Americans with Disabilities Act Transition Plan for Public Sidewalks

Prepared for:

City of Belleville
101 S Illinois St,
Belleville, IL
62220

Oates Project Number: 222044

May 2025

Table of Contents

Executive Summary
1.0 Statutory Requirements 2
2.0 Regulatory Requirements 2
2.1 Contents of the Americans with Disabilities Act 2
2.2 Definitions 3
2.3 ADA Requirements of the City 4
3.0 Steps to a Compliant Transition Plan 5
3.1 Designating an ADA Coordinator 5
3.2 Providing Notice to the Public about ADA Requirements 6
3.3 Establishing a Grievance Procedure 6
3.4 Developing Internal Design Standards, Specifications and Details 6
3.5 Assigning Personnel for the Development of the Plan and Collecting Data 6
3.6 Approving a Schedule and Budget for the Plan 7
3.7 Monitoring the Progress on the Implementation of the Plan 7
4.0 Public Outreach 7
4.1 Public Review and Comment Period 7
4.2 Public Meeting 7
4.3 Community Survey 8
5.0 ADA Design Standards 8
5.1 Incorporation into City of Belleville Standards 8
5.2 Implementation of ADA Standards for Alterations of Existing Facilities 9
6.0 Administrative Documents 10
6.1 Past City Efforts 10
6.2 Inventory Methodology 10
6.3 City Documents 10
6.4 Alterations and Undue Burden 10
6.5 Recommendations 10
7.0 Sidewalk Transition Plan 11
7.1 Inventory Methodology 11
7.2 Sidewalk Data Collected 11
7.3 Obstruction Data Collected 11
7.4 Curb Ramp Data Collected 12
7.5 Pedestrian Signal Data Collected 12
7.6 Scoring and Ranking 12
7.7 Prioritization 14
7.8 Potential Funding Sources / Programming 16
7.9 Monitoring of the Plan 18
7.10 Recommendations 18

EXHIBITS

Exhibit 1–Notice Under the American with Disabilities Act (The City's commitment to accessibility)

Exhibit 2–ADA Grievance Form (Available procedure for any party who wishes to file a complaint)

Exhibit 3–Memorandum on the Review of Various City Departments' Documents for ADA Inclusion (Documents the findings of review of programs, policies, and procedures regarding access)

Exhibit 4–Public Involvement (Documents the community involvement that occurred during the development of the Plan)

APPENDIX A

Summarize assessment of pedestrian assets on public rights-of-way, including data collected, prioritization system, summary of findings, future data collection efforts, and aerial exhibits.

A.1 Definitions ..... Appendix A-1
A.2 Sidewalk Data Collected ..... Appendix A-3
A.3 Obstruction Data Collected ..... Appendix A-3
A.4 Curb Ramp Data Collected ..... Appendix A-3
A.5 Pedestrian Signal Data Collected ..... Appendix A-4
A.6 Activity Score ..... Appendix A-5
A.7 Accessibility Score ..... Appendix A-11
A.7.1 Sidewalk Accessibility Score ..... Appendix A-11
A.7.2 Sidewalk Obstruction Score ..... Appendix A-14
A.7.3 Curb Ramp Accessibility Score ..... Appendix A-17
A.7.4 Pedestrian Signal Accessibility Score ..... Appendix A-21
A.8 Data Collection Matrixes ..... Appendix A-24
A.9 Summary of Sidewalk and Curb Ramp Findings ..... Appendix A-37
A.10 Aerial Exhibits for Sidewalk and Segments and Curb Ramps ..... Appendix A-43
A.11 Aerial Exhibits for Pedestrian Traffic Signals ..... Appendix A-60

Executive Summary

The City of Belleville is required by the Americans with Disabilities Act (ADA) to conduct a self-evaluation of its programs, services, and activities to identify barriers to accessibility for people with disabilities. The scope of work for this document includes the self-evaluation is limited to public sidewalks on public rights-of-way along functionally classified streets. Functionally classified streets are defined by the East-West Gateway Council of Governments as being critical to the region's roadway network. A list of the streets included in the scope of work can be found in **Appendix A.6.** The Transition Plan, referred to throughout this document as "the Plan", takes the barriers identified during the self-evaluation and establishes a prioritization and plan for eliminating barriers. The Plan outlines the approach to complete the self-evaluation and guides the City's work to eliminate barriers to access by establishing schedules and priorities.

This specific Plan focuses on administrative documents prepared and maintained by the Engineering Department and pedestrian facilities within the public rights-of-way of functionally classified roadways within the City of Belleville. The City Clerk has been designated as the city's ADA Coordinator and will serve as the primary clearing house and record keeper for all issues relating to ADA accessibility.

Administrative Documents

The Americans with Disabilities Act (ADA) requires that all programs, services, and activities offered by the City of Belleville be accessible for all residents, including those with disabilities. This requires a self-evaluation process to identify barriers to access and develop solutions to eliminate them.

All programs and services offered by the Engineering Department were evaluated to determine the level of ADA compliance, specifically the documents prepared and maintained by the Engineering Department. See **Chapter 6** and **Exhibit 3** for additional information.

Sidewalks, Curb Ramps & Pedestrian Signals

Pedestrian facilities were surveyed and assessed for ADA compliance, with a focus on sidewalks, curb ramps and pedestrian traffic signals. The non-compliant features were collected and cataloged using iPads and mobile GIS. This data is part of a comprehensive GIS database the city staff will use for future planning.

Since the process for the city to complete the self-evaluation and eliminate barriers to access is a long-term effort, a City-wide prioritization map was developed. To prioritize pedestrian facilities, the city uses a scoring system. If a pedestrian facility does not meet applicable ADA standards, it is prioritized based on not only the physical condition of the facility but its proximity to areas that generate pedestrian activity. For example, a missing curb ramp represents the highest barrier to ADA compliance based on physical condition, and the highest activity areas are those around public facilities, public transit, and schools.

See **Chapter 7** and **Appendix A** for additional information regarding the development of the prioritization system.

It is anticipated that pedestrian traffic signals will be upgraded to meet ADA compliance as the accompanying vehicular traffic signals are upgraded. See **Chapter 7** and **Appendix A** for additional information.

The ADA Transition Plan for Public Sidewalks was approved by the City Council on December 2nd, 2024.

1.0 Statutory Requirements

The Americans with Disabilities Act requires that public entities, which includes the City, must provide its services, programs, and other activities in a way that they are readily accessible and usable for individuals with disabilities. There are exceptions:

- The city does not have to make all its existing facilities accessible so long as its programs are fully accessible. For example, if the city has a hearing room in a building that does not have an accessible entrance, it will not necessarily need to make structural modifications to make that building accessible if it moves hearings and other programs to an alternative accessible building.
- The City does not have to take any action that would threaten or destroy the historical significance of an historical property; and
- The City does not have to have to take any action that it can demonstrate would result in a fundamental alteration of a program or would cause the City to incur undue financial and administrative burdens. This exception is available only in extremely limited circumstances. To claim this exception, the City would have to be able to prove that the proposed action would fundamentally alter the program or cause undue financial and administrative burden, and the mayor or his or her designee would have to publish a written, fact-based statement of the reasons for reaching that conclusion.

2.0 Regulatory Requirements

The Americans with Disabilities Act requires that public entities with 50 or more employees self-evaluate their programs, services, and activities. This includes their policies, procedures, and how they are implemented). The purpose of the self-evaluation is to identify any ways in which these programs, services or activities are not readily achievable and usable by individuals with disabilities. The self-evaluation is also used in the development of the Transition Plan, (referred to in this document as "the Plan"). This Plan is limited to the city's obligation to provide accessible pedestrian routes of travel within the public right-of-way specifically on functionally classified roadways. The city is ultimately responsible for completing a self-evaluation of all of the programs, services and activities including the remaining pedestrian network on public right-of-way.

The Plan documents the City's strategy to bring the pedestrian networks on the public right-of-way of functionally classified roadways accessible for all people, including those with disabilities. The Plan includes timelines and budgets to eliminate barriers to access over time. The final schedule and budget will be established by the City Council. This Plan is intended to be a working document that will be expanded as the city completes future assessments, documents future work to be completed, and creates schedules for completing the work.

2.1 Contents of the Americans with Disabilities Act

The ADA, enacted on July 26, 1990, is a comprehensive civil rights act that prohibits discrimination based on disability. As listed below, the act is divided into five separate titles that cover specific applications: Employment, Public Services (state and local government), Public Accommodations (commercial facilities), Telecommunications and Miscellaneous Provisions. The ADA is meant to complement the guidelines presented in Section 504 of the Rehabilitation Act of 1973.

- Title I – Employment: This title is designed to remove barriers that would deny qualified individuals with disabilities access to the same employment opportunities and benefits available to others without disabilities. Employers must reasonably accommodate the disabilities of qualified applicants or employees.

- Title II - Public Services: This title prohibits public entities (which includes state and local governments, including the City) from operating programs, policies and services that discriminate of the basis of disability. "Programs" is an overly broad term. Examples of "Programs" offered by local governments include, having public sidewalks, having public restrooms in City buildings, and employing people to provide public services. While only Title II applies to state and local governments, it incorporates the Title I prohibition from employment discrimination affecting the City's employees, and aspects of the Title III provision for having sidewalks, buildings, parks, etc. be accessible. Title II also addresses public transportation which is operated by the St. Clair County Transit District and is not part of the City's government.

- Title III - Public Accommodations: This title prohibits discrimination based on disability by private entities in places of public accommodation. Examples include hotels, restaurants, golf courses, etc.

- Title IV – Telecommunications: This title requires telephone companies to have developed interstate and intrastate telephone relay services in every state.

- Title V - Miscellaneous Provisions: This title has a variety of provisions relating to the ADA, including its relationship to other laws, its impact on insurance benefits and prohibiting "reverse discrimination" lawsuits.

2.2 Definitions

Title II of the ADA requires "no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." The following are descriptions of key terms used in Title II as well as other terms that relate to the City and this plan.

"Disability"

According to Section 12102 of the ADA, the term "disability" is used with respect to an individual who:

- has a physical or mental impairment that substantially limits one or more major life activities of such individuals.
- has a record of such an impairment; or
- is regarded as having such an impairment.

The term "disability" is intentionally broad, and ADA does not specifically name all the impairments that are covered. However, the definition of disability does describe in detail the conditions that are excluded as disabilities under the ADA.

Excluded Conditions

An example of an excluded disability is a temporary impairment—an impairment with an actual or expected duration of 6 months or less. In addition, a person who is an active user of illegal drugs, an alcoholic who is not in treatment and recovery, and a person with certain sexual situations are all excluded from the definition of a qualified person with a disability.

"Major Life Activities"

Major life activities include but are not limited to caring for oneself, performing manual tasks, seeing, hearing, eating, sleeping, walking, standing, lifting, bending, speaking, breathing, learning, reading, managing emotions, concentrating, thinking, communicating, and working.
A major life activity also includes the operation of a major bodily function, including but not limited to functions of the immune system, normal cell growth, digestive, bowel, bladder, neurological, brain, respiratory, circulatory, endocrine, and reproductive functions.

"Programs"

Access to City buildings and parks as well as pedestrian facilities on public rights-of-way are considered "programs" in Title II of the ADA, so they must meet the requirements of the Americans with Disabilities Act.

"Public Entities"

Title II of the ADA addresses discrimination as it relates to public services, including "public entities." The ADA definition of a "public entity" includes any state or local government, like the City of St. Louis.

"Public Rights-of-Way"

Public rights-of-way are areas of land that the public has the right to access and pass through and that are areas operated and maintained by a public entity. For example, roadways, shoulders, sidewalks, and other areas that fall within right-of-way boundaries.

2.3 ADA Requirements of the City

Steps for Compliance

As a "public entity," the City of Belleville must perform specific items to comply with the ADA. These steps include:

- Perform a self-evaluation.
- Provide notice about the ADA requirements. (The city has completed this. See **Exhibit 1**).
- Develop a grievance procedure. (The city has completed this. See **Exhibit 2**).
- Designate an individual to oversee Title II compliance. (For example, an ADA Coordinator). (The city has completed this by designating the City Clerk).
- Develop a transition plan, including a plan for structural changes as necessary for achieving program accessibility.
- Retain all grievance reports and ADA compliance checklists for a minimum of three years.

