

CITY OF NAPERVILLE ADA TRANSITION PLAN

2013 UPDATE

PUBLIC RIGHTS OF WAY AND SIDEWALKS

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INTRODUCTION

The City of Naperville values citizen mobility and accessibility. This transition plan defines the City's approach to establishing, maintaining and administering mobility and accessibility practices within the jurisdictional authority of the City of Naperville rights of way. This plan is an update to the original transition plan created by the City in 1993. The document is also applicable to right-of-way locations for which the City of Naperville has obtained permit authority from other jurisdictions like DuPage County, Will County, or the State of Illinois. The transition plan is being updated in conformance to the Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164). The Transportation, Engineering, and Development Business Group administers the transition plan included in this document.

BACKGROUND AND STANDARDS

The City's accessibility criteria comply with the Americans with Disabilities Act of 1990 (ADA) enforced by the U.S. Department of Justice and the U.S. Department of Transportation. This transition plan is developed based on the information presented in ADA Accessibility Guidelines for Buildings and Facilities (ADA Guidelines), the Illinois Accessibility Code (Illinois Capital Development Board), Uniform Federal Accessibility Standards (UFAS), Illinois Department of Transportation, and the City of Naperville Design Manual.

In most cases, the City will be following the IDOT design standards as those are developed, monitored and routinely revised based on the ADA guidelines. However, where the City Design Manual require criteria which exceed the ADA Guidelines or any other governing guidelines, then the stricter criteria may be required. As the federal guidance and other standards are updated, the City adopts these latest regulations as the minimum standards for use on the public ways.

References (links are denoted in Attachment A):

- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
- Illinois Department of Transportation – Bureau of Design and Environmental Manual Chapter 58 – Special Design Elements
- IDOT Policies
Bureau of Local Roads and Streets Chapter 41, Section 6 - Requirements for Accessible Public Rights of Way

- Illinois Department of Transportation – Highway Standards
- Prowag Guidelines Public Rights of Way Accessibility Guidelines (PROWAG)
- State of Illinois Capital Development Board (1997 April 24). Illinois Accessibility Code.
- United States Access Board - Policies & Highway Standards
- Federal Highway Administration - Policies & Highway Standards

NAPERVILLE’S COMPLIANCE WITH THE ADA

Naperville’s compliance with the ADA applicable to the accessibility of facilities in the public right-of-way involves the following general steps:

Step 1 – Designation of an ADA Compliance Team,

The City of Naperville has a team dedicated to compliance with Title II of the ADA and administration of the City's ADA grievance procedure.

Team members and their respective areas of responsibility are noted below:

Public Meeting Accommodation Request – Communications Office
PH: 630-420-6707 or 630-305-5205 (TDD); E-MAIL: info@naperville.il.us

City Facility Inquiry – Direct of Public Buildings
PH: 630 305-5265; E-MAIL: copes@naperville.il.us

Special Event/Activity Inquiry– Special Event Coordinator
PH: 630-420-6047; E-MAIL: lafeberp@naperville.il.us

City Service/Advisory Commission on Disabilities
PH: 630-420-6043; E-MAIL: emerya@naperville.il.us

Other Inquiries – City Legal Department
PH: 630-305-5280E-MAIL: foleyk@naperville.il.us

Step 2 - Providing public notice about ADA requirements, Notice under the Americans with Disabilities Act is published and accessible to the public on the City of Naperville webpage at: <http://www.naperville.il.us/ada.aspx>.

Step 3 - Establishing a grievance procedure.

A grievance procedure under the Americans with Disabilities Act is published and accessible to the public on the City of Naperville webpage at: <http://www.naperville.il.us/ada.aspx>.

Step 4 - Developing design standards, specifications, and details.

The City of Naperville utilizes the comprehensive array of standards, specifications, and details developed by the governing regulatory authorities. These standards stream from the federal regulations and are further defined by state regulations. For sidewalks, curb ramps and shared-use trails, the City follows the regulations and standards developed by the Illinois Department of Transportation (IDOT). Attachment A is a reference document containing a list and link to the applicable standards, specifications, and details. These documents are updated from time to time as regulations are amended and revised.

Step 5 - Development or update of a Transition Plan, designating the official responsible for implementation.

The official responsible for implementation is the City of Naperville City Engineer.

The Naperville City Engineer can be contacted at:

- Phone - (630) 420-6096
- E-mail – Novack@naperville.il.us
- Mail – City Engineer/Engineering Services Team Leader, City of Naperville, 400 S. Eagle St., Naperville, IL 60540

Step 6 - Approving a schedule and budget for the Transition Plan.

The actions are identified within succeeding sections of this document.

Step 7 - Monitor the progress of implementing the Transition Plan

The actions are identified within succeeding sections of this document.

