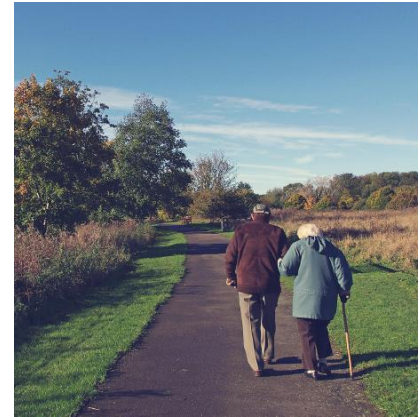
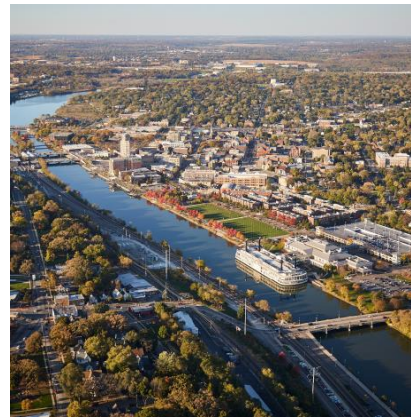
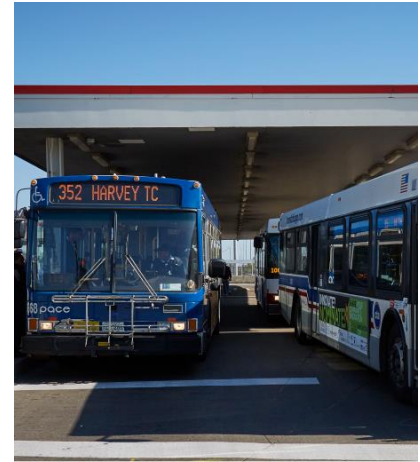


# Regional ADA Coordinator Meeting

February 10, 2026



# Introductions

Gilton Cross, CMAP Planner

Jules Voigt, CMAP Planner

Michael Collins, CMAP Analyst

Jack Ringness, Civiltech

# CMAP updates and announcements

November's Regional Mobility Council Meeting Debrief

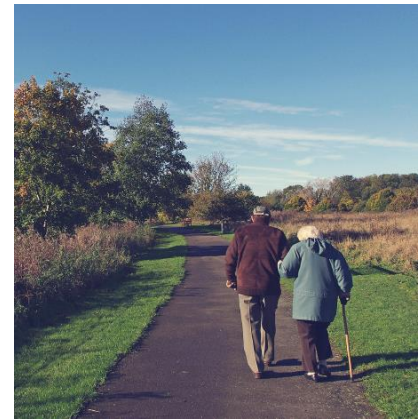
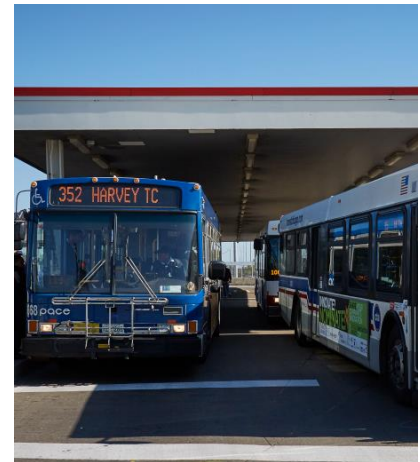
Quality Transition Planning-How to use IDOT/CMAP's New Self-Evaluation & Transition Plan

- February 11, 8:45AM-1PM (Tomorrow!)
- Enroll through the [IDOT Technology Transfer Center Training Enrollment](#)

# Key takeaways for ADA Self Evaluations

**Michael Collins**

**Chicago Metropolitan Agency for Planning**



# Questions we'll answer today

- What is CMAP researching?
- What are your greatest challenges or concerns?
- What did CMAP learn from coordinating local technical assistance
  - What are the latest technologies?
  - How much does an evaluation of the streets and sidewalks cost?
- What resources are available to start ADA self-evaluations?

# What is CMAP researching?

What is the status of ADA compliance in Northeastern Illinois?

Existing conditions report

What are the gaps in local ADA knowledge that need to be filled?

ADA policy briefs

What challenges do local governments face in meeting ADA guidelines

Municipal survey

What are the latest technologies for completing an ADA self evaluation and how much do they cost?