The Plan lays out the actions that will help the city comply with the above listed steps and achieve ADA compliance. Achieving ADA compliance will require a long-term plan.

Administrative Requirements

The City is responsible for providing all-inclusive access for all properties, services, and programs offered by the City. This Plan is dedicated to the sidewalks, curb ramps, and pedestrian traffic signals on public rights-of-way along functionally classified roadways. T also includes several City-maintained websites, in addition to other services, programs, or activities offered by various City departments.

The city must have a notice to the public stating the public's rights related to city properties, services, programs, or activities offered by the city. Additionally, the city must have a process that allows the public to file a complaint on ADA accessibility. While it will take time for the city to bring all buildings and facilities into compliance, the city has an obligation to modify existing services, programs, or activities to accommodate all users.

Sidewalk, Curb Ramp & Pedestrian Signals Inventory Requirements

The City's inventory of sidewalks, curb ramps, and pedestrian signals serves to identify physical barriers in public right-of-way along functionally classified roadways and under the maintenance responsibility of the city. In addition, it will serve as a guide to help schedule repairs that have a higher priority and greater impact on the public as identified in the Plan.

The inventory must be available for inspection through the City's website and at City Hall. The information will also be available in alternative format by request. For example, it will be available on a flash drive, in large print, or Braille.

See **Appendix A** for the sidewalk and curb ramp inventory as well as a guidance for how the city can continue the self-evaluation process.

3.0 Steps to a Compliant Transition Plan

This Plan used the NCHRP Guidance and the New England ADA Center Guidance as a basis for its development. The following steps were taken to meet the requirements identified in Chapter 2:

3.1 Designating an ADA Coordinator

The city has identified the City Clerk as the ADA Title II Coordinator. The Coordinator will be the primary point of contact on all issues related to ADA program accessibility within the City. The Coordinator will also oversee the requirements outlined in the ADA for the following:

- effective communication to the public,
- the grievance procedure,
- reasonable accommodations for City employees, and
- policies and procedures for all the City's programs.

The ADA Title II Coordinator is available to answer questions from both the public and City employees about accommodating persons with disabilities and Title II of the ADA. All written requests should be sent to:

Shelly Schaefer, City Clerk
101 S. Illinois Street,
Belleville, IL 62220
Phone: 618-355-8627
Email: sschaefer@belleville.net

3.2 Providing Notice to the Public about ADA Requirements

The public participation process was designed to have meaningful conversations with organizations and individuals who represent various groups throughout the city. This included:

- A community survey to gather feedback on how the residents use the City's sidewalk network and challenges they experience.
- An open public meeting to gather feedback from any interested party.

See **Chapter 4** for documentation of the City's public outreach effort.

The city at the conclusion of this plan will be approving a notice to the public about ADA requirements. This notice will be posted at all City buildings and on the City's website, City Clerk | Belleville, IL - Official Website. A copy of the notice is included in **Exhibit 1**.

3.3 Establishing a Grievance Procedure

The ADA Title II Coordinator is responsible for ensuring that the grievance procedure is followed and that records are kept for at least three years. The grievance procedure is available for all interested parties to document a grievance or complaint related to facilities, services, and programs owned and/or operated by the City. A copy of the grievance form is provided in **Exhibit 2**, and will be posted on the City's website, City Clerk | Belleville, IL - Official Website.

3.4 Developing Internal Design Standards, Specifications and Details

The city establishes standards for sidewalk construction in Section 161.022 – General Design Criteria of the "Code of Ordinances of the City of Belleville, Illinois" and references the standard specifications and details of the Illinois Department of Transportation for additional standards and specifications.

3.5 Assigning Personnel for the Development of the Plan and Collecting Data

Oates Associates (Oates) was contracted by the city to inventory the existing facilities including curb ramps and sidewalks within city rights-of-way along functionally classified routes, identify ADA deficiencies, and develop procedures for implementing and scheduling work to provide an ADA compliant system.

The inventory for sidewalks and curb ramps was completed by Oates by walking the city's sidewalk system and recording the observed deficiencies on the sidewalks and curb ramps on a block-by-block basis. The information gathered from this initial inventory is being recorded using a mobile global positioning satellite (GPS) unit. All the information collected now and, in the future, will be stored within a Geographic Information System (GIS) database. The GIS database developed for this project will be integrated into the GIS

3.6 Approving a Schedule and Budget for the Plan

Prioritization System

By adopting this Plan, the City has developed a methodology to identify and prioritize pedestrian facilities based on the physical condition of the facility and the calculated likelihood of pedestrian foot traffic.

For pedestrian facilities, the city will consider logically grouping projects together for construction efficiency and cost savings. Additionally, projects that are eligible for federal or state funds should be pursued regardless of the prioritization rank. The prioritization system and implementation procedure will help the city identify projects that maximize improvements within the available budget. The Plan has been developed such that the City can modify the system as priorities change.

Funding Sources

The city currently provides funding for sidewalk improvements through a variety of funding sources. The city should consider creating a dedicated funding source to eliminate barriers associated with pedestrian assets on public streets. Various state, federal and private funding sources are also available to fund specific projects throughout the City (e.g., Surface Transportation Program and funding for streets and sidewalks in and around real estate developments are two examples).

3.7 Monitoring the Progress on the Implementation of the Plan

The city is responsible for monitoring the progress of the Plan. The Plan should be updated as projects are completed and changes to ADA requirements are enacted. The ADA Coordinator will be responsible for assigning staff to monitor the various components of the Plan, with the expectation that the Engineering Department will be responsible for ensuring compliance associated with improvements within the public rights-of-way.

4.0 Public Outreach

The ADA states that public entities are required to make available to all applicants, participants, residents, and other interested parties' information regarding the formation of the Plan. The primary goal of the Plan was to actively seek input from all interested parties, including those with disabilities and the groups that represent them. The ADA also requires that a copy of the Plan be made available for public review during a citizen review period.

4.1 Public Review and Comment Period

The ADA requires, as part of the development of the Plan, public input throughout the process. Since the Plan is a multi-year process that is designed to be flexible, it is critical that public involvement and comment continue to be sought through the entire length of the plan. The Plan will be open for public comment on October 22nd, 2024, and will be open for 30 days. A copy of the public comment form is included in **Exhibit 4**. While the public comment period will close after 30 days, any resident or visitor who has a desire to comment or provide feedback on pedestrian accessibility throughout the city can contact the Engineering Department at any point.

4.2 Public Meeting

A community meeting was held on July 12th, 2024, in conjunction with Tour de Belleville. The meeting and outreach event allowed interested parties to provide feedback on the proposed

prioritization, view the progress of the plan, and alert team members to challenges they face on the City's pedestrian network.

The Plan was presented at Belleville's Streets and Grade Committee on September 16th, 2024, to update the committee on the progress of the Plan and gather feedback in anticipation for the upcoming public comment period.

4.3 Community Survey

A community survey was developed to alert residents, business owners, and interested parties to provide input on challenges and opportunities on the City's pedestrian network. The community survey was open for a period of 60 days and advertised at community events and social media. The survey was completed by over 300 people and the feedback from the survey was used in developing the prioritization system as described in Section 7.6. A copy of the survey, handouts, and survey results can be found in **Exhibit 4.**

5.0 ADA Design Standards

5.1 Incorporation into City of Belleville Standards

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

The following statutes, codes, guidelines, and standards were used in the development of this Plan. As other new statutes, codes or standards become applicable after the adoption of the Plan, the city will consider them for inclusion into this Plan so long as they do not reduce accessibility to the City's programs, services, and activities. The order of standards provided in this document does not establish a hierarchy of accessibility guidelines. In situations where guidance differs across standards, the standard that provides the most accessibility will be used.

- The City's design standards for construction of pedestrian facilities within the public right-of-way are outlined within the "Code of Ordinances of the City of Belleville, Illinois". These represent the city's minimum standards for arrangement, character, extent, width, grade and location within the city. **These standards represent the minimum design standards for all construction operations of City right-of-way within the city.**

- In 2013, the Access Board published the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way ("PROWAG"). These guidelines are currently published for review and comment and will replace the current 2010 ADA Standards for facilities within the public right-of-way upon final approval. While the guidelines have not been approved by the U.S. Department of Justice, they are currently identified as the best practice for pedestrian accommodations in public right-of-way. **PROWAG represents the most current guidelines regarding pedestrian facilities on public right-of-way. The City has established PROWAG as the federal accessibility criteria for pedestrian facilities located within public right-of- way.**

- The highway standards for projects involving the Illinois Department of Transportation (IDOT) are Revision #227 beginning with the January 2024 bid opening. **The standard details are routinely updated by IDOT represent the most current state standards and serve as the design criteria on**

federally funded projects within public right-of-way. The applicable standards will be the most current standards at the time of construction.

- In 2018, the Illinois Accessibility Code ("IAC") was developed by the Capital Development Board which implements the Environmental Barriers Act. The IAC is intended to establish minimum scoping and technical design requirements to ensure that the built environment in the State of Illinois is designed, constructed, and altered to be accessible to and usable by all, including individuals with disabilities. **The IAC represents the scoping and design requirements for all projects within the State of Illinois.**

The ADA documents described in this section apply to all construction undertaken within the city, both private and public, and including construction undertaken as part of the Plan.

5.1.1 Pedestrian Facilities

Both public and private improvements constructed on public right-of-way shall be constructed according to applicable local standards and the PROWAG, except for improvements located within IDOT right-of-way and projects involving federal funding. Those improvements shall also meet applicable state design standards. As previously established within this plan, any instance where ADA standards cannot be achieved shall be documented.

5.2 Implementation of ADA Standards for Alterations of Existing Facilities

The ADA and underlying regulations provide that when existing elements located on City property/right of way are to be altered, each altered element shall comply with all applicable ADA standards including PROWAG and other standards listed in Section 6.1 except:

- Exception: In alterations, where compliance with applicable provisions is technically infeasible, the alterations shall comply with the standards to the maximum extent possible without placing an undue burden on the City.
- Exception: When a new sidewalk is tying into an existing element that does not meet ADA standards at a project terminus, all sidewalk panels except the sidewalk panel directly adjacent to the existing elements shall comply with all applicable ADA standards. The sidewalk panel from existing to new shall not result in reduced accessibility.
- Prohibited Reduction in Access: An alteration that decreases accessibility and which does not meet the requirements for new construction will be prohibited.

5.2.1 Approval Procedures for Exceptions and Technically Infeasible Conditions

The city requires a written request to the Commissioner on the Disabled for making building code exceptions and technical feasibility determinations. The Building Commissioner and the Commissioner on the Disabled shall confer on granting any exception (see St. Louis Ordinance 70794, section 1103.3 and 1103.4).

The City is establishing a written procedure for responding to requests for exceptions and technical feasibility determinations regarding all construction by the City and by private parties doing construction in the public right-of-way.

5.2.2 Dimension and Grades Tolerances

All dimensions and numerical requirements contained in these standards and any applicable local, state, and federal codes or statutes are absolute. No dimensional or slope tolerances beyond the stated maximum or minimum are allowed. The person responsible for construction operations will be responsible for ensuring that all equipment is calibrated properly. For contracted work, the City reserves the right to have any construction that is not built to the standards as listed reconstructed at no cost to the City.

6.0 Administrative Documents

6.1 Past City Efforts

The city has actively pursued accessibility for all residents since before the adoption of the Americans with Disabilities Act in 1990. The city does not discriminate against individuals with disabilities. As such, this Office aids people who have all types of disabilities, including but not limited to, hearing, seeing, mobility, development, and psychiatric.

While the self-evaluation has and will continue to identify barriers to access throughout the city, it is important to note the City's past efforts to increase accessibility and that this Plan documents the City's long-term commitment to eliminating barriers to access.

