

PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN

FOR THE
VILLAGE OF HUNTLEY, ILLINOIS



2015



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Introduction

The Village of Huntley has an expansive pedestrian system that links neighborhoods, recreational resources, government facilities, retail centers and business establishments. Pedestrian accessibility provides benefits not only for people with disabilities, but for the community at large. In an effort to continuously improve the pedestrian system, this document was prepared in accordance with the Americans with Disabilities Act to serve as the Public Right-of-way Accessibility Transition Plan for the Village of Huntley. Included in this document are the results of a self-evaluation that addresses accessibility barriers to Village programs, activities and services.

Purpose

The federal legislation known as the American with Disabilities Act (ADA), enacted on July 26, 1990 and later amended effective January 1, 2009, provides comprehensive civil rights protections to qualified persons with disabilities from discrimination on the basis of disability. Title II of the ADA prohibits discrimination in all services, programs, and activities provided to persons with disabilities by State and local governments, including transportation. Local public agencies (LPA) with more than 50 full or part-time employees are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the ADA and then establish a plan to correct any deficiencies. A self-evaluation is also required by Section 504 of the Rehabilitation Act for all entities receiving federal financial assistance, including federal highway aid for transportation projects. The process of self-evaluation for accessibility provides a framework for communities to develop a Transition Plan that identifies barriers, prioritizes actions to address barriers and then sets forth a schedule to implement those actions.

The Transition Plan used to implement compliance must include the following elements:

- Designate officials responsible for implementation;
- Provide public notice and opportunity for public participation;
- Develop a grievance procedure;
- Adopt design standards and guidelines;
- Prepare a self-evaluation;
- Schedule and budget for improvements to achieve compliance; and
- Monitor progress

This Transition Plan incorporates these elements and provides a method for the Village of Huntley to schedule and implement ADA required improvements to existing pedestrian sidewalks and pathways.



Officials Responsible for Implementation

LPAs must designate at least one responsible employee to coordinate ADA compliance for public rights-of-way. This position must be familiar with the LPAs operation, be properly trained in ADA public-right-of-way requirements, and be able to effectively communicate with governmental agencies, advocacy groups and the public. For the duration of the self-evaluation and Transition Plan schedule, the Village has designated the ADA Coordinator and the Village Engineer as the officials responsible to oversee implementation of the Transition Plan. The Village Engineer will coordinate all aspects of ADA compliance found within this Transition Plan. Any comments, additions or suggestions about this plan may be directed to the ADA Coordinator or Village Engineer as follows:

ADA Coordinator

Chrissy Hoover
Human Resources Manager

Address:

10987 Main Street
Huntley, IL 60142

Tel 847-515-5200

choover@huntley.il.us

Village Engineer

Timothy P. Farrell, P.E.
Public Works Department

Address:

10987 Main Street
Huntley, IL 60142

Tel 847-515-5222

tfarrell@huntley.il.us

Public Notice

LPAs must provide the public an opportunity to provide input on the Transition Plan prior to adoption. A copy of the ADA transition plan is available on the Village website at www.huntley.il.us and by request to the ADA Coordinator or the Village Clerk's Office. Any resident may address their concerns or comments to the ADA Coordinator or Village Engineer listed in this document.

Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990. 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, and programs by the Village of Huntley. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to one or both of the Village Officials previously identified.



Within 15 calendar days after receipt of the complaint, the ADA Coordinator, Village Engineer or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator, Village Engineer or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille or audio tape. The response will explain the position of the Village of Huntley and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator, Village Engineer or their designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Village Manager or his designee. Within 15 calendar days after receipt of the appeal, the Village Manager or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Village Manager or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint. All written complaints received by the ADA Coordinator, Village Engineer or their designee, appeals to the Village Manager or his designee, and responses from these offices will be retained by the Village of Huntley for at least three years.

Design Standards and Guidelines

The Department of Justice’s revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design, "2010 Standards." On March 15, 2012, compliance with the 2010 Standards was required for new construction and alterations under Titles II and III.

The Federal Highway Administration and the Illinois Department of Transportation have public right-of-way accessibility design specifications and details, as well. The “Standard Specifications for Road and Bridge Construction in Illinois”, current edition and the 2010 ADA Standards for Accessible Design will apply to and govern all proposed improvements for ADA compliance.