Self evaluation comparison paper

# Summary Comparison of LiDAR, Manual measurement and Ecopia

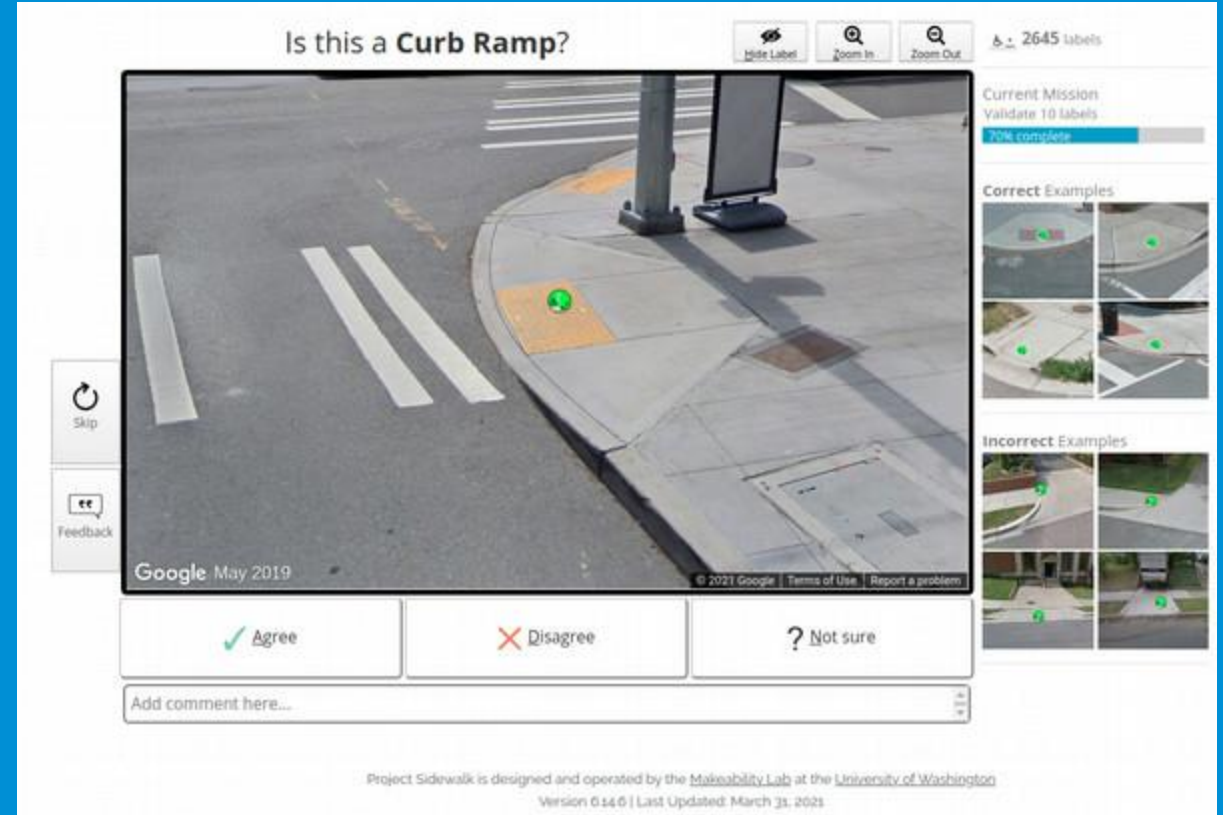
Self-evaluation collection method	Public right-of-way features captured	Accuracy	Direct Cost
LiDAR	High ~300	High	High direct expense
Manual	Medium ~100	High	Medium
Ecopia	Low ~20	Low	Free to use

# Title II features covered by data collection tool

Category	LiDAR	Manual measurement	Ecopia
Accessible parking	No	Yes	No
Curb ramps	Yes	Yes	No
Intersections	Yes	Yes	Yes
Railroad Crossings	Yes	Yes	No
Shared use path	No	Yes	Yes
Sidewalks	Yes	Yes	Yes
Street Crossings	Yes	Yes	Yes
Transit Stops	Yes	Yes	No

# Project Sidewalk & Manual Collection

- A virtual open-source database used to:
  - Develop data collection methods for acquiring sidewalk accessibility information
  - Design, develop, and evaluate a set of navigation and map tools for accessibility.