6.2 Inventory Methodology

All programs and services that are provided by the Engineering Department were evaluated to determine the current level of ADA compliance. These documents were reviewed for any reference to ADA standards, reasonable accommodations that are available upon request, and when necessary identifying locations where current ADA standards are not referenced.

6.3 City Documents

City documents associated with permits, services, and construction operations on city rights-of-way were evaluated to determine if any modifications were necessary to provide a higher level of ADA compliance to employees, citizens, or visitors to Belleville. Additional city documents were evaluated to determine if the current design standards and specification for new construction require Developers to construct all proposed improvements to current ADA standards. See **Exhibit 3** for proposed changes to city documents.

6.4 Alterations and Undue Burden

Alterations that do not cause an undue burden to programs and services should occur as soon as feasible. An example of alterations that do not cause an undue burden is relocating a program to an accessible meeting room. If alterations are deemed necessary, the city is not required to undertake action if it would alter the program, create a hazardous situation, or represent a proven and documented undue burden to the city.

6.5 Recommendations

Exhibit 3 provides recommendations and potential modifications to City documents to increase accessibility throughout the entirety of the city. The city works to prepare staff to fully accommodate individuals with disabilities and provide the services needed. The city will also provide all employees with reminders about the ADA requirements and any information on changes to ADA law.

7.0 Sidewalk Transition Plan

7.1 Inventory Methodology

The ADA requires public entities to perform a self-inventory of their pedestrian facilities. The city has created the framework for a comprehensive GIS database to be used by the City staff for future planning. At the completion of the Plan, all pedestrian facilities on public right-of-way maintained by the city will need to be inventoried. At the completion of this report, assessments have been completed for all pedestrian facilities on public right-of-way along routes that are functionally classified.

Collection procedures have been developed for City staff, interns, or consultants to continue the self-evaluation of sidewalk segments, obstructions, curb ramps, pedestrian signals, and vertical displacements—height differences between two adjacent sidewalk slabs—throughout the city as time and budget allows. The inventory involves assessors walking every block of pedestrian accommodations within City right-of-way and obtaining data through visual inspections and measurements and collecting data with mobile GIS. The unit includes customized forms to catalog results related to sidewalks, obstructions, vertical displacements, curb ramps and pedestrian signals.

All data collected will be analyzed using the scoring system developed as part of this Plan (see **Section 7.7**). To assist the City in prioritizing future projects, the scoring system is a two-part scoring system that considers both the physical condition of the pedestrian asset and the likelihood of heavy pedestrian foot traffic. As the elimination of barriers is a long-term effort, the scoring system was developed to be flexible to both reflect current City's goals and account for new developments, government buildings, and expansion of public transportation.

7.2 Sidewalk Data Collected

The sidewalk inventory is conducted in segments based on City blocks. A sidewalk segment is considered a continuous length of sidewalk between two points: either at intersecting roadways or at approximately 400' intervals. See **Appendix A.2** for the sidewalk data collected. Data was collected at 100' intervals and averaged through the sidewalk segment to provide a respective sample of the condition of the sidewalk segment. Block-long sidewalk segments or 400' intervals where side streets were not present were selected based on one of the projects goals of assessing and prioritizing based on providing connections instead of replacing individual slabs.

7.3 Obstruction Data Collected

An obstruction is any permanent or temporary obstacle or condition that affects the ability of a pedestrian to travel along a pedestrian access route. Obstructions were recorded where encountered along the respective sidewalk section. There could be several obstructions taken within a sidewalk segment (for example, multiple driveways within a given sidewalk segment) and select obstructions (for example, broken sidewalks) are grouped together within the respective sidewalk segment to reflect the overall condition of the sidewalk segment. See **Appendix A.3** for the obstruction data collected. To assist in data collection and increase usability of the report obstructions were collected as three unique assets during field assessment: obstruction, driveways, and vertical displacements. These three assets were summed together to represent the totality of obstruction encountered during the field assessments.

7.4 Curb Ramp Data Collected

Because there are comprehensive ADA requirements specifically for curb ramps detailed measurements were taken at each curb ramp. **See Appendix A.4** for the curb ramp data collected.

7.5 Pedestrian Signal Data Collected

Because there are comprehensive ADA requirements specifically for pedestrian traffic signals, detailed measurements will be taken at each pedestrian traffic signal. Multiple signalized intersections throughout the City do not have signals that are activated by pedestrians. These pedestrian signals were still cataloged and assessed, as there are specific ADA requirements for this style of pedestrian signal. See **Appendix A.5** for the pedestrian signal data collected.

7.6 Scoring and Ranking

A prioritization system was developed to compare pedestrian assets based on both the physical condition (Accessibility Score) and proximity to pedestrian traffic generators and socio-economic data (Activity Factor). Location is a factor based on guidance provided by the "Title II Technical Assistance Manual[4]," which points to the fact that a public entity's programs related to sidewalk and curb ramps may be prioritized with respect to the location of a sidewalk or curb ramp.

7.6.1 Accessibility Score

To evaluate the physical condition of a given pedestrian asset, a scoring system was developed to assist City staff in prioritizing the severity of sidewalk segments, curb ramps, and pedestrian traffic signals. The severity of the deficiency—the Accessibility Score—is included in the prioritization based on guidance provided by the Title II Technical Assistance Manual[4]. However, the Title II Technical Assistance Manual does not provide any more clarity on how to prioritize self-evaluation. City staff developed the accessibility scoring system described below. The scoring system was further refined based on results from the community engagement process (**See Exhibit 4**).

The community survey includes two questions to gather information on the impact of various barriers to access in using the City's pedestrian network:

1. The first question included photographs and descriptions of six unique barriers to access along City sidewalks and asked respondents to rank the barriers based on the impact to pedestrian travel.
2. The second question included photographs and descriptions of six unique barriers at curb ramps and asked respondents to rank the barriers based on the impact to pedestrian travel.

The intent of the scoring system is to be flexible and updated as City priorities change. Each element of the pedestrian assets that impacts ADA compliance was assigned a score. To prioritize pedestrian assets that have the greatest impact on accessibility, the scoring system includes not only ADA compliance but also the severity of the obstruction on overall accessibility. For example, a sidewalk segment with a cross slope of 6% is a significantly greater challenge that a cross slope of 2.5%, even though the 2.5% cross slope is not technically ADA compliant.

Scoring systems and their equations are as follows:

Sidewalk Segment Accessibility Score

Sidewalk Segment Score (Between 1 and 60)
Sidewalk Segment Score = (Sidewalk Accessibility *Score + Sidewalk Obstruction* Accessibility *Score)*

The physical condition of the sidewalk segments is a combination of two different scores, sidewalk accessibility score (max score of 30) and sidewalk obstruction score (max score of 30).

Sidewalk Accessibility Score

The sidewalk segment accessibility score is the overall condition of the sidewalk segment. Several material types of sidewalk surface can be compliant but have proven through research and experience to be challenging to maintain overtime. These material types include pervious pavement, brick, and wood. These pedestrian paths often have vertical displacements, rough material, and other accessibility concerns, regardless of the quality of construction. The highest priority are gaps in the sidewalk system where no hardscape is present. These sidewalk segments are scored as a 1, regardless of the other physical assets of the sidewalk segment. Where sidewalks are not present for the entirety of a block or longer, these sections are not considered gaps in the pedestrian network. There is no obligation to provide pedestrian access but where sidewalks are present, they have to provide access for all users.

Beyond the surface material, the following criteria were used to develop the sidewalk accessibility score: sidewalk width, cross slope (as measured across the sidewalk), and running slope (as measured along the sidewalk). A unique value was assigned based on the level of priority of each factor. The scoring system was developed to provide a wide range of scores to assist the City in identifying future projects. An example of this is the running slope for sidewalk segments. While sidewalk segments with running slopes that exceed 5% and do not follow the roadway grade do not meet ADA standards, less than 1% of City sidewalks have this barrier to access. Therefore, this deficiency represents a low percentage of the overall sidewalk accessibility score to provide variance in the scoring. A sidewalk accessibility score of 30 represents a sidewalk segment that has no deficiencies, while a score of 1 represents a sidewalk segment that has the highest deficiency for each component of the sidewalk segment.

Sidewalk Obstruction Accessibility Score

The sidewalk obstruction score represents the severity of point obstructions located along a sidewalk segment. Obstructions are point obstacles like utility poles or driveway cross slopes that impact the functionality of sidewalk segments. A sidewalk obstruction score of 40 represents a sidewalk segment that has no obstructions, while a score of 0 represents a sidewalk segment with many severe obstructions. Each obstruction has a point value, which is then applied to the sidewalk segment that the point obstruction exists within.

The vertical displacement accessibility score corresponds to the numbers assigned to distinct types of vertical displacements (for example, displacements caused by trees, broken sidewalks, utility poles or sidewalk joints). Higher accessibility values were assigned to larger displacements. For example, a displacement more than 1" has higher values than a ¼" displacement. This score will consider both obstruction and vertical displacement data associated with each sidewalk segment.

Obstructions located within a curb ramp are included in the Curb Ramp Accessibility Score.

Curb Ramp Accessibility Score

Curb Ramps (Between 1 AND 60)
Curb Ramp Score = Curb Ramp Accessibility *Score*

The accessibility score for curb ramps was established by assigning a value for each component of a curb ramp that can affect overall compliance. The value of each component was established based on community feedback and communication with city staff. An example of the assigned value is that a 3' wide curb ramp has a higher priority than a curb ramp that lacks detectable warning panels. The total value for each component of curb ramp compliance is summed together to get the curb ramp accessibility score.

See **Appendix A** for a detailed description of the scoring of sidewalks and curb ramps within the city.

7.6.2 Activity Factor

The proximity to traffic generators was evaluated as the second part of the two-part scoring system. The Activity Factor assigns a priority to each sidewalk segment or curb ramp based on the likelihood of having a high amount of pedestrian traffic. The activity factor considers these pedestrian traffic generators and predicts the likelihood of pedestrian usage based on eight different categories. For this plan, elementary and middle schools, walking trails, government buildings, metro bus stops and arterial and collector routes are considered the highest priority locations. The Activity Factor sums the activity scores and divides by the maximum number of available activity scores. That number is then added to 1 to get the Activity Factor (See Equation below). An Activity Factor with a lower number represents a greater potential for pedestrian traffic.

Activity Factor (Between 0 AND 70)
Activity Factor = 1 + (Sum of Activity Points / Maximum Number of Activity Points)

See **Appendix A** for a detailed description of the scoring of traffic generators within the city.

