodstock streets and recommends removing the highest-priority barriers. The plan addresses street features, including sidewalks, curb ramps, driveway aprons, and on-street parking spaces.

These are the elements of a transportation network that make travel easier for people with disabilities and others. This includes older adults, parents with strollers, and others who rely on easy-to-use sidewalks.

Streets within the City limits of Woodstock include City, county, and state roads. This plan focuses on streets the City manages, since the City must ensure their accessibility. The Illinois Department of Transportation (IDOT), McHenry County, and Dorr Township manage other streets in and around Woodstock, such as Routes 47 and 120, and Highway 14.

IDOT is responsible for features such as curb ramps and pedestrian signals on state routes such as 47, but expects municipalities like Woodstock to maintain the sidewalks along its routes. McHenry County and the Township manage all pedestrian features on streets under their control.

In 2025, IDOT began a major multi-year project to widen a two-mile stretch of Route 47 from Route 120 to Highway 14. The project will add roundabouts, sidewalks, a multi-use path, and pedestrian crossings. The City submitted and received a funding request to further improve pedestrian walkability beyond IDOT's upgrades, including safety improvements and landscaping, and has budgeted for the long-term maintenance of the upgraded streetscape.

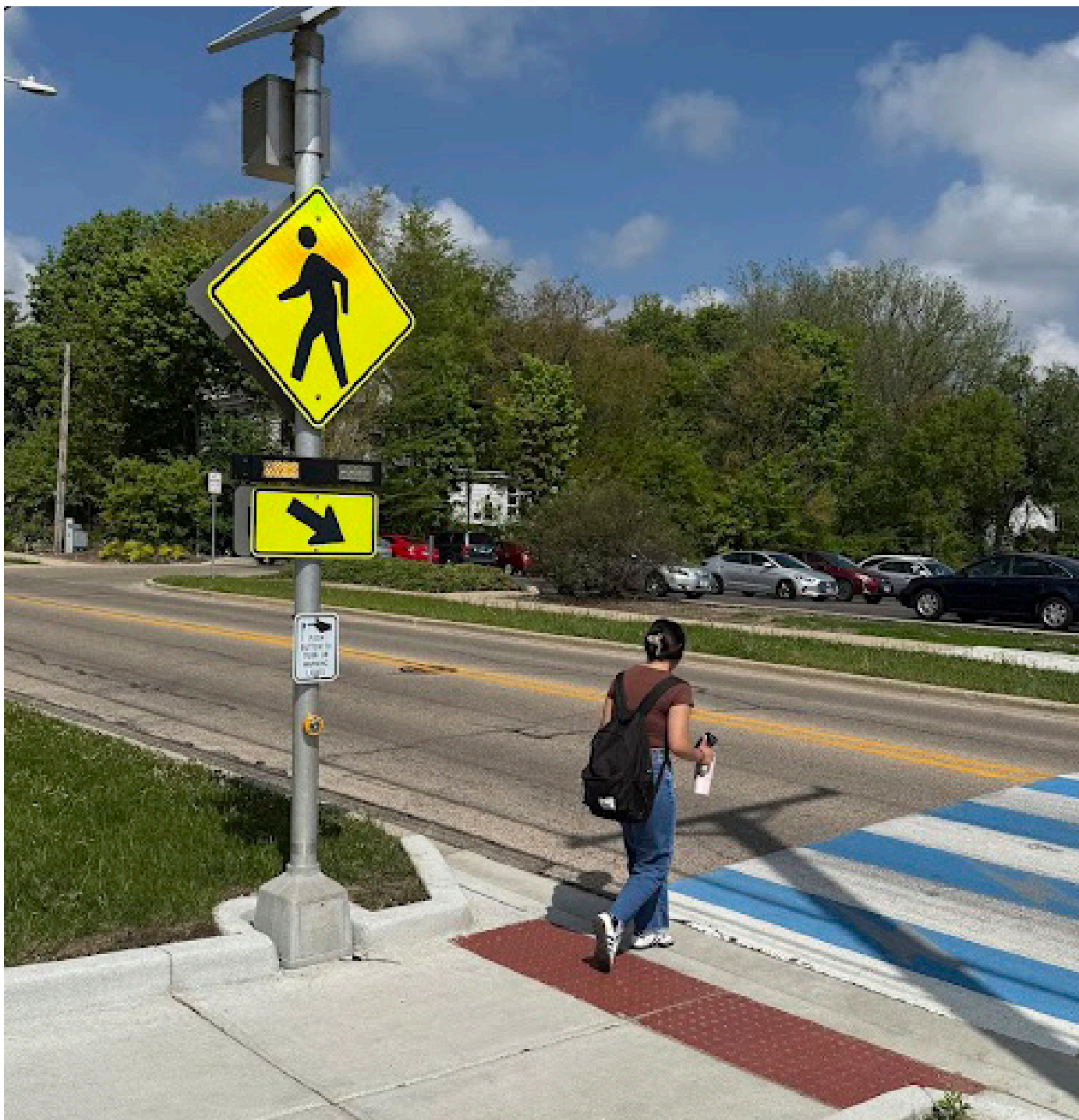
This portion of Route 47 was the subject of numerous comments during the public input phase of this plan. Many of the concerns will be addressed as the corridor is widened, starting in spring 2026 and planned to continue through 2028.

For streets and sidewalks managed by the City, this plan identifies the highest priorities to address over the next 10 to 20 years. This does not include every accessibility barrier on every street in the City due to financial constraints. Therefore, it is important for Woodstock to monitor and report on progress made toward its sidewalks accessible.

While Woodstock focuses on its priority routes, streets not identified may receive upgrades through other improvements. This includes street repaving projects where the City must, at a minimum, upgrade curb ramps that lack design features consistent with current ADA-related requirements.







Woodstock's Plan for Accessible Streets & Sidewalks

Public input on the plan

The public input efforts for this plan resulted in a list of themes that emerged as areas of concern. Some of these concerns are directly related to ADA requirements, while others pertain to overall pedestrian safety. They include:

- **Sidewalk conditions**, notably broken and uneven surfaces.
- **Lack of sidewalks** along key routes.
- **Improved street crossings**, to access grocery stores, parks, and schools.
- **Pedestrian infrastructure within and around the Square** in downtown Woodstock.
- **Upgrading connections to downtown** and the Square from residential areas.

Construction projects on the City's physical streets will continue to improve many of these issues, as well as accessibility. Updating land-use and redevelopment policies can also help the City improve accessibility now and as it grows. The City may consider other efforts to improve access, including sidewalk maintenance programs and ensuring that pedestrian access is maintained during construction.

To address federal requirements for a transition plan, the public input was used in combination with technical analysis to identify 10 City-managed routes where Woodstock can improve accessibility over the next 10 to 20 years. These routes are presented in Chapter 6: Transition Plan.

For streets not controlled by Woodstock, the public involvement effort revealed a desire for the City to work with IDOT, McHenry County, and Dorr Township to add sidewalks or pathways along other major routes. These include Routes 47 and 120, as well as McConnell, Country Club, and Raffel Roads.



Why is accessibility important?

Implementing this plan's recommendations enhances the lives of everyone in Woodstock. This is because it emphasizes sidewalk upgrades along routes connecting neighborhoods to The Square, grocery stores, parks, and other popular destinations.

It's about more than addressing the needs of people with disabilities. People of all ages and abilities benefit from well-designed sidewalks that are safe and usable in all conditions and at all times of year. The images on the next page illustrate the diverse range of people who benefit from accessible streets and sidewalks.

The City is demonstrating its commitment to improving sidewalk accessibility by applying for a grant to enhance pedestrian conditions on Route 47, north of the Route 120 intersection to Russel Court. IDOT has plans to widen IL 47 from 120, past Russel Court, and through Charles Road in the far future, but does not yet have a construction timeline.

Therefore, the City pursued funding through Illinois' Safe Routes to School program to upgrade existing sidewalks and fill sidewalk gaps on Route 47 (Seminary Street) from Route 120 to the intersection of Russel Court.



“Develop a seamless, efficient transportation system that offers good connectivity throughout the City for all modes of travel.”

- City of Woodstock
Comprehensive
Plan (2024)

Navigating the plan

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

2. ADA Policies and Responsibilities: This includes a summary of key laws, design standards, and City-specific policies.

3. People and Plans of Woodstock: This chapter summarizes key demographics and City plans related to accessibility.

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

5. Self-Evaluation: This chapter explains how the consultants reviewed the streets and sidewalks. Identifies barriers to accessibility.

6. Transition Plan: This includes priorities for Woodstock to remove barriers to accessibility and improve access on main routes.

7. Schedule and Implementation: The schedule shows when the City will upgrade priority routes, change policies, and update programs.

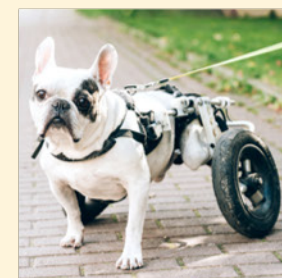
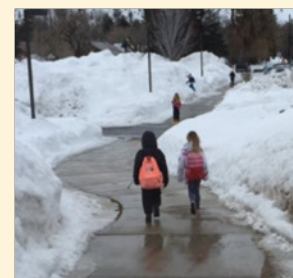
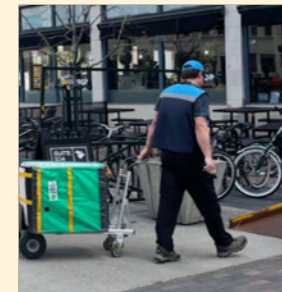
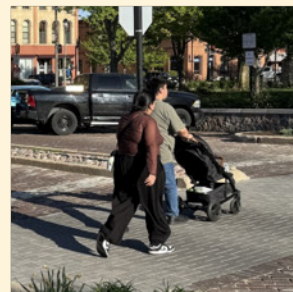
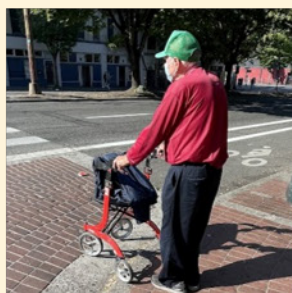
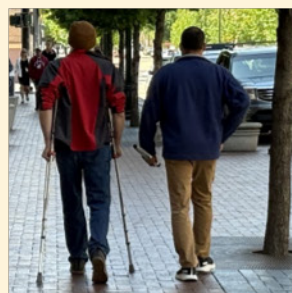
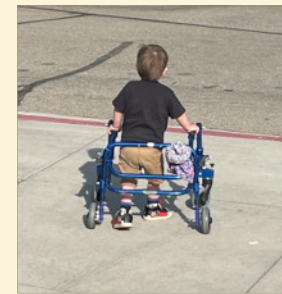
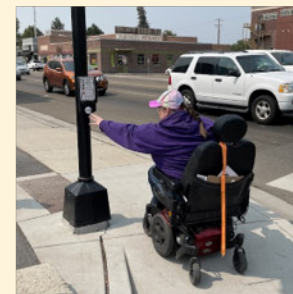
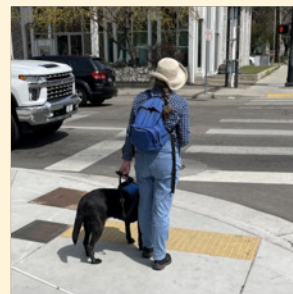
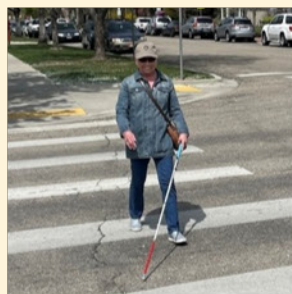
8. Best Practices: This includes recommendations for implementing the plan and funding infrastructure improvements. It also contains references to best practices for improving accessibility.

9. Appendix: The Appendix contains more detailed information relevant to the plan's development. This includes details such as public input results and links to applicable policies and design guidance.



Everyone benefits from accessible streets and sidewalks

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





2. ADA Policies and Responsibilities

Woodstock's Plan for Accessible Streets and Sidewalks addresses requirements contained in Title II of the Americans with Disabilities Act (ADA). That title prohibits state and local governments from discriminating against people with disabilities. In doing so, public entities must ensure all programs, services, and activities are accessible.

The ADA became law on July 26, 1990, with a core purpose of providing strong civil rights protection to people with disabilities. The ADA covers several areas, including employment, government services, public areas, transportation, and communication. Five sections of the ADA address these areas.

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

Title II requirements

Title II requires agencies with 50 or more employees to evaluate their services, programs, policies, and practices to identify if they create barriers to accessibility. A City must then determine how it will transition its programs and facilities to address these barriers. It must adopt policies to provide people with disabilities access to information about how to notify the City of barriers.

The City of Woodstock was an early adopter of this method, as it passed a resolution constituting its first transition plan in July 1992, with other updates conducted since then.

That plan covered City-owned public buildings and parks, as well as more than \$500,000 in public right-of-way improvements to be addressed in the first three years after adoption.

This plan represents a more comprehensive approach to upgrading public rights-of-way, as guidance on self-evaluation and design requirements has advanced significantly since the early 1990s.

In addition to public streets, the plan's consultants reviewed the City's programs and policies to determine how well they comply with Title II requirements. Adopting this plan complies with the self-evaluation, transition plan, and schedule requirements.

The City must maintain public access to these documents and develop a progress report on the plan's implementation at least every five years. This can occur via posting on the City's website.

The review found Woodstock needed to re-establish its ADA policies and designate an ADA Coordinator.

- The City addressed these requirements via executive action in fall 2025. The City may consider adopting a formal resolution that incorporates specific policies adopted by the US Department of Justice (DOJ) and recommended by the Chicago Metropolitan Agency for Planning (CMAP). Templates of these policies for are included in Appendix A on page 77.





Beyond recommending adoption of the necessary ADA policies (summarized on the right), the Plan for Accessible Streets and Sidewalks addresses Title II requirements for conducting a self-evaluation and transition plan for public rights-of-way.

SELF-EVALUATION

To comply with self-evaluation requirements, the plan's consultants gathered data on Woodstock's streets in summer 2025. This was done through smartphone-based Light Detection and Ranging (LiDAR) scan of the City's streets, using a platform developed by DeepWalk. DeepWalk has automated the data collection process for sidewalks and curb ramps.

Field crews conducted additional inventories of marked, on-street parking spaces within Woodstock and identified traffic and other signs within and near the downtown area that create vertical obstructions for pedestrians.

To complete the self-evaluation, the consultant reviewed Woodstock's policies, programs, and services for public streets. This assessment identified the degree to which they comply with ADA rules.

The collection and evaluation of this data, along with a review of policies and programs, fulfill the requirements for identifying accessibility barriers through a self-evaluation (Chapter 4: Public Input and Access to Information).

TRANSITION PLAN AND SCHEDULE

Title II requirements outline how the City will remove accessibility barriers and the schedule for doing so, based on the results of the self-evaluation.

The transition plan component of Woodstock's Plan for Accessible Streets and Sidewalks includes a list of priority projects, organized by tier. These are described in Chapter 6: Transition Plan along with related recommendations for updating policies and programs.

The recommendations outlined in Chapter 6: Transition Plan align with what the City believes it can achieve over the next 10 to 20 years. A schedule for the City to implement these recommendations is included in Chapter 7: Schedule and Implementation.

The diagram on page 12 illustrates this cycle.

Title II policies

ADA COORDINATOR

The ADA Coordinator makes sure the City follows and complies with Title II requirements. The person in this position investigates any complaints or grievances related to accessibility within the City. This includes assessing the nature of a complaint and routing it to the appropriate department.

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

- **Woodstock's ADA Coordinator is Brent Aymond, Public Works Director.** His contact information is: (815) 338-4300, baymond@woodstockil.gov

GRIEVANCE PROCEDURE

A grievance procedure explains how the City addresses complaints about possible discrimination. It establishes a system to handle complaints about disability discrimination efficiently and justly. All City department managers should be aware of the grievance procedure. Copies of the policy should be posted in public spaces of public buildings and on the municipality's website.

NON-DISCRIMINATION NOTICE

The Non-Discrimination Notice aligns with the grievance procedure and ADA Coordinator responsibilities. The policy shows the City's commitment to employment practices, clear communication, and updates to existing policies and procedures that are done in consideration of ADA requirements. It states that Woodstock will not charge extra fees to individuals or groups with disabilities. This includes costs for reasonable accommodation or policy changes.

Templates for these policies are provided in Appendix A and available through [CMAP's templates and guidance for Title II of the ADA](#).



Other ADA laws & requirements

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

CIVIL RIGHTS ACTS

Title VI of the Civil Rights Act of 1964, like Title II of the ADA, bans discrimination. Since the ADA is considered a civil rights law, it is, by nature, an extension of the Civil Rights Act. This act addresses discrimination based on race, color, or national origin.

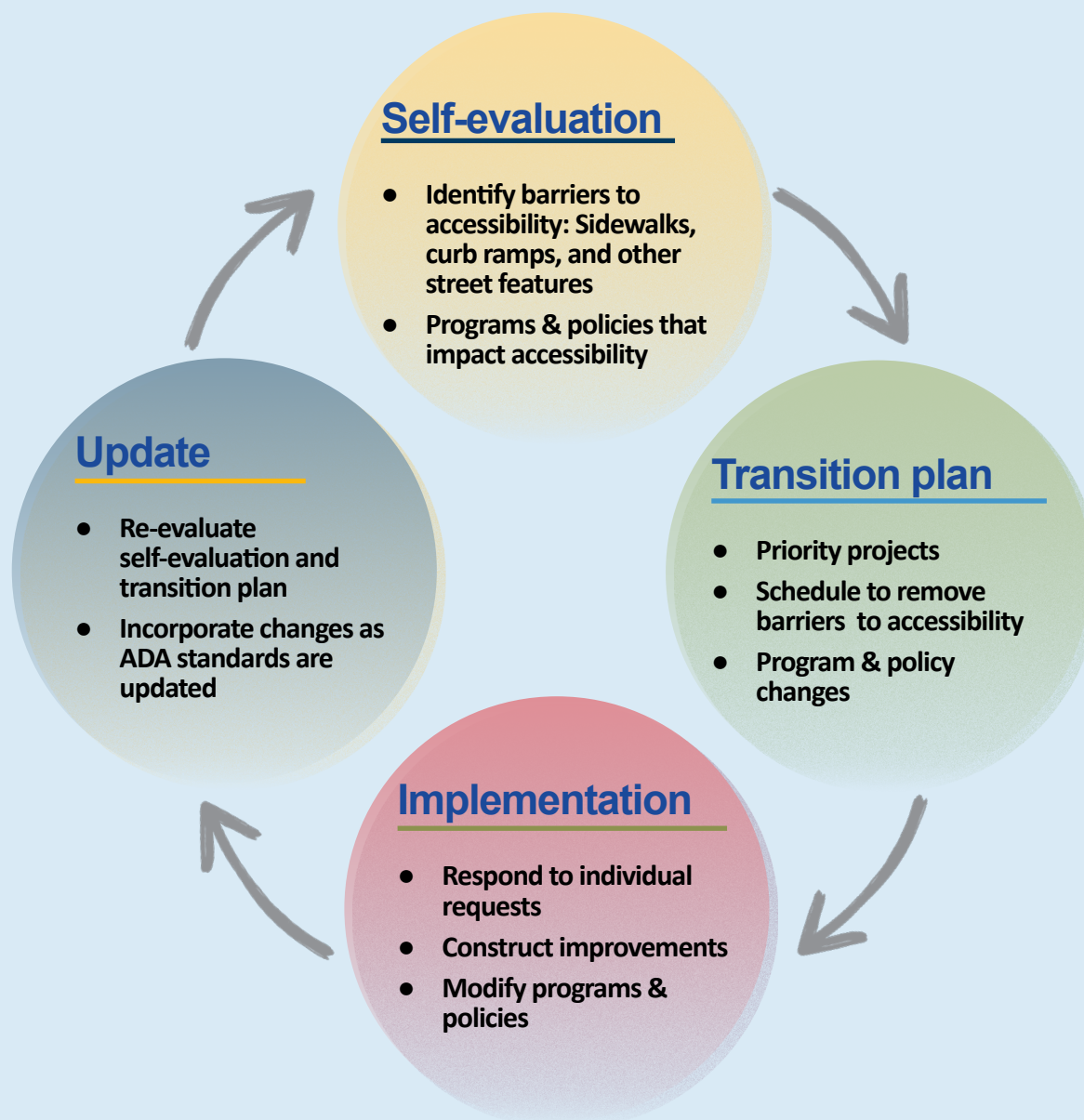
The DOJ states that federal programs must not treat people differently based on race, color, or national origin. This applies to the services, aids, or benefits they offer and how they provide them. This prohibition includes intentional discrimination.

It also covers procedures, criteria, or methods that seem neutral but still discriminate against individuals. Organizations must eliminate policies or practices that have these adverse effects. A funding recipient can maintain them if they can prove they serve a legitimate, nondiscriminatory goal.

The Civil Rights Restoration Act of 1987 bolstered these requirements. This law states that agencies receiving federal funds must comply with civil rights laws throughout their entire organization. This means the law applies to all projects, programs, or activities, even if federal dollars are not used.

For example, Woodstock may use federal funds from the Community Development Block Grant and Transportation Alternatives Programs. Therefore, in accessing these funds, the law requires the City to comply with the ADA in all its projects, programs, and policies, even those not supported by federal funds.

Steps for making streets and sidewalks accessible





If the City feels it cannot comply, it should document the reasons why. The law recognizes that there may be situations where fiscal or feasibility-based constraints inhibit full compliance with the law. Therefore, the City should strive to comply to the maximum extent feasible where those challenges exist.

Standards & guidance

ADA only stipulates the requirements for complying with the law. The ADA itself does not provide details on how agencies implement the law for aspects such as facility and infrastructure design.

2010 ADA STANDARDS

The ADA Standards, issued by DOJ, apply to facilities such as public buildings, parking lots, and other non-street features. The ADA standards were developed in 2010 to cover both new construction and alterations to existing facilities. Places like City Hall and City parks are facilities subject to the ADA Standards.

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

PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG)

PROWAG includes technical details for accessible sidewalks, curb ramps, and other public rights-of-way features. It is not yet adopted as the official federal standard by DOJ. It remains guidance. The US Department of Transportation (USDOT) considers PROWAG the best practice for streets and sidewalks and acknowledges that state and local governments may incorporate PROWAG into their own standards.

USDOT adopted PROWAG as the standards for public transit facilities but only DOJ can adopt it as a standard for public rights-of-way. The engineering standard, adopted by IDOT statewide and viewed by the City as

its own standards, substantially incorporate PROWAG.

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

If the City designs streets that incorporate PROWAG, it means the right-of-way will substantially meet the requirements once PROWAG becomes a standard. This is why the City is recommended to meet or exceed the PROWAG guidelines. It is also recommended to identify PROWAG in its code of ordinances as the City's standard. Not all aspects of the guidelines are included in IDOT's standard drawings and design manuals.

ILLINOIS ACCESSIBILITY CODE

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

The IAC acts like a building code. All new buildings and updates to current facilities must meet these design standards. IAC sets the minimum requirements for how that is done.

Any government unit can develop rules that exceed IAC, provided they are intended to improve conditions. Generally, the IAC mirrors much of what is included in the 2010 ADA Standards, but does not incorporate PROWAG.

ILLINOIS DOT DESIGN STANDARDS

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

Section 8-1 of the manual outlines the requirements for local agencies to develop a Public Right-of-Way Accessibility Transition Plan.

A key element of Section 8-1 addresses how local public agencies (LPA), such as a city, should consider pedestrian facilities and ADA compliance:

- "A [building] site must contain at least one pedestrian access route within the site's boundary from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the pedestrian access route for the building they serve. However, LPAs are not required to install pedestrian facilities in the public right-of-way under the ADA."

Once a pedestrian facility is constructed, the LPA shall provide an accessible pedestrian access route within the pedestrian facility. On sidewalks, a pedestrian access route should not alternate between one side of a highway and the other unless caused by temporary pedestrian re-routing due to the construction of sidewalks and/or curbs and gutters.

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



3. The People and Plans of Woodstock

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

Every one of Woodstock's more than 26,000 residents can benefit from accessible streets and sidewalks. Beyond those who live in Woodstock, businesses that choose to operate in the City and visitors stand to benefit from improved infrastructure.

The City's 2024 Comprehensive Plan recognizes this through several goals. Notably, the City aspires to:

- **Enhance quality of life for Woodstock residents through the efficient provision of community services and well-maintained infrastructure.**

The Parks and Recreation Master Plan was also completed in 2024. A majority of survey respondents indicated they desire a connected system of greenways and pedestrian routes to access City parks.

The people

Enhanced quality of life means understanding Woodstock's population, its unique needs, and where residents with varying needs live and seek to go within the City.

Understanding the prevalence of people with disabilities, the proportion of the population within different age groups, and the areas where people may

lack convenient access to a vehicle informs project and program recommendations in this plan.

Woodstock's population grew from 24,800 people in 2010 to over 26,300 in 2023, representing a 6% increase. During that same timeframe, the City's population with a disability increased by more than 25%, from slightly more than 2,200 people to more than 2,800 people. Of those Woodstock residents reporting a disability, nearly 1,500 have more than one disability.

The proportion of Woodstock residents with disabilities is 11%, slightly higher than McHenry County's rate of 9.9% and the regional rate of 10.3% within CMAP's planning area of northeastern Illinois.

The information shown on the next page includes other 2023 data from the U.S. Census Bureau's American Community Survey. While some of these figures may seem small in comparison to the overall population, any barrier for a person with disabilities also affects their family, friends, and coworkers. The image below shows one example of how both children with disabilities and their parents and caretakers benefit from accessible places like the new play structure in Emricson Park.

When accounting for families and caretakers of those with disabilities, having 11% of Woodstock residents with a disability means the accessibility of the City's streets and sidewalks directly impacts more than 20% of its population.





Older adults are a population group that also relies on an accessible street and sidewalk system. The number of people aged 65 and over increased from 2,500 in 2010 to approximately 3,900 in 2023—a 56% increase.

As a population ages, accessible streets offer more options for people to age in place in their own neighborhoods and remain physically active and independent. Nearly 45% of Woodstock residents who report having a disability are aged 65 and over.

Additional Census data shown on the right includes details on the types of disabilities reported by Woodstock residents. Some notable data include:

- Nearly 1,200 people report an ambulatory difficulty, meaning they use a mobility device.
- About 1,200 people struggle with independent living. This means they can't do many errands on their own.
- Almost 500 people report vision difficulties. They may be blind, have low vision, or have another type of vision impairment.

The map on the next page illustrates the percentage of the population in each Census tract who report having a disability. Additional Census tract maps that include data on other population factors in Woodstock are included in Appendix H.