Illinois Department of Transportation Highway Standards

<u>Section</u>	<u>Title</u>
424	Portland Cement Concrete Sidewalk (Curb Ramps and Detectible Warnings)

ADA Standards for Accessible Design

<u>Section</u>	<u>Title</u>
406	Curb Ramps
705	Detectable Warnings



Self-Evaluation

IDENTIFYING BARRIERS

An element of ADA Title II compliance requires the Village of Huntley examine its services, policies, and practices and the effects thereof to determine whether there are barriers to participation by people with disabilities. For this Public Right-of-way Accessibility Transition Plan, this process includes the identification of existing and planned accessible paths of travel for public facilities and programs to facilitate prioritization.

For LPAs with responsibility or authority over streets, roads and walkways, the self-evaluation and Transition Plan must include curb ramps and other pedestrian facilities. Curb ramps, sidewalks, pedestrian signals, driveway crossings and other pedestrian facilities are to be reviewed for compliance with recent design standards. For example, specific items for curb ramps that are to be reviewed include the presence of appropriate detectable warnings, slopes, level landings, and algebraic slope changes from the ramp to the street surface.

The Village of Huntley has a two-tiered system to identify and assess barriers in the public right of way:

1. A Preliminary Evaluation of intersections including the curb ramps and adjacent sidewalks.
2. A Detailed Evaluation of intersections, sidewalks and crosswalks within the Village's roadway capital improvement plan (CIP). Detailed evaluations will be updated annually as the Village programs future roadway capital improvement projects.

Preliminary Evaluation

The preliminary evaluation of curb ramps and sidewalks includes a comprehensive overview of the pedestrian network to determine which intersections are most obviously non-compliant to the current ADA guidelines. The preliminary inventory evaluates three (3) criteria for curb ramps and three (3) criteria for adjacent sidewalks:

Curb Ramps

1. Is there a curb opening with ramp?
2. Does the curb ramp have a compliant color contrasting detectable warning?
3. Does the curb ramp have a clear landing at the top of the ramp?

Sidewalks

1. Is there a continuous clear space for pedestrian access?
2. Does the sidewalk appear to provide adequate passing zones?
3. Does the sidewalk appear to be smooth without grade breaks?



The preliminary evaluation first utilizes recent aerial and street-level imagery to view each intersection or curb ramp location. If, based on the review of aerial and street-level imagery, the curb ramps or sidewalks do not meet the criteria outlined above, the intersection will be deemed “Non-Compliant”. If the item did meet the above criteria it would be deemed “Potentially Compliant”. Where colored transitions are visible in the aerial and street-level imagery, a windshield survey is conducted to verify curb ramps appear to be properly sloped and include truncated dome detectable warning panels meeting current specifications. Non-conforming curb ramps are relabeled as “Non-Compliant” based on the windshield survey. If an item has been verified to be in compliance, the item would be marked as “Compliant”. Photograph examples of each type of curb ramp are included in this report.

Detailed Evaluation

A detailed evaluation of existing intersections, crosswalks, sidewalks, pedestrian signals, driveway crossings and other pedestrian facilities is conducted on a project by project basis concurrent with the Village’s capital improvement program including street improvement, MFT and other stand-alone capital improvement projects. A detailed evaluation requires the measurement of specific physical attributes of the item in question such as width, running slope and gaps. Mechanical elements for signalized intersections will also be measured to determine compliance to the identified ADA barriers.

Non-conforming accessibility issues discovered through the detailed evaluation will be addressed as part of the capital improvement project.

ADDRESSING BARRIERS

The Village of Huntley utilizes many different approaches in removing barriers in the public right of way, including proactively identifying and eliminating the barrier, responding to public grievances and ensuring the appropriate design and build-out of new construction.

Reasonable Accommodation Request

The Village of Huntley will attempt to provide relief to public right-of-way where a disabled person has requested help.

Prioritization

The Village of Huntley bases barrier removal on a number of factors including: location, condition, priority ranking, cost effectiveness and any other pertinent considerations of the removal.

The Village of Huntley has identified location priority as follows:

1. Intersections serving government or public facilities
2. Intersections serving arterial roadways or the central business district
3. Intersections serving collector roads
4. Intersections serving other areas (such as residential)



Using data from the preliminary and detailed evaluations, an accessibility grade can be assigned for each intersection. The access grade assigns a rating letter to the curb ramp based upon preliminary or detailed evaluations. “C” is compliant, “PC” is potentially compliant, and “NC” is non-compliant. This is paired with the location priority number previously outlined to create a priority ranking in accordance with the Priority Ranking Table.