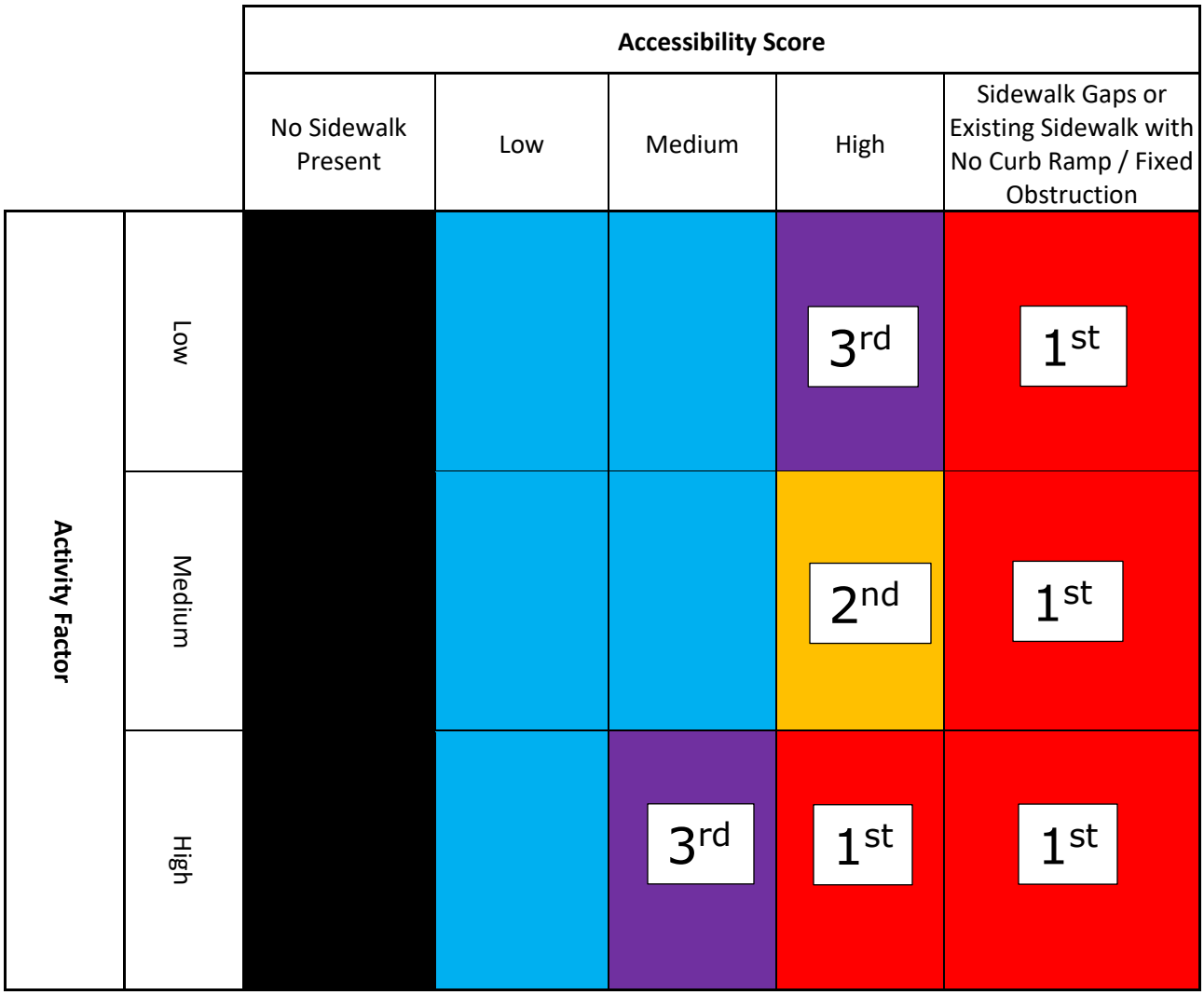
7.7 Prioritization

Due to the scale associated with bringing all existing pedestrian facilities within the city into compliance and the ever-changing nature of the physical condition of sidewalk and curb ramps, the city has developed a matrix using the Accessibility Score and Activity Factor to prioritize improvements. This Plan has identified six (6) potential projects to increase accessibility throughout the city. These projects focus on those pedestrian assets that have high priority deficiencies located in areas with high levels of pedestrian traffic. **See Appendix A.9, Summary of Sidewalk and Curb Ramp Findings,** for additional information on these standalone projects. The city will initially focus on high priority deficiencies located in areas with high levels of pedestrian traffic, 1st Tier Improvements, as shown in red. 2nd to 4th Tier Improvements follow in priority. The remaining work - as shown in green - will be addressed in the out years of this Plan or in conjunction with other improvements.

While this Plan does include a prioritization for pedestrian facility improvements throughout the city, projects will be logically grouped together for construction efficiency and cost savings. Additionally, should projects be identified that are eligible for either federal, state or developer funds these projects should be pursued regardless of the prioritization rank of these given segments or curb ramps.

After the scores were calculated, each location was categorized into a grouping of sidewalks with similar physical deficiency levels. The five groups are (1) no curb ramp/sidewalk gaps, (2) high impedance, (3) medium impedance, (4) low impedance, and (5) no sidewalk present. No sidewalk present represents corridors where sidewalk is not present in its entirety and there is no obligation under the ADA to add sidewalk. Sidewalk gaps are the highest priority and represent corridors where pedestrian facilities are generally provided but there are segments within the larger pedestrian network where sidewalk is not provided. In these locations there is an obligation under the ADA to add sidewalk as a pedestrian can reasonably expect to continue along the corridor.

After the activity factors were calculated, each location was categorized into three groups with similar pedestrian activity levels. The three groups are (1) high activity, (2) medium activity, and (3) low activity. A high priority activity factor represents a segment that is within proximity to a multitude of pedestrian traffic generators and heavy amounts of pedestrian traffic can be reasonably expected. While a low priority activity factor represents a segment that is near few if any pedestrian traffic generators and heavy amounts of pedestrian traffic is unlikely. In these low priority areas, there will be pedestrians who require accessible sidewalks to safely travel, and these priorities will be handled on a case-by-case basis through the grievance procedure process.



Priority Legend	
	1st Tier Improvements – Initial Focus
	2nd Tier Improvements
	3rd Tier Improvements
	Long Term Priorities – Out Years
	No Sidewalk Present

Figure 1: Color coded scoring legend

7.8 Potential Funding Sources / Programming

City of Belleville Budget

The city currently provides funding for sidewalk improvements through its Department of Public Works and Engineering Department budget. Additionally, sidewalk improvements should be incorporated into other transportation improvement projects throughout the city. The final budget for sidewalk and curb ramp improvements within a given year will be determined by the Council during the development of the annual budget.

Local / Federal / State Programs

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

This is not an all-encompassing list of the available state and federal programs. Funding sources should be monitored and sought as situations arise to complete the goals and objectives of the city and the Plan.

(a) Surface Transportation Plan (STP): The STP program provides flexible funding for local agencies to improve public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. STP funding can be pursued for improvements on eligible roadways within the city. Eligible roadways are those functionally classified by the East West Gateway Council of Governments. A map showing the functionally classified roadways within the city can be found at https://www.ewgateway.org/transportation-planning/roadway-functional-classification/. "Transportation enhancements" including historic preservation, alternative non-motorized transportation, and landscaping are also funded using STP funds. STP funds can be used for wide variety improvements including road improvements with accompanying pedestrian accommodations as well as new construction and reconstruction of sidewalk and curb ramps. The East West Gateway Council of Governments currently administers STP funds for the St. Louis Metropolitan area.

(b) Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides funds to help mitigate congestion and improve air quality. CMAQ projects commonly include intersection improvements and reconstruction. CMAQ funding can be pursued for improvements on eligible roadways within the city. Eligible roadways are those functionally classified by the East West Gateway Council of Governments. A map showing the functionally classified roadways within the city can be found at https://www.ewgateway.org/transportation-planning/roadway-functional-classification/. Pedestrian accommodations including accessible pedestrian signals can be included with CMAQ projects to improve pedestrian safety at the intersection. The East West Gateway Council of Governments currently administers CMAQ funds for the St. Louis Metropolitan area.

(c) Transportation Alternatives Program (TAP): The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill combined multiple funding sources that fund pedestrian projects including Safe Routes to Schools (SRTS) and Recreational Trails Program (RTP). Money is still allocated for projects that were previously under these funding sources through the Transportation Alternative Program (TAP). The East West Gateway Council of Governments currently administers TAP funds for the St. Louis Metropolitan area.

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

Private Developers

Private development can have a direct impact on the adjacent public right-of-way. City ordinances currently require sidewalk construction along public right-of-way with the issuance of building permits. The City Ordinances can be updated as detailed in Exhibit 3 to provide

further clarification for the construction of pedestrian facilities on public rights-of-way. On larger projects that may include the construction of new intersections with traffic signals, the developer could be required to include pedestrian accommodations including but not limited to curb ramps, marked crosswalks, pedestrian signals, and accessible pedestrian devices.

7.9 Monitoring of the Plan

Most construction projects include pedestrian accommodations in some form or another. All curb ramps and sidewalks constructed on city-owned right-of-way or future right-of-way should be inspected by the city prior to acceptance. New sidewalk should be logged into the GIS system either by city staff during an on-site assessment or based on information provided by the Contractor or Developer. All data collected should be in the same format as the existing inventory to maintain consistent data and the integrating of the scoring system. If the construction replaces an existing sidewalk or curb ramp, the new data should be stored over the existing data to provide an up-to-date look at the status of the Plan. If the project includes an expansion to the existing pedestrian network, the data should be added to the existing GIS system.

7.10 Recommendations

The following recommendations are proposed to increase ADA accessibility within the city and ensure future construction of public right-of-way is constructed to meet ADA standards:

(a) Continue to pursue available external funds for applicable projects
(b) Incorporate pedestrian improvements with applicable city projects
(c) Enact changes to the city standards and ordinances as detailed in **Exhibit 3**.
(d) Inspect all sidewalks and curb ramps prior to the city taking over maintenance responsibilities.
(e) Keep the Plan current by inventorying new ramps and sidewalk segments.
(f) Keep assigned city staff educated on current ADA requirements.

Exhibit 1
Notice Under the Americans with Disabilities Act

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

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

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

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

Anyone who requires auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Belleville, should contact Jennifer Meyer, City Clerk, (618) 355-8627, jmeyer@belleville.net as soon as possible but no later than 2 business days before the scheduled event.

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

Complaints that a program, service, or activity of the City of Belleville is not accessible to persons with disabilities should be directed to Jennifer Gain Meyer, City Clerk, (618) 355-8627, jmeyer@belleville.net.

The City of Belleville 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 or reasonable modifications of policies, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Exhibit 2
ADA Grievance Form

City of Belleville
Grievance Procedures Under
The Americans with Disabilities Act

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

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

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

Jennifer Gain Meyer, City Clerk
101 S. Illinois Street,
Belleville, IL 62220
Phone: 618-355-8627
Email: jmeyer@belleville.net

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

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

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

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

City of Belleville
ADA Grievance Form

Name: _____ Date of Occurrence: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Email: _____

Please provide a <u>complete</u> description of your grievance:

_____

_____

_____

Please specify the location of your grievance:

_____

_____

_____

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

_____

_____

_____

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

Signature: _____ Date: _____

Please return to: Jennifer Meyer, City Clerk; 101 S. Illinois Street, Belleville, IL 62220
Phone: 618-355-8627
Email: jmeyer@belleville.net

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

Contact: Jennifer Gain Meyer, City Clerk; 101 S. Illinois Street, Belleville, IL 62220
Phone: 618-355-8627
Email: jmeyer@belleville.net

Exhibit 3
Memorandum on Review of City Documents for ADA Inclusion

OATES ASSOCIATES

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

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

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

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

MEMORANDUM

Date: 9/9/2024 **Project #:** 222044
Time: 10:00 AM

To: Scott Saeger, City Engineer, City of Belleville
From: Travis Helmkamp
Subject: Review of City Documents for ADA inclusion

Mr. Saeger,

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

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

1.) Excavation Permit
2.) Sidewalk Replacement Program
3.) Notice Under the Americans with Disabilities Act
4.) Grievance Procedures Under the Americans with Disabilities Act
5.) Belleville, Illinois – Code of Ordinances

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

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

- "Anyone requiring accommodations provided for in the Americans with Disabilities Act (ADA) to attend this public meeting, please contact Jennifer Gain Meyer, ADA Coordinator - (618) 233-6518 x1227, a minimum of 48 hours prior to the meeting."

MEMORANDUM

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

Excavation Permit

Modify Section (2) of the permit conditions to clearly define ADA requirements within the public right-of-way "All construction and safety practices shall be in compliance with the current edition of the Illinois Department of Transportation "The Standard Specifications for Road & Bridge Construct". ADA requirements shall be per the most recent version of the Public Right-of-Way Accessibility Guidelines (PROWAG) as prepared by the U.S. Access board."

Sidewalk Replacement Program

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

Notice Under the Americans with Disabilities Act

A Notice Under the Americans with Disabilities Act has been developed. Once adopted by the Council, the Notice should be posted at all public buildings and the City's website.

Grievance Procedure Under the Americans with Disabilities Act

A draft Grievance Procedure Under the Americans with Disabilities Act has been developed. Once adopted by the Council, the grievance procedure should be available on the City's website and available upon request.