# What challenges do you face?

## Framing questions

- Does your community currently have a self-evaluation of the streets and sidewalks?
- Is there funding in your municipal budget for a self-evaluation?
- What is the greatest challenge you face for completing a self-evaluation?

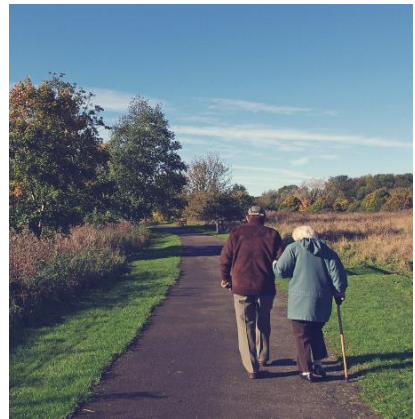
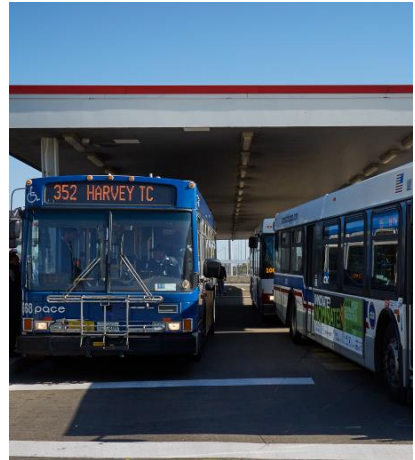
# Chicago Heights case study

Prox Category	Description	Ecopia Value	LiDAR values	Variance from LiDAR survey
<b>Street crossing</b>	Percent of total crosswalks that have a yellow dome present within 5 ft	80%	96%	-16%
<b>Intersection</b>	Count of intersections categorized as traffic signal controlled	34	24	29%
<b>Intersection</b>	Count of intersections categorized as uncontrolled	728	660	9%
<b>Sidewalk</b>	Percent of sidewalk network that it is PAR-compliant (> 4 ft in width)	96%	31%	68%
<b>Sidewalk</b>	Total length (miles) of sidewalks	177.01	164	7%