PRIORITY RANKING TABLE

Priority	1	2	3	4
Location	Government & Public Facilities	Arterials & Business District	Collector Roads	Other Areas
Non-Compliant	1 NC	2 NC	3 NC	4 NC
Potentially Compliant	1 PC	2 PC	3 PC	4 PC
Compliant	1 C	2 C	3 C	4 C

RANKING COLOR LEGEND:

High	Medium	Low	Compliant
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A map that identifies each curb ramp location based upon its priority ranking is shown in Exhibit A: ADA Compliance Map. The color of each marker in the exhibit represents the location priority and accessibility rating consistent with the Priority Ranking Table. The number identified next to each marker indicates the number of sidewalk panels with truncated dome detectable warning panels at the location based on the width of the curb opening. The total number of sidewalk ramp panels categorized by rating is as follows:

<u>Rating</u>	<u>Ramps</u>
Non-Compliant:	2,467
Potentially Compliant:	95
Compliant:	612

Repairs to intersections will be dependent upon the annual budget and the location ranking of each intersection. Due to the limited funds available for sidewalk replacement, repairs for compliance may be grouped with geographic location in order to maximize the use of potential funds.



Criteria for Determining Impediments at Village Facilities

To determine whether corrective action needs to be taken at a Village operated facility such as the Village Municipal Center, or Public Works Facility the following evaluation criteria has been established.

1. Can the program or service offered be provided at an alternative facility?
2. Is the facility currently in ADA compliance and has the facility undergone previous renovations to obtain past ADA compliance?
3. What is the current state of accessibility?
4. What are the costs of alternatives to physical barrier removal versus the cost of alternative corrective actions?
5. Is the physical barrier programmed for removal as part of the facility's annual ongoing maintenance?

The Village Municipal Center was constructed in accordance with ADA criteria. All Village programs and services can be coordinated from the Municipal Center.

Construction Costs & Schedule

ESTIMATED CONSTRUCTION COST

The estimated cost to correct the potentially compliant and non-compliant sidewalk ramps identified in this transition plan to compliant status is:

\$1,310,000

Costs were based upon an average of the bid tabulations from recent sidewalk ramp repairs. Estimated work included all intersections marked as “potentially compliant” or “non-compliant” and assumed the removal and replacement of all corners at an intersection, the installation of a new 5” deep concrete square with a truncated dome detectable warning panel, and a slope adjustment factor to account for the removal and replacement of additional concrete squares that may be required. A 20% adjustment factor was added to the cost to account for additional contingency work and engineering costs.

SCHEDULE

The Village of Huntley will make reasonable efforts to improve the accessibility of pedestrian facilities in the public right-of-way through its annual roadway capital improvement plan and its annual sidewalk replacement program. Compliance is required to the extent practicable within the scope of a project. As funds allow, special projects with funding specifically for ADA compliance or pedestrian improvements can be considered.

There will be times when it is technically infeasible to provide compliance due to the physical and topographic limitations of an area. The inventory process may not account for such situations and could show a “high-priority” rating when all feasible actions have been taken. The Village of Huntley will make efforts to select areas with high priority and solvability where feasible before moving to lower priorities.



Additionally, given the breadth of the program and the size of the Village's pedestrian network, the Village will follow the concept of Program Access under Title II of the ADA. Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. The Village may choose to not install a sidewalk at some locations or may choose to lower their priority if a reasonable path of travel is available even without a sidewalk.

Monitor Progress

In order to be effective, the Public Right-of-Way Accessibility Transition Plan needs to be utilized in planning and funding decisions. Therefore, it is important to update the Plan regularly to reflect changes in real world conditions and to address any possible new areas of non-compliance. Regular updates will also result in monitoring compliance and the effectiveness of priorities set in the plan itself.

The Village of Huntley intends to implement this Plan effective immediately from the date of this document. The Village is committed to acting on the guidelines set forth in this document and also to actively revising and amending the Plan as progress is made.