Belleville, Illinois – Code of Ordinances

The following revisions are suggested to the Code of Ordinances:

Antiquated Terminology – Throughout the Code of Ordinances, references are made to "handicapped" individuals, "physically disabled" individuals, or a variation of these phrases. We suggest rewording this to the preferred terminology of "person with a disability". Locations in the document where this terminology is found are listed:

- Section 77.05 (B.6), (C.2)
- Section 162.504 (B.13), (B.20)
- Section 32.058 (A), (B.1), (B.2.b), (B.2.f), (B.2.g)
- Section 32.059
- Section 32.067 (B)

Definitions – The definition for "Disability" provided in the Code of Ordinances – Section 162.006 should align with the federal definition defined by the Americans with Disabilities Act. Potential language includes "DISABILITY. As defined in Section 12102 (Definition of Disability) of the Americans with Disabilities Act of 1990, As Amended".

MEMORANDUM

In addition, definitions in Section 162.006 that include antiquated terminology are listed:
- Handicap
- Community Residence
- Large Community Residence
- Small Community Residence

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

- *Section 70 - General Provisions* - Traffic Control Devices and Pedestrian Control Devices – Inclusion of design specifications for traffic control devices.
- *Section 71 (Pedestrians)* – This section is covered by 625 ILCS 60/15. Consider removal of this section for clarity with applicable state laws.
- *Section 74.18 (Persons with Disabilities Parking)* – May include "The space shall be indicated by an upright sign whether on a pole or attached to a building upon which shall be inscribed the international symbol of accessibility (ADAAG 703.7.2.1) to indicate that the space is reserved for the exclusive use of vehicles which display a distinguishing license plate or card."
- *Sections 74 and 76 (Parking)* – Add a statement at the beginning of both sections stating "On-street parking on public right-of-way shall be designed and constructed in accordance with Section R310 of the Public Right-of-Way Accessibility Guidelines (PROWAG). All other parking shall be designed and constructed in accordance with Section 402 of the 2010 ADA Standards for Accessible Design."

Construction and Design – Sections in the Code of Ordinances – Title XV: Land Usage were reviewed for design specifications and code. We suggest the following revisions to Title XV:

- *Title XV: Land Usage* - Include minimum requirements for all constructed driveways, curb ramps, sidewalks, and pedestrian traffic signals, found in the 2010 Americans with Disabilities Act Accessibility Guidelines (ADAAG), Public Right-of-Way Accessibility Guidelines (PROWAG), and the Illinois Accessibility Code. These documents will be collectively referred to as "ADA requirements" below.
    - *Section 161.022 (General Design Criteria)* contains pertinent information related to sidewalk construction on public street. The following potential modifications to the section were identified to improve accessibility:
        - Section 161.022 *(C)* (2) - Add a construction requirement for a 4" minimum aggregate base under sidewalk on collector and arterial routes.
        - Section 161.022 *(D)* – Add a requirement that all sidewalk, curb ramps, pedestrian traffic signals, and bus stops will be assessed to ensure compliance with applicable ADA requirements prior to the certificate of compliance being issued.
    - *Section 155.008* – Add a statement that no street graphic shall become a protruding object as defined in Section R402 of the Public Right-of-Way Accessibility Guidelines (PROWAG).
    - *Section 158.140 (Street Lights: Location, Spacing and Lumens)* – Add a statement that street lights shall not limit the clear width of any public sidewalk to less than 4 feet in width.

MEMORANDUM

- *Section 158.145 (Fire Hydrants: Appeals)* – Add a statement that fire hydrants shall not limit the clear width of any public sidewalk to less than 4 feet in width.
- *Section 162.006 (Definitions)* – Add a statement defining accessibility and the applicable code that will be used to determine if the minimum standards for accessibility are met. The applicable codes are the 2010 ADA Standards for Accessible Design and the Illinois Accessibility Code, most current version.
- *Section 162.504 (C) (20)* – Add 2010 ADA Standards for Accessible Design to conformance along with ANSI Standard A 117.1. In situations where the ANSI and 2010 ADA Standards for Accessible Design vary the most stringent standards will govern.

Exhibit 4
Public Involvement

Belleville

Bicycle & Pedestrian Master Plan

Community Survey on Walking, Bicycling & Accessibility

You're invited...

We'd like to invite all Belleville residents and visitors to participate in the Community Survey on Walking, Bicycling & Accessibility. This is an important first step to engage the community in the new Belleville Bicycle & Pedestrian Master Plan, launched in an effort to improve options for getting around town by walking and biking. Your participation in the survey will help us gather the initial feedback needed to ensure a successful plan!

Three ways to take the survey

Scan the QR Code

Web Browser

www.surveymonkey.com/r/BellevilleBikeWalkSurvey

Paper Copy

Pick Up At

City Hall Main Lobby
Sewer Dept. Payment Window
101 South Illinois Street

Project Partners:

Belleville

OATES ASSOCIATES

HEARTLANDS CONSERVANCY

Community Survey on

Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Scan the QR Code

Web Browser

www.surveymonkey.com/r/
BellevilleBikeWalkSurvey

Paper Copy

Pick Up At City Hall
Main Lobby Payment Window

In just 10 minutes, you can help make it easier for everyone to get around Belleville.

Community Survey on

Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Scan the QR Code

Web Browser

www.surveymonkey.com/r/
BellevilleBikeWalkSurvey

Paper Copy

Pick Up At City Hall
Main Lobby Payment Window

In just 10 minutes, you can help make it easier for everyone to get around Belleville.

Community Survey on

Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Scan the QR Code

Web Browser

www.surveymonkey.com/r/
BellevilleBikeWalkSurvey

Paper Copy

Pick Up At City Hall
Main Lobby Payment Window

In just 10 minutes, you can help make it easier for everyone to get around Belleville.

Community Survey on

Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Scan the QR Code

Web Browser

www.surveymonkey.com/r/
BellevilleBikeWalkSurvey

Paper Copy

Pick Up At City Hall
Main Lobby Payment Window

In just 10 minutes, you can help make it easier for everyone to get around Belleville.

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on

Walking, Bicycling & Accessibility

Stay off my naughty list! Scan the QR Code to take the survey.



Help make it easier for everyone to get around Belleville...including Santa!

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on

Walking, Bicycling & Accessibility

Stay off my naughty list! Scan the QR Code to take the survey.



Help make it easier for everyone to get around Belleville...including Santa!

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on

Walking, Bicycling & Accessibility

Stay off my naughty list! Scan the QR Code to take the survey.



Help make it easier for everyone to get around Belleville...including Santa!

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on

Walking, Bicycling & Accessibility

Stay off my naughty list! Scan the QR Code to take the survey.



Help make it easier for everyone to get around Belleville...including Santa!

Please return completed surveys to one of the following locations:

City Hall 2nd Floor Marketing Office
101 South Illinois Street

Parks & Recreation Department Office
510 West Main Street

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on Walking, Bicycling & Accessibility

Walking & Bicycling Questions

1. What are the main reasons you walk or ride a bicycle outdoors? Please select all that apply.

- [ ] For fun/recreation
- [ ] To get exercise
- [ ] To save money on transportation
- [ ] To improve the environment
- [ ] I do not have a car or do not have a drivers license
- [ ] I rarely walk outside or do not own a bicycle

2. What types of destinations around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

- [ ] Business districts/corridors or shopping centers
- [ ] Medical or health care
- [ ] Work
- [ ] School
- [ ] Other (please enter)
- [ ] Public transit, including MetroLink
- [ ] City parks
- [ ] Walking/biking trails
- [ ] None or Not Applicable

3. What business districts and/or shopping centers around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

- [ ] Downtown Belleville
- [ ] Southwest Belleville (Belleville Crossing and vicinity)
- [ ] North Belt West or West Main Street corridors
- [ ] North Belt East, East Main Street or Carlyle Ave/I-161 corridors
- [ ] Other business or shopping destination(s)
- [ ] None or Not Applicable

Please enter the names of other business districts or shopping centers that you walk/bike to.

4. What parks around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

- [ ] Bellevue Park
- [ ] Bicentennial Park
- [ ] Cambridge Park
- [ ] Citizens Park
- [ ] Dawn Heights Mini-Park
- [ ] East End Park
- [ ] Ever & Anon Park
- [ ] Hough Park
- [ ] Jaycee Park
- [ ] Joseph W. Gass Park
- [ ] Laderman Park
- [ ] North End Park
- [ ] Optimist Park
- [ ] Pleasant Hill Park
- [ ] Skateboard Park
- [ ] Southside Park
- [ ] West End Square Park
- [ ] Other park destination(s)
- [ ] None or not applicable

Please enter the names of other park destinations that you walk/bike to.

5. What walking/biking trails have you or would you like to walk or ride a bike to? Please check all that apply.

- [ ] East Belleville Bikeway
- [ ] Richland Creek Bike Trail
- [ ] Signal Hill Bike Trail
- [ ] West Belleville Bikeway
- [ ] SCCTD MetroBikeLink Trail
- [ ] SCCTD Old Collinsville Road Trail
- [ ] SCCTD Orchard Trail
- [ ] Other walking/biking trails
- [ ] None or not applicable

Please enter the name of other walking/biking trails that you walk/bike to.

6. What other destinations have you or would you like to walk or ride a bike to? Please check all that apply.

- [ ] Memorial Hospital Belleville Campus
- [ ] Nichols Community Center
- [ ] Belle-Clair Fairgrounds & Expo Center
- [ ] Southwestern Illinois College (SWIC)
- [ ] Scott Air Force Base
- [ ] Other communities (East St. Louis, Swansea, Shiloh, Fairview Heights, Smithton, etc.)
- [ ] Other walking/biking destination(s)
- [ ] None or not applicable

Please enter the name of other destinations that you walk/bike to.

7. What factors discourage you from walking or biking? Please check all that apply.

- [ ] Not interested in walking or biking
- [ ] Lack of sidewalks or bicycle facilities
- [ ] Automobile traffic and speed, lack of crosswalks
- [ ] Destinations are too far away
- [ ] Other (please specify)
- [ ] Physical ability
- [ ] Crime
- [ ] Hills

8. What 3 streets or trails in Belleville do you most frequently walk or ride a bicycle along/on? Leave blank if not applicable.

Street/Trail #1.

Street/Trail #2.

Street/Trail #3.

9. What streets or intersections in Belleville are most in need of pedestrian and/or bicycle improvements? Please enter **up to 3 locations** in the boxes below. For intersections, please enter the names of the intersecting streets separated by the word "and," such as Church and Main.

Street/Intersection #1.

Street/Intersection #2.

Street/Intersection #3.

10. What skill level do you consider yourself as a **bicyclist**?

- ○ Strong and Fearless: I am a very confident bicyclist who is comfortable operating in the roadway as a vehicle.
- ○ Enthused and Confident: I am comfortable riding on some roadways, but prefer bicycle facilities that are separate from vehicle traffic.
- ○ Interested, but Concerned: I would like to ride more, but have safety concerns.
- ○ No Way, No How: I have no interest in riding a bike for transportation.

11. How do you rate the current conditions for **bicycling** in Belleville?

- ○ Excellent
- ○ Good
- ○ Fair
- ○ Poor
- ○ No opinion/I don't know

Comments:



Community Survey on Walking, Bicycling & Accessibility

Accessibility Questions

12. Do you, any person living in your home, or are you a caregiver for anyone having any of the following disabilities that affect traveling on sidewalks? (Select all that apply.)

- [ ] Blind or low vision
- [ ] Difficulty walking
- [ ] Deaf or hard of hearing
- [ ] Post-traumatic stress disorder
- [ ] Development disorder
- [ ] Managing emotions
- [ ] Brain injury or other neurological disorder
- [ ] None
- [ ] Other (please specify)

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

14. If you have a disability or travel with someone who has a disability, what accessibility problems or mobility constraints you have faced along the routes you normally take. Please include the street name and a general location.

15. After viewing the photo examples below, please rank the sidewalk obstacles/conditions in the order they impact your daily travel. Please rank 1-6, with 1 having the most impact and 6 having the least impact.

- **A. Trip Hazards:** Conditions such as uneven sidewalk panels, which may cause tripping.
- **B. Poor Surface Quality:** Broken/cracked sidewalk conditions that may impede travel.
- **C. Obstructions:** Objects installed in the sidewalk, such as fire hydrants or utility poles.
- **D. Steep Cross Slope:** Conditions where a sidewalk is not flat and level from side to side.
- **E. Non-continuous Sidewalk:** Sidewalk that starts and stops without connecting to another sidewalk or curb ramp.
- **F. Encroachments:** Objects like overhanging bushes or trees that may partially block travel.