Select Census data



26,316
residents



10,428
households



2,826
residents with
a disability (11%)

► **1,449**
residents with more
than one disability (5.5%)

► **1,232**
residents aged 65 and over
with a disability (4.6%)

RESIDENTS, BY DISABILITY TYPE

- **1,267** - cognitive difficulty
- **1,198** - ambulatory difficulty
- **1,190** - independent living difficulty
- **838** - hearing difficulty
- **509** - self-care difficulty
- **462** - vision difficulty



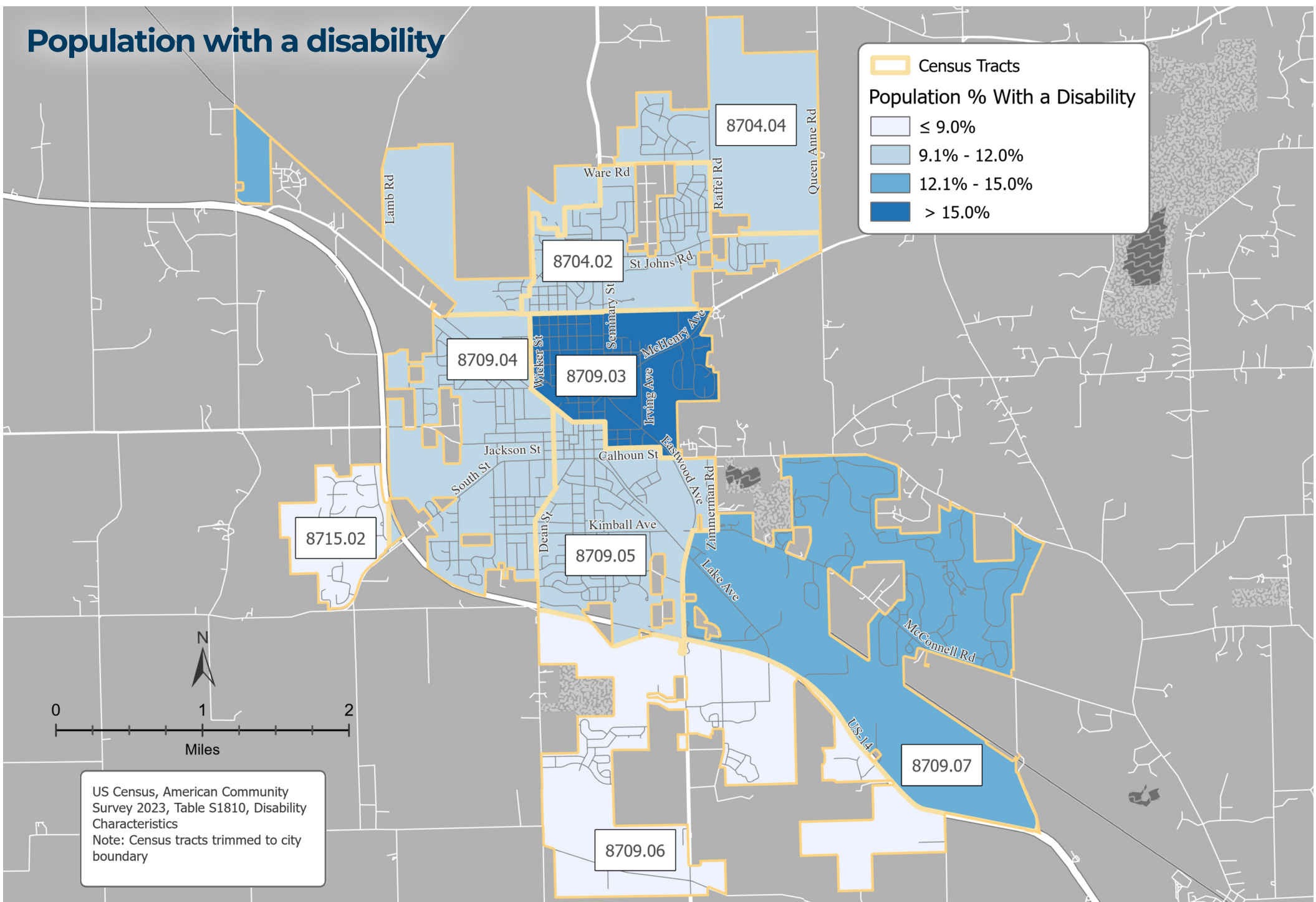
► **4,648**
households without access
to a vehicle or access
to only one vehicle



► **1,867**
work from home, take transit,
and walk or bike to work



Population with a disability





Community plans

Several plans developed by the City of Woodstock, as well as an effort by Woodstock High School, have indicated a need for more accessible streets to help people safely reach parks, bus stops, and train stations, and other community destinations.

The Comprehensive Plan (2024) is summarized at right. Other reports reviewed for Woodstock's Plan for Accessible Streets and Sidewalks are listed below and summarized on the next page:

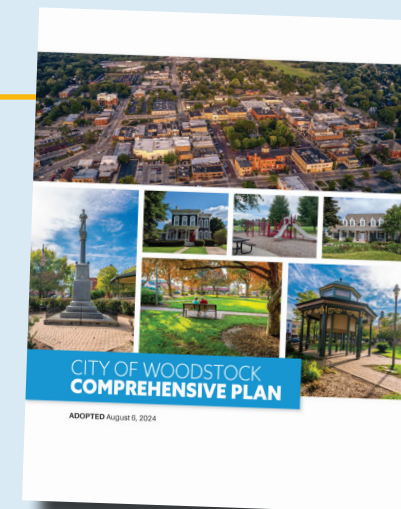
- **Parks and Recreation Master Plan (2024)**
- **Age-Friendly Action Plan (2021)**
- **Improving Woodstock's Walkability, by Woodstock High School students and Project Lead the Way (2024)**

As of early 2026, the City is developing a new Downtown Master Plan. The Downtown Master Plan will serve as a strategic roadmap for the next 10-15 years. The City intends for the plan to guide economic growth downtown while preserving the area's character and sense of place. The results of the downtown plan could impact when and how accessibility upgrades occur in the area around The Square.

Comprehensive Plan

GOALS

- **Develop a seamless, efficient transportation system that offers good connectivity throughout the City for all modes of travel.**
- **Enhance quality of life for Woodstock residents through the efficient provision of community services and well-maintained infrastructure.**



TRANSPORTATION AND MOBILITY

- **Complete street design principles should be incorporated as local, County, and State roadways are reconstructed to improve safety and expand multimodal options.**
- **The City should ensure that sidewalks provide good access and mobility for all residents by closing gaps, providing adequate width, maintaining pavement quality, and adhering to ADA standards City-wide.**
- **"Additionally, during the planning stages, the community highlighted IL Route 47 as a barrier to pedestrian connectivity, noting that the roadway is difficult to cross and that there is a lack of pedestrian infrastructure such as crosswalks and signals.**



Parks & Recreation Master Plan

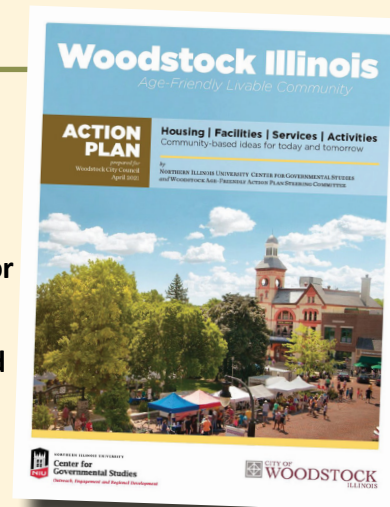
KEY STATEMENTS

- Ensure that all persons have appropriate access to Woodstock's park and recreation system.
- When replacing elements in poor condition or at the end of their life cycle, replace with options that meet Universal Design and Accessibility Guidelines.
- Provide intergenerational park programming to promote health and mental well-being by providing people of all ages and abilities opportunities for physical activity, time in nature, social connection, and respite.
- Access in a City's park and recreation system focuses on ensuring that all residents are not only able to safely and comfortably access parks, but that they also have the ability to utilize and benefit from amenities and recreation opportunities.
- Identify future trail, greenway, and sidewalk connections that connect more people to each other, to nature, and to Citywide destinations.



Age-Friendly Action Plan

- Goal: Woodstock is a year-round clean, safe, attractive and walkable City for residents and visitors.
- Slightly more than half (54.6%) of Woodstock residents are 45 years of age or older and 23.4% are 55 years and older.
- Retaining these residents is important and attracting others in similar categories will help Woodstock grow and prosper.
- Improve and repair sidewalks, streets, walking/bike paths.
- Help building and business owners make their establishment accessible and comfortable to all shoppers.



Improving Woodstock's Walkability



Woodstock High School study through school's Project Lead the Way (2024)

- The idea of walkability is the essence of being able to get to important everyday locations and attractions that are essential to our everyday lives.
- Implementing complete streets in Woodstock would vastly improve walkability.
- There is a lack of crosswalks at busy intersections (Route 14, Lake Ave, McConnell Rd, etc).



4. Public Input and Access to Information

Public input is essential for developing Transition Plans. People with disabilities must have equal access to opportunities for public input. The plan should allow access to continue even after its adoption. A total of 1,855 people participated in the process using various outreach methods. The information shown on the right provides more details about the methods to promote involvement.

In addition to public input being the backbone of an effective Transition Plan, it is required under Title II of the Americans with Disabilities Act (ADA). This chapter explains how input was generated and summarizes how to make information easy to access. It also provides suggestions for the City to maintain accessibility to the plan and its progress after adoption.

Input methods

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

- A project website.
- Two online surveys.
- An online map.
- Two public input meetings.
- Dorr Township workshop.
- Stakeholder interviews.
- Five steering committee meetings.

Details on number of participants in some of these efforts are shown on the right and summarized in other sections of this chapter.

The approach to public input aimed for “authentic input,” which incorporates methods ensures that those who need a voice can be heard, not just counted.

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

ONLINE OPPORTUNITIES

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

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

ADA public input requirements

TITLE II, SECTION 35.105, SELF-EVALUATION

“A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.”



1,855
TOTAL CONNECTIONS

1,123 Website views

498 Surveys completed

180 Online map pins

20 Public meeting attendees

26 Dorr Township workshop attendees

8 Organization/agency interviews



STAKEHOLDER INTERVIEWS

The City, CMAP staff, and project consultants identified public agencies, non-profit organizations, and business groups that serve the people of Woodstock. Interviewers spoke with representatives of those organizations.

The goal was to gather input from groups that help people with disabilities, as well as anyone who needs accessible streets and sidewalks.

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

STEERING COMMITTEE

A steering committee met five times from summer 2025 to winter 2026 via virtual meetings. It reviewed the plan and gave feedback on different aspects as it developed. This included public input results, project identification, and recommendations.

Steering committee members included City staff and representatives from local organizations and City Commissions. Additional were representatives from Woodstock's Planning Commission and Park and Recreation Commission, as well as the school district.

Citizens and private organization were also represented. One member serves on the staff of Clearbrook, a regional organization that provides services and support for people with intellectual and developmental disabilities. Another was the parent of an adult Woodstock resident who has a disability.

DORR TOWNSHIP WORKSHOP

Dorr Township expressed interest in highlighting the plan through its older adults program called Serving Older Active Residents (SOAR). The workshop was held in September 2025 at the SOAR@Dorr facility within the Township hall and included 26 participants (image below).

They were asked to provide input on destinations and routes where they like to walk, followed by working in groups to identify their highest priority routes.

RESULTS

The following pages summarize the results. They include key themes of public and stakeholder input, and a heatmap map showing popular locations identified in the first survey.

The Appendix includes more details about the public input process, like survey questions and detailed responses.

Public input

Meetings. The planning process included two public input meetings. The first meeting was in May 2025. It aimed to collect thoughts and feedback on the goals of the Plan for Accessible Streets and Sidewalks. The second meeting was in December 2025 to gather input on priority routes.

The May meeting included drop-in sessions at City Hall—a daytime session from 11:30 am to 1 pm and an evening session from 5:30 pm to 7 pm. The December meeting was held in the evening at Stage Left in downtown. A total of 20 people attended the two input opportunities.

Online Surveys. Two public-facing surveys were conducted as part of the self-evaluation process. The first survey was administered during the summer of 2025 and received more than 460 responses. The second survey was conducted from November to December 2025 with 36 responses.





SURVEY #1

The first survey was used to gauge residents' baseline sentiment and concerns in Woodstock. It covered many topics, including:

- Sidewalk conditions and gaps.
- Street crossings perceived as difficult and even unsafe.
- Hard-to-reach or needed push buttons at intersections.
- Challenging curb ramps.
- Winter-time maintenance concerns about snow and ice accumulation.
- General areas of high demand where accessibility should be the highest priority.

One corridor repeatedly mentioned as having such types of concerns was Route 47, which is managed by the Illinois Department of Transportation (IDOT). The focus of comments on this route was from Route 120 to Highway 14. This section is set to be under construction in 2026 with sidewalks on one side of the corridor and a sidepath on the other. The project will address many of the challenges, barriers, and overall obstacles identified by the public through surveys and input forums.

Key takeaways from Survey #1 are summarized on the right. In all, there were more than 1,000 individual comments within the open-ended survey questions. The location-specific comments were mapped to identify common themes related to areas of the City. The map on the next page indicates where there were high concentrations of comments about a specific street or location. Downtown Woodstock and The Square, as well as Route 47, were the subject of the most location-specific comments.

Survey #1 top issues

PUBLIC PERCEPTION ISSUES

- Calls for modernization include better lighting, raised crosswalks, and marked crosswalks.
- Lack of sidewalks and marked crosswalks compounds safety risks, especially along major roads.
- Several respondents noted that the traffic signal design prioritizes cars, not pedestrians.
- Residents described pedestrian infrastructure as “unsafe, outdated, or neglected.” Sidewalks abruptly end, cutting off routes.
- Construction zones temporarily blocking access.
- Improvements have been focused downtown, while neighborhoods and school routes remain neglected.
- Complaints about road maintenance, potholes, and unsafe crossings.
- Frequent mentions of needing crosswalks with lights or push buttons, especially across Route 47 and other busy streets.
- Calls for pedestrian bridges or traffic-calming in dangerous intersections.
- Requests for accessible parking improvements and wheelchair-accessible pathways, ramps, and building access. Calls for more accessible public spaces, including churches and schools.
- Bus stop accessibility (especially near government buildings).
- Requests for compliant curbs, continuous sidewalks to bus stops, and clear paths for mobility devices.

KEY DESTINATIONS

- **Schools and routes to/from them**
- **Route 47 corridor (north-south connection)**
- **Woodstock Square and the downtown area**
- **Emricson and Bates Parks access**
- **Neighborhood sidewalk gaps and crossings (especially South Street, Dean Street, and Route 120)**

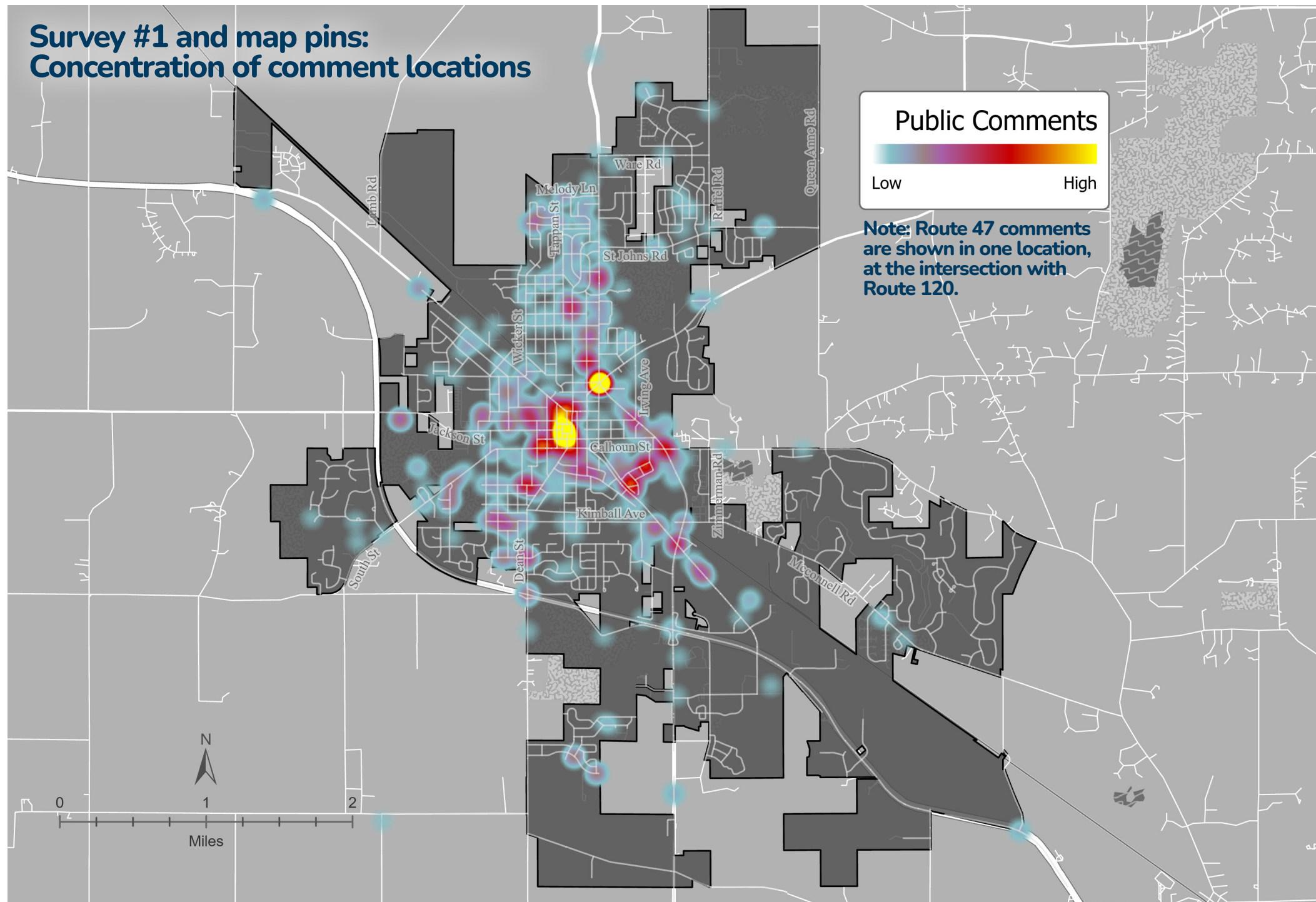


DESTINATIONS WITH DIFFICULT ACCESS

- **Route 47 (Eastwood Drive):** Lacks safe crossings, sidewalks, signals. Routes to destinations like Jewel, Walgreens, USPS, and Walmart, are viewed as unsafe.
- **The Square:** Missing or broken bricks, uneven sidewalks, limited ADA parking, and non-accessible store entrances. Desire for improved pedestrian access between the Square, restaurants, shops, and Route 47.
- **Neighborhood Routes:** Streets have incomplete or crumbling sidewalks, forcing people to walk in traffic. Streets include Kimball Avenue, Bunker Street, Hickory Place, and Dean Street.
- **Parks & Recreation Access:** Emricson Park and Olson Park are missing paths and have unsafe crossings (Note: Olson Park sidewalks were added in summer 2025). Dick Tracy Park and Mary Ann Street Park lack sidewalk connections from nearby neighborhoods. Others identified in need of accessible routes include Bates Park, Rain Tree Park, and Banford Road Park.



Survey #1 and map pins: Concentration of comment locations





SURVEY #2

The second survey focused on specific street segments within the geographic areas of highest priority to Woodstock residents. The project features include upgrades and repairs to address accessibility and ensure segments and intersections are free of impediments to mobility.

The projects were grouped into three categories for public input purposes. Two groups included projects on City-maintained streets.

The third group of projects consists of those that require additional agency buy-in, such as IDOT or McHenry County, or those with severely constrained right-of-way issues, including Kimball Avenue from Dean Street to Route 47.

The top-ranked projects according to survey results are:

- **Group 1: Downtown area sidewalk upgrades.**
- **Group 2: South Street, from Emricson Park to Jefferson Street.**
- **Group 3: Route 47 (Seminary Avenue), north of Route 120 (McHenry Avenue).**

Survey #2 results and comments



TOP PROJECTS

Downtown area sidewalks, including the area around the Park in the Square: This project was not only the top-ranked within its group but also the top-ranked among all projects provided in Survey #2. The City has an annual implementation fund to conduct repairs and upgrades to pedestrian facilities and other downtown infrastructure.

Beyond sidewalk and curb ramp repairs, the City may consider projects to address traffic and other signs whose heights create challenges for people with vision disabilities. Several sidewalks at railroad crossings would benefit from accessibility improvements; however, the City does not control those crossing treatments and will have to work with the railroads to pursue any such upgrades.

South Street, from Emricson Park to Jefferson Street: This street was the top-ranked project in Group #2 and the second-highest vote-getter among all City-managed projects. The project would include upgrading accessibility along the north side of the route and replacing steps with curb ramps. The City is encouraged to consider crossing enhancements at the Tara Drive intersection, where sidewalks end on one side of the street, and at the entrance to Emricson Park. Sidewalks are incomplete on the south side of South Street near the park, and those gaps may be filled in the future as redevelopment occurs or if the City decides to extend sidewalks on this side.

Route 47, north of Route 120: This section of Route 47 is planned for future improvements by IDOT, but there is no construction timeline. In the interim, the City is pursuing Safe Routes to School funds to complete sidewalks on both sides and provide an enhanced pedestrian crossing near the entrance to Bates Park. If the grant is not awarded, the City is encouraged to seek funding through other IDOT programs and/or other grant sources.



Access to information

ADA and CMAP require public access be maintained for documents like Woodstock's Plan for Accessible Streets and Sidewalks. This includes the plan itself and other related materials.

The consultants and City staff provided public meeting participants with information on how to obtain access to information when meetings were advertised. This includes details on how to request auxiliary aids, American Sign Language (ASL) interpretation, and virtual one-on-one meetings for those who couldn't attend.

Title II of the ADA requires a public entity to maintain access to the transition plan for at least three years. Given the ease of online access, it is recommended that the City maintain access via its website for longer than the required three years, at least until the transition plan is updated.

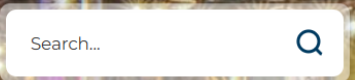
The City created a plan-specific website to serve as a portal for the plan's development. The City plans to maintain the website or a similar version.

It will house the final plan, related reports, and future updates on progress and plans. This site may serve as a portal for the City's ADA policies, with links to the ADA Coordinator's contact information (as shown below).

The City may develop guidelines to enhance the accessibility of online documents. This might include Board meeting materials, the City budget, and key plans, such as the Strategic Plan and the Comprehensive Plan.



I WANT TO...ABOUT USGOVERNMENTBUSINESSRESIDENTSVISITORS



Americans with Disabilities Act (ADA)

Collective Bargaining Agreements

Compensation Information

Employment Opportunities

File a Claim

Organizational Chart

[Home](#) > [Government](#) > [City Departments](#) > [Human Resources](#) > Americans with Disabilities Act (ADA)

Americans with Disabilities Act (ADA)

Accessible Streets and Sidewalks Plan

The City of Woodstock has launched a new planning initiative to improve accessibility throughout its street and sidewalk network. To learn more and provide input on this plan, visit this [website and find the survey and map](#).

Americans with Disabilities Act Grievance Procedure

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

Contact Us



Brent Aymond
Public Works Director





5. Self-evaluation

The first step in creating a Transition Plan is to identify the physical barriers to accessibility within the City's public rights-of-way through a self-evaluation. Barriers to accessibility can include steps where there should be a curb ramp, major cracks or heaves in the sidewalks, and sidewalks that are too narrow for someone with a disability to safely navigate.

These barriers were identified based on the Public Right-of-Way Accessibility Guidelines (PROWAG) and include those listed below. The results are summarized by each barrier type in this chapter.

- Traffic signals and flashing beacons (page 26)
- Sidewalks and any shared-use pathways within the street right-of-way (page 27)
- Curb ramps (page 31)
- Protruding objects, primarily traffic signs (page 34)
- Blocks with on-street parking spaces (page 26)

As you read further, please keep in mind that these findings do not imply that features were designed or constructed incorrectly. Such features may not align with PROWAG because they were built before current standards and guidance were in place, have conditions that make full compliance technically infeasible, or years of wear and weathering degrade their condition.

The identification of barriers represents a snapshot of conditions and are not meant to be design recommendations.

This plan addresses only the facilities on City-managed streets and sidewalks. It does not cover public buildings, parks, or private roads within the City limits, or pedestrian facilities on streets managed by the county.

The sidewalk data provided to the City includes information on the conditions along Illinois Department of Transportation (IDOT) routes where the City is responsible for maintenance.

That data may be used by the City and IDOT for future maintenance and upgrades, but recommendations for those routes are not part of this summary.

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

Methodology

Woodstock has roughly 118 miles of sidewalks along City-managed streets. The consulting team conducted the self-evaluation via the following steps:

- **LiDAR imagery:** A scan of City-managed streets was conducted in 2025 using smartphone-based technology to collect imagery of the public rights-of-way. This included determining the PROWAG-based measurements that applied to features of the sidewalk system.
- **Field evaluation:** Crews conducted an audit of marked on-street parking spaces and vertical obstructions in and around downtown Woodstock in summer and fall 2025. Additionally, the two traffic signals and two flashing beacons managed by the City were evaluated.





Additionally, the consultant team reviewed a selection of new curb ramps constructed with street resurfacing projects in the summer and fall of 2025. This was due to some features being constructed after the sidewalk scan was completed.

It was determined that curb ramps built during this timeframe substantially incorporated PROWAG guidelines within their design and are substantially compliant.

Assessment results

The following pages summarize the results of the self-evaluation, including the sidewalk system, parking, and policies. They are organized by the features subject to the self-evaluation inventory. The table on the right summarizes the features evaluated in the City's sidewalk system. This report provides a snapshot of the conditions measured during the self-evaluation. This report provides a snapshot of the conditions measured during the self-evaluation. Each feature is mapped in its individual section, with summary tables to show the overall needs.

- **Based on the self-evaluation, the estimated cost for the City to fully address all accessibility barriers on City-managed streets is approximately \$12 million.**

This figure represents the estimate to make the system fully accessible at a single point in time. Even if the City invested this much into addressing system needs, new accessibility issues will continue to emerge as infrastructure ages and deteriorates.

This is why the plan identifies priority routes so the City can direct its resources where they are needed most. Chapter 6: Transition Plan addresses the priority routes, which were partially derived from the self-evaluation results, as well as through public input and other factors.

Traffic signals and flashing beacons

The City controls only four traffic signals and flashing beacons. Both flashing beacons are located near Woodstock High School on South Street and are substantially compliant. The two traffic signals are on Lake Avenue, at Catalpa and Cobblestone. Both signals meet PROWAG guidance for pedestrian signal timing. Neither signal has accessible push buttons or upgraded Accessible Pedestrian Signals (APS).

APS is a technology that communicates in non-visual formats when the signals indicate crossing is allowed and through which leg of an intersection. Making the buttons accessible from a physical infrastructure standpoint means ensuring a paved, flat, clear-space is provided at the push button and that the button's height and distance from the clear space meet accessibility requirements.

Street features

Feature Type	Total
Sidewalks	118.1 miles
Curb Ramps	1,850
Stairways and missing ramps	58
Protruding objects	66
Traffic/pedestrian signal location & flashing beacons	4
Total Features (sidewalk mile = 1 feature)	2,096





Sidewalks

The sidewalk assessment examined various measurements contained in PROWAG. The table below summarizes the sidewalk self-evaluation. Sidewalk conditions are organized into three categories:

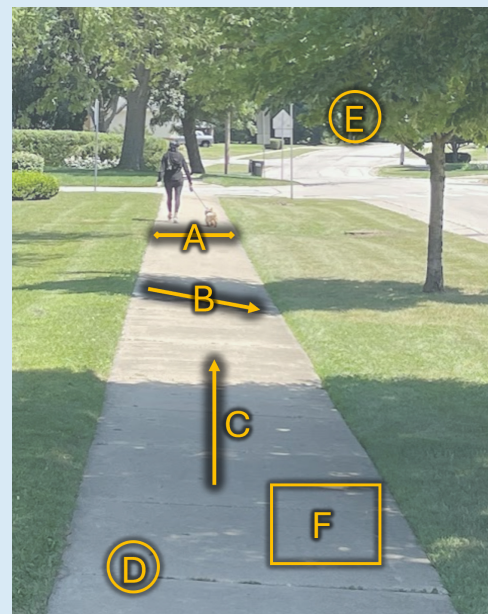
- **Technical metrics**, including width, cross slope, and running slope (inclusive of locations where sidewalks cross driveways).
- **Surface deterioration** is organized based on observed surface conditions and a determination of the percent the surface is worn or damaged.
- **Cracking and heaving** are incorporated into the overall scoring of sidewalk segments.

The illustration at right showcases key sidewalk accessibility features that were the focus of determining accessibility needs. These results are used to help order sidewalk segments by the level of need required to upgrade them to meet PROWAG guidelines. The map on page 29 shows the location of sidewalks based on the degree of accessibility need.