PROGRAM RESPONSIBILITY

The performance of the transition plan included in the document is administered by the Transportation, Engineering, and Development Business Group.

PUBLIC INVOLVEMENT

Public input is a very important part of the process the City will use to develop the transition plan update. The public involvement process will be administered by the Transportation, Engineering, and Development Business Group. The process will include interaction with adjoining agencies, a public meeting, and include the review and input of various City advisory boards.

The process will include citizen input using the City Advisory Commission on Disabilities (ACD). The ACD is an advisory commission to assist, inform and advise the administrative and elected officials of the City on all matters pertaining to compliance with the ADA. The commission is established under Title 2, Chapter 16 of the Naperville Municipal Code. The 11 members serve staggered, three-year terms. Of the members, six have professional expertise, five represent the overall citizenry of Naperville and all must be residents of the City.

Recommendations for the plan will be coordinated with City Transportation Advisory Board (TAB). TAB is established by Title 2, Chapter 9 of the Naperville Municipal Code to assist, inform and advise the administrative and elected officials of the City on all matters pertaining to the transportation of people and materials within the City, between the City and adjoining municipalities, and throughout the northeastern Illinois region. The Board consists of eleven (11) members. At least four (4) of said members shall have professional expertise in the various facets of the duties of the Board, by virtue of their training and/or employment. Said areas of expertise shall include, but are not necessarily limited to: engineering, the law, transportation operations, marketing, financing, environmental management and safety. At least four (4) of said members shall represent as broadly as possible geographic and/or social elements within the area served by the Naperville Plan Commission. Said representation shall include, but not necessarily be limited to: students, retired persons, individuals with disabilities, homemakers, the business community, newly developed areas, and low and moderate income persons.

The final plan will be considered by the Naperville City Council for approval.

SELF-EVALUATION

The City of Naperville utilizes a self-evaluation process to assess the scope of sidewalk improvements in the right-of-way. The City maintains a robust geographic information system (GIS) to inventory infrastructure. This GIS inventory data is supported by specific project drawings. This information is used to develop network level sidewalk asset management programs to maintain and enhance the sidewalk

network. The evaluation methodology utilizes this asset management information, project level field assessments, and focus surveys to compile the information. Evaluations are conducted by trained engineering and technical professionals.

Applicable Locations

There are 900 miles of public sidewalk located in the footprint of Naperville's municipal boundaries. There are over 20,000 curb ramps, mostly located in intersections. Of these intersections 92 are City maintained signalize corners. Within the sidewalk network, various discontinuities or gaps exist. These gaps measure 100 miles. More detailed inventory statistics are noted in Appendix B.

Barrier Assessments

Of the 900 miles of public sidewalk, a majority of streets were built as a result of the community growth and development which occurred from the late 1970's thru today. From the onset of development, Naperville was committed to pedestrian facilities. Most all new streets and neighborhoods included five foot wide fronting sidewalks and accessible curb ramps at street corners. As accessibility standards evolved, such as the specific criteria for tactile surfaces these and other features were incorporated into the design and implementation of project. The result is that among the array of possible barriers, many of the common obstacles to accessibility were diminished in the original construction. The sidewalk gap sections which exist are comprised largely of neighborhoods constructed in the 1950's or before, and along roadways not under the jurisdictional authority of the City.

Benefiting from the advantage of being developed as an accessible community, existing probable accessibility barriers are related to three primary categories:

- Functionally Obsolete – generally accessible, but not 100% compliant with current standards (Example: a sidewalk slope of 2.5% instead of the required max. slope of 2.0%)
- Functionally Substandard – not fully accessible and not substantially compliant with current standards. (Example: no detectable warnings at the end of a curb ramp.)
- Physically Substandard – not fully accessible due to barriers or deteriorated conditions (Example: a 6" high barrier curb in a pedestrian crossing.)

Accessibility barriers like sidewalk width, obstructions in the sidewalk clear path, surface material, and running grade are minimal in frequency. Accessibility barriers like non-traversable curb ramps, non-standard detectable warnings, gratings, traffic

signal push button access, and landing deficiencies are more prevalent. Appendix B contains a summary of the barrier assessment findings.

Detailed assessments have been completed for signalized intersections. Annual sidewalk and street maintenance programs, and new sidewalk construction programs are progressively performing detailed assessments of the system.

The City routinely partners with the Township Road Districts, and Counties of DuPage and Will, and the Illinois Department of Transportation to assess conditions and implement improvements as projects and programs in those jurisdictions progress.