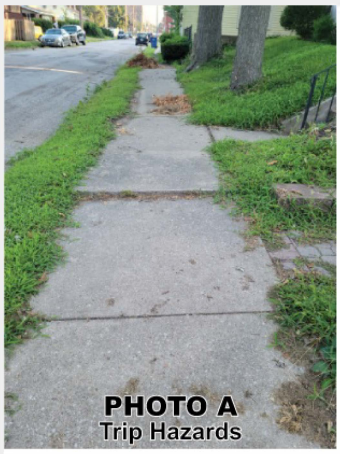


PHOTO A
Trip Hazards



PHOTO B
Poor Surface Quality

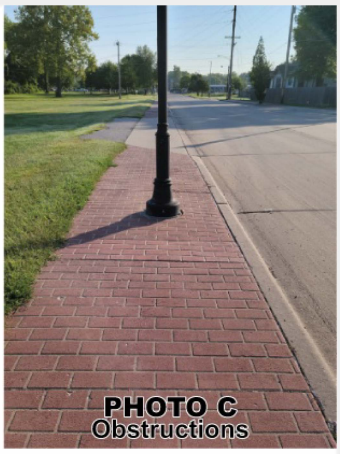


PHOTO C
Obstructions



PHOTO D
Steep Cross Slope

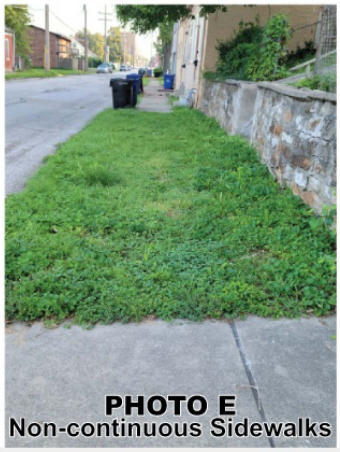


PHOTO E
Non-continuous Sidewalks

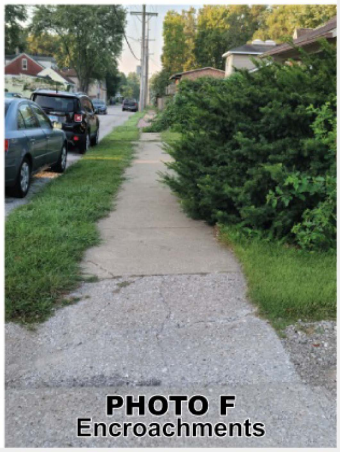


PHOTO F
Encroachments

16. After viewing the photo examples below, please rank the curb ramp obstacles/conditions in the order they impact your daily travel. Please rank 1-6, with 1 having the most impact and 6 having the least impact.

	A. Obstructions: Objects installed in the curb ramp, such as fire hydrants or utility poles.
	B. Standing Water/Debris: Conditions that allow water or debris to accumulate at the base of a ramp.
	C. No Curb Ramps: Locations without a ramp that have a sizable drop off between the sidewalk and street.
	D. No Detectable Warning Panels: Curb ramps without raised bumps at the bottom.
	E. Curb Ramp Grades: Ramps that are too steep for safe or comfortable use.
	F. Broken Curb Ramps: Ramps with cracked pavement that create an uneven walking/rolling surface.



PHOTO A
Obstructions



PHOTO B
Standing Water/Debris

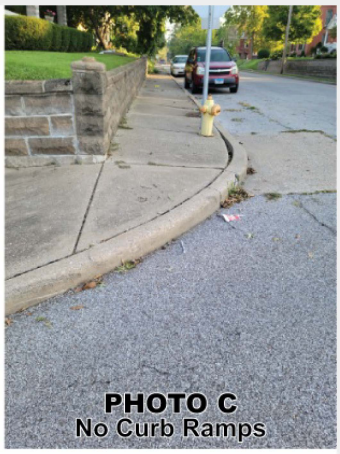


PHOTO C
No Curb Ramps



PHOTO D
No Dectectable
Warning Panels



PHOTO E
Curb Ramp Grades

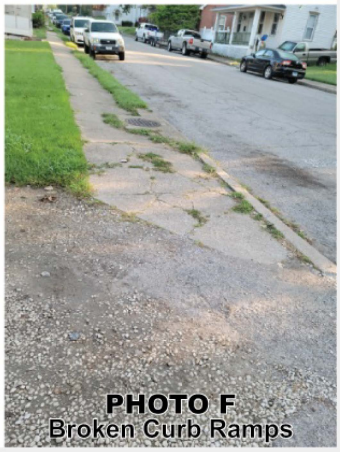


PHOTO F
Broken Curb Ramps

Belleville
Bicycle & Pedestrian Master Plan

Community Survey on Walking, Bicycling & Accessibility

A Little About You

17. What are the age ranges of those in your household? Please select all that apply.

- [ ] 10 or younger
- [ ] 11 - 21
- [ ] 22 - 34
- [ ] 35 - 54
- [ ] 55 - 69
- [ ] 70 or over

18. If you want to receive updates on the Belleville Bicycle & Pedestrian Plan, including upcoming events & activities, please provide your email address.

19. Do you have any further comments or ideas about walking and biking in Belleville?

Please return completed surveys to one of the following locations:

City Hall 2nd Floor Marketing Office
101 South Illinois Street

Parks & Recreation Department Office
510 West Main Street

HEARTLANDS CONSERVANCY

To: Jody Shaw, PE (via email)
Oates Associates, Inc.
100 Lanter Ct.
Collinsville, IL 62234

From: Scott Dunakey, AICP
HeartLands Conservancy
29 E. Main Street
Belleville, IL 62220

Date: January 2, 2024

MEMORANDUM

RE: Belleville Bicycle & Pedestrian Master Plan – Survey #1 Results Summary

This memo and the attached document provide a summary of Community Survey #1 per Task 1.2 of the subconsultant agreement for the referenced project, executed between HeartLands Conservancy and Oates Associates.

The survey was conducted online via Survey Monkey from October 6 through December 31, 2023. Hard copies of the survey were available at several City of Belleville offices, including City Hall. A total of 343 responses were received, of which 342 were submitted online using the survey link (www.surveymonkey.com/r/BellevilleBikeWalkSurvey) or QR code. One response was submitted in hard copy and manually entered into Survey Monkey.

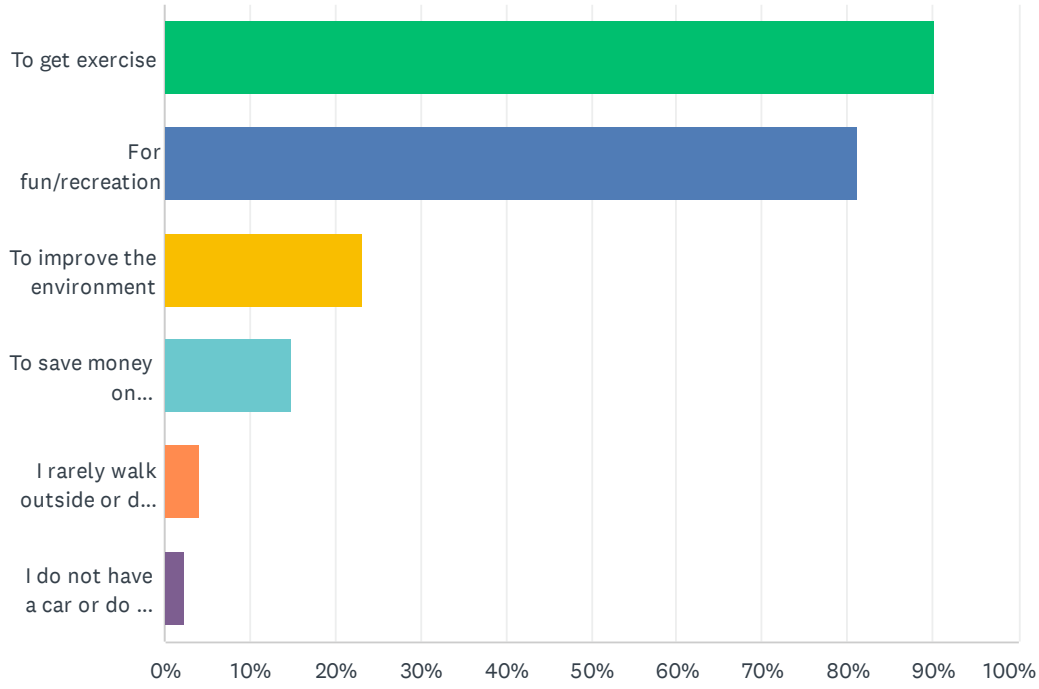
Attached to this memo is a summary of survey responses, showing the results of each question in chart and tabular form, as applicable. Please note that the summary does not include written or open-ended responses. The Excel workbook ***Survey #1_Full Results with Written Comments.xlsx*** that is transmitted by email along with this memo contains the following worksheets:

- "All Responses" - the full responses of each survey respondent;
- "Q18 Email Addresses for Contact" - email addresses for each respondent who would like to be informed about the project and related events;
- 13 worksheets that contain the written or open-ended responses for the questions that provided such an answer option (Questions 2-9, 11-14, 19).

The written and open-ended responses are unedited and included in the exact format submitted by respondents.

Q1 What are the main reasons you walk or ride a bicycle outdoors? Please select all that apply.

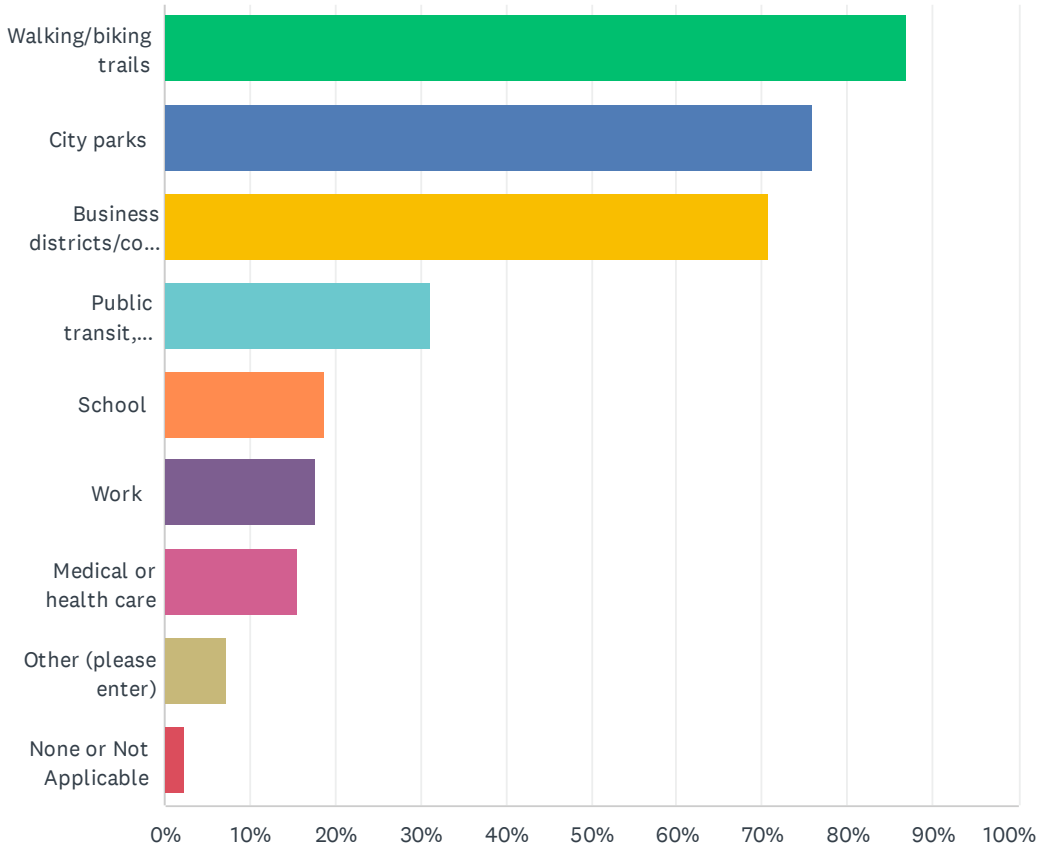
Answered: 340 Skipped: 3



ANSWER CHOICES	RESPONSES	
To get exercise	90.29%	307
For fun/recreation	81.18%	276
To improve the environment	23.24%	79
To save money on transportation	15.00%	51
I rarely walk outside or do not own a bicycle	4.12%	14
I do not have a car or do not have a drivers license	2.35%	8
Total Respondents: 340		