- Roughly 9.7 miles of existing sidewalks have what is categorized as “Major Barriers to Access” and may warrant full reconstruction to meet accessibility needs.
- Another roughly 63 miles are categorized as having minor or moderate barriers that may be addressed through repairs.
- Addressing every one of these barriers would cost approximately \$9 million.

Sidewalk categories	Miles	%
No Significant Barriers	45.4	38.4%
Minor Barriers to Access	51.2	43.4%
Moderate Barriers to Access	11.8	10.0%
Major Barriers to Access	9.7	8.2%
Total	118.1	100.0%

Key features



This diagram illustrates elements of sidewalk accessibility and depicts the most typical conditions found in sidewalk corridors. These factors help determine the relative accessibility needs along a sidewalk segment.

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

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

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

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

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

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



The absence of a sidewalk is not considered out of compliance with ADA and PROWAG. But a sidewalk gap can be a bigger barrier for residents than the current sidewalk conditions. The City may address these gaps to improve accessibility, in addition to what is outlined in this plan.

REPAIR VERSUS RECONSTRUCTION

The level of accessibility needs identified through the self-evaluation led to the determination that sidewalk segments likely require repair or reconstruction to address the issue. A designation of “minor barriers to access” means conditions are such that the City may be able to correct cracks, heaves, and other problems without having to replace the whole segment. “Significant accessibility issues” means that a segment’s condition likely requires full replacement, including trimming of tree roots and correcting notable cross-slope and width issues.

SIDEWALK WIDTHS

Sidewalk widths in Woodstock are notable because nearly 84% are 4 feet wide or less. A width of 4 feet is the minimum, provided that a 5-foot-wide “passing space” is present at least every 200 feet.

The map on page 30 shows the sidewalk width data.

Given the prevalence of sidewalks 4 feet wide or less, the City is recommended to add a 5-foot-wide sidewalk panel at least every 200 feet when concrete work is conducted as part of a street resurfacing or sidewalk/concrete repair. It is not practical or feasible to widen every section of sidewalk to a preferred minimum width of 5 feet.

Sidewalk passing spaces

The majority of sidewalks in Woodstock are 4 feet wide. This means that making them accessible will require adding, at minimum, a 5 foot wide segment at least every 200 feet. This 5 foot wide space is required under PROWAG so two people can pass one another when one or both is using a mobility device such as a wheelchair.

The image on the left shows this applied on South Street in Woodstock. While technically correct, the image on the right is a better example that includes a diagonal taper at the 5 foot wide space. This taper allows for easier transition to and from this space.

The City is recommended to add these 5 foot wide spaces to existing sidewalks when repair sidewalk segments, upgrading the adjacent street when it includes other concrete work (e.g., rebuilding curb ramps or curbing). Longer section of 5 foot wide sidewalk should be considered when long segments are being reconstructed.

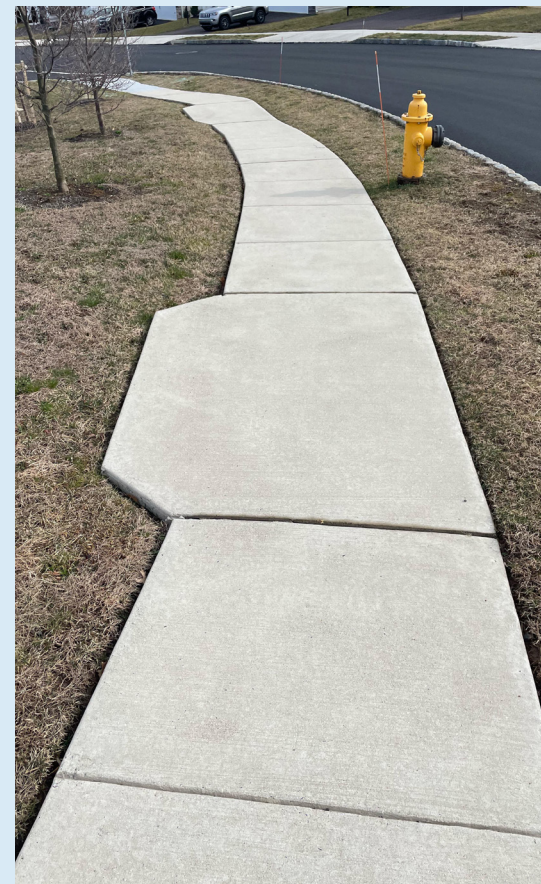
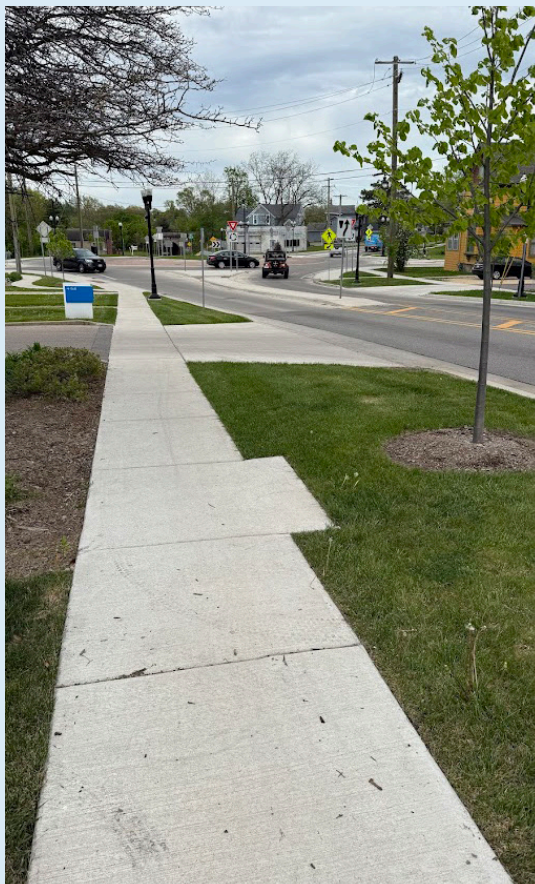
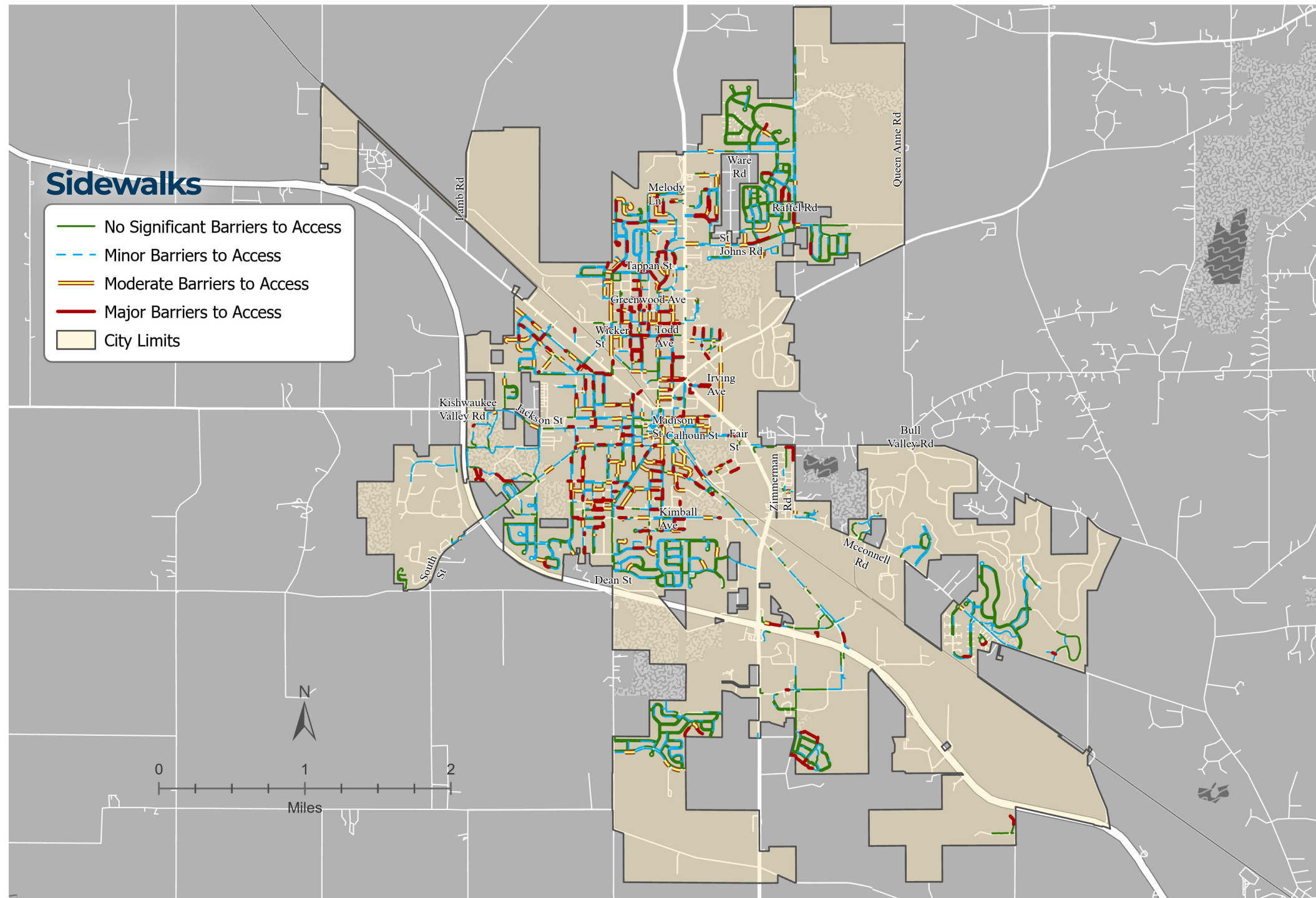


Image credit: [Reddit /whatisthis](#)



Sidewalks

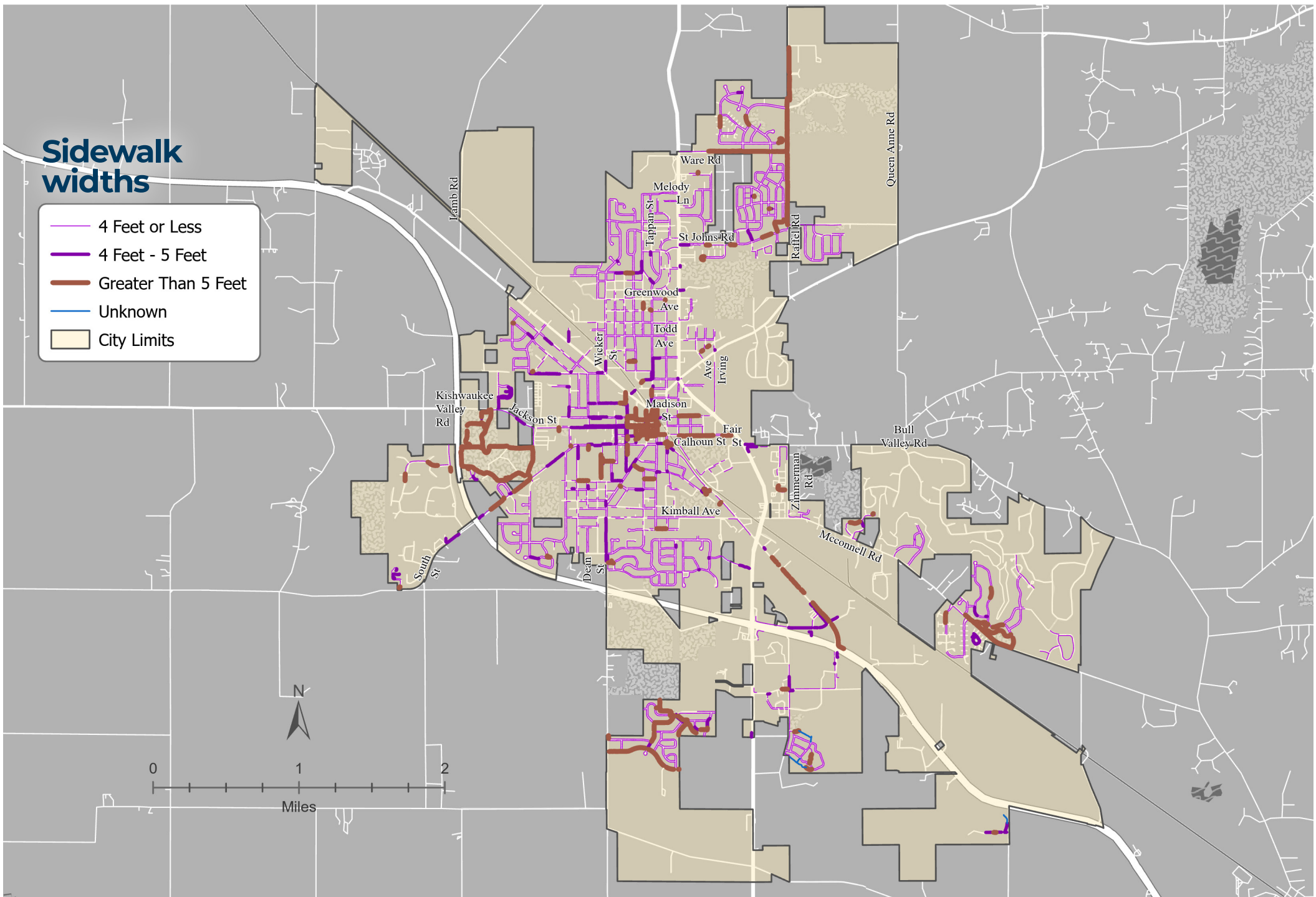
- No Significant Barriers to Access
- - Minor Barriers to Access
- Moderate Barriers to Access
- Major Barriers to Access
- City Limits





Sidewalk widths

- 4 Feet or Less
- 4 Feet - 5 Feet
- Greater Than 5 Feet
- Unknown
- City Limits



Curb ramps

The curb ramp inventory includes nearly 1,700 curb ramps. A scoring method was used to sort curb ramp needs based on conditions. The illustration on the right showcases some of these key measures. The map on page 32 shows the results of the full inventory, organized by the degree to which they present a barrier to access.

- It is estimated that 167 existing ramps on Woodstock streets likely require full reconstruction due to having major barriers to access.
- 50 locations lack curb ramps, which are where steps are located at corners (18 locations) or where ramps should be added (32 locations). See map on page 33.
- Addressing the locations that likely require reconstruction or the addition of new ramps is estimated to cost approximately \$1.9 million.

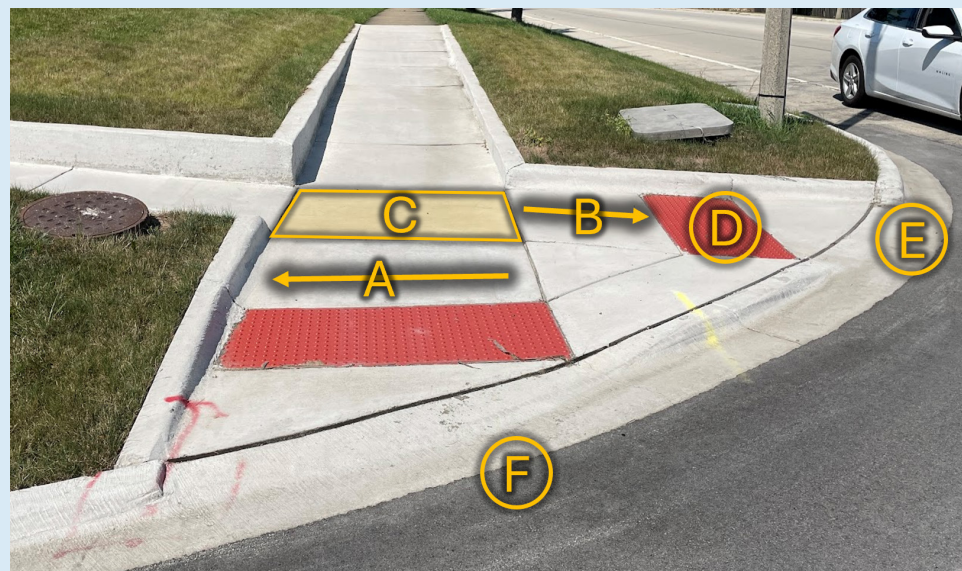
A T-intersection creates an unmarked crosswalk across the through street, according to Illinois law. The City may choose to install a ramp on only one leg of the intersection or route people to the next conventional intersection.

Since curb ramp accessibility is complex, the conditions at an individual street corner often make it infeasible to comply with PROWAG guidance fully. The City should document reasons why ramps are not fully compliant when constraints exist.

This is especially important at corners where converting steps to ramps often requires more substantial design and construction considerations, including reconstructing several feet of sidewalk panels leading from the corner to tie into existing sidewalks. Many of these locations also require retaining walls. Under PROWAG, the City is required to address the grade (or running slope) up to 15 feet from the ramp, tying into the existing sidewalk.

Curb Ramp Category	Frequency	%
No Significant Barriers	509	30.5%
Minor Barriers to Access	399	23.9%
Moderate Barriers to Access	592	35.5%
Major Barriers to Access	167	10.0%
Total	1,667	100%

Key features



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

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

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

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

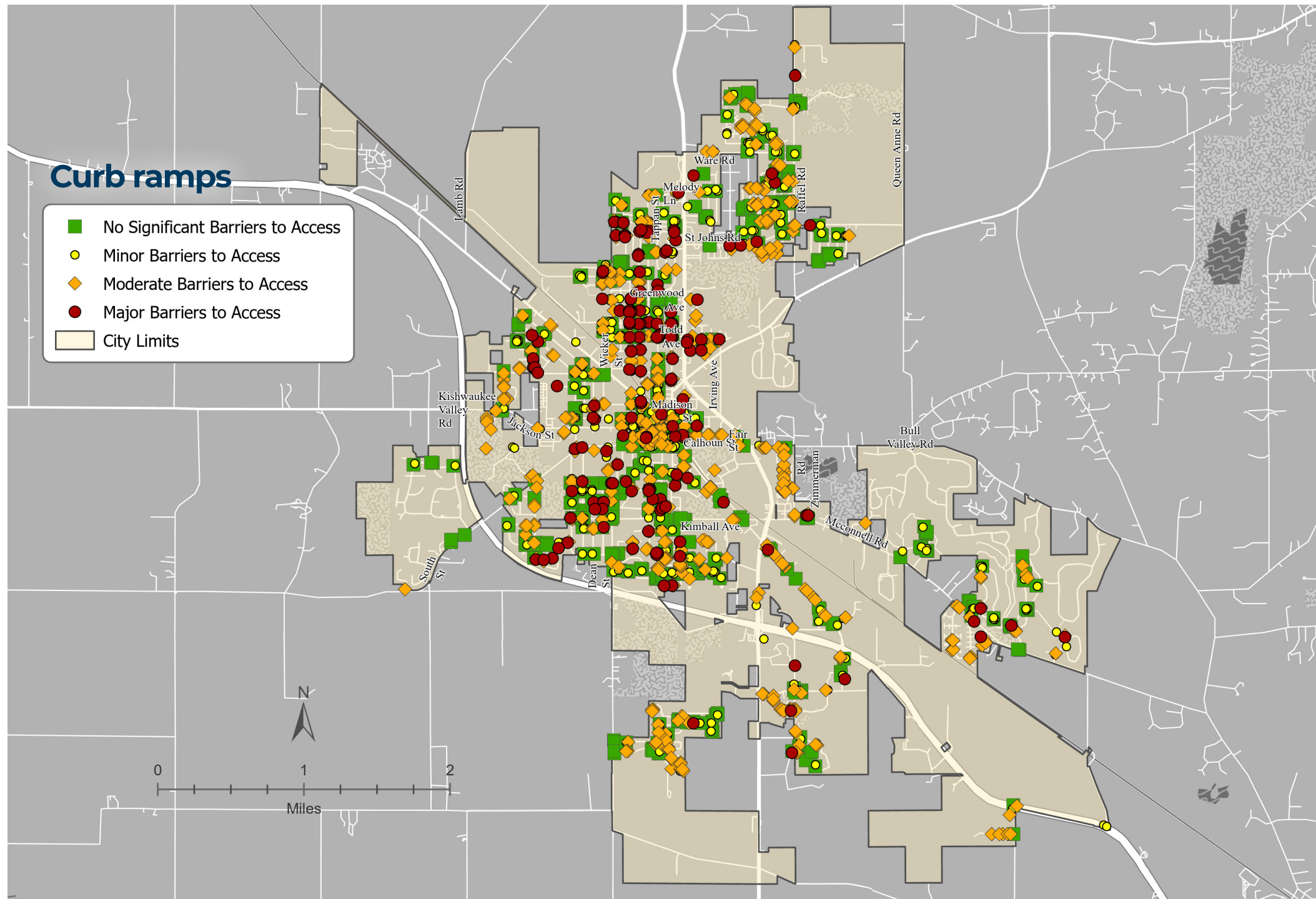
E. Gutter Slope: At gutters and streets where a change of grade occurs at the transition to curb ramps, the change of grade shall not exceed 13.3%. This is calculated through adding the maximum grade of 8.3% of the ramp and a maximum grade of 5% of the gutter, sloping toward the ramp.

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



Curb ramps

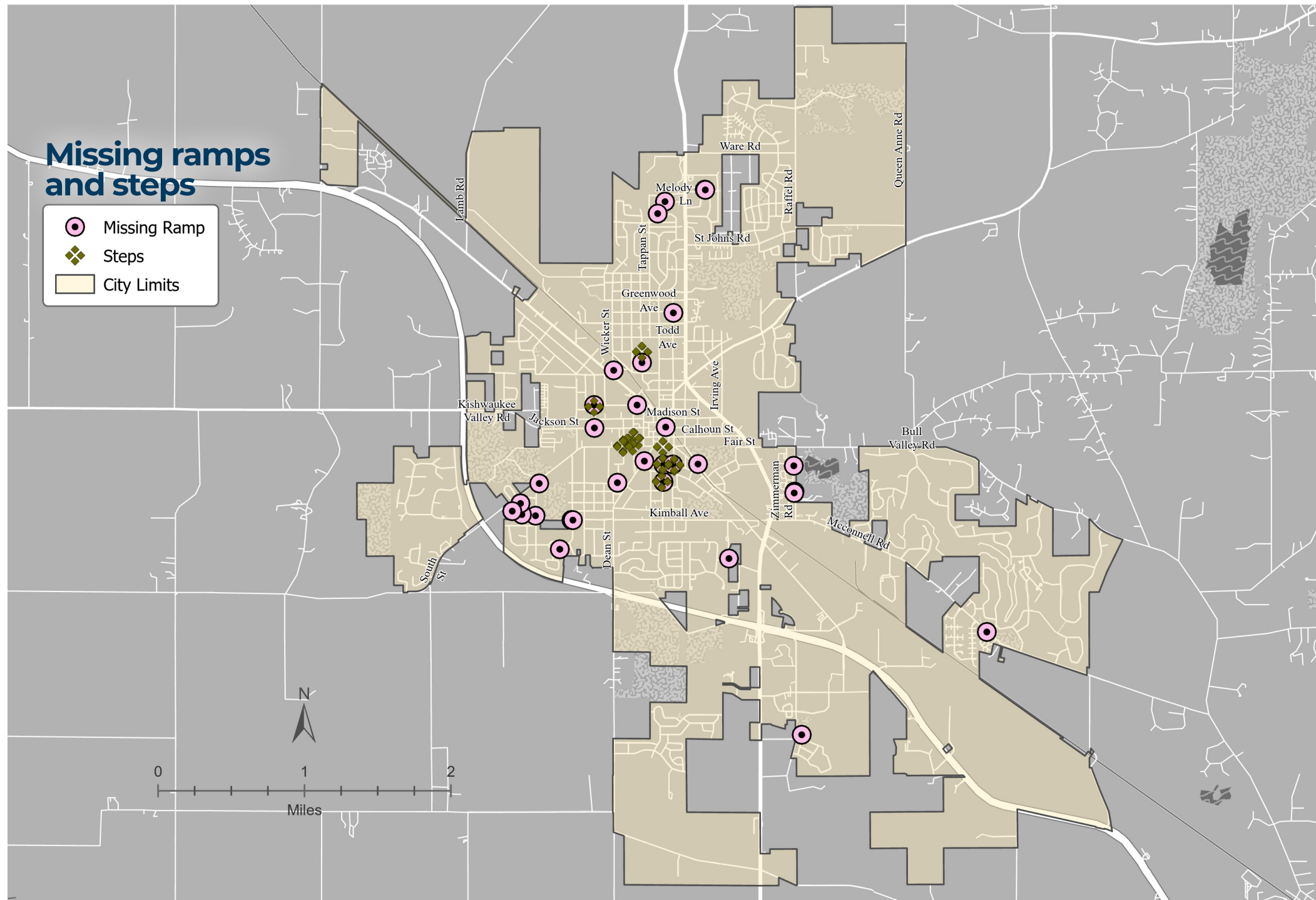
- No Significant Barriers to Access
- Minor Barriers to Access
- ◆ Moderate Barriers to Access
- Major Barriers to Access
- City Limits





Missing ramps and steps

- Missing Ramp
- Steps
- City Limits





Protruding objects

Protruding objects are features such as tree limbs, traffic signs, and building elements that protrude into the pedestrian space and pose hazards due to their height. For example, a traffic sign or building awning that is too low can cause an injury to a person with a vision disability who cannot detect its presence.

Vertical obstructions are most common in downtown areas, where the Pedestrian Circulation Path (PCP) is wider due to hardscape or paved surfaces placed where a landscaped buffer would typically occur outside of a downtown setting. Because buildings are usually located at the edge of the sidewalk, traffic signs and other sidewalk features are usually placed within the paved area.

- Woodstock has 66 vertical obstructions in its downtown area, 59 of which are traffic signs where the bottom edge is lower than 80 inches and protrudes more than 4 inches from the post above a PCP.

Given that the federal Manual on Uniform Traffic Control Devices (MUTCD) is more stringent, requiring 84 inches of clearance rather than 80 within PROWAG, applying the 84-inch standard is advised when new signs are installed or when signs are replaced. The 80-inch clearance also applies to other features, such as tree limbs, awnings, and exterior building features like sconces.

Sample objects to address



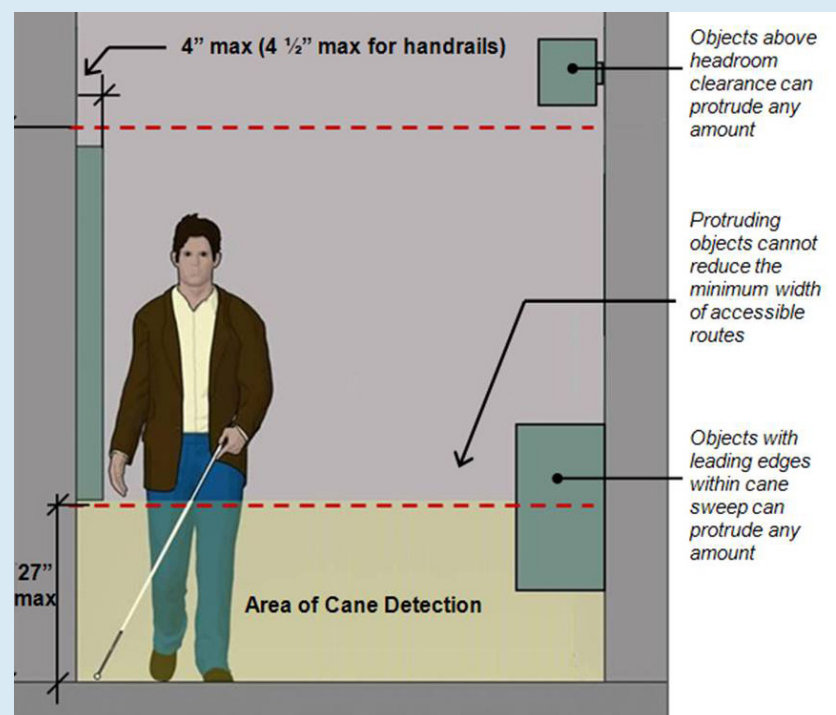
Understanding protruding objects

PROWAG defines vertical obstructions as any object that protrudes into a Pedestrian Circulation Path (PCP) at a height between 27 inches and 80 inches. The PCP is defined as the fully prepared area within a sidewalk environment that is usable by a pedestrian. This differs from the Pedestrian Access Route (PAR), which is a minimum width, defined space for accessible routes.