CORRECTION/IMPROVEMENT PROGRAM

Guiding Policies

The City of Naperville has several policies established that guide the identification and implementation of pedestrian improvements. These are outlined as follows:

- Comprehensive Transportation Plan
- Comprehensive Sidewalk Policy
- Audible Pedestrian Signal Policy

Program Methods

The City of Naperville utilizes the following programmatic methods to take corrective action and make improvements to the pedestrian system. Each of these methods is coordinated to optimize the effectiveness of the corrective work goals which are to provide mobility, safety, and functionally assessable public rights of way. The programmatic methods can be categorized in three primary ways:

- Strategic Methods – conduct systematic corrective work using routine maintenance programs
- Tactical Methods - conduct specific corrective work included with new projects and developments
- Special Methods - conduct specific corrective work using dedicated accessibility programs

Appendix C provides a summary and details of these methods.

Program Priority Locations

Priority of work locations will be guided using the following criteria. Corrective/Improvement work will then be scheduled for accomplishment within the scope of the program methods. The City Engineer will manage the prioritization and program development efforts.

The following factors will be considered in the establishment of priorities:

- Citizen request/complaint
- Adjacent to public locations such as train stations, schools, government centers
- Locations with high pedestrian volumes - large numbers of pedestrians
- Severity of barrier – focus on curb barriers, signals, & detectable warnings
- Opportunity for coordination with repair work
- Construction feasibility and required permitting

Specific Corrective/Improvement Work Objectives

Work locations will be field assessed and evaluated to provide the data necessary to schedule and implement the corrective/improvement work. The following performance objectives will be used to guide the corrective/improvement work. The City Engineer will manage the deployment of the performance objectives.

The following objectives should be considered:

- Broken or substandard conditions warranting repair – Physically substandard
- Access to pedestrian push button - Functionally substandard
- Lack of accessible ramp at a warranted location – Physically substandard
- Lack of detectable warning at a warranted location – Functionally substandard
- Extreme slope – Functionally substandard
- Accessibility during construction

Progress Goals

The City Engineer will annually establish program goals and metrics. Annual budgets and resources will be proposed to match the goals. The progress goals are identified in Appendix D.

Programmatic Corrective Methods and Delivery Mechanisms

ATTACHMENT C – Programmatic Corrective Methods includes the work programs that should be used to implement corrective/improvement measures.

PUBLIC RIGHTS OF WAY AND SIDEWALKS PLAN UPDATE IMPLEMENTATION SCHEDULE & BUDGET

Overall schedule for updating the transition plan update

- a) Drafting the transition plan update base document – Draft by May 2012
- b) Conducting public outreach – Initiate ACD in March 2012 ; Summer 2012
- c) Adoption of the transition plan update – Fall 2012

Overall budget for updating and implementing the transition plan update

- a) Staff funding for work on developing the transition plan document is included in the Transportation, Engineering, and Development Business Group operating work plan and budget
- b) Construction, maintenance, operation and staff funding for work to implement the goals and objectives of the transition plan document should be incorporated into project studies and implementation plans for the respective project, or program. Cost should be included in the budget for each project in the operating work plan and budget and/or the Capital Improvement Program.

LIST OF ATTACHMENTS

APPENDIX A – ADA Resource References

APPENDIX B – Barrier Assessment Findings

APPENDIX C – Programmatic Corrective/Improvement Methods

APPENDIX D – Progress Goals

APPENDIX A

ADA Resource References:

- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
- Illinois Department of Transportation – Bureau of Design and Environmental Manual Chapter 58 – Special Design Elements
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2058%20Special%20Design%20Elements.pdf>
- IDOT Policies
Bureau of Local Roads and Streets Chapter 41, Section 6 - Requirements for Accessible Public Rights of Way
<http://dot.state.il.us/blr/manuals/Chapter%2041.pdf>
- Prowag Guidelines
Public Rights of Way Accessibility Guidelines (PROWAG) is posted at
<http://www.access-board.gov/prowac/draft.htm>
- City of Naperville Design Manual for Public Improvements
<http://www.naperville.il.us/emplibrary/Final.pdf>
- Illinois Department of Transportation – Highway Standards
<http://dot.state.il.us/desenv/hwystds/rmpdf213.html>
- State of Illinois Capital Development Board (1997 April 24). Illinois Accessibility Code. Online Capital Development Board website
<http://www.cdb.state.il.us/forms/download/IAC/Web%20Version%20IAC.pdf>
- Illinois Attorney general’s Office - www.illinoisattorneygeneral.gov
- United States Access Board - www.access-board.gov/
Federal Highway Administration - www.fhwa.dot.gov