Q2 What types of destinations around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

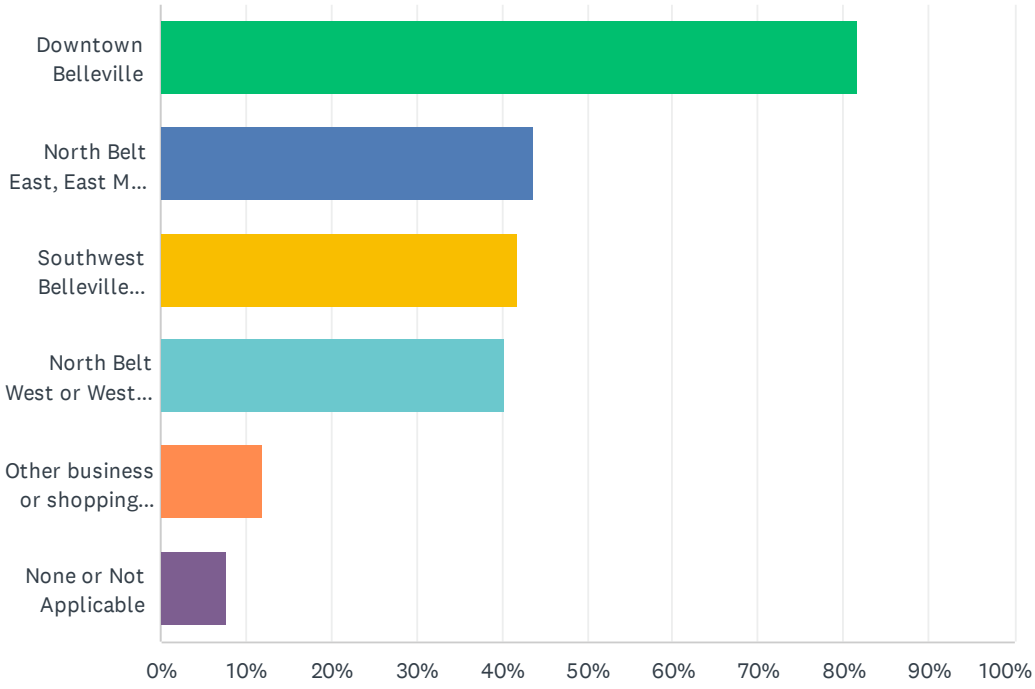
Answered: 340 Skipped: 3



ANSWER CHOICES	RESPONSES	
Walking/biking trails	87.06%	296
City parks	75.88%	258
Business districts/corridors or shopping centers	70.88%	241
Public transit, including MetroLink	31.18%	106
School	18.82%	64
Work	17.65%	60
Medical or health care	15.59%	53
Other (please enter)	7.35%	25
None or Not Applicable	2.35%	8
Total Respondents: 340		

Q3 What business districts and/or shopping centers around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

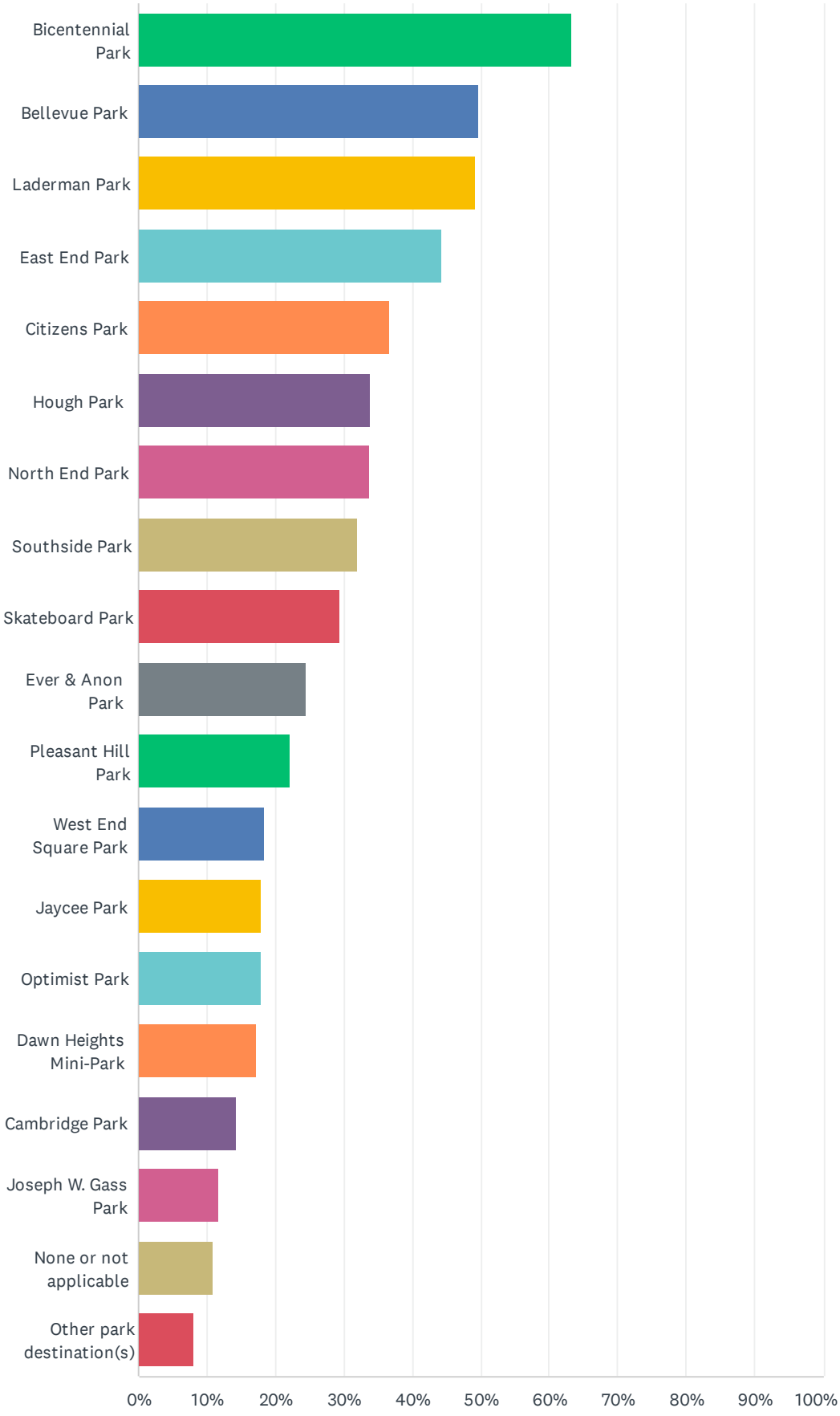
Answered: 338 Skipped: 5



ANSWER CHOICES	RESPONSES	
Downtown Belleville	81.66%	276
North Belt East, East Main Street or Carlyle Ave/IL-161 corridors	43.79%	148
Southwest Belleville (Belleville Crossing and vicinity)	41.72%	141
North Belt West or West Main Street corridors	40.24%	136
Other business or shopping destination(s)	11.83%	40
None or Not Applicable	7.69%	26
Total Respondents: 338		

Q4 What parks around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

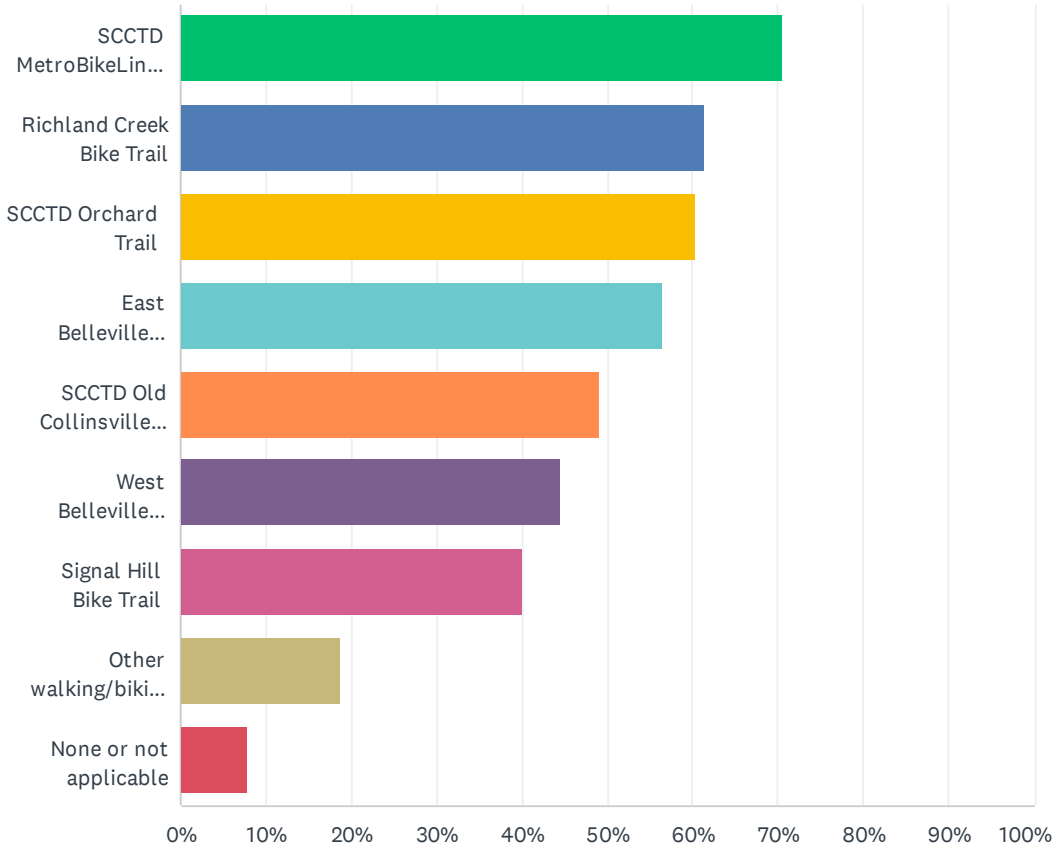
Answered: 306 Skipped: 37


Bicentennial Park
Bellevue Park
Laderman Park
East End Park
Citizens Park
Hough Park
North End Park
Southside Park
Skateboard Park
Ever & Anon Park
Pleasant Hill Park
West End Square Park
Jaycee Park
Optimist Park
Dawn Heights Mini-Park
Cambridge Park
Joseph W. Gass Park
None or not applicable
Other park destination(s)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Bicentennial Park	63.40%	194
Bellevue Park	49.67%	152
Laderman Park	49.35%	151
East End Park	44.44%	136
Citizens Park	36.60%	112
Hough Park	33.99%	104
North End Park	33.66%	103
Southside Park	32.03%	98
Skateboard Park	29.41%	90
Ever & Anon Park	24.51%	75
Pleasant Hill Park	22.22%	68
West End Square Park	18.30%	56
Jaycee Park	17.97%	55
Optimist Park	17.97%	55
Dawn Heights Mini-Park	17.32%	53
Cambridge Park	14.38%	44
Joseph W. Gass Park	11.76%	36
None or not applicable	10.78%	33
Other park destination(s)	8.17%	25
Total Respondents: 306		

Q5 What walking/biking trails have you or would you like to walk or ride a bike to? Please check all that apply.