- **Features below 27 inches are considered detectable by a person with a vision disability who uses a white cane as an assistive device to help detect hazards. Features above 80 inches are considered high enough as not to create a safety hazard.**

Two federally developed manuals regulate the height of these obstructions.

- **PROWAG is the source of the 80-inch minimum edge for a vertical feature that protrudes more than 4 inches from its post, building, or ground-level base. This is a change from the ADA Standards and previous versions.**
- **MUTCD stipulates that traffic signs located above a sidewalk (also the PCP) must be mounted at a height of at least 84 inches.**





Protruding Objects

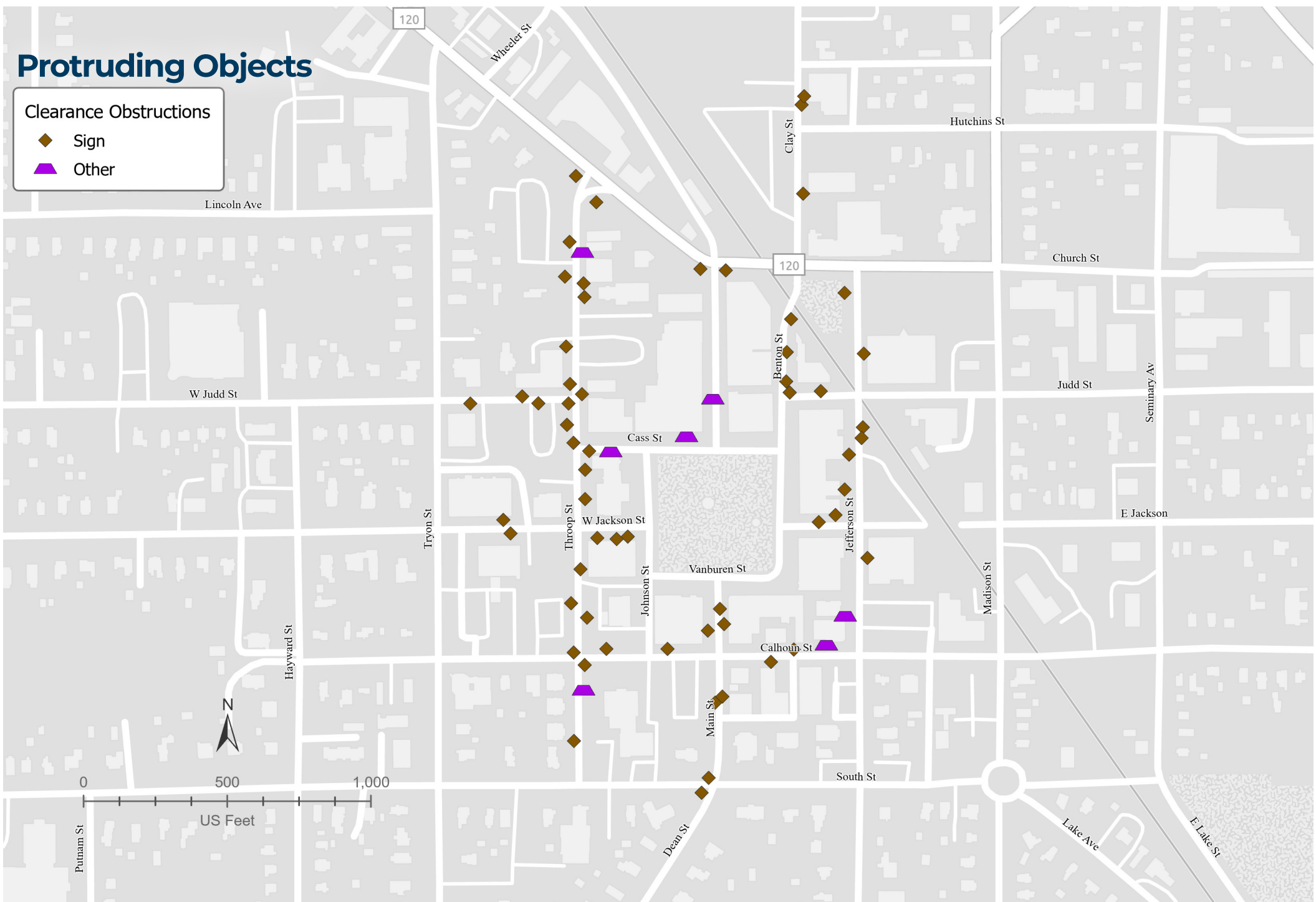
Clearance Obstructions

◆

 Sign

▲

 Other





Parking

Woodstock 498 on-street, marked parking spaces. These provide parking for adjacent commercial properties in downtown. Of the spaces identified, the City designates 22 for accessible parking.

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

A block perimeter is used to calculate the ratio of accessible parking. The diagram at right is a sample illustration of what PROWAG applies to a typical, four-sided block. In Woodstock, what is defined as a block does not always have four sides or may lack on-street parking on one or more sides of the block.

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

The map on the next page shows the block perimeters in Woodstock. It also illustrates the total number of parking spaces and the number of designated accessible parking spaces. The blocks are color-coded to indicate if accessible parking ratios are met.

- To meet the letter of PROWAG accessible parking ratios on a block perimeter, the City would need to add 19 additional spaces (even though it is meeting the overall ratios when a full count of parking spaces is considered).
- No changes are recommended at this time, as most blocks that indicate a need for additional accessible spaces have nearby surface parking lots with accessible spaces. The City should continue

to evaluate the need for accessible parking spaces based on business types, citizen requests, and any plans for reconstruction of downtown streets.

PROWAG does not provide guidance on how to incorporate a combination of surface lots and on-street parking spaces to determine accessible space needs. Parking in a surface lot may provide greater safety for those needing accessible spaces.

Some accessible parking spaces in the historic district are on streets paved with red brick. This brick surface does not align with ADA requirements for smooth surfaces. The City has other accessible spaces on several intersecting streets, and the historic district designation would allow for an exemption to keep the bricks. The City may wish to add signs or other information at these spaces to inform drivers of other nearby spaces on smoother surfaces.

OTHER PARKING EXEMPTIONS

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

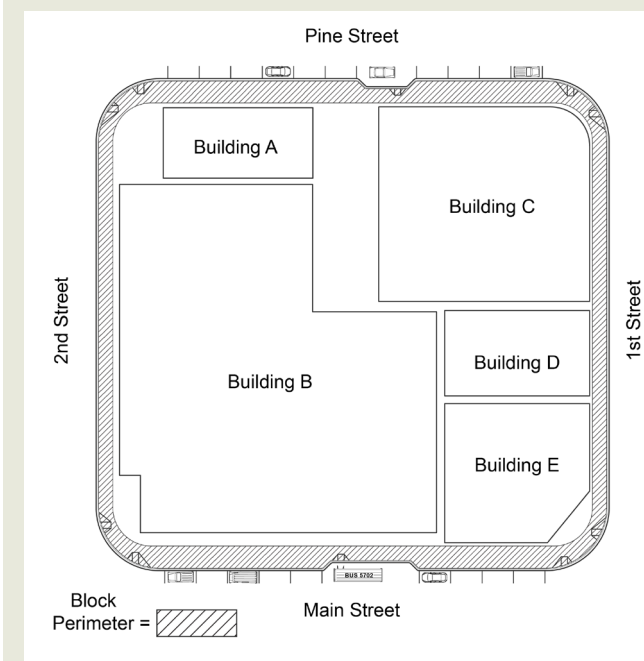
- Spaces designated exclusively as residential parking.
- Spaces designated exclusively for commercial or law enforcement vehicles.
- Where on-street parking spaces are altered, the requirements shown in table on the right shall apply only to the affected parking spaces until the minimum number of accessible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

One area that would be exempt from these restrictions is the streets around Woodstock High School on South Street, as they are intended for use by students and visitors during the school day and at special events. The City may sign this area for these uses.

PROWAG parking ratios

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

IDENTIFYING BLOCK PERIMETER





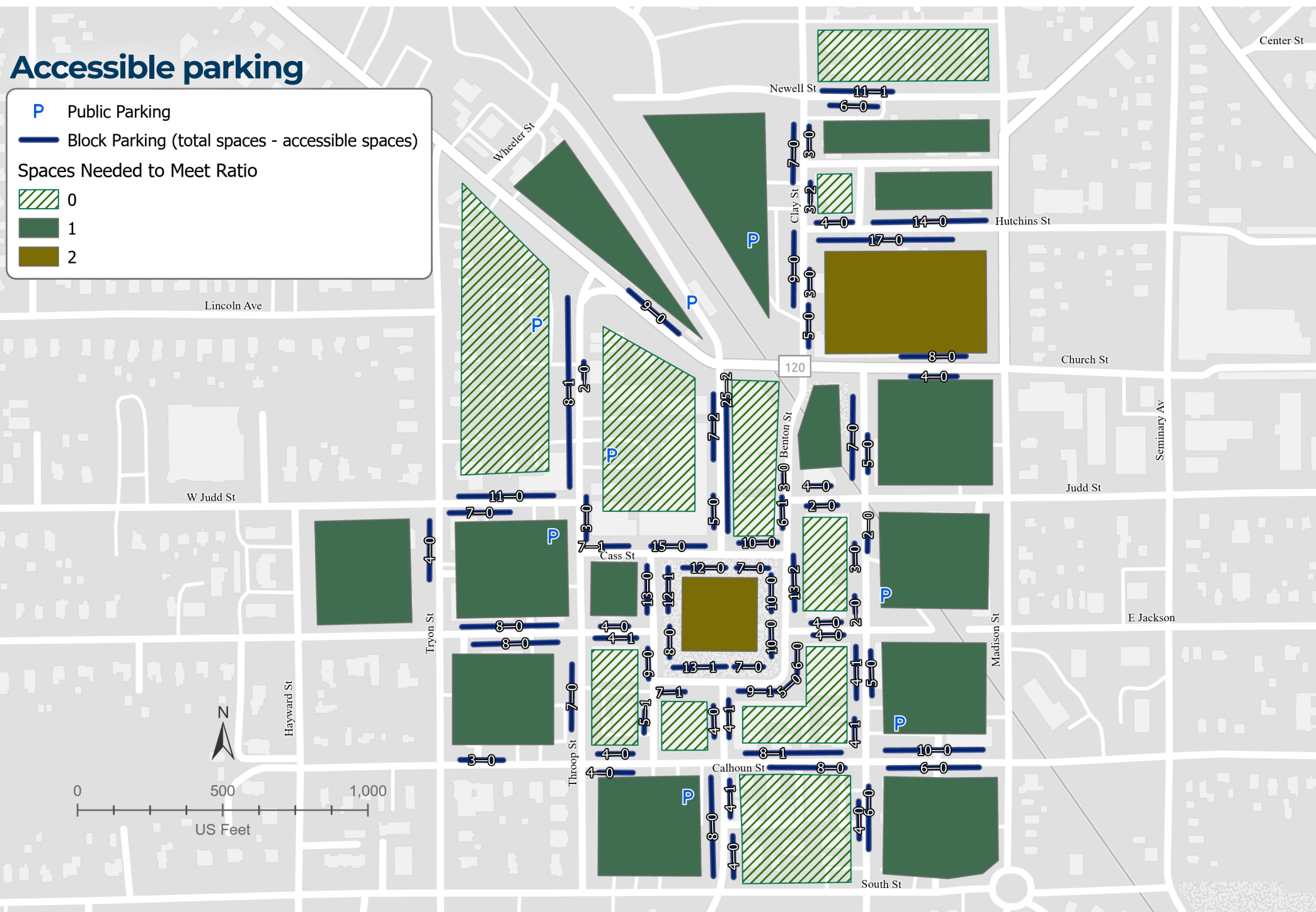
Accessible parking

P Public Parking

— Block Parking (total spaces - accessible spaces)

Spaces Needed to Meet Ratio

	0
	1
	2





Policies and programs

The City of Woodstock's ordinances were reviewed to determine how they affect construction, design, and street and sidewalk accessibility. The City's policies must not lead to or create barriers to accessibility.

The policies studied include ADA-specific rules under Title II, like an ADA Notice and grievance procedure; the City Code of Ordinances and Unified Development Ordinance (UDO) of Woodstock; and private property owner duties for maintenance and snow removal.

ADA TITLE II REQUIREMENTS

The review revealed the City does not have a record of adopting resolutions for its ADA Notice, grievance procedure, or the designation of an ADA Coordinator. These were done through executive action.

The City is recommended to update these policies as personnel changes occur and new ADA policies are adopted at the federal level. The City may consider adopting them via resolution adopted by the City Council rather than executive action to give them greater standing.

CITY CODES

Woodstock has two main code documents.

- **Unified Development Ordinance (UDO):** A set of policies and laws that govern land development, including zoning regulations and requirements for streets and public rights-of-way. It includes the subdivision ordinance and planned unit development, both of which are important for large-scale property development. The UDO includes the majority of requirements regarding sidewalks, curb ramps, pathways, and other components of an accessible system.

- **Code of Ordinances:** A code that is separate from the UDO and contains provisions governing traffic laws, property maintenance requirements, and nuisance laws.

The tables on the next four pages include a summary of the policies reviewed for this plan. They incorporate key features of that policy, and recommendations for the City to consider when updating those policies.

Additionally, the City does not have codes that address snow management responsibilities for property owners and city.

The last table in the series includes recommendations for the City to consider adopting to help clarify and bolster expectations for keeping sidewalks accessible during winter conditions.

STATE MINIMUMS AND CITY CODE

The governing codes of Woodstock refer to various overarching Illinois codes throughout the document. Following state law is required, but does not prohibit a local municipality from going beyond those laws to improve upon the accessibility they mandate.

Similarly, the City may opt to exceed PROWAG and ADA Standards or adopt treatments not explicitly identified in these policies when doing so would improve conditions for people with disabilities.





Code Section	Key Elements	Recommendation
Unified Development Ordinance (UDO)		
6A.5 Off-Site Improvements	The Plan Commission may recommend, and the City Council may require the installation of off-site improvements. Such improvements may include, but are not limited to, streets, sidewalks, and public utilities. The need for such improvements shall be specifically attributable to the proposed subdivision/PUD unless the development site is the subject of a proposed annexation agreement, in which case the terms of such agreement shall apply and have precedence.	This authority is one that the staff, Planning Commission and Council should understand in relation to the transition plan. In key locations where sidewalk gaps exist, where curb ramps are needed, or other improvements would improve accessibility, updating City policies to identify off-site improvements to include addressing needs or gaps is recommended.
7B.2.4 Apartment Buildings, 25 Dwelling Units or Less	Section L. A hard-surfaced walkway network shall be provided and used to connect the principal building to the parking lot, public sidewalks, garages, and other site amenities, as well as to other principal buildings on a multi-building lot or parcel. All entrances shall be connected by walkways.	Ensure that the code language appropriately specifies the ADA Standards or PROWAG for the construction of walkways within private development. The City may wish to require that all common areas within a development be accessible.
8A.1.2 Street and Sidewalk Standards	Section Q. Sidewalks are required along all interior streets and along all street frontage abutting the development site, unless it is determined by the City Engineer... In such a case, the City Engineer may... (a) authorize the installation of an equal sidewalk improvement at another location determined by the City or (b) may allow the developer to contribute funds in an amount equal to the cost of installing said sidewalks, which funds shall be used by the City to install other sidewalk amenities at other locations... The use of pedestrian paths in lieu of sidewalks may be approved by the City Council, provided that such alternative paths provide a convenient pedestrian route and are available for public use. Section R. Sidewalks shall have a minimum width of four (4) feet...and shall extend a distance of at least one (1) foot into the right-of-way. Sidewalks in commercial and industrial business areas shall be at least six (6) feet wide and may abut the curb.	Reference PROWAG as the City's standard within its policy and add PROWAG references to code sections that apply to public streets or other public rights-of-way, including shared-use pathways. Consider adopting a 5-foot minimum width throughout the City. This is a policy adopted by many cities to ensure ADA requirements are met, as designing, inspecting, and maintaining a system with 4-foot-wide walkways and 5-foot-wide passing spaces every 200 feet is challenging and time-consuming for designers, contractors, and inspectors. Consider requirements for sidewalks wider than 5 feet in areas such as school zones, civic areas, and streets with heavier commercial use. This provides greater comfort and overall accessibility.



Code Section	Key Elements	Recommendation
Unified Development Ordinance (UDO)		
8A.1.2 Street and Sidewalk Standards (continued)	Section EE. Bicycle paths are required within or adjacent to a subdivision/PUD where a bicycle path is depicted on the City's comprehensive planning documents and is shown as running through all or a part of, or adjacent to, such subdivision/PUD. Bicycle paths shall also connect to existing regional or area-wide bicycle path systems or be extended to such systems when they are located within 1,000 feet of the subdivision/PUD. Bicycle paths may be installed in lieu of sidewalks.	Modify the definition of "pedestrian pathways" and "bicycle paths in lieu of sidewalks" to use the term "shared-use pathways." If use is restricted for pedestrians or bicyclists only, then mode-specific language may be used. To ensure accessibility, shared-use pathways should be constructed with a firm, stable surface and 10 feet wide, given the anticipated use by bicyclists and pedestrians.
9.10 Parking Space Design	Section E. The minimum number of accessible parking spaces required shall be the current standard in the current edition of the Illinois Accessibility Code or as set forth in Table 9.2, whichever is greater.	Update the parking space design language to reference PROWAG when a development proposes marked on-street parking spaces, or when redevelopment occurs along a street that adds or already has such spaces. Update the code to include accessible design standards for EV charging stations. As EV adoption continues, charging stations will become more commonplace, and ensuring compliance with accessibility standards will be an essential next step.
Code of Ordinances		
6.1A.2: Street Repairs	All street, alley, and sidewalk pavements shall be kept in good repair. Repair work, whether done by the City or by the abutting owner, shall be under the supervision of the Director of Public Works or his designee.	The current code does not specify any triggers for when repairs are required, identify shared funding mechanisms to aid with repairs, or establish timetables for how soon repairs are made after any complaints or inspections that determine necessary repairs. Citing PROWAG requirements would clarify what constitutes such conditions and identify the types of treatment that can be applied to remedy sidewalks with cracks, heaves, and surface deterioration. PROWAG, FHWA, and best practices state that diagonal curb ramps should be a last resort, and directional curb ramps are the preferred treatment at crosswalks. Directional ramps are ideal for alignment, which helps the vision-impaired and wheelchair users, reduces crossing distances, and minimizes potential conflicts with drivers. The code should reflect this treatment as the preferred option and allow developers to employ diagonal ramps only if recognized hardships are present and proven.



Code Section	Key Elements	Recommendation
Code of Ordinances		
6.1A.3: Driveways	Section B. No driveway shall be so constructed or graded as to leave a step, sharp depression or other obstruction in the sidewalk. The grade shall be as nearly as possible the same as that of the adjoining sidewalk. The surface finish of any driveway where the same crosses the sidewalk shall not be constructed of such materials as to render it slippery and hazardous for pedestrians. Driveways across sidewalks shall be constructed of concrete or of such materials as may be approved by the City Council.	Update driveway language to reinforce the desire for continuous, uninterrupted pedestrian travel, free of undulations and changes in direction where possible. Reference PROWAG requirements for driveway treatments, notably where curb ramps are required when driveways have a stop or yield control on egress.
6.1A.6: Obstruction of Streets	No person shall create or maintain any obstruction of any street, alley, sidewalk, or other public way, except as may be specifically authorized by ordinance, by the City Manager or by the City Manager's designee.	Maintaining sidewalks in an accessible condition during and after snowfall is required under the ADA. Cities may choose to adopt policies requiring property owners to clear snow from sidewalks to help meet these requirements, or to clear snow with City resources. The City may specify that snow cannot be plowed from parking lots on a private property in such a way that it blocks curb ramps and sidewalks.
6.1A.8: Use of Sidewalks During Building Operations	No sidewalk shall be obstructed in the course of building construction or alteration without a special permit from the Director of Community Development. Whenever the removal of a sidewalk is required in such work, a special permit from the Director of Community Development shall be obtained.	Update language to include: "In the event the interruption of a sidewalk network is required, a continual alternative route is required to ensure compliance with MUTCD, the ADA Standards, and PROWAG requirements and to maintain accessibility.



Code Section	Key Elements	Recommendation
Snow Management Considerations - Not addressed in current city codes		
Property Owner Responsibilities for Snow Removal	The City does not have a policy addressing property owner responsibilities. Woodstock has opted for a “Good Neighbor Policy” rather than enforcement as its measure of removal.	It is generally understood that any City-led snow removal from sidewalks may occur once primary street plowing operations are complete. Some cities have identified priority routes, such as those that provide access to schools, transit stops/stations, and other key public destinations, that they clear with their own resources and require property owners to clear other sidewalks. The City should explore the most effective policies, including a hybrid of City and property owner responsibilities, to maintain sidewalk access during winter months. A best practice when developing property owner responsibilities is to state the owners are responsible for removing the “natural” snow from sidewalks. This accounts for any snow plowed onto sidewalks from adjacent streets, which is difficult to remove without special equipment. The City, as a matter of practice, should avoid plowing snow from streets onto sidewalk or, when it cannot be avoided, return to such locations and remove that snow.
Curb Ramp and Crosswalk Access	The City does not have a policy addressing responsibilities for clearing curb ramps and maintaining crosswalk access.	The clearing of curb ramps may be a responsibility of a property owner, if sidewalk snow removal policies are adopted. The City should be clear in any code update to provide a proper definition of curb ramps to define where they end when meeting the street. Plowed snow that remains in the street and blocks access from curb ramps to crosswalks should not be a property owner responsibility. Citizens should not be expected to stand in the street to clear access to crosswalks. The City should adopt operations policies to identify priority routes where snow is removed to maintain crosswalk access. This may occur when primary plowing operations are complete.



6. Transition Plan

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

What is a “program”?

Under Title II of the Americans with Disabilities Act (ADA), a “program” refers to any service, activity, or opportunity offered by a state or local government. Physical infrastructure, like sidewalks, curb ramps, pedestrian push buttons, and pathways, is considered a program. This is in addition to services or activities that impact these facilities, such as snow management and construction detours. Policies that impact these facilities are also considered a City program.

Therefore, implementing the transition plan will require actions in the realm of:

- **Physical accessibility**, notably the design and maintenance of streets and sidewalks.
- **Programmatic accessibility**, such as the services and activities that impact streets and sidewalks.
- **Digital accessibility**, including access to information about the transition plan, ADA policies like a grievance process, and information on physical and programmatic accessibility through public meetings, reports, etc.

Using the transition plan

The transition plan is a snapshot in time of what is recommended for Woodstock to remove barriers to access. As things change over the next several years, the City should update the plan to accommodate changes in the street system, property redevelopment, and accessibility within Woodstock's overall capital improvement needs.

An annual implementation funding goal incorporated into capital programs and budgets showcases Woodstock's commitment to making its streets more accessible. The City is recommended to pursue a complete update to this plan in approximately 10 years to account for changes. Periodic updates may be provided through a transition plan progress report, as recommended in Chapter 7: Schedule and Implementation.

While projects like fixing a sidewalk, improving a pedestrian crossing, or reconstructing a curb ramp are evident and garner the most attention, updating programs and policies can be just as important to improve accessibility.

Woodstock's accessibility-related programs and policies help ensure funding is available for projects, that streets are managed in an accessible manner after projects are completed, and that private development contributes to upgrading the street network.

Programs and policies that enhance work zone pedestrian accessibility can significantly improve the freedom and mobility of people with disabilities when sidewalk routes are disrupted.





Adapting to change

Many circumstances will prompt changes to the transition plan. The plan and its associated schedule are intended to evolve in response to these changes. What is most important in adapting to these changes is documenting the reasons why they occurred. This helps shield the City from liability if implementation does not happen according to the schedule.

The information on the right highlights situations where the City may need to deviate from the schedule and its priority projects. Ultimately, the goal is to upgrade the system regularly to make it more accessible. This demonstrates to the public how this is being achieved, even as the order of upgrades changes.

Projects to remove barriers to accessibility

The projects identified in the transition plan for City-managed streets primarily include retrofitting existing sidewalk networks rather than constructing new sidewalks along streets where none previously existed. This is because under the ADA the absence of a sidewalk is not considered a compliance issue, even though the lack of a sidewalk may inhibit people from accessing destinations.

These projects are considered the top priorities to remove barriers to access, and some projects include adding new sidewalks or filling sidewalk gaps. Currently, Woodstock constructs accessibility upgrades in the following ways:

- When curb ramps are reconstructed concurrently with street resurfacing.
- Via sidewalk repairs that occur by request from citizens, through City inspection of complaints, or during concrete repair efforts as part of resurfacing projects.
- Adding new sidewalks or filling sidewalk gaps based on identified need and availability of funding.

In 2025, the City completed a \$50 million, five-year effort to repair streets across the City. Called the Enhanced Street Program, these repairs focused on improving pavement conditions on the City's streets and on meeting federal requirements to upgrade curb ramps during resurfacing. The City also repaired concrete gutters, curbs, sidewalks, and driveway aprons in areas subject to this investment.

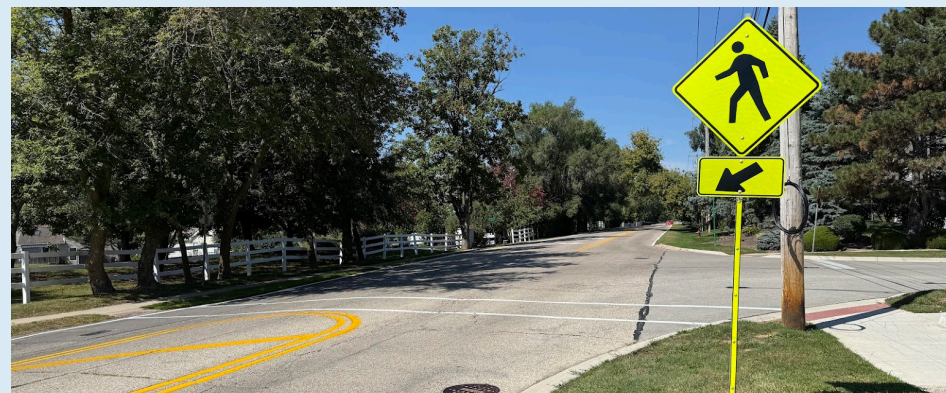
The result was a substantial improvement in accessibility throughout Woodstock. Now that the Enhanced Street Program is complete, the City anticipates continued efforts to address accessibility needs through the following efforts:

- **Street resurfacing:** \$2 to \$3 million a year for street upgrades and the associated curb ramp upgrades required when that occurs. Additional concrete repairs to sidewalks may occur, as funding allows.

Planning for change

Several factors could prompt changes to how priorities are implemented. The City should document the reasons for changes and incorporate them into the transition plan progress report.

- **Individual requests:** Responding to requests from residents with disabilities is a valid reason to modify the order in which projects are implemented. This allows a person with a disability, their caretaker, and/or their family greater freedom of mobility. Accommodating such requests is aligned with the spirit of the ADA.
- **Property redevelopment:** Redevelopment along a priority route may alter how the City invests in a project along that street. The change may be substantial enough to address the primary accessibility needs, or the redevelopment schedule may necessitate a change in the project schedule on a priority route.
- **Other accessibility needs:** There are needs unrelated to streets and sidewalks. The City may find that upgrades are needed to City Hall or a park. Its leaders may determine these upgrades are a higher priority.
- **Other capital needs:** The City may need to divert funds to address other needs. Addressing emergency repairs to a water or sewer line could delay accessibility projects.
- **Lower priority streets:** The City may decide it needs to address non-accessibility needs on a street that is in a lower tier in the transition plan (or not identified as a priority project at all). The result is an upgrade to accessibility features, which improves the overall system.