**Michael Collins**

**[mcollins@cmap.illinois.gov](mailto:mcollins@cmap.illinois.gov)**

**[@cmapillinois](#) |   **





Chicago Metropolitan  
Agency for Planning

# Light Detection and Ranging (LiDAR)

Jack Ringness, Civiltech



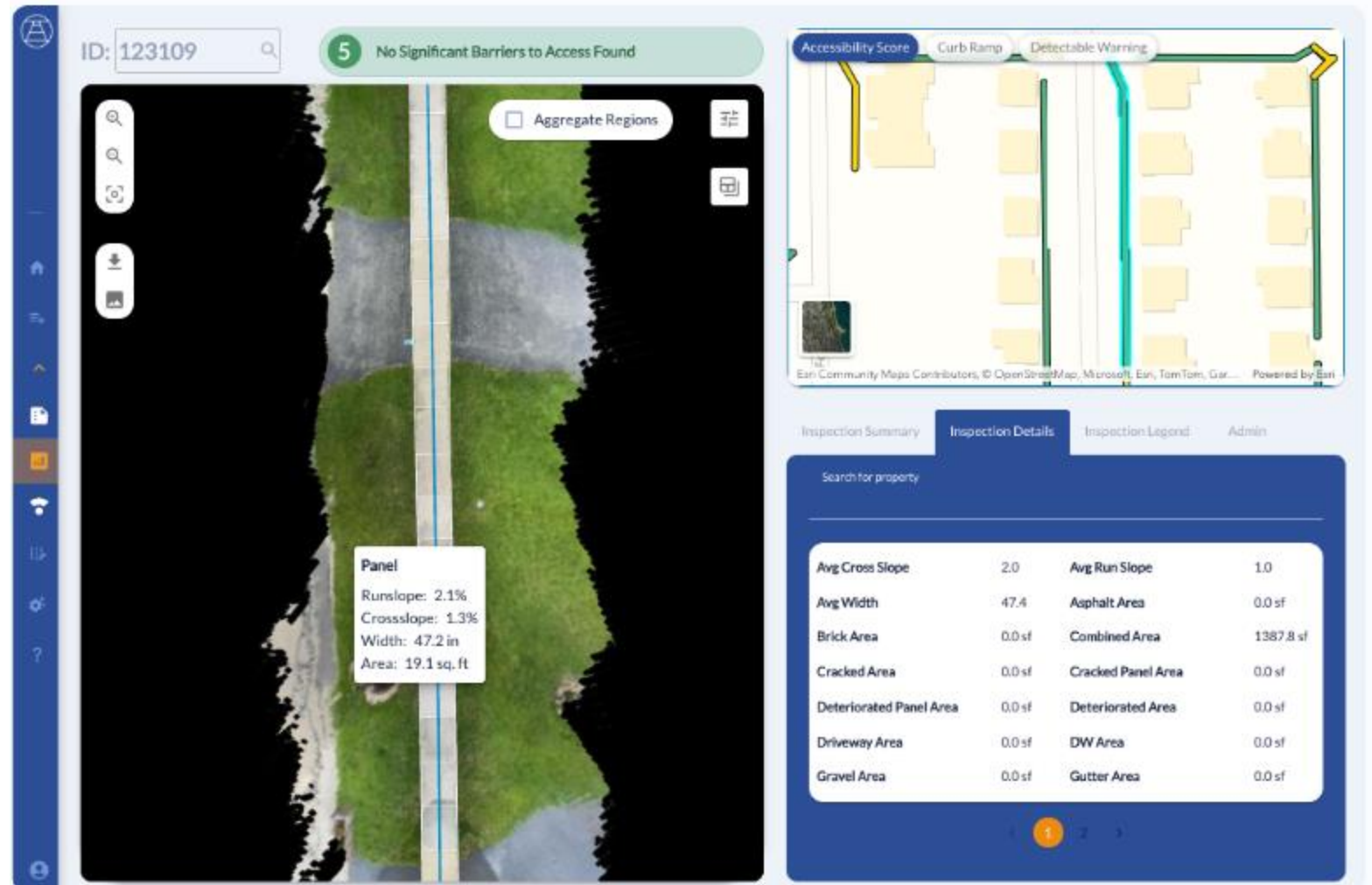
# Mobile LiDAR

## Types

- Phone
- Vehicle

## Up-front costs

- Rental equipment
- Direct Costs
- Labor



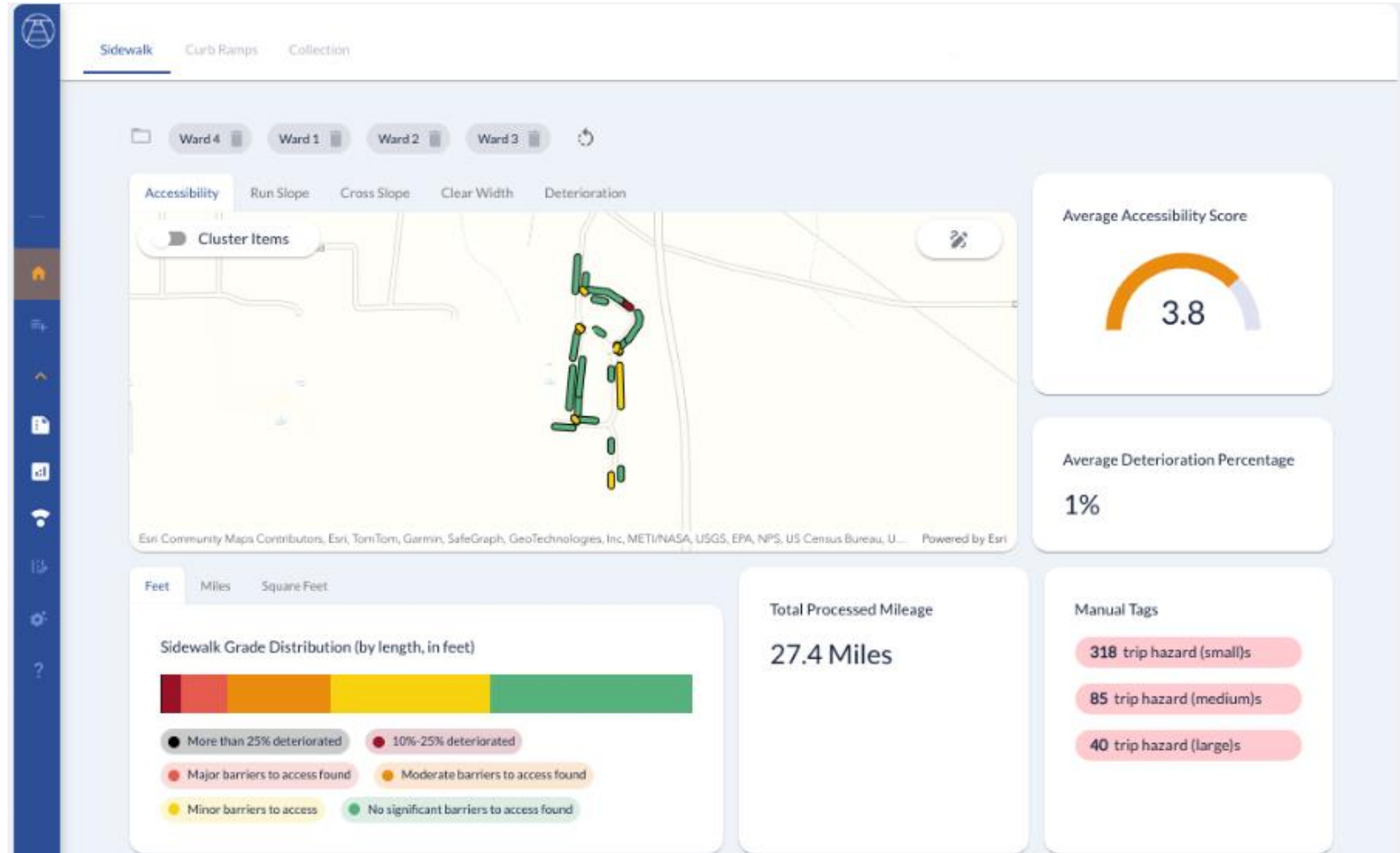
# Mobile LiDAR

## Features Collected

- Width
- Slopes
- Vertical displacement
- Deterioration
- Obstructions

## Missing

- Traffic Signals
- Parking



# Mobile LiDAR

## Benefits

- Custom scoring
- Maps & GIS integration
- Low-skill survey

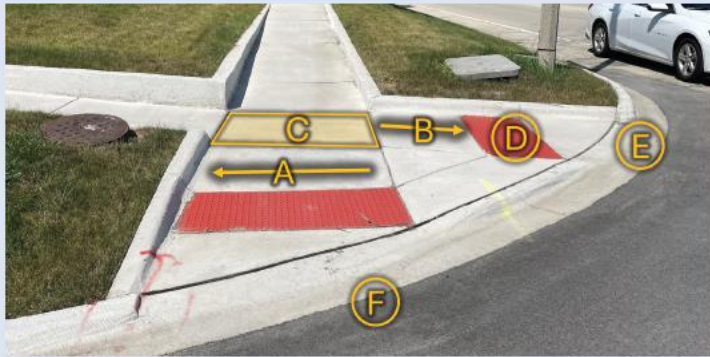
## Drawbacks

- Costly
- Does not capture all features
- High-skill analysis
- Calibration



# Mobile LiDAR

## Curb ramp features



### A. Cross Slope

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

### B. Grade

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