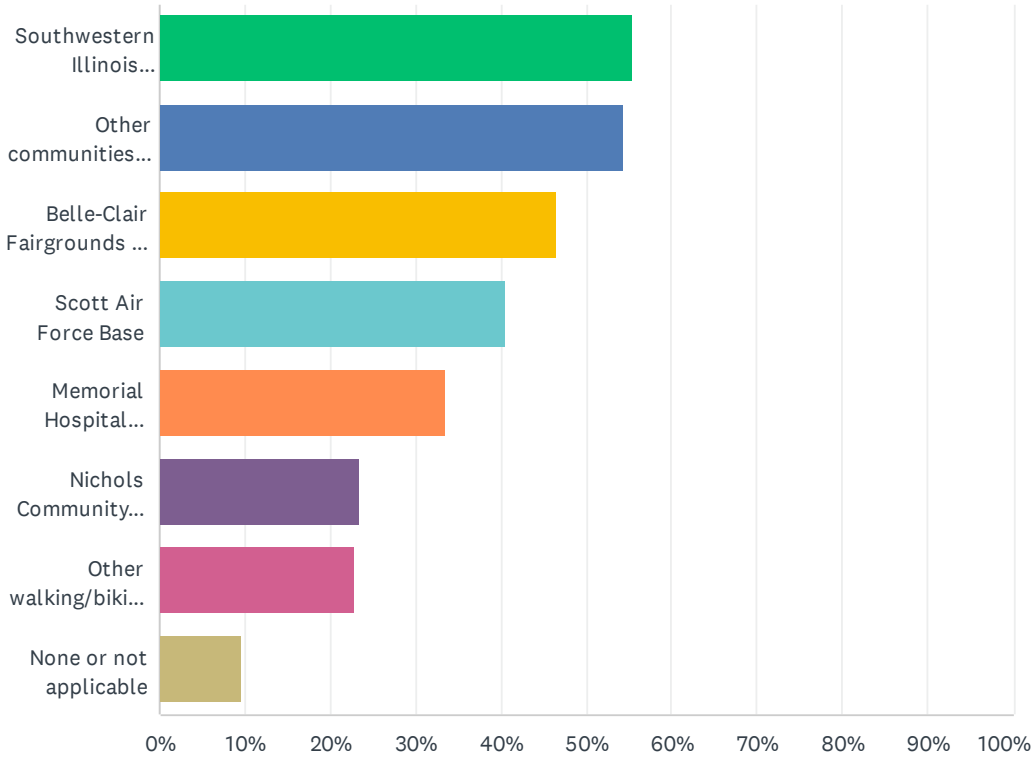
Answered: 326 Skipped: 17



ANSWER CHOICES	RESPONSES	
SCCTD MetroBikeLink Trail	70.55%	230
Richland Creek Bike Trail	61.35%	200
SCCTD Orchard Trail	60.43%	197
East Belleville Bikeway	56.44%	184
SCCTD Old Collinsville Road Trail	49.08%	160
West Belleville Bikeway	44.48%	145
Signal Hill Bike Trail	40.18%	131
Other walking/biking trails	18.71%	61
None or not applicable	7.98%	26
Total Respondents: 326		

Q6 What other destinations have you or would you like to walk or ride a bike to? Please check all that apply.

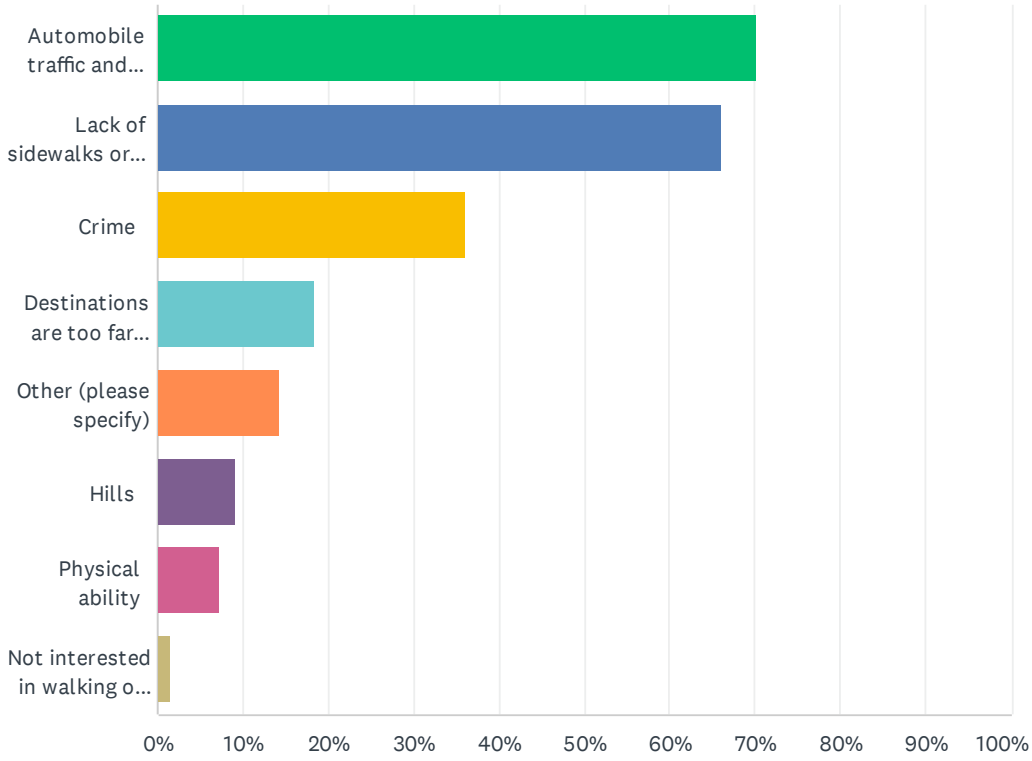
Answered: 316 Skipped: 27



ANSWER CHOICES	RESPONSES	
Southwestern Illinois College (SWIC)	55.38%	175
Other communities (East St. Louis, Swansea, Shiloh, Fairview Heights, Smithton, etc.)	54.43%	172
Belle-Clair Fairgrounds & Expo Center	46.52%	147
Scott Air Force Base	40.51%	128
Memorial Hospital Belleville Campus	33.54%	106
Nichols Community Center	23.42%	74
Other walking/biking destination(s)	22.78%	72
None or not applicable	9.49%	30
Total Respondents: 316		

Q7 What factors discourage you from walking or biking? Please check all that apply.

Answered: 328 Skipped: 15



ANSWER CHOICES	RESPONSES	
Automobile traffic and speed, lack of crosswalks	70.12%	230
Lack of sidewalks or bicycle facilities	66.16%	217
Crime	35.98%	118
Destinations are too far away	18.29%	60
Other (please specify)	14.33%	47
Hills	9.15%	30
Physical ability	7.32%	24
Not interested in walking or biking	1.52%	5
Total Respondents: 328		

Q8 What 3 streets or trails in Belleville do you most frequently walk or ride a bicycle along/on? Leave blank if not applicable.

Answered: 227 Skipped: 116

ANSWER CHOICES	RESPONSES	
Street/Trail #1.	100.00%	227
Street/Trail #2.	80.18%	182
Street/Trail #3.	61.23%	139

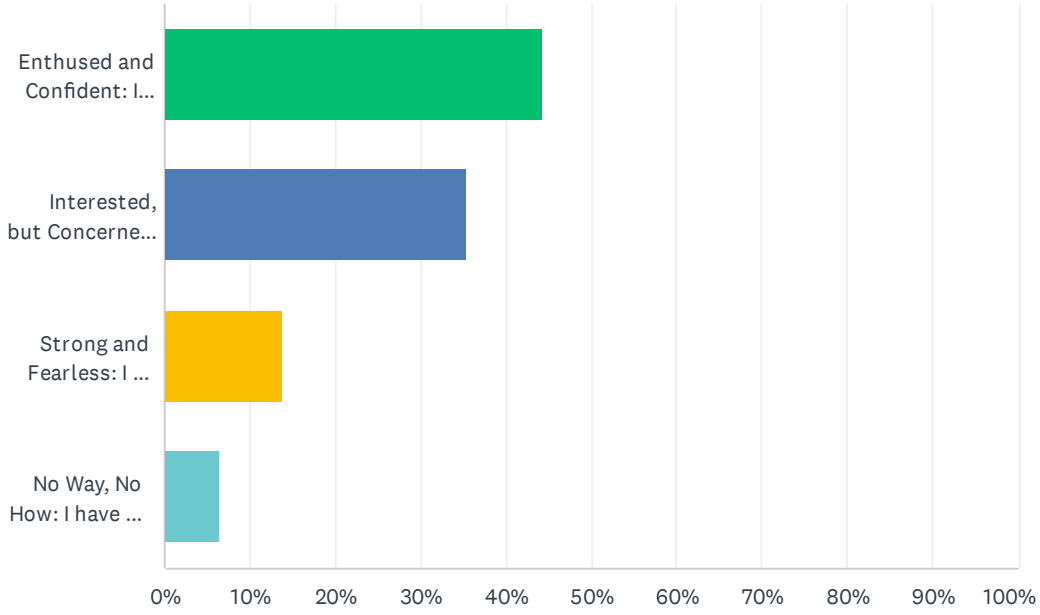
Q9 What streets or intersections in Belleville are most in need of pedestrian and/or bicycle improvements? Please enter up to 3 locations in the boxes below. For intersections, please enter the names of the intersecting streets separated by the word "and," such as Church and Main.

Answered: 171 Skipped: 172

ANSWER CHOICES	RESPONSES	
Street/Intersection #1.	100.00%	171
Street/Intersection #2.	67.84%	116
Street/Intersection #3.	45.03%	77

Q10 What skill level do you consider yourself as a bicyclist?

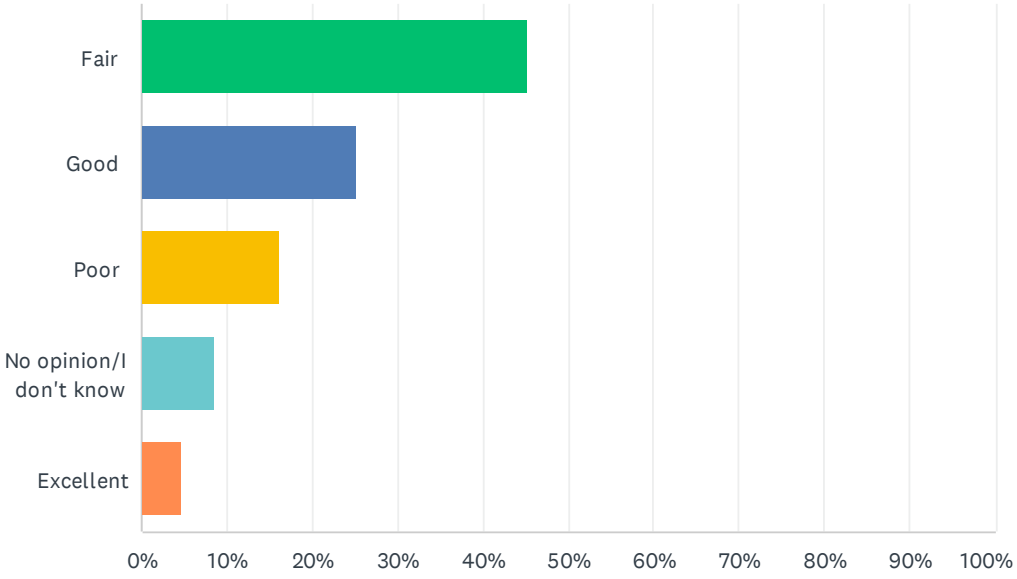
Answered: 333 Skipped: 10



ANSWER CHOICES	RESPONSES	
Enthused and Confident: I am comfortable riding on some roadways, but prefer bicycle facilities that are separate from vehicle traffic.	44.44%	148
Interested, but Concerned: I would like to ride more, but have safety concerns.	35.44%	118
Strong and Fearless: I am a very confident bicyclist who is comfortable operating in the roadway as a vehicle.	13.81%	46
No Way, No How: I have no interest in riding a bike for transportation.	6.31%	21
TOTAL		333

Q11 How do you rate the current conditions for bicycling in Belleville?