APPENDIX B - Barrier Assessment Findings

Plan Component	Estimated Inventory	Unit	Status Classification	Percent of Total (%)	Data Sources
Curb Ramps	20,000	Each	Total		Intersection Magic, Sidewalk and Road Maintenance Improvement Programs
	500	Each	Physically Substandard	3%	
	1,000	Each	Functionally Substandard	5%	
	17,000	Each	Functionally Obsolete	85%	
	1,500	Each	Functional	8%	
Sidewalk Clear Width	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	10	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Detectable Warnings	20,000	Each	Total		Intersection Magic, Sidewalk and Road Maintenance Improvement Programs
	500	Each	Physically Substandard	3%	
	1,000	Each	Functionally Substandard	5%	
	17,000	Each	Functionally Obsolete	85%	
	1,500	Each	Functional	8%	
Sidewalk Cross Slope	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Physically Substandard	>1%	
	100	Miles	Functionally Substandard	11%	
	700	Miles	Functionally Obsolete	78%	
	50	Miles	Functional	6%	
Sidewalk Grade	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Functionally Substandard	>1%	
	9	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Sidewalk Material	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Physically Substandard	>1%	
	9	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Landings	10,000	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer, Intersection Magic
	2,000	Each	Functionally Substandard	20%	
	7,000	Each	Functionally Obsolete	70%	
	1,000	Each	Functional	10%	
Gratings	7,000	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer & Storm Sewer Layer
	100	Each	Physically Substandard	1%	
	900	Each	Functionally Substandard	13%	
	4,000	Each	Functionally Obsolete	57%	

	2,000	Each	Functional	29%	
Sidewalk Gaps	980	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	25	Miles	Arterial Gap	3%	
	40	Miles	Non-Arterial Gap	4%	
	15	Miles	Challenged/No Build Gap	2%	
	900	Miles	No Gap	91%	
Vertical Surface Discontinuities	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	15	Miles	Physically Substandard	2%	
	75	Miles	Functionally Substandard	8%	
	75	Miles	Functionally Obsolete	8%	
Traffic Signals	92	Each	Total		Field Survey of City Maintained Signalized Intersections
	27	Each	Sidewalk not adjacent to button	29%	
	8	Each	Incorrect Pushbutton orientation on at least one corner	9%	
	64	Each	No detectable warnings (truncated domes) on curb ramps on at least 1 corner	70%	
	35	Each	Excessive slope on curb ramps on at least one corner	38%	
Obstructions	2,700	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer
	270	Each	Functionally Obsolete	10%	
	2,430	Each	Functionally Substandard	90%	
Detours/disruptions	400	Each	Total		Right of Way Permit Submittals

No.	Note
1	The number of curb ramps in the City is estimated based upon the number of intersections identified in Intersection Magic software. The number of intersections was multiplied by 8 (typical number of curb ramp per intersection) to estimate the total number.
2	The number of miles of sidewalk is estimated based upon the length of sidewalk within the public right of way in the City of Naperville's Geographic Information System - Sidewalk Layer.
3	Classification distribution for various items based on a combination of road maintenance program data, sidewalk maintenance program data, and observational/experience-based estimates.
4	All estimates have been rounded to reflect a network level perspective.

APPENDIX C

Programmatic Corrective/Improvement Methods

- Strategic Methods – conduct systematic corrective/improvement work using routine maintenance programs
 - Sidewalk Maintenance Program – MP004
 - Street Maintenance Program – MP009
 - Parking Lot Maintenance Program – MP035
 - Traffic Signal Maintenance
- Tactical Methods - conduct specific corrective/improvement work included with new projects and developments
 - New land development
 - Remodeling and redevelopment
 - New roadway, sidewalk, streetscape, or shared-use trail construction
 - Alteration of roadway, sidewalk , streetscape, or shared-use trails
 - Traffic Signal Installation
 - Construction work zone accessibility practices
- Special Methods - conduct specific corrective/improvement work using dedicated accessibility programs
 - Audible Pedestrian Signals – SC099
 - ADA Sidewalk Program - MP018
 - Improve access to ADA training resources

APPENDIX D

Progress Goals

- Year 1 -2
 - a. Seek to eliminate all non-ramped curbs
 - b. Seek to make most signalized intersection push buttons reachable from sidewalk
 - c. Seek to implement Audible Pedestrian Signals (APS) per policy
 - d. Seek to incorporate ADA work into all construction programs as applicable
 - e. Seek to incorporate better accessibility during construction into permit work
 - f. Seek to improve access to ADA training resources

- Year 3 - 5
 - a. Seek to install detectable warnings on all arterial intersections
 - b. In the CBD, seek to install detectable warnings at all commercial driveways and alleys that have a traffic control device or operate as a street and at all intersections that allow pedestrian crossings
 - c. Seek to identify and plan correction/improvement of extreme slope locations
 - d. Prioritize infrastructure that is considered physically substandard for replacement using existing funding sources identified in Appendix C.

- Year 5+
 - a. Re-examine program