Examples of Compliant, Potentially Compliant and Non-Compliant Curb Ramps



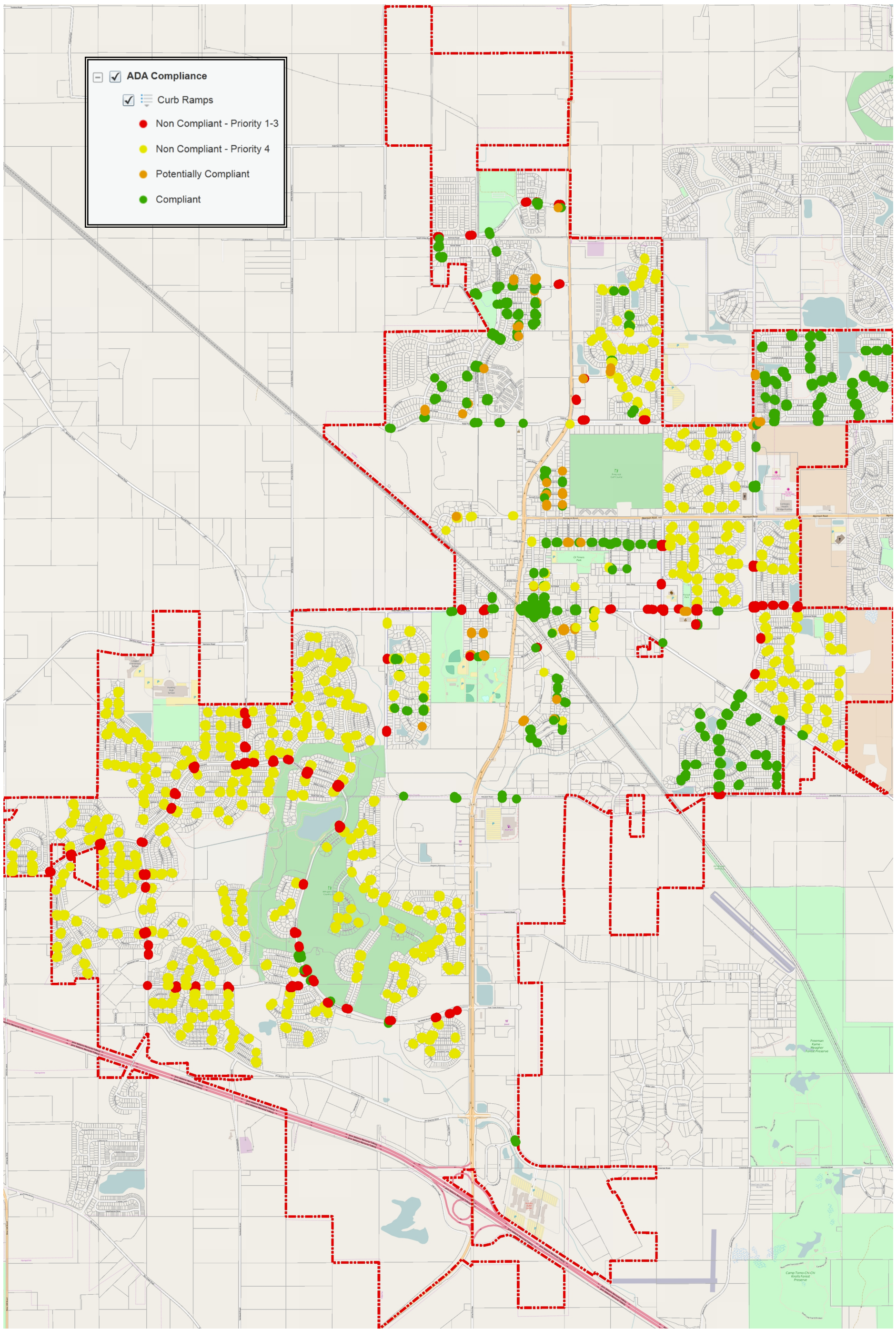
*The above curb ramps consist of prefabricated truncated dome panel detectable warnings and geometric slopes that are “**compliant**” with the current ADA standards. All future construction will include the installation of similar panels and geometry.*



*The above detectable warnings are stamped concrete type. They make up the majority of the “**potentially compliant**” transitions in the Village and will be replaced with prefabricated truncated dome panels as part of the Village annual CIP program.*



The above curb ramps do not have proper detectable warnings and are “non-compliant” with current ADA Standards. They will be replaced with prefabricated truncated dome panels as part of the Village annual CIP program.



ADA COMPLIANCE MAP
Priority Locations



VILLAGE OF HUNTLEY
10987 Main Street
Huntley, IL 60142
(847)669-9600

DISCLAIMER: The Village of Huntley Does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

SCALE: 1" = 2,741'

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