- **Annual sidewalk repair fund:** Additional accessibility upgrades will result from funding for sidewalk repairs, expected to be approximately \$100,000 per year.
- **Downtown maintenance fund:** The City anticipates an annual maintenance fund of \$30,000 to make repairs around The Square, including streets, sidewalks, curb ramps, and other features.

The projects that result from these efforts will improve accessibility and remove existing barriers. Note that funds for curb ramps and sidewalks may not always be applied to streets identified as priority routes in the transition plan.

Key recommendations

To implement improvements on the priority routes, the City is recommended to consider the following funding options.

ESTABLISH \$75,000 ANNUAL IMPLEMENTATION GOAL

Showcasing a commitment to transition plan implementation is then best achieved through an implementation funding goal for priority routes. The existing set of priorities, combined with the City's expected funding for street projects, suggests that a \$75,000 yearly goal would allow the City to address these priorities in a reasonable timeframe.

This annual goal can be calculated and reached over multi-year periods. For example, a yearly goal of \$75,000 would equal \$375,000 over five years. Looking at the goal as a multi-year effort recognizes that each budget cycle may have to deviate from a more strict, annual goal.

It also accounts for annual expenditures in the street and sidewalk programs that may not always be directed toward priority routes.

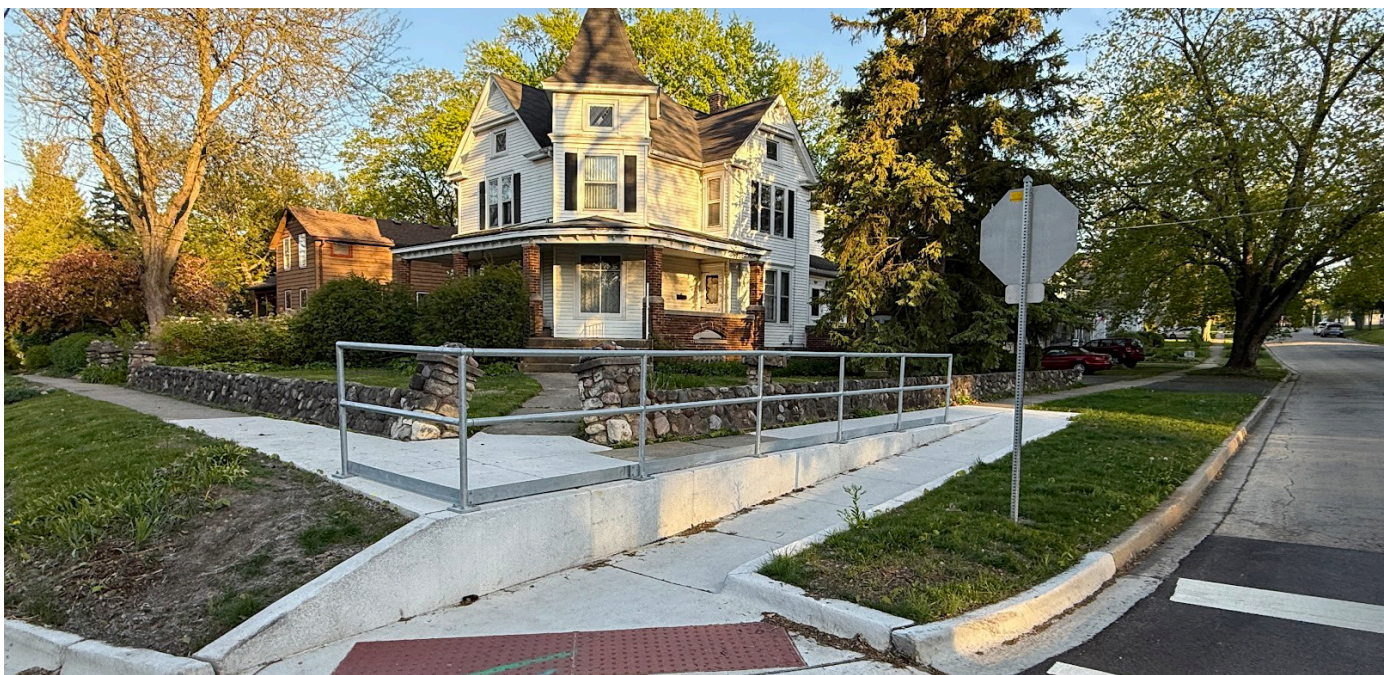
Making this a multi-year goal allows adjustments to other capital projects or to address a priority accessibility project whose cost exceeds the \$75,000 goal. Woodstock may consider these priority projects to help identify street resurfacing projects when both improving pavement conditions and addressing key accessibility needs are needed.

The City may, and is encouraged to, pursue funding from other sources for these priority routes. Any funds received from outside sources, such as grants, can be applied to meet this goal. This allows local funds to be used to address other accessibility needs or public work priorities. This goal may be revisited when the transition plan is updated or once all priority routes are addressed.

EXCEEDING MINIMUM REQUIREMENTS ON RESURFACING PROJECTS

When the City resurfaces a street, it is encouraged to incorporate accessibility improvements beyond the minimum requirement to ensure curb ramps meet accessibility requirements. Additional upgrades to consider include sidewalk repairs, driveway apron reconstruction to improve accessibility, and enhanced pedestrian crossings, especially when contractors already have resources on the project that make additional concrete upgrades more cost-effective.

The City may develop its own goals for addressing accessibility beyond the minimum requirements, as such efforts should not pose a disproportionate financial burden.





Progress report to track accessibility investments

Tracking annual expenditures for accessibility upgrades meets municipalities' requirements to monitor their progress in removing barriers. It showcases the City's commitment to the public and can help protect Woodstock from liability.

The City is required to provide a progress report on its transition plan at least every five years. Tracking annual expenditures and giving progress reports more frequently can reduce the burden of compiling large amounts of information once every five years.

Any expenditure that improves accessibility, even if it is not on a priority route or part of the annual implementation goal, should be quantified for the City's progress report. The report should document upgrades that occur through the implementation fund, the sidewalk repair program, street resurfacing projects that result in upgrades on non-priority routes, and upgrades prompted by the City's policies.

Quantifying the value of these investments does not need to be overly technical. If the City knows, for example, that a curb ramp upgrade costs approximately \$5,000 per corner, it can calculate the number of corners it upgraded and multiply that by the cost. The City may also use a percentage of the total project to estimate this expenditure.

If the City does not achieve the \$75,000 annual goal over a five-year average, it is recommended that a write-up be included in the progress report describing the changes that occurred. This can consist of a summary of how funds were used on other streets to improve accessibility, even if not specifically along a priority route.

Sidewalk assistance program

Woodstock officials are considering relaunching the City's sidewalk cost-share program, which was a topic of active discussion during the transition plan's adoption in early 2026. Previously, the program provided funding for use when property owners requested replacing or installing new sidewalks along their property frontage. The property owner was required to pay 50% of the cost, with the City covering the remaining 50%.

The transition plan's recommendations have no bearing on the outcomes of reinstating this program. The upgrade or addition of new sidewalks through such a program will likely improve accessibility.

Topics for the City to consider if the program is relaunched include:

- Apply City and property owner funds to the annual implementation goal if it is located along a priority route.

- Examine the possibility of the City paying for curb ramp upgrades if the request impacts a street corner and the curb ramp(s) requires upgrades to be compliant.
- Add a 5-foot-wide passing space where the sidewalks are improved, or widen the whole sidewalk segment to 5 feet if not already.

Building new infrastructure

The ADA requires that all new infrastructure be accessible when constructed. New infrastructure is considered the addition of sidewalks and curb ramps where they did not previously exist, as well as the reconstruction of existing infrastructure. This occurs either through the City's capital projects or requirements established through the City's codes regulating property development. Chapter 5: Self-evaluation addresses these recommended policy changes, notably updating the code to improve expectations for property development/redevelopment.





Improving accessibility in the snow

Major snow events create challenges for maintaining an accessible sidewalk system. The variability of snowstorms, as well as the limited resources agencies have for maintaining streets during winter weather, all impact the sidewalk system. Historically, Woodstock averages around 34 inches of snow per year, which often takes several days or weeks to melt after a storm.

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

Additionally, sidewalks constructed with federal funds are subject to specific requirements. FHWA stated in a 2008 memorandum that “current maintenance provisions require pedestrian facilities built with federal funds to be maintained in the same manner as other roadway assets.” This means that if a street with a federally funded sidewalk is treated with salt and then plowed, the sidewalk must also be treated with salt and plowed.

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

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

Enhancing work zone practices

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

MUTCD requires the jurisdiction that controls the streets to ensure work zones are accessible, which means it is not solely the responsibility or liability of an individual contractor. The Public Right-of-Way Accessibility Guidelines (PROWAG) require the use of audible signal devices in work zones to alert pedestrians with vision disabilities in advance of sidewalk closures, designated detour routes, and other key work zone information. The messages programmed into Accessible Pedestrian Signals at traffic signals can be modified to include work zone detour information.

Snow management

FHWA: A public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility. Part of this maintenance obligation includes reasonable snow removal efforts. (28 CFR §35.133)



Keeping pedestrian access routes open for travel during and after snowfall is challenging. Cities can help maintain access with these practices:

- Avoid plowing snow onto sidewalks from the street.
- Remove snow from the street when it blocks ramp and crosswalk access (above). This may occur after major street plowing operations are complete.
- Ensuring snow is plowed from sidewalks that front City-owned properties, bridges, and over/underpasses.

Accessible work zones



Pedestrian access must be maintained and be compliant when construction impacts sidewalks and pathways. As with street closures, detour routes must be designated and signed for pedestrians. This may require temporary crossings, ramps, and other channelizing devices to comply with ADA.

MUTCD, Section 6, addresses work zone accessibility requirements:

- If the [work] zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided.
- The temporary facilities shall be detectable and include accessibility features consistent with features present in the existing facility.
- A barrier that is detectable by a person with a vision disability traveling with the aid of a long cane shall be placed across the full width of the closed pedestrian facility.



A simple rule of thumb is that if a sidewalk is blocked by construction, a detour route with comparable accessibility features must be designated. This means that if the impacted route has curb ramps with truncated domes, then the detour route should match those features.

If such features are not already in place, then temporary materials may be used to provide comparable accessibility.

Construction zones are constantly evolving, meaning traffic control plans designed at the onset of the project may no longer be applicable a few weeks in, as construction activities shift.

This means routine inspections are critical to managing contractors and developers who impact the sidewalk system.

Considerations for improving work zone accessibility include the following:

- **Work zone training.** City staff are encouraged to engage in online or in-person training focused on work zone accessibility. These are available through agencies such as the Illinois Department of Transportation (IDOT) and FHWA, as well as through the American Road and Transportation Builders Association (ARTBA).
- **Identify preferred work zone materials.** Woodstock may consider identifying its preferred materials for features like sidewalk barricades, audible devices, and temporary ramps. This creates consistent expectations for contractors working in the City's rights-of-way. The City may reference these preferred materials within its overall engineering forms and manuals, as well as within bid documents.

Projects to remove barriers to accessibility

A primary output of the Plan for Accessible Streets and Sidewalks is a list of priority projects for the City to implement to meet Title II requirements. The self-evaluation process and public input helped in identifying these projects.

The recommended annual investment program goal is intended to go toward priority projects. Addressing these projects shows how the City will transition its sidewalk system to be more accessible by addressing these priorities. This recognizes that creating a fully accessible sidewalk system is practically impossible due to financial reasons.

- **Woodstock has an estimated \$12 million worth of infrastructure upgrade needs to provide a fully accessible system on City-managed streets.**

This estimate is generated from the findings of the self-evaluation. Even if all these accessibility barriers were addressed within a 10- or 20-year timeframe, other needs will emerge due to ongoing infrastructure deterioration. This plan identifies 10 priority projects along streets under the City's control, and one project that is located primarily within a City park. Page 50 includes a map of these projects, organized by three priority groups or tiers.

TOP PRIORITIES

To remove barriers to accessibility, the City should first address Tier 1 projects (described later in this chapter). These five projects are located along streets where a set of factors helped identify them as the highest priorities. This is recommended to occur in the first five to seven years after the plan's adoption.

Determining project priority

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

Accompanying each project is a score that was used to determine its ranking. The results of that ranking are included in Appendix G (page 92).

The criteria used for scoring included:

- **Population with a disability:** By percentage, based on the Census tract data where the project is located.
- **School and park access:** Proximity to one or more of these places.
- **Population over age 65:** By percentage, based on Census tract data.
- **Traffic speed and volume:** More points are awarded to streets with higher speeds and volumes due to the relative risk to safety for pedestrians when facilities are not accessible.
- **Ease of implementation:** Projects that do not require additional right-of-way or consist primarily of replacing existing infrastructure receive more points.
- **Public input and intangibles:** Results of the winter 2025 survey were used, along with input from City staff on factors that cannot be easily measured.



Within that timeframe, the City should also strive to address the following needs:

- **Traffic signs:** Modifying traffic and other signs in the downtown area that create protruding objects.
- **Pedestrian signals:** Upgrading pedestrian pushbuttons at the two, City-controlled traffic signals to include Accessible Pedestrian Signals (APS).

Once complete, Woodstock is recommended to address projects in other tiers and may reorder these projects to align with its street resurfacing schedule.

PROJECT TIERS

Three sets of projects, organized in Tiers 1 through 3, are identified for the City to implement over the next 10 to 20 years. The project ranking and tiers are incorporated into the transition plan schedule to guide these investments (see Chapter 7: Schedule and Implementation).

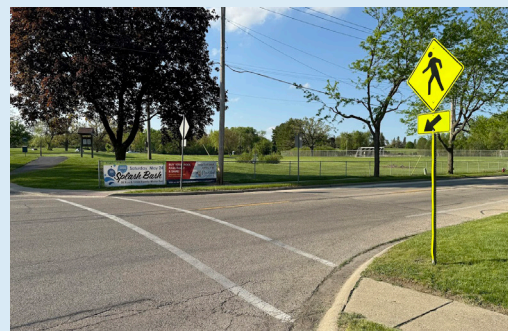
- **Tier 1 projects** are the highest priorities and recommended for implementation in the next five to seven years. There are five with a \$700,000 combined cost estimate. Upgrading the two signals to APS are estimated to cost \$25,000, which includes infrastructure upgrades to make the buttons accessible. An additional project to address traffic signs is estimated to cost \$50,000 to \$60,000.
- **Tier 2 projects**, of which there are three, have a combined estimated cost of \$460,000 and may be addressed once Tier 1 projects are complete.
- **Tier 3 projects** include three routes. They have an estimated combined cost of \$200,000.

Accessible on-street parking. The City should evaluate on-street parking downtown during major reconstruction or other improvements in line with the Downtown Master Plan's recommendations (when complete).

The City may choose to change the paving materials at these accessible spaces to improve accessibility. However, the accessible spaces around the Square, where the brick pavers are located, do not require upgrades because they are exempt due to the historic designation of the pavers. The City may install signage directing drivers to more accessible spaces that are not on streets paved with the historic bricks.

Outside of the historic district, upgrading already designated accessible parking spaces may consist of adding a dedicated ramp from the sidewalk to the access aisle. Accessible spaces that require parallel parking may be located at the end of a block to provide access to the nearest corner curb ramp. Where possible, an access aisle should be considered in combination with a dedicated ramp.

Priority project highlights



SOUTH STREET TO EMRICSON PARK

Upgrading existing sidewalks and enhancing the crossing at Tara Drive at the entrance to the park is a top priority project. It emerged from public input that suggested providing more accessible connections to this park from downtown is needed.

UPGRADES AROUND THE SQUARE

The Square is the economic and social hub of Woodstock. Keeping it maintained in an accessible condition benefits residents and visitors, alike. The City has an annual maintenance fund that can be used for accessibility and other upgrades.



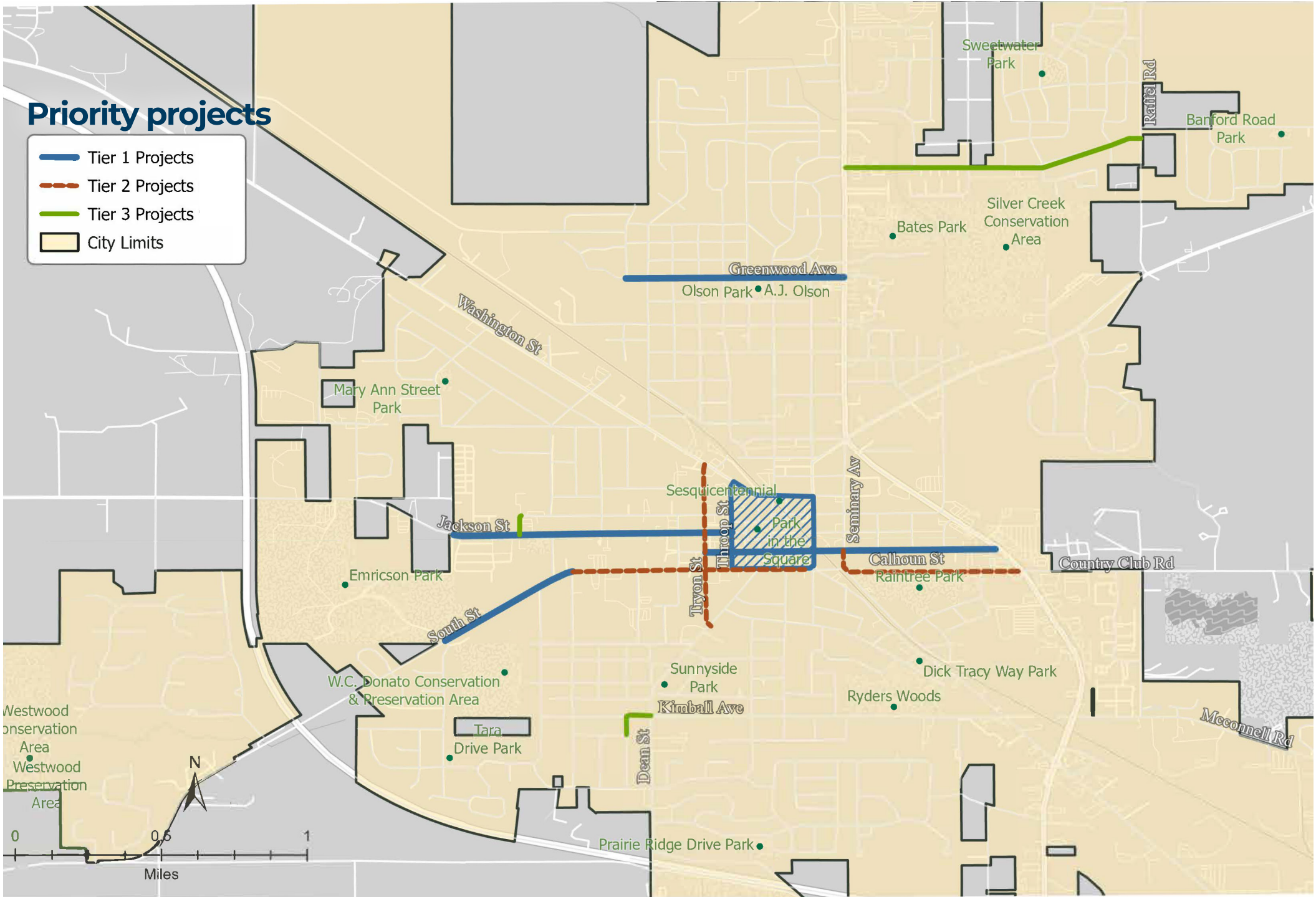
GREENWOOD AVENUE

The City recently upgraded Olson Park to have sidewalks around its periphery. Completing sidewalks on at least one side of Greenwood, west of Route 147, is a priority to create an east-west connector for this neighborhood.



Priority projects

- Tier 1 Projects
- Tier 2 Projects
- Tier 3 Projects
- City Limits





Priority Projects

Street, from/to (length, in miles)	Cost estimate	Description	Other considerations
Tier 1 Projects			
South Street, Tara Drive/Emricson Park to Blakely Street (0.4)	\$95,000	Upgrade the north side of South Street, including sidewalk repairs, curb ramps, and driveway aprons, as well as the crossing at the Emricson Park/Tara Drive intersection. A long-term project to complete sidewalks on the south side should be considered.	Consider installing a flashing beacon at the Tara crossing and upgrading the trailhead's accessibility.
Downtown/Square Zone – Multiple streets (1.3)	\$98,000	The City has an annual investment fund for downtown maintenance. Address sign heights and other protruding objects. Detectable warning surfaces around The Square require changes to provide color contrast with sidewalk pavers.	Additional upgrades may be considered with Downtown Master Plan recommendations. The City may consider signage directing people to accessible parking spaces located off the section around the square with the historic brick pavers.
Greenwood Avenue, Thomas Drive to Route 47 (0.6)	\$165,000	Complete the sidewalk network on at least one side, as determined by available right-of-way. Sidewalk may alternate sides.	The City should consider installing enhanced crosswalks at Greenwood, where the sidewalk alternates sides. Crosswalk markings with signage, along with speed management features like bumpouts for raised crosswalks, can be considered, along with flashing beacons.
Jackson Street, Emricson Park/Cemetery Rd to Throop Street (0.7)	\$125,000	Improve the south side of Jackson, including adding 5-foot-wide passing areas. Address sidewalk and driveway apron conditions. Consider upgrading the Pleasant Street crossing to provide a safer southbound crossing, such as a pedestrian-actuated flashing stop sign.	The sidewalk may be widened to a sidepath west of Hill Street. The City could consider expanding this concept to the westernmost entrance to Emricson Park. This includes upgrading the Borden Street crossing to include a flashing beacon or other treatment.
Calhoun Street, Tryon Street to Route 47 (0.8)	\$220,000	Upgrade the sidewalk on at least one side (the south side appears to be the most feasible). Make accessibility upgrades to the railroad crossing.	Examine enhanced crossing at Seminary Street, notably if the south side is the only connection across the railroad tracks, and if the Raintree Park pathway is realized.



Priority Projects

Street, from/to	Cost estimate	Description	Other considerations
Tier 2 Projects			
South Street, Blakely Street to Jefferson Street (0.6)	\$105,000	Upgrade existing infrastructure, including addressing stairs at Hayward Street, Tryon Street, and Jefferson Street. The City has already made several curb ramps and crossing upgrades around the high school, and this area may only require sidewalk repairs.	Examine enhanced crossings at the Tryon Street intersection since it is marked as a school crossing.
Raintree Park Pathway, Calhoun to Route 47 (0.5)	\$250,000	Construct a shared-use pathway along the berm in the park. To complete the connections outside the park, the project would require additional upgrades to existing sidewalks, filling sidewalk gaps, or adding a pathway alongside street connections.	Pathway does not require paving to comply with ADA requirements. The City may examine a compacted surface trail, perhaps as an interim improvement if funding does not allow for paving.
Tryon Street, Washington Street to Dean Street (0.6)	\$105,000	Upgrade existing sidewalks and add and replace curb ramps to make the route more accessible. This includes stairs on the southwest and southeast corners at Calhoun Street.	See the South Street project for recommendations for an enhanced pedestrian crossing at the Tryon/South intersection.
Tier 3 Projects			
Kimball Avenue/Mitchell Street Connector to Dean (0.1)	\$30,000	Filling the sidewalk gaps on Mitchell Street (just south of Kimball) and on Kimball from Mitchell to Dean Street would improve access to/ from the neighborhood west of Dean Street.	Examine Dean Street pedestrian crossing for enhanced treatment.
St. Johns Road, Route 47 to Raffel Road (0.8)	\$140,000	Upgrade existing ramps and sidewalks. Fill the small sidewalk gap on the south side, at a minimum, to complete a route on at least one side. There is a longer gap on the north side between Birch Road and Poplar Lane.	Consider enhancing the pedestrian crossing at Banford Road and Raffel Road. This would provide safer connections from neighborhoods east of Raffel Road to the St. Johns route and destinations to the west.
Oakland/Judd Street, Jackson Street to Olson Elementary (0.1)	\$30,000	Add sidewalks on the west side of Oakland/Judd Street to connect from the Jackson intersection to the school.	Examine the feasibility of adding sidewalks on the north side of Jackson from Oakland to the east along the parcel on the northeast corner of the Jackson/Oakland intersection.

7. Schedule and Implementation

This chapter outlines a schedule for addressing the recommendations identified in the transition plan. It includes other sections to help the City address requirements established under Title II of the Americans with Disabilities Act (ADA).

The recommended timelines for implementing individual items in the schedule are a starting point for the City's efforts to transition its system to be more accessible. Some action items, such as adopting this plan and revising ADA policies, are relatively easy to accomplish and can be done within months of transition plan's adoption. Other projects may require several years to complete.

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

- **ADA Coordinator and Public Works Director Brent Aymond, or his designee.**

Using the schedule

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

Changes are prompted by numerous influences within the public services budget, such as addressing other City priorities and adjusting for budget and project cost constraints. The City should document why these changes occur.

Projects identified in the priority tiers can be evaluated each year as the City begins its budget process. The City may determine if a project is moved from one tier to another, or if other capital projects are a higher priority than an accessibility-based project.

Other accessibility projects, such as upgrades to a park or shared-use pathway, may be evaluated to determine if they serve a greater need for the people of Woodstock than a street project.

The schedule is on pages 54 and 55.





Transition plan schedule, part 1

Action item	Timeline	Notes	Status (complete as part of progress report)
A. Adopt ADA policies and designate ADA Coordinator	2025	The City assigned its ADA Coordinator and posted its ADA policies on its website in fall 2025. These policies are recommended to be posted at City Hall and included in upcoming newsletters or other publications.	Policies & Coordinator updated in November 2025
B. Adopt this plan.	2026	The City Council adopt this plan on April 7, 2026, via Resolution 26-R-18.	Adopted in April 2026
C. Update the City's website.	2026	Expand the ADA-specific page within the City's website to house this plan, and other accessibility-related items. Ensure the website complies with Web Content Accessibility Guidelines (WCAG) concurrent to when the City's is required to meet WCAG requirements.	
D. Implement Tier 1 priority projects.	2026-2032	Proceed with scheduling Tier 1 projects. If changes occur, document why in a plan amendment and/or progress report.	
E. Develop self-evaluation and transition plan for City parks, buildings and facilities, and other programs.	2027/2028	The City must conduct a similar self-evaluation and transition plan for other programs to fully comply with ADA Title II requirements. This includes City-owned buildings, parks, other public facilities, and other programs.	
F. Adopt PROWAG as City's preferred design standards.	2027	Designate the Public Right-of-Way Accessibility Guidelines (PROWAG) as the City's standards for accessibility through updates to City code and department manuals.	
G. Develop annual implementation funding goal.	2027	Affirm commitment to the annual goal of \$75,000 during an upcoming budget process. Track expenditures for accessibility upgrades that occur in City-maintained rights-of-way to apply to this goal.	



Transition plan schedule, part 2

Action item	Timeline	Notes	Status (complete as part of progress report)
H. Document snow management procedures.	2027/2028	Consider mapping and providing reason and justification for sidewalk routes subject to City-led snow removal. Evaluate routes to destinations and priority corridors when revising the map. Document where other organizations are responsible for snow management on City streets (e.g. downtown area).	
I. Update City Code in consideration of policy recommendations.	Next code update	Work among City departments on the next code update to consider which policy recommendations are most suitable to include in the next update. Track these changes for use in the progress report. If some recommendations are not pursued, then document the reasons why in the next progress report.	
J. Plan Amendment/Progress Report.	By 2031	Document the progress made in implementing the recommendations of this plan, as well as other City-led projects to address accessibility in its buildings, parks, and other facilities. This report is recommended to be produced at least every two years, but may be done at least once every five years to comply with ADA requirements.	
K. Implement Tier 2 priority projects.	2033 - 2037	Once Tier 1 projects are budgeted for and/or complete, determine the order in which Tier 2 efforts are implemented and which funding sources are applied.	
L. Update self-evaluation and transition plan.	2036/2037	This plan is recommended to undergo a comprehensive update approximately every 10 years. This will account for accessibility upgrades already completed, any changes in the ADA Standards and PROWAG, and the impacts that 10 years of weathering and other factors have on the accessibility of streets and sidewalks.	
M. Implement Tier 3 priority projects.	After 2037	Pursue implementation of additional projects once Tier 2 projects are complete. Tier 3 projects may be re-evaluated and ranked (if not complete) when the transition plan is updated.	



PROJECT-BASED SCHEDULE MODIFICATIONS

This section recommends a process for determining how project modifications should occur when circumstances require the City to adjust a project's scope. This may include modifying the overall schedule of a priority project or altering the project design to accommodate budgetary constraints or feasibility issues.

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

The City is not expected to double or triple the cost of a project to accomplish this and overcome such constraints. Instead, it is expected to make an informed and rational decision on which upgrades are most essential and document the reasoning behind it. The bullets below outline the priority order for considering modifications.

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

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

Plan amendment & progress report

Title II requires a public entity to document progress on its transition plan, and amend its plan accordingly. The City is recommended to do this at least every two years to more easily track accessibility upgrades. By law, the City must provide this report at least every five years. Recommended features of this report are shown on the right.

A plan amendment and progress report enables the City to document how it is addressing compliance. The update serves as an amendment to the transition plan. It is also crucial for the City to document when an improvement was made in the event of a grievance.

Developing the progress report



A plan amendment and/or progress report should include summaries of:

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



Woodstock's Plan for Accessible Streets & Sidewalks

This progress report can be compiled by the ADA Coordinator, with each department providing input on its progress since the previous reporting period. It is recommended that the City council adopt the report since it serves as an update to the transition plan. The progress report should address project, program, and policy changes. Links to sample progress reports are included in Appendix C on page 80.

PROJECT MODIFICATIONS

Progress made on Woodstock's streets includes new and repaired sidewalks, curb ramps, and other accessibility upgrades should be tracked, with cost estimates, and listed in a progress report.

This includes any projects constructed by the City, developers, and property owners in the City's rights-of-way. Accessibility upgrades to public buildings, parks, and other City-managed facilities should also be tracked.

POLICY MODIFICATIONS

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

PROGRAM MODIFICATIONS

Program-related modifications could include:

- Updating work zone and snow management practices.
- Modifying websites to comply with accessibility guidelines.
- Changing contract requirements to require consultants and others to produce documents in accessible formats.

- Any accessibility-related training in which staff participates.
- Specific outreach to the disabled community on topics such as project designs, bus route changes, and the like.

Restating the grievance procedure in the progress report, or providing links to it, is a good practice. A paragraph describing program-related changes should suffice.

Incorporating citizen requests and public input

Addressing individual requests from citizens with disabilities aligns with the spirit of the ADA. This includes requests from caretakers and/or organizations that represent the needs and interests of people with disabilities.

Even if a request is made informally rather than through a grievance or complaint, Woodstock is recommended to determine how it can address the request within its current or upcoming budget.

For example, it is conceivable that a resident notifies the City of specific sections of sidewalk or a set of curb ramps that, if upgraded, allow them the freedom of mobility to take part in daily life activities.

The City is recommended to view such a request as a higher priority than projects identified in the transition plan.

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



PUBLIC INPUT

The public should have regular and meaningful input into project implementation, program and policy changes, and updates to the transition plan. The City may determine the scale of projects that it feels warrant project-specific input from the surrounding neighborhoods.

Woodstock may desire to incorporate public input on transition plan projects into other public outreach events. This could include setting up a booth at a public fair or market to gather public feedback on a variety of City-led initiatives. Another way to raise the profile of accessibility-related investments is to add a section to the City's budget documents.

Information can include a listing of anticipated accessibility-related projects identified in the budget, as well as an estimated cost and summary statement on transition plan progress. The City may add a summary table to its ADA-specific website to highlight recent and planned investments, with links to the progress report and other related documents.

Including accessibility in other planning efforts

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

- Comprehensive plans and strategic plans,
- Neighborhood and redevelopment plans,
- Parks, recreation, and open space plans
- Trails and pathways plans, and
- Transportation and corridor plans, or studies.

The City should ensure that agencies such as IDOT and McHenry County incorporate the plan's findings and recommendations into their own plans for streets that bisect Woodstock.

CMAP should also incorporate and reference this plan in its own studies that include Woodstock.

Design guidance and standards

There is no single accessibility guide or standard that can fully address Woodstock's accessibility needs and context.

Just as how IDOT substantially incorporates PROWAG into its own standards, the City is recommended to adopt PROWAG as its own standard. This may occur through amendments to the City code and changes to any internal procedures and contracts led by the Public Works and other departments.

Appendix C (page 80) includes links to several other design guides published by federal and state organizations. Collectively, they may be used to better address Woodstock's accessibility needs and context.





Documenting design exceptions

Design exceptions occur across all facets of street and facility design. Due to a variety of factors and constraints, it is common that redesigning streets and sidewalks, or remodeling buildings, does not result in a fully compliant outcome.

The US Department of Justice (DOJ) notes that projects should be constructed to the “maximum extent feasible,” and this language is reflected in PROWAG and the ADA Standards. This is especially relevant for projects or redevelopment projects in older areas of the City. Factors such as right-of-way and underground utilities, as well as existing infrastructure such as traffic signals, utility poles, and traffic signal controls, will influence whether a project can be fully compliant.

It is recommended that the City adopt and incorporate an Accessibility Exceptions Certification Form into its policies and procedures. A full version of this form is included in Appendix F on page 91, and a screenshot is shown on the right. The form documents how the City designed a project to the maximum extent feasible for streets, public buildings, parks, and other facilities. Completing this form and including it in the project files helps reduce legal liability should the City be subject to a complaint about a facility that is not fully compliant.

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

Agencies such as Illinois Department of Transportation (IDOT) have their own design exception forms and will require their use on projects funded through IDOT’s programs.

Accessible documents

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

The City is recommended to add language to its contracts requiring the incorporation of accessibility features into public documents developed by consultants and other vendors. This ensures documents produced for the City are accessible and reduces the burden on City staff. For existing records, the City may consider identifying the most viewed documents and adding accessibility features to them first.

Design exceptions form

Accessibility Exceptions Certification Form

Agency/Contractor: [Click or tap here to enter text.](#) Project #/Reference: [Click or tap here to enter text.](#)

Project Description/Title: [Click or tap here to enter text.](#)

Site Diagram

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

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

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

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

1

Accounting for design exceptions is a common practice when designing for accessibility. Streets and buildings constructed more than 100 years ago did not account for accessible design needs. Even on new streets and within new buildings there may be site constraints or terrain that limits making the design fully compliant with ADA or PROWAG.

This form may be used when the City encounters such constraints and cannot achieve full accessibility, either during the design or construction phase of a project. Contractors can be encouraged to document changes during the construction engineering process or when as-built drawings are developed when work is complete.



Grant Opportunities

- **Illinois Transportation Enhancement Program (IDOT):** On- and off-road pedestrian and bicycle facilities are eligible for funding under this program, including increasing safety and accessibility for pedestrians. Pedestrian crossings do not qualify as standalone projects but may be incorporated into an overall sidewalk or pathway project. In most cases, a municipality is required to pay 20% of the project cost from local funds; the remaining 80% is funded by the grant.
- **Safe Routes to School (IDOT):** Sidewalks and pathways serving public and private schools from kindergarten to 12th grade are eligible for upgrades. The City may apply for both infrastructure projects (with a maximum award of \$250,000 for construction only; design and right-of-way acquisition are not eligible) and non-infrastructure projects (education and encouragement, with a maximum award of \$100,000). The City must coordinate with the school district to pursue these funds.
- **Surface Transportation Program Shared Fund (CMAP):** Projects eligible for the STP Shared Fund make significant and lasting contributions to regional transportation priorities and are derived from a variety of planning activities. The fund intends to encourage collaboration between municipalities and advance projects that local councils cannot readily fund on their own. Eliminating pedestrian barriers is an eligible project under this program.
- **Surface Transportation Program Local Program (CMAP):** Each local Council of Mayors administers an STP Local Program according to locally established methodologies. Communities that wish to participate in the STP Local Program must do so through their designated subregional council, in accordance with that council's methods and deadlines. Every local methodology incorporates regional planning factors and must be implemented in accordance with the region's active program management policies. Woodstock is part of the McHenry Council.
- **Access to Transit Program (Regional Transportation Authority, RTA):** The RTA's Access to Transit Program provides grant funding for small capital projects that improve accessibility for transit riders across the region and that fill gaps between transit riders and transit facilities. Through its biannual solicitation of proposals, Access to Transit prioritizes projects that create safer, more efficient connections while also improving the transit rider experience.

Maps and engineering drawings are challenging to make accessible. Therefore, the City should offer anyone wishing to access those documents and other reports the option of having City staff assist them in discussing and summarizing their content.

Funding

Financing for implementing this plan may be obtained from local, state, and federal sources. The City should seek state and federal funding whenever possible to help maximize its ability to fulfill the plan's recommendations.

ANNUAL INVESTMENT PROGRAM

The recommendation in the transition plan to establish an annual funding goal of \$75,000 serves as the starting point for implementing this plan. This fund should be applied to upgrading accessibility features on priority routes. The City may pursue funding via outside sources to help meet this goal.

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

GRANTS

There are various grant programs administered by the Chicago Metropolitan Agency for Planning (CMAP) and IDOT that the City may consider in implementing priority upgrades and improvements. At left is a summary of some of the major grant programs, which include specific program language provided by the funding agency.

This is not a comprehensive list and the degree to which the City qualifies or is considered a priority in awarding these grants may vary. CMAP, IDOT, and other agencies have additional information available and provide their own technical support to help guide communities on applying for grants from these sources.

FEE-IN-LIEU OF SIDEWALK CONSTRUCTION

A sidewalk fee-in-lieu program allows the City to collect a fee when properties are redeveloped, rather than requiring property owners to construct sidewalks. This could help address sidewalk gaps on major streets when redevelopment occurs on a secondary street without an existing sidewalk connection.

This program is unlikely to be a substantial source of funding, but may bolster the City's required match funds for IDOT and CMAP grants, or help fill small sidewalk gaps on higher-priority routes.



Additional accessibility & pedestrian planning

The Plan for Accessible Streets and Sidewalks addresses only the public rights-of-way requirements of Title II of the ADA. The City should pursue a similar self-evaluation and transition plan for its public buildings, parks, and pathways.

Completing such a plan would build upon past efforts by the City to comply with ADA by creating and updating its transition plan. Since the passage of the ADA, the Department of Justice and Access Board have provided more direction on transition plans. Additionally, the 2010 ADA Standards may have resulted in changes that the City should strive to incorporate into future building and park alterations.

Additionally, the City is recommended to continue pursuing funding for a comprehensive active transportation plan. The high volume of surveys completed for this transition plan indicated a strong desire among the people of Woodstock for the City to address broader pedestrian and bicyclist safety and mobility needs.

Leading such a plan would not only address the desires expressed through public input for this plan but also help the City achieve goals established in the Comprehensive Plan, Age-friendly Action Plan, and Park and Recreation Master Plan. CMAP offers grants to help cities develop such plans.

Partnership projects with IDOT and McHenry County

Several projects in the transition plan recommend requests to IDOT and McHenry County to improve accessibility on their routes, notably upgrades to add sidewalks alongside major routes. They are shown on the map on the next page.

Woodstock's Plan for Accessible Streets & Sidewalks

The one exception is Kimball Avenue, which is a City-managed street that appears on the map. It is unique in that private property boundaries are located within the street instead of located at the edge of the street or at the right-of-way line. It would require either partnership from property owners to add sidewalk or more substantial action by the City to acquire it as right-of-way.

These routes were identified through public input on the transition plan, but are not under the City's full authority to address. The winter 2025 public input indicated that the Route 47 (Seminary Avenue), north of Route 120 (McHenry Avenue) project is a top priority for the City.

These routes consist primarily of arterial routes that lack pedestrian infrastructure. Given the nature of these routes, the City is encouraged to consider partnerships to build interim pedestrian facilities and examine long-term needs for sidepaths on at least one side, as is planned with the Route 47 project.

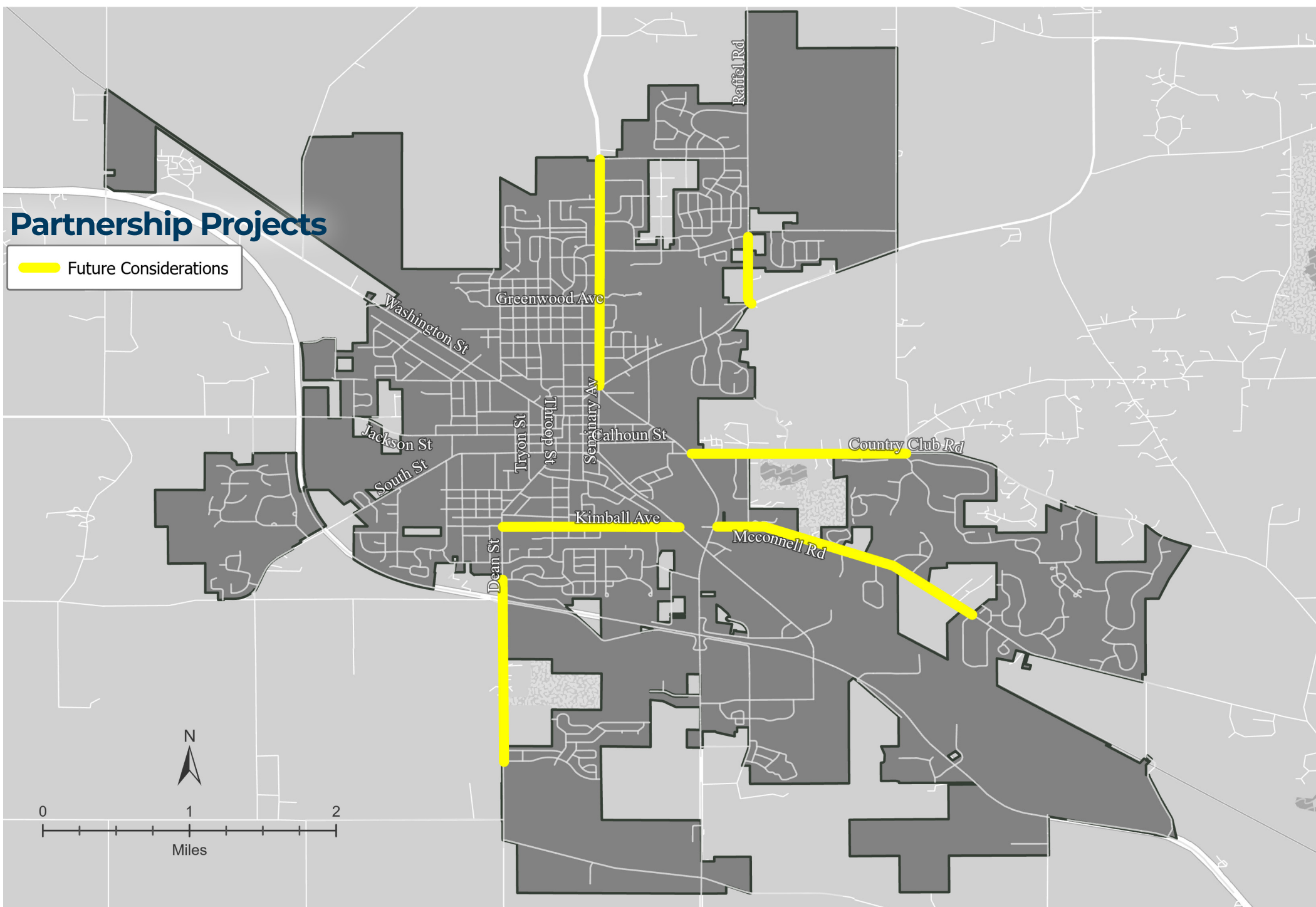
Examples of interim pedestrian facilities are included in the best practices chapter of this report.

Given that these routes are major arterials that serve as residential areas and provide access to major destinations, the City can be a voice for accessibility when IDOT or County routes are undergoing study, design, and construction.

The City should also request IDOT upgrade signalized intersections it controls to include Accessible Pedestrian Signals (APS).

For projects such as upgrading signalized intersections to include APS, the City may consider a much larger funding initiative to upgrade City, IDOT, and county signals to include these features. The City may include these upgrades in grant applications if it pursues such funding to improve IDOT routes with new or improved sidewalks and/or pathways.







8. Best Practices

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

The references included in this chapter are from the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), Illinois Department of Transportation (IDOT), and the U.S. Access Board.

The human design vehicle and accessibility

PROWAG guidelines establish minimum dimensions for sidewalks, curb ramps, and other street features. A community that builds a pedestrian network that complies with only these minimums can limit its legal liabilities if it is subject to a complaint under the ADA.

However, building infrastructure to meet only those minimums does not guarantee universal accessibility or safety for everyone.

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

This width is not considerate of the space needed for most sidewalk users, especially people who desire to travel side by side along the sidewalk. A 4-foot wide sidewalk is not wide enough for two people to walk side-by-side.

It is like building a brand new one-lane bridge, which is now considered an outdated practice.

The image below shows two participants at the SOAR@Dorr workshop in September 2025. They were asked to stand side-by-side, holding hula hoops, to illustrate the functional width they need when walking.

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

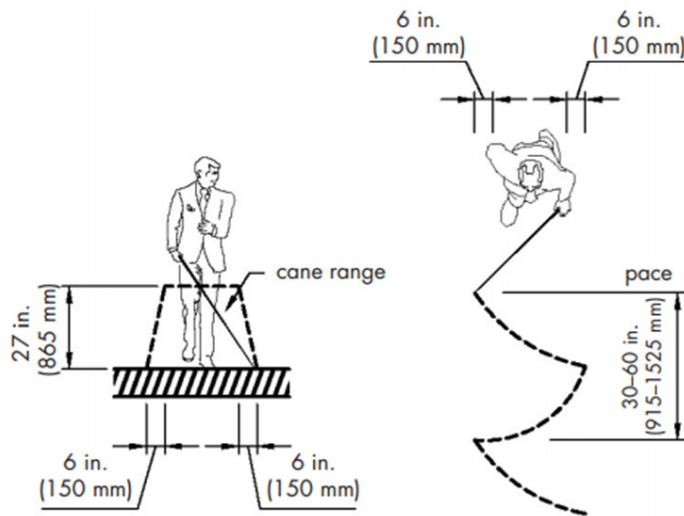
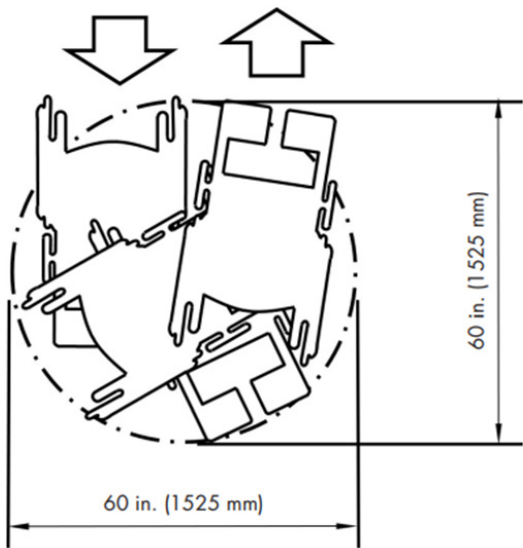
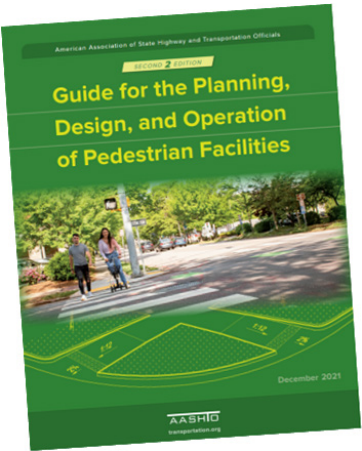
Another design practice analogous to this is the design of streets and highways for motor vehicles. Engineers will oftentimes design streets and highways for what is referred to as the “design vehicle.” The design vehicle is seen as a frequent user of the street, for which the minimum street dimensions should accommodate. The diagrams on the next page highlight the concept of a “human design vehicle.”

When sidewalk users are considered in the same way, designers recognize that there are a variety of design users who have various dimensional needs when traveling along a sidewalk. The diagrams on the next page are from the AASHTO pedestrian design guide.





AASHTO: Wheelchair turning space and cane traveler operating space



Minimum clearance width for sidewalk users



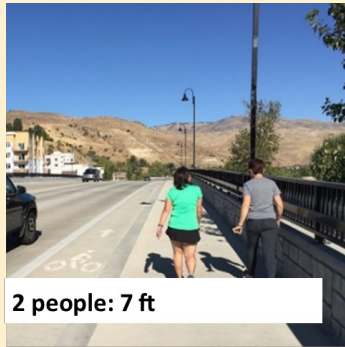
Cane traveler: 4 ft



Wheelchair user: 5 ft



Jogger: 5 ft



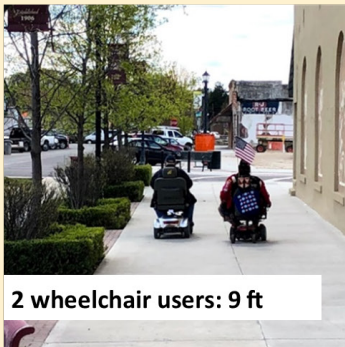
2 people: 7 ft



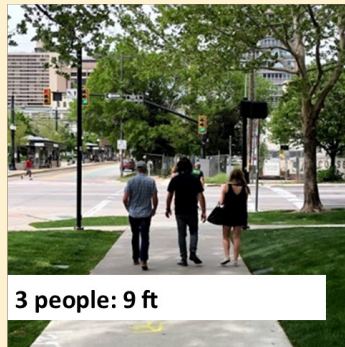
Wheelchair user + friend: 8 ft



Cane traveler + friend: 8 ft



2 wheelchair users: 9 ft



3 people: 9 ft

Functional sidewalk width

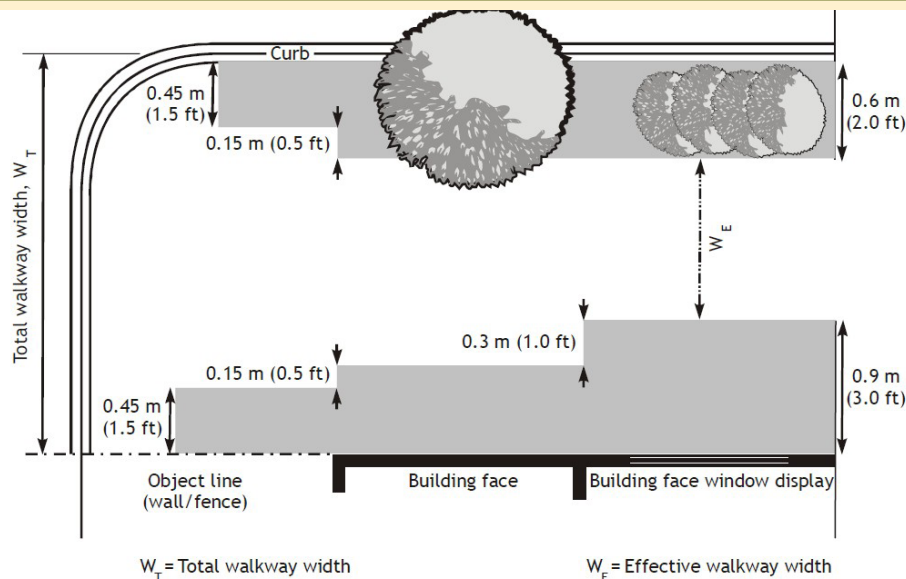
The physical width of a sidewalk does not represent its functional (or effective) width. Motor vehicle travel lanes on the street are designed to account for shy distances from things like bridge railings and people in the adjacent or opposing travel lane. This ensures there is an adequate and safe operating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

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

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

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

Clearances required to maintain effective walkway width



Reduced functional width



WHY DOES FUNCTIONAL WIDTH MATTER?

Walking is a social endeavor. A narrow sidewalk means that walking is not a viable form of transportation or recreation, as people cannot travel side by side comfortably.

Just as motor vehicle lanes are designed for the width of two people sitting side by side in a vehicle, even if someone chooses to drive alone, sidewalks can be designed with the same goal in mind.

When sidewalks are designed in consideration of minimum widths for ADA compliance and overlook the functional width, then the value of that sidewalk is diminished.

The sidewalk may be used only by people who must use it, or they may choose to walk in the street if they feel traffic speeds and volumes pose little threat. The images on the right show two different contexts with sidewalks of the same width.

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

Best practices for sidewalk design, especially when incorporated through zoning or subdivision policies, recommend varying widths for different land use contexts.

A town center area likely justifies a wider sidewalk, as does a street that connects neighborhoods to a shared-use pathway. A street in an industrial park may not require the same width and may be built on only one side of the street.

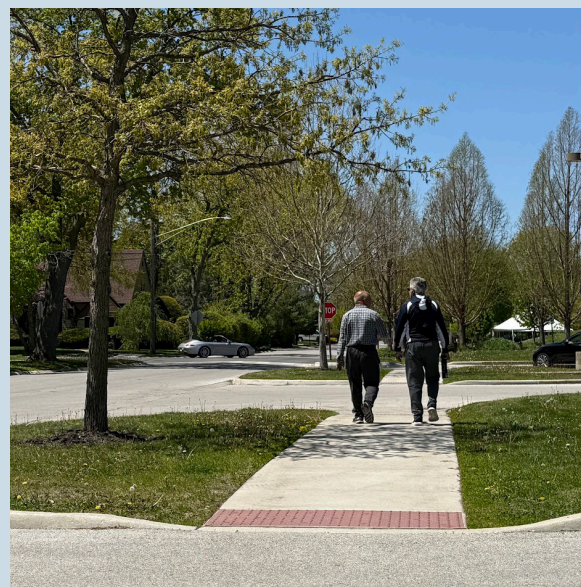
Designing for constraints

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

Comparing functional width



These two sidewalks have the same pavement width, yet their functional width is very different. In the image on the left, the functional width is reduced due to the lack of a buffer from moving traffic and the presence of vertical features on the backside of the sidewalk. While two people walk side by side, it is not a comfortable environment.



In this image, the sidewalk's pavement width and functional width are the same. This is because there is a buffer from the street and no vertical features that reduce the functional width. Right-of-way and other constraints mean that not every sidewalk can be constructed with ample buffers.



A sidewalk does not have to be in a straight line. As the image on the right shows, a sidewalk can meander to help preserve a tree.

Similarly, a sidewalk can be extended for a short distance into a parking lane, like a bumpout (or neckdown/curb extension) at a corner, to avoid an obstacle and limit property impacts. It may require removing parking spaces.

Additional treatments include creating a pedestrian lane within the street by replacing a parking lane on one side. This is possible on some low-speed, low-volume streets.

ADA requirements related to cross-slope can be challenging to address in this setting, and a community should consider the trade-offs in creating a safer pedestrian route versus not achieving full ADA compliance.

Curb ramps

Most agencies in the state use IDOT's Highway Standards and District Specific Standards, which include design standards for a variety of curb ramps. Their drawings can be found at the following links (current as of March 2026):

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

These standard drawings are a great starting point to determine which curb ramp is the best fit for a particular intersection or mid-block crossing.

A limiting factor in the use of IDOT's standard drawings is that they are best used when streets or intersections are widened and there are few constraints to constructing them.

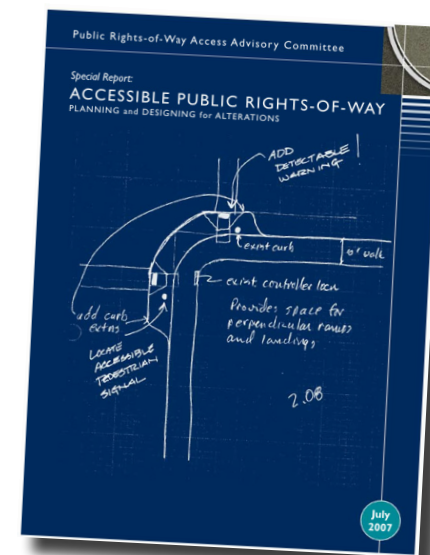
These standard drawings are not as useful to communities trying to retrofit older streets, determine how to achieve an accessible design when buildings are located close to a corner, or when a corner has a tight radius.

To assist communities in building more compliant ramps in constrained and atypical settings, the U.S. Access Board developed a special report titled *Accessible Public Rights-of-Way: Planning and Designing for Alterations*.

The IDOT standards require more space to achieve compliance than the U.S. Access Board's example in a more constrained setting.

Public works engineers or design consultants should be encouraged to utilize both the IDOT standard drawings and the Access Board's guide for alterations to address the unique circumstances.

If funding for a project comes from an IDOT grant, they may require a design exception to be granted before using a curb ramp design that is not part of their standard drawings. Design exceptions are addressed later in this chapter.



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



Avoid using diagonal ramps

The diagram and pictures on the right illustrate what is called a diagonal curb ramp. Diagonal curb ramps are single curb ramps installed at the apex of a corner to serve two street crossings. They are sometimes the preferred treatment because they cost less than providing a separate ramp at a street corner to serve each crossing direction.

This design can be problematic since it forces pedestrians, especially those using mobility devices, to enter the intersection before turning left or right to cross in their desired direction of travel. This puts them in danger of being hit by turning cars.

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

FHWA noted in *Designing Sidewalks and Trails for Access* that, “Diagonal curb ramps are not desirable in new construction but might be effective in retrofitting if there is not enough space for two accessible perpendicular curb ramps.”

PROWAG notes that they are to be used only with alterations, such as a street resurfacing project or curb ramp replacement, and only when other ramps are determined to be infeasible due to constraints.

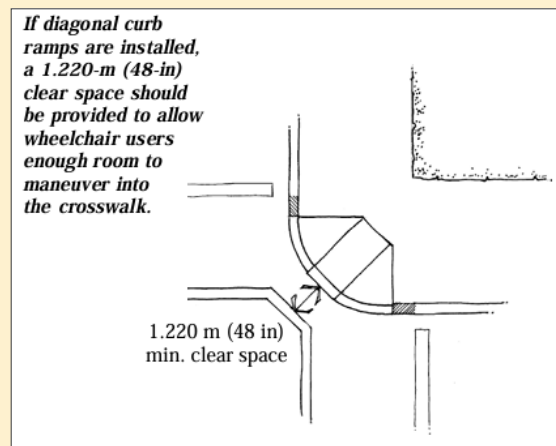
Therefore, municipalities should ensure diagonal ramps are not allowed as part of a development approval process when new streets are built and are not included in major corridors or alteration projects.

If diagonal ramps are determined to be the only option, designers need to recognize that they have design requirements beyond what other ramps are subject to when making them accessible.

Diagonal curb ramps



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





Accessible driveway crossings

Driveway crossing can be overlooked when upgrading sidewalk routes for accessibility. If a street resurfacing project addresses only the curb ramps, a person using a mobility device may be able to access a street corner but find a driveway crossing only a few feet away inaccessible. This is why a best practice recommendation is to include driveway apron upgrades with resurfacing projects.

That, however, can be easier said than done when there are right-of-way issues, drainage concerns, and a lack of a buffer between the curb and sidewalk. When a driveway crossing is not fully accessible, designing the Pedestrian Access Route (PAR) through it, achieving a “maximum extent feasible” design, helps people with disabilities navigate the street more safely.

When a PAR cannot be made fully compliant, then a municipality is recommended to use a design exceptions form to document the constraints. This may be done on a per-street rather than per-driveway basis if conditions along the street are similar for each driveway cut. This is applicable in many residential settings driveway crossings are the same for each property.

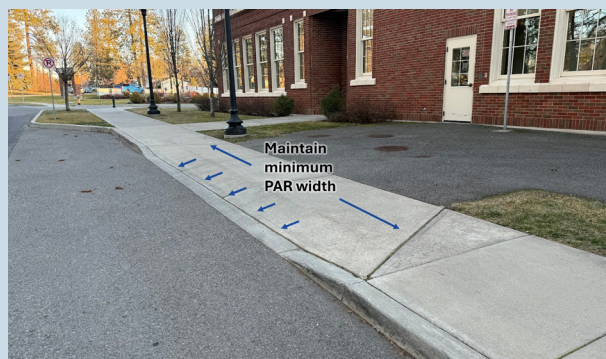
There are numerous ways to retrofit a driveway crossings with a design that addresses accessibility needs, notably by ensuring a PAR of at least 4 feet in width and a cross slope of less than 2.1%.

The diagram on the right shows a few of these examples. If a fully compliant PAR cannot be achieved, a narrower route at least 3 feet wide with a compliant cross-slope may be considered. This can be used to account for right-of-way constraints or to reduce impacts on adjacent private property. The design exceptions form should be used when a narrower route is applied.

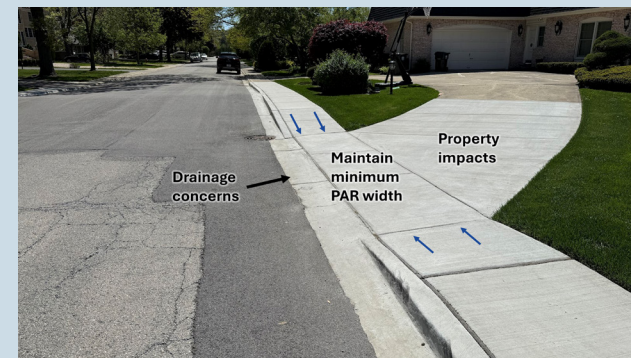
Retrofitting driveway crossings



Wrapping the sidewalk around the back of the driveway can help mitigate slope issues when the sidewalk lacks a buffer from the street. This allows a compliant PAR to be achieved, but can require right-of-way acquisition or an easement. This is a design to apply when properties are redeveloped and are subject to policies requiring upgrades to street frontage.



When the sidewalk width is at least 5 feet, it is possible, in some situations, to reconfigure the space to allow for vehicle transitions while maintaining a PAR. The example above shows a 2-foot-wide transition area from the street to sidewalk level for vehicles. The back side of the sidewalk includes the PAR. This is when a 3-foot wide PAR may be considered.



Another option is changing the sidewalk grade at the driveway. This includes lowering the grade to street level and using a valley gutter or rolled curb to address drainage concerns. In the example above, the designer was dealing with grade challenges on the adjacent driveway. The result was the reconstruction of a portion of the driveway on private property.



The example above combines several design options. The sidewalk grade is lowered, but not to the street level. There is a transition area between the street and sidewalk for vehicles. Adjacent property impacts are minimized by reducing the grade change in the sidewalk.



Alternative designs for sidewalks

Given the sidewalk gaps on major routes, the City may explore more cost-effective solutions to providing pedestrian infrastructure. A high percentage of the overall cost of adding sidewalks is due to adding curb and gutter to manage stormwater. This requires underground piping and other infrastructure to manage the water.

There are solutions that can mimic the function and accessibility of sidewalks without having to have the City exposed to greater costs for stormwater systems. One solution is adding an “extruded curb” to the street where the shoulder is extended to create a walkway.

An extruded curb is similar to a traditional curb except that it sits atop the grade of the street and walkway. Gaps are placed in the extruded curb to allow for stormwater to pass through. AASHTO’s “Green Book” notes that shoulders intended for pedestrian use should be designed to have a cross-slope no greater than 2.1% and this should be accommodated on such walkway treatments. Some examples are shown on the right.

Minimize or avoid out-of-direction travel

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

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

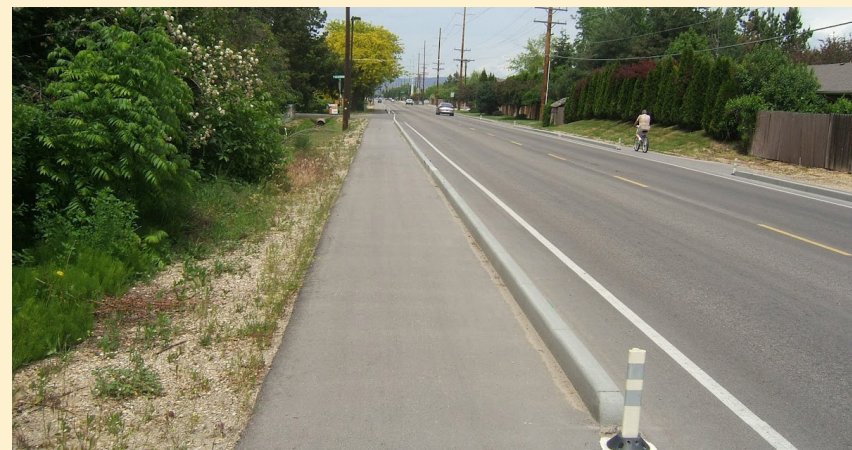
If the crosswalk is closed and it requires out-of-direction travel of more than 600 feet, then it becomes a concern regarding safety. AASHTO’s Guide for the Planning, Design, and Operation of Pedestrian Facilities provides clear direction:

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

Extruded curb sidewalks

ADA requirements should be incorporated into extruded curb sidewalks, including considerations for:

- Pedestrian Access Route width
- Cross-slope.
- Detectable warning surface (truncated domes) at intersections.





Electric Vehicle charging stations

Electric vehicle (EV) charging stations are subject to ADA requirements to ensure they are accessible to people with disabilities. In general, they are covered under the ADA Standards that apply to the general category of operable parts and requirements for Pedestrian Access Routes (PAR).

The operable parts of an EV charging stations are to be accessible the same as elevator buttons, pedestrian pushbuttons, and gas pumps. PAR requirements for EV charging stations are the same as the requirements for sidewalks and access routes to public buildings.

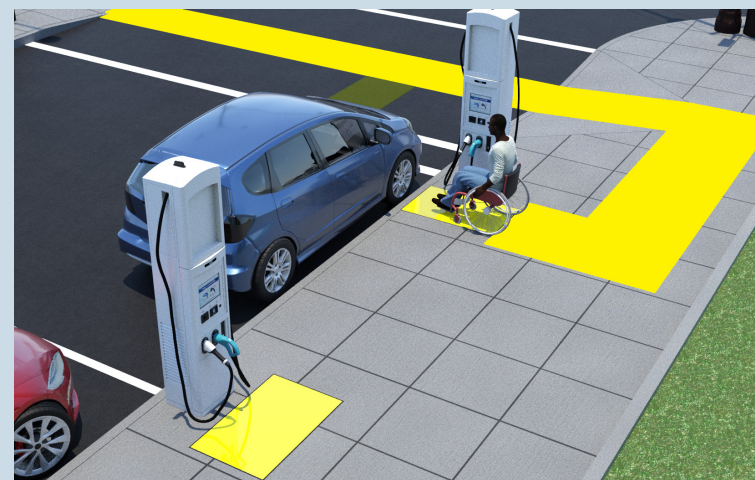
The U.S. Access Board provides information on the requirements for accessible EV charging stations (link provided on the right). The image on the right is an Access Board illustration for a curbside EV charging station accessed from a parallel parking space. The images below show an EV charging station at the Pace I-90/Barrington Road park-and-ride. It showcases what is considered a best practice in accessible EV charging station design.

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

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

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

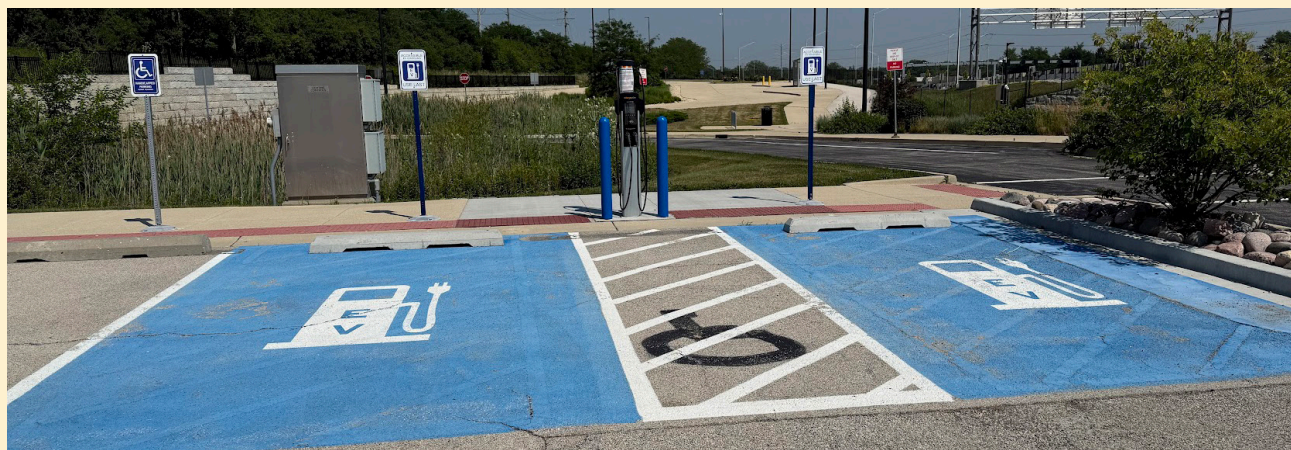
Accessible EV charging in a street side setting



[U.S. Access Board: Design Recommendations for Accessible Electric Vehicle Charging Stations](#)

Link current as of December 2025.

Sample Accessible EV charging station





Work zones (Temporary Traffic Controls)

The federal Manual on Uniform Traffic Control Devices (MUTCD) addresses work zones under Section 6, Temporary Traffic Controls (TTCs). Common work zone or construction zone applications include signs, signals, pavement markings, barricades, and channelizing devices. MUTCD states:

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

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

Regarding accessibility, Section 6C.03 states:

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

Further, Section 6N.04 includes:

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

The table on the right includes several statements from MUTCD. It is advisable to understand MUTCD Section 6 in its entirety to properly address accessibility requirements for work zones. The 11th edition of MUTCD is the latest version and was adopted by FHWA in 2023. It can be accessed at the link provided below (current as of March 2026):

- [MUTCD Part 6 - Temporary Traffic Control](#)

IDOT has adopted a supplement of MUTCD that applies within Illinois, but it does not deviate from the federal MUTCD regarding work zone treatments for pedestrians.

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

MUTCD and Work Zone Accessibility

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

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



GETTING IT RIGHT WITHIN WORK ZONES

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

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

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

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



Do this

Work Zone Treatments

Not this

Temporary Access Routes

Temporary routes should have adequate protection from adjacent vehicular traffic. Cones or tubular markers alone do not provide access routes comparable to a sidewalk. Barricades or other devices, such as jersey barriers, may be used to designate temporary routes. More substantial barriers should be used when the temporary route is placed along higher-speed or higher-volume streets.

Pushbutton Access

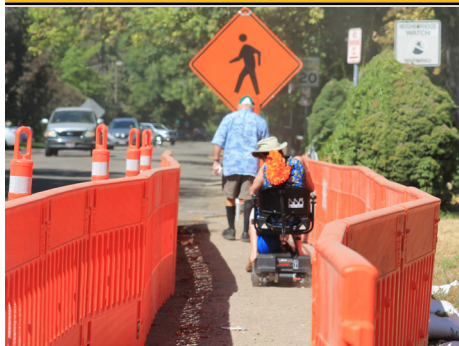
Ensure push buttons are not blocked by fencing, barriers, or other materials. If buttons must be blocked or removed, then temporary push buttons should be used, or traffic signals should be placed in recall mode for the duration of construction. Accessible Pedestrian Signals (APS) should remain active in work zones.

Sidewalk Barricades

Tape or rope strung between cones or other devices is not a detectable barrier. Work zones where pedestrians are prohibited should be fully barricaded with cane detectable devices that cover the full tread width of the walkway and excavated work areas.

Sign Placement

Construction signage cannot block sidewalks. Signs should be placed in the buffer or at the back of the sidewalk. Consider post-mounted signs instead of x-base signs to prevent accidental placement in the sidewalk. Even x-base signs placed at the edge of the sidewalk often create protruding objects at the sign's points that are undetectable to people with vision disabilities.





Do this

Work Zone Treatments

Not this

Curb Ramp Transition

Resurfacing projects often result in the creation of a vertical lip at curb ramp transitions. While the work zone is occupied by workers, they may assist someone with a disability through the work zone. Inaccessible edges cannot remain overnight, and when workers are not present. Requiring temporary asphalt transitions helps maintain accessibility.

Curb Ramp Closures

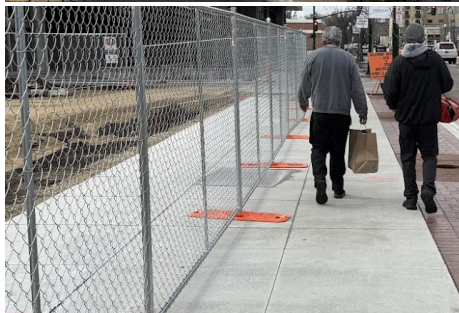
Closing more than one curb ramp at an intersection is not allowed if there is no alternative route to allow access across the intersection. This may mean reconstructing only one ramp at a time to maintain accessibility. One treatment is a curb ramp bypass, created by closing part of the street (such as a parking lane, bike lane, or motorist lane) to maintain an access route.

Fencing

Fencing placed along a sidewalk for adjacent property development should be free of trip hazards on the fence supports. Beveled supports at the base reduce this risk. Trip hazards in these locations are especially problematic for people with vision disabilities who tend to travel along the back side of the sidewalk and seek consistent edges to help them navigate the route.

Edge Treatments

Lateral barriers provided along sidewalks must be cane detectable. This means having hard materials, like plastic or concrete, to help people recognize the edge and prevent encroachment into the work zone. Plastic mesh fencing is not an allowable treatment, as a cane may get caught in the mesh, and it does not work as well to prevent encroachment into the work zone.



9. Appendix

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Appendix A. ADA policy templates

Policy templates provided by CMAP. Additional information is available at [CMAP's ADA Templates website](#). **RED** text indicates a footnote or fields to be completed by the City.

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

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

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

Modifications to policies and procedures:** The City of Woodstock will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to participate in its programs, services, and activities.

Anyone who requires an auxiliary aid or service*** for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Woodstock should contact [insert name and contact information for ADA coordinator] as soon as possible but no later than *[5 business days****]* prior to 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 is not accessible to persons with disabilities should be directed to:

Brent Aymond, ADA Coordinator
121 W. Calhoun Street
Woodstock, IL 60098
Phone: 815-338-4300
Email: baymond@woodstockil.gov

The City of Woodstock 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 required to ensure individuals can participate in all services and programs.

Notes:

* Recommend identifying service providers for accessible communications (sign language, Braille, etc.) in advance

** § 35.130 requires public entities to make reasonable modifications in policies, practices, or procedures when the modifications are necessary to avoid discrimination on the basis of disability. For example, individuals with service animals are welcome in the City of Woodstock's offices, even where pets are generally prohibited.

*** Provide budget for these services

**** Although the ADA does not provide a legal timeframe requirement for the public to submit requests for policy or procedure modifications, 5 business days is recommended to ensure municipalities have sufficient time to prepare for requests and procure requested accommodations. Municipalities should ensure programs, services, programs are in accessible locations and formats far in advance of a scheduled event.



GRIEVANCE PROCEDURE UNDER THE ADA

The City of Woodstock is committed to upholding the Americans with Disabilities Act of 1990 (ADA) and specifically the Title II regulations which prohibits discrimination against individuals with disabilities in accessing public services, programs, and activities. Recognizing the importance of ensuring equal access for all, this grievance procedure is established to address complaints related to accessibility and public facilities, services, programs, and activities.

Who may file an ADA grievance: Any person who believes that they have been excluded participation in, denied the benefits of, or otherwise subjected to discrimination because of a disability under any City facility, service, program, or activity, may file a grievance. A grievance may also be filed on behalf of another person.

How to file an ADA grievance: Grievances should be submitted in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the issue. Grievances can be submitted through the following options:*

- **In-person:** Grievances may be submitted in-person at the following address:
121 W. Calhoun Street, Woodstock, IL 60098
- **Email:** Grievances may be submitted by filling out the ADA Accessibility Complaint Form and emailing to baymond@woodstockil.gov
- **Phone:** Grievances may be submitted by calling (815) 338-4300.
- **Online form:** Grievances may be submitted via online, fillable ADA Accessibility Complaint Form *[Best practice, include descriptive link if used]*
- **Mail:** Grievances may be submitted by filling out the ADA Accessibility Complaint Form and mailed to the following address:
Public Works Director Brent Aymond (ADA Coordinator)
City of Woodstock
121 W Calhoun Street
Woodstock, IL 60098

Alternative means of filing complaints — such as someone filling on behalf of the complainant, personal interviews, or a tape recording of the complaint — will be made available upon request. The grievance should be submitted by the complainant and/or by their designee as soon as possible, but no later than 60 days after the alleged violation to:

Brent Aymond, ADA Coordinator
121 W. Calhoun Street
Woodstock, IL 60098
Phone: 815-338-4300
Email: baymond@woodstockil.gov

ADA grievance processing: Within 15 calendar days after receiving the complaint, the City of Woodstock ADA coordinator, or their designee, will meet with the complainant to discuss the grievance and possible resolution. Within 15 calendar days of the meeting, the City's ADA coordinator, or their designee, will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

ADA grievance appeals: If the response by the City does not satisfactorily resolve the issue, the complainant or their designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or their designee.

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

ADA complaint record retention: The ADA coordinator will keep a record of all complaints filed for non-compliance with the ADA and Section 504 of the Rehabilitation Act of 1973 for a minimum of three years following the date of case closure provided all audits have been completed and no litigation is pending or anticipated.

Notes

* Providing a variety of grievance submission options is recommended to ease the burden of submission on the complainant. You may choose to add or subtract from this list based on available submission options for your organization. You may also provide additional details for each option, such as listing a specific email address or phone number.

** 28 CFR § 35.172 requires public entities to fully investigate each complete complaint and attempt informal resolution. If resolution is not achieved, public entities may issue a Letter of Findings that shall include — (1) Findings of fact and conclusions of law; (2) A description of a remedy for each violation found; and (3) Notice of the rights available under paragraph (b) of this section. (b) If the designated agency finds noncompliance, the procedures in §§ 35.173 and 35.174 shall be followed. At any time, the complainant may file a private suit pursuant to section 203 of the Act, whether or not the designated agency finds a violation.



ADA COORDINATOR DESIGNATION

As required by Title II of the Americans with Disabilities Act (ADA), all public entities that employ 50 or persons must designate at least one employee, commonly referred to as an ADA coordinator, to coordinate its efforts to comply with and carry out its responsibilities under this act. The ADA coordinator is responsible for ensuring compliance with ADA Title II regulations, facilitating accessibility initiatives, and addressing concerns or grievances related to the ADA within municipal programs and services.

This role involves coordinating efforts to promote equal access and inclusivity for individuals with disabilities, as mandated by Title II of the ADA. The ADA coordinator acts as a liaison between the City of Woodstock and the public, fostering communication and collaboration to enhance accessibility. The appointment of an ADA coordinator underscores the City of Woodstock's commitment to upholding the principles of non-discrimination and accessibility outlined in the ADA. Contact information for the City's ADA coordinator is listed below:

Brent Aymond, ADA Coordinator
121 W. Calhoun Street
Woodstock, IL 60098
Phone: 815-338-4300
Email: baymond@woodstockil.gov

Appendix B. ADA Coordinators for other agencies in Woodstock

Illinois Department of Transportation (IDOT)

IDOT Headquarters

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

IDOT Region 1

Amruta Mate, P.E.
Project Manager/ADA Coordinator
201 West Center Court
Schaumburg, IL 60196-1096
Phone: 847-705-4330
Email: DOT.D1.ADA@Illinois.gov
[Website](#)

McHenry County

Monte John
ADA Coordinator
333 S Green St
McHenry, IL 60050
Phone: 815-363-2108
[Website](#)

Woodstock Community Unit School District #200

Lisa Pearson, Director of Special Services
Department of Special Services
112 Grove Street Road
Woodstock, IL 60098
Phone: 815-337-5146
Email: lpearson@wcusd200.org
[Website](#)



Appendix C. References (links current as of March 2026)

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



Appendix D. Glossary of terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grade*: See Running slope.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

Street*: See Roadway.

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

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

Woodstock's Plan for Accessible Streets & Sidewalks

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

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

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

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

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

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

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

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

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

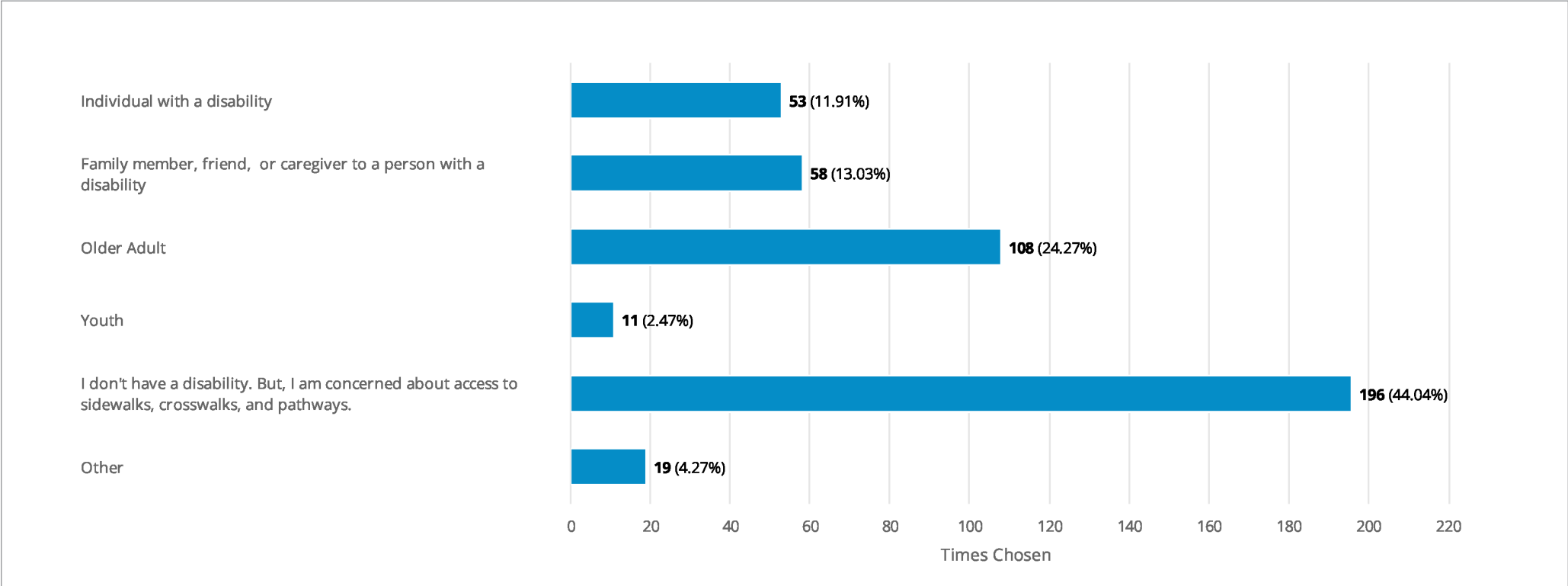


Appendix E. Survey results summary

SURVEY #1 - FOCUS ON PEOPLE, DESTINATIONS AND PREFERENCES

The following pages contain the results of questions in survey #1 that asked participants to choose among one or more answers. There were more than 1,000 individual written responses within the nearly 500 completed surveys, which are summarized in Chapter 4: Public Input and Access to Information.

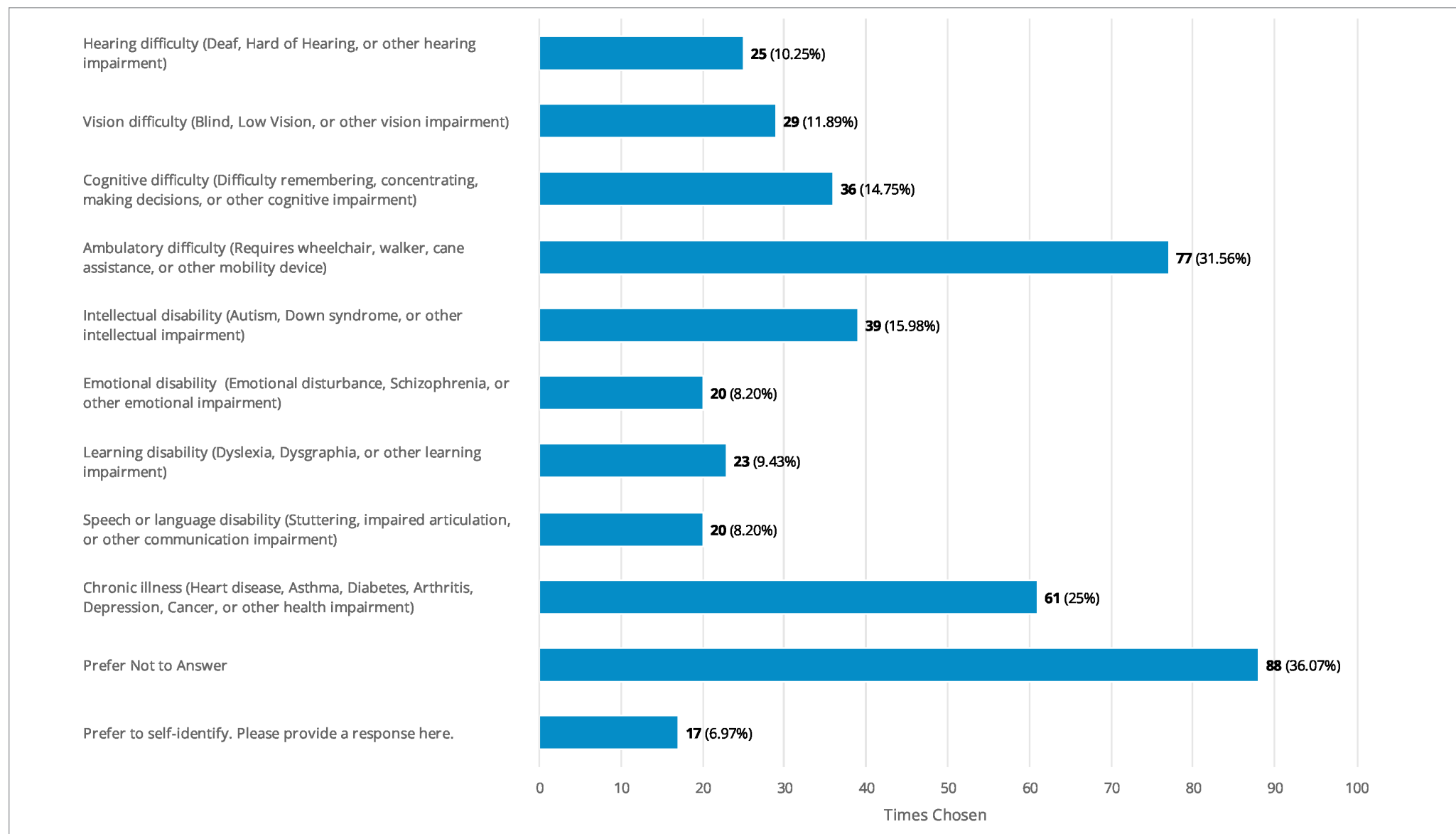
Question 1: Which of the following best describes you?





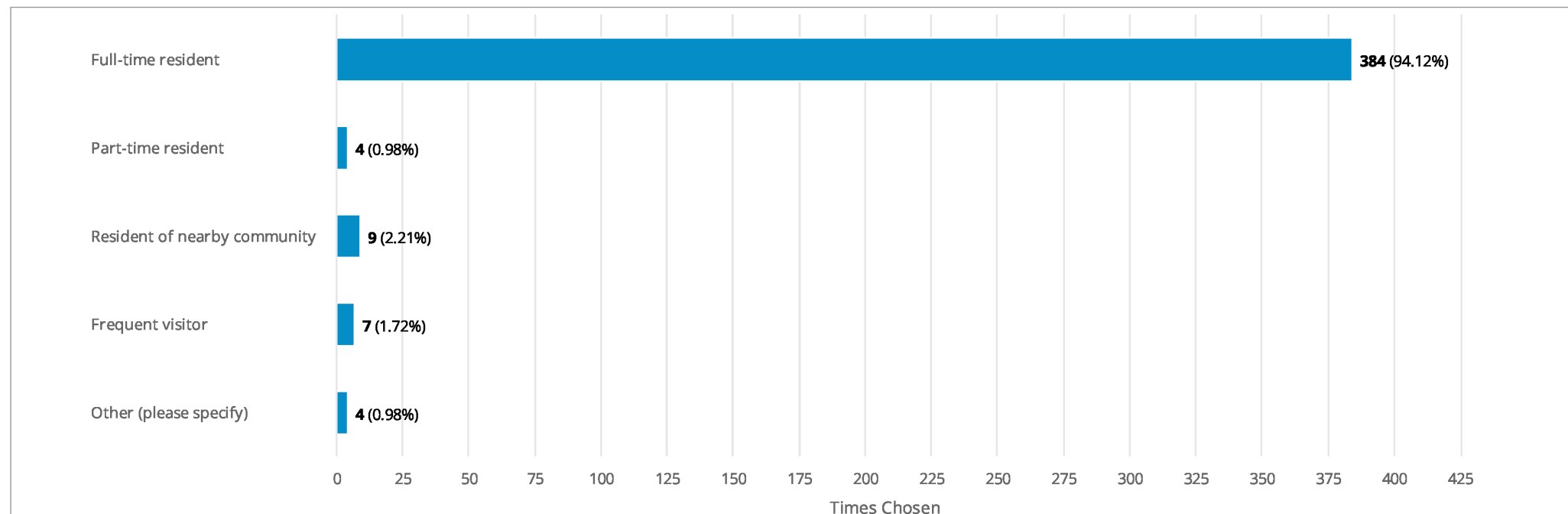
Question 2: If you identified as a person with disability, or are a caregiver for someone with a disability, please select all that apply:

People were asked to choose among different types of disabilities.



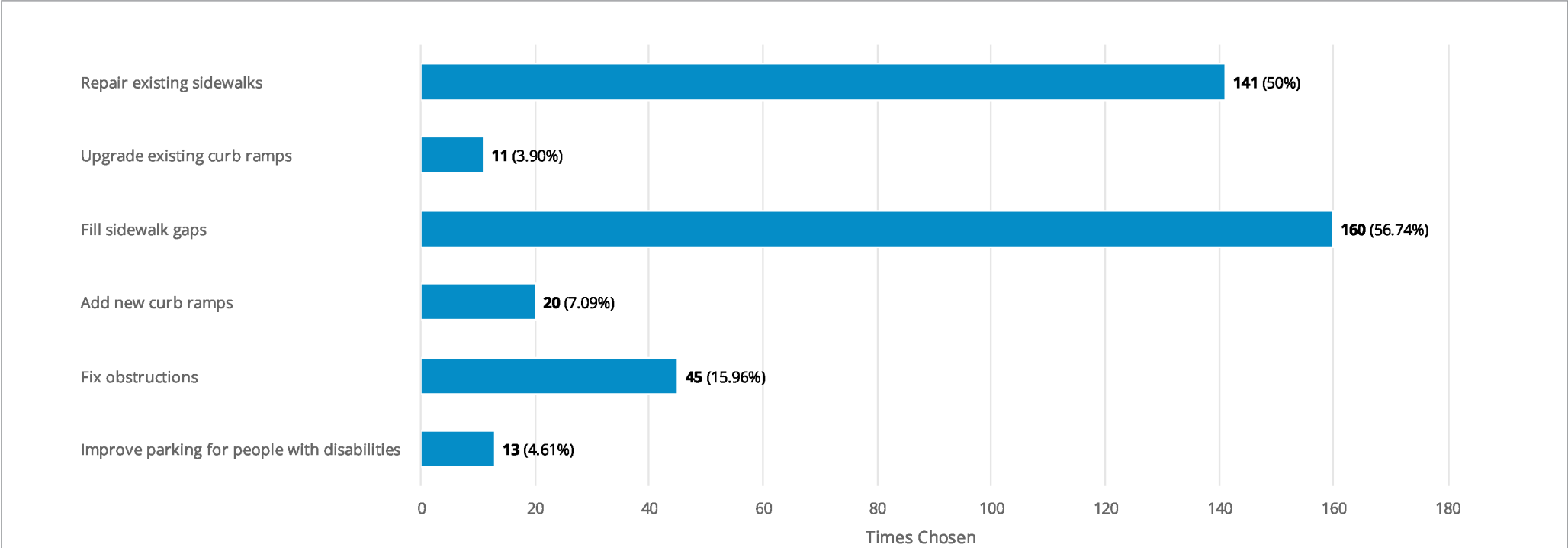


Question 3: Which of the following best describes the time you spend in Woodstock?





Question 5: Which type of street feature is a priority to upgrade in Woodstock? Pick your top two.





SURVEY #2 - FOCUS ON PROJECTS AND ASKING PEOPLE TO PRIORITY THEM WITHIN THREE GROUPINGS

The following pages contain the results of questions in survey #2 that asked participants to rank projects within three groupings.

City-managed street projects, group #1 - Please rank the following projects from most important to least important.

Rank	Choice	Distribution	Score	Times Ranked
1.	D. Downtown area, including upgrades to various streets - Repair of existing sidewalks.		89	24
2.	C. Calhoun, from Tryon to Route 47 - Repair existing sidewalks and upgrade railroad crossing.		64	22
3.	B. St. Johns, from Route 47 (Seminary) to Raffel - Fill sidewalk gaps and repair existing ones.		63	22
4.	E. Raintree Park Pathway, from Route 47 to Calhoun - Construct new pathway through park with connections on both ends.		59	23
5.	A. Greenwood, from Thomas to Route 47 - Complete sidewalks on at least one side.		57	22
		Lowest Highest		



City-managed street projects, group #2 - Please rank the following projects from most important to least important.

Rank	Choice	Distribution	Score	Times Ranked
1.	H. South St, from Emricson Park entrance to just west of Madison - Upgrade existing sidewalks and enhance pedestrian crossing at park entrance.		73	22
2.	F. Judd, from Jackson to Olson Elementary - New sidewalk on at least one side.		71	21
3.	G. Jackson, from Emricson Park entrance to Throop - Upgrade existing sidewalks.		68	20
4.	I. Tryon, from Washington (Route 120) to Dean - Upgrade existing sidewalks.		59	22
5.	J. Kimball and Mitchell, neighborhood connector to Dean - Fill sidewalk gaps.		43	22
		Lowest Highest		



Partnership projects, group #3 - Please rank the following projects from most important to least important. These projects require coordination with other agencies or substantial right-of-way acquisition. (The exception is Kimball Avenue, which is a City-managed street where public right-of-way is not established and private property lines are to the middle of the street. This would require partnership with adjacent property owners or acquisition of the land for right-of-way to add sidewalks.)

Rank	Choice	Distribution	Score	Times Ranked
1.	K. Route 47 (Seminary Ave), from Route 120 (McHenry Ave) to Ware Road		87	21
2.	P. Dean St, from Prairie Ridge Dr to Hercules Rd/Apple Creek Estates		75	20
3.	N. Kimball Ave, from Dean St to Route 47		74	20
4.	M. Country Club Rd, from Route 47 to Club Rd/Bull Valley Rd		62	20
5.	L. Raffel Road, from Route 120 (McHenry Ave) to Banford Rd		59	20
6.	O. McConnell Rd, from Route 47 to Aspen Drive		58	20
		Lowest Highest		



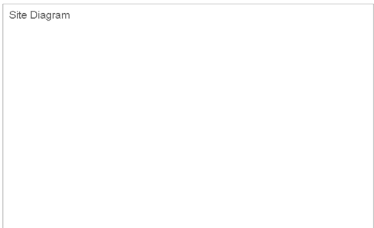
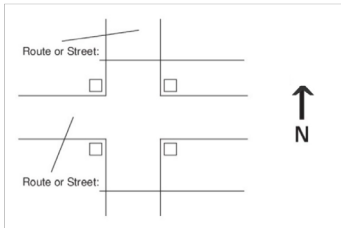
Appendix F. Design exceptions form



Accessibility Exceptions Certification Form

Agency/Contractor: [Click or tap here to enter text.](#) Project #/Reference: [Click or tap here to enter text.](#)

Project Description/Title: [Click or tap here to enter text.](#)



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

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

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

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



Accessibility Exceptions Certification Form

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

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

Name: [Click or tap here to enter text.](#)

Signature: [Click or tap here to enter text.](#)

License Number: [Click or tap here to enter text.](#)

Date: [Click or tap here to enter text.](#)



Appendix G. Priority projects and ranking method

The table below shows the detailed ranking of the priority projects identified in Chapter 6: Transition Plan. The detailed factors and how points were assigned are on the next page.

Rank	Route/Project	Length in miles	Total Points	Pop. With Disability	Park	School	Traffic	Older Adult Pop.	Ease of Implementation	Intangibles
			100 max	20 pts	15 pts	15 pts	10 pts	10 pts	10 pts	20 pts
Tier 1	1 South Street, Tara Dr/Emricson Park to Blakely	0.4	75	10	15	10	10	5	10	15
	2 Downtown area	1.3	70	15	15	5	5	5	10	15
	3 Greenwood, Thomas to Route 47	0.6	68	20	10	5	3	10	5	15
	4 Jackson, Emricson Park/Cemetery Rd to Throop	0.7	67	10	15	10	10	5	7	10
	4 Calhoun, Tryon to Route 47	0.8	67	15	5	5	10	10	7	15
Tier 2	6 South Street, Blakely Ave to Madison St	0.6	65	10	5	10	10	5	10	15
	7 Raintree Park Pathway, Calhoun to Route 47	0.5	63	10	15	5	10	5	3	15
	7 Tryon, Washington to Dean	0.6	63	20	5	10	3	5	10	10
Tier 3	9 Kimball/Mitchell Connector to Dean	0.1	58	10	5	10	3	5	10	15
	10 St. Johns, Route 47 to Raffel	0.8	50	10	10	10	5	5	5	5
	10 Oakland/Judd, Jackson to Olson Elementary	0.1	50	10	5	15	5	5	5	5



PROJECT RANKING CRITERIA

Each project was assigned points for each of the following criteria based. Projects that span multiple Census tracts or are along tract boundaries were scored based on the adjacent tract that would yield the highest points within that category.

A. Population with a disability (maximum 20 points)

- 20 points: Within tract with highest percentage of population reporting 1 or more disabilities; or route was part of a request from an individual with a disability (or caretaker)
- 15 points: Within tract with second percentage population reporting 1 or more reported disabilities.
- 10 points: Within tract with third level of population reporting 1 or more disabilities.
- 5 points: Within tract with lowest percentage of population reporting 1 or more disabilities.

B. Parks access (maximum 15 points)

- 15 points: Direct Access to Major Park
- 10 points: Direct Access to Secondary Park
- 5 points: Secondary Access to Major Park

C. School access (maximum 15 points)

- 15 points: Direct Access to Elem or Middle School
- 10 points: Direct Access to High School; Secondary Access to Elem
- 5 points: Secondary Access to Middle or High School

D. Traffic (maximum 10 points)

- 10 points: Higher traffic volumes and speeds
- 5 points: Moderate traffic volumes and speeds
- 3 points: Minor traffic volumes and lower speeds

E. Population over age 65 (maximum 10 points)

- 10 points: Included in tract with highest or second highest percentage tier of population aged 65 or higher
- 5 points: Included in tract with third highest percentage tier of population aged 65 or higher
- 3 points: Included in tract with lowest percentage of population aged 65 or higher

F. Ease of Implementation (maximum 10 points)

- 10 points: Primarily cost is reconstruction of existing infrastructure
- 7 points: Primary cost is reconstruction with minor sidewalk gaps filled
- 5 points: Primarily cost is sidewalk gaps filled, with some upgrades
- 3 points: New route/alignment

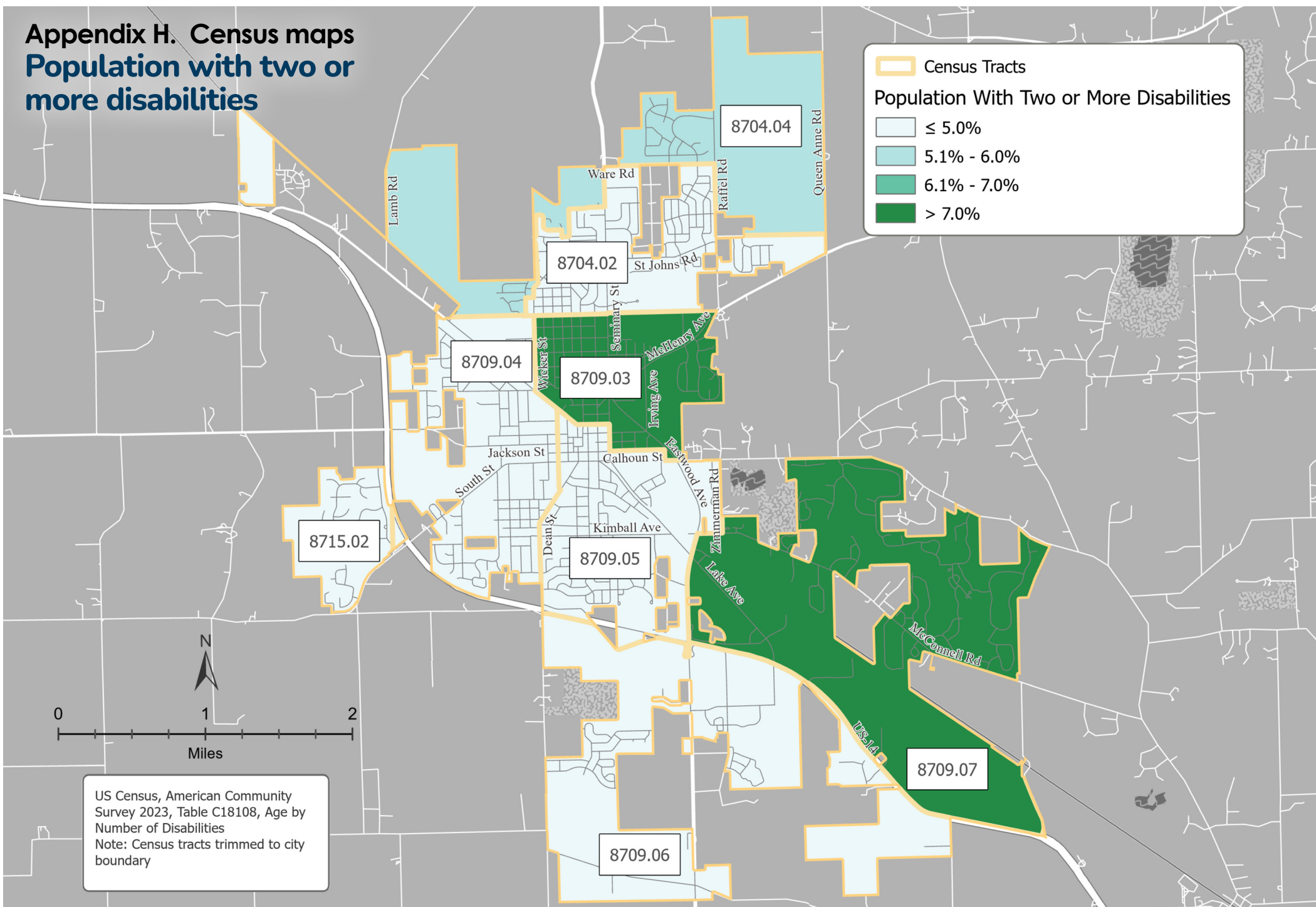
G. Intangibles (maximum 20 points)

Points assigned based on public input during the second survey, which asked survey participants to rank the importance of individual projects.

Points may be assigned (or subtracted) based on other factors identified by the project team or village staff. This includes factors such as relative complexity or feasibility of the project, if a project is already planned along the route, and other factors that are not measurable.

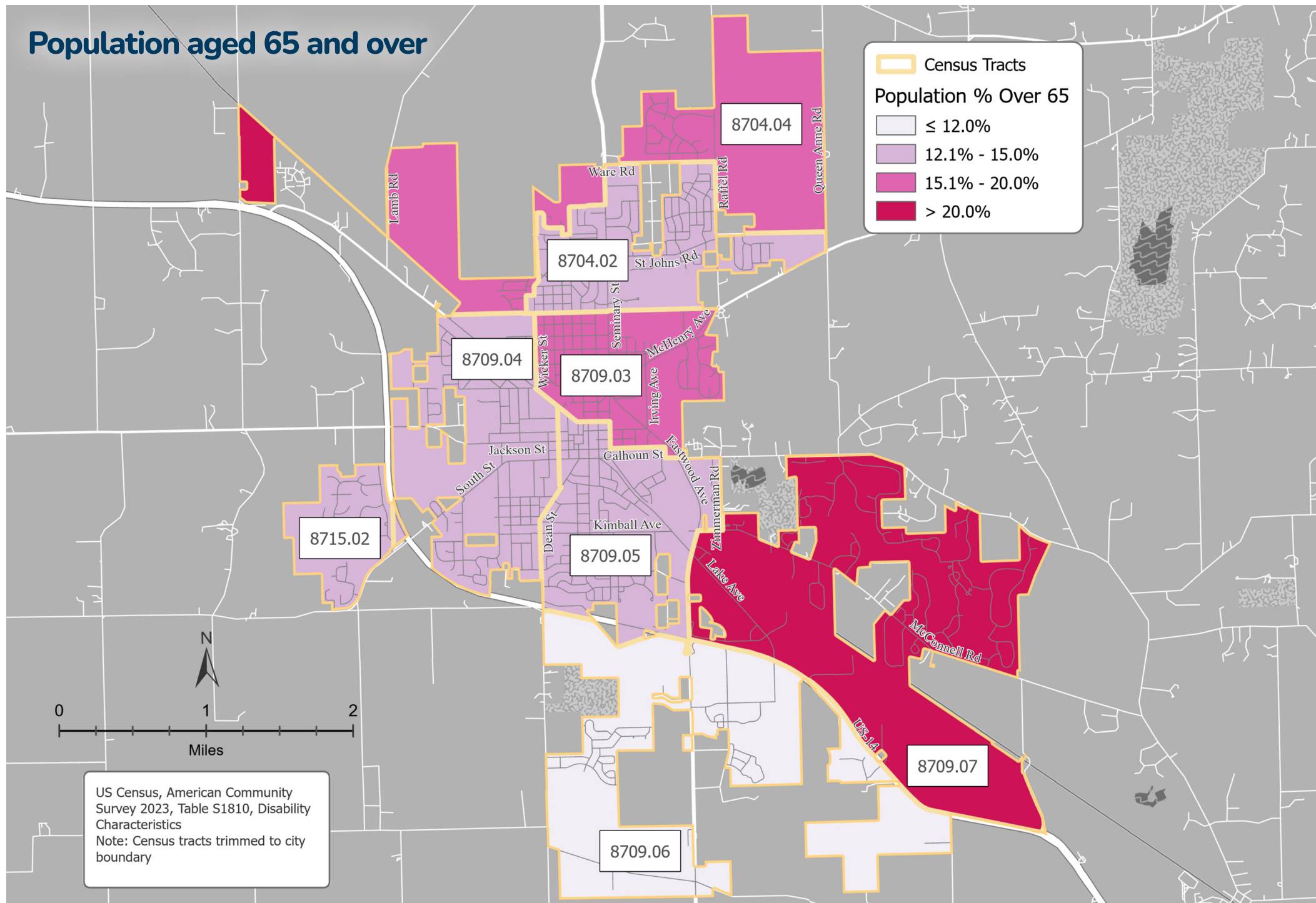


Appendix H. Census maps Population with two or more disabilities



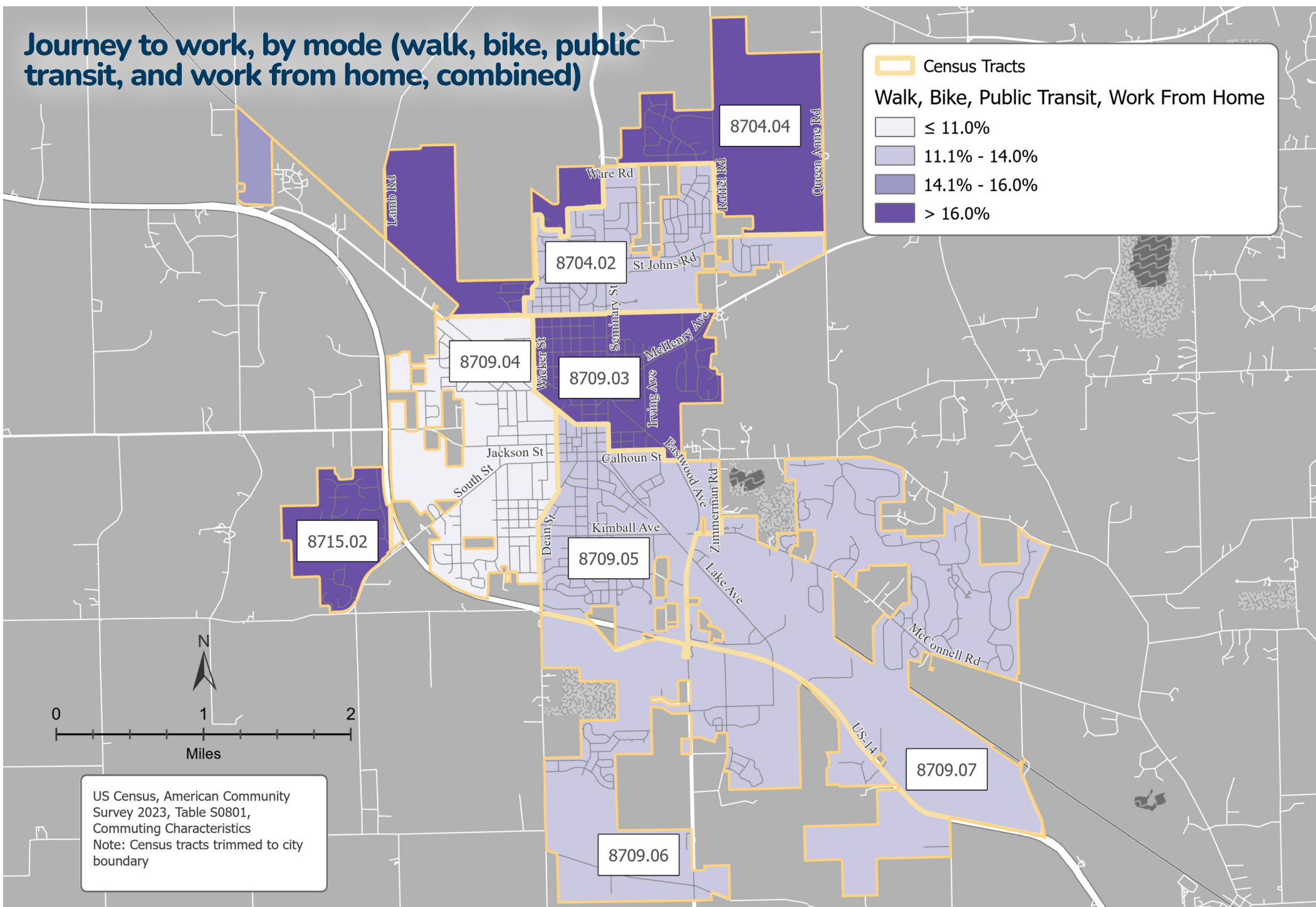


Population aged 65 and over





Journey to work, by mode (walk, bike, public transit, and work from home, combined)





Households with access to no vehicle or one vehicle