### C. Landing

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

### D. Detectable Warning Surface (DWS)

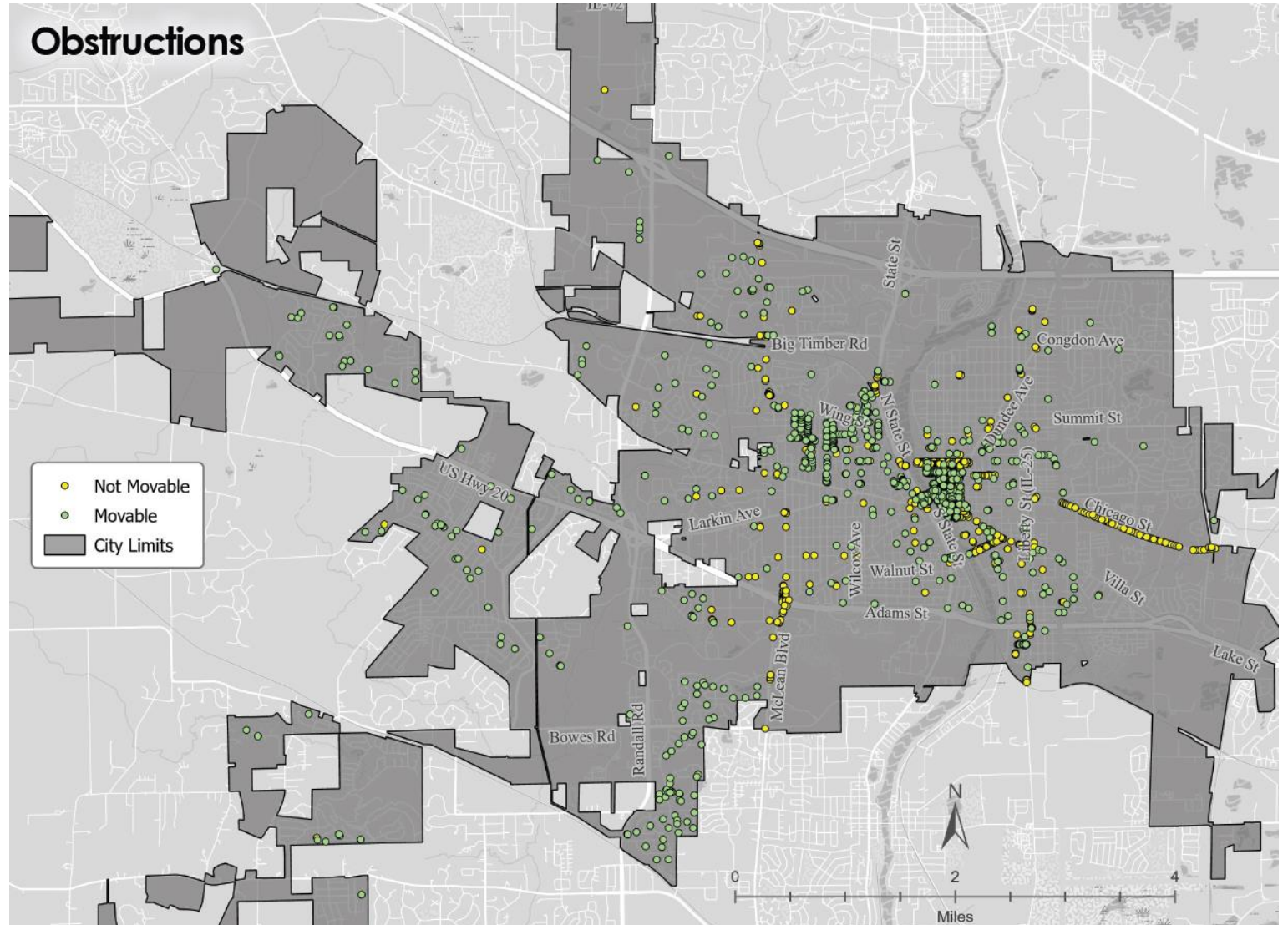
The DWS must extend at least 2 ft in the direction of pedestrian travel from the street edge of the ramp and cover the full width of the ramp. DWS color must contrast with the pavement and meet other ADA requirements.

### E. Gutter Slope

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

### F. Transition to Street and Sidewalks

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



# What resources are available to start ADA PROW self-evaluations?

- Educating communities about the law
- Supporting municipalities in appointing local ADA coordinators, completing self-evaluations, and creating transition plans
- Encouraging accessibility improvement implementation
- Offering [technical assistance](#) to create ADA transition plans
- Providing [ADA Title II templates](#) to help local governments meet legal requirements and promote accessibility.
  - ADA PROW Transition Plan templates coming soon!!
- Findings from Ecopia analysis available upon request

# Thoughts on assessment methods

## Small group discussion

- Which of the researched methods for assessment seem to be the most and least useful for your community based on cost and coverage? Why?
- Has this presentation altered any preconceived ideas or beliefs about the researched methods?
- What other data collection methodologies have you heard of or are consider using? If you've completed a self-evaluation, what method did you use?

# Next Regional ADA Coordinator Meeting

Tuesday, March 10, 2026

## Templates!

- Self-Evaluation and Transition Plan for Pedestrian Facilities in the Public Right-of-Way Template and Companion Guide (HDR/CMAP)
- Transition plan public engagement templates (MUSE Community + Design)



# Chicago Metropolitan Agency for Planning

[@cmapillinois](#) | [f](#) [@](#) [in](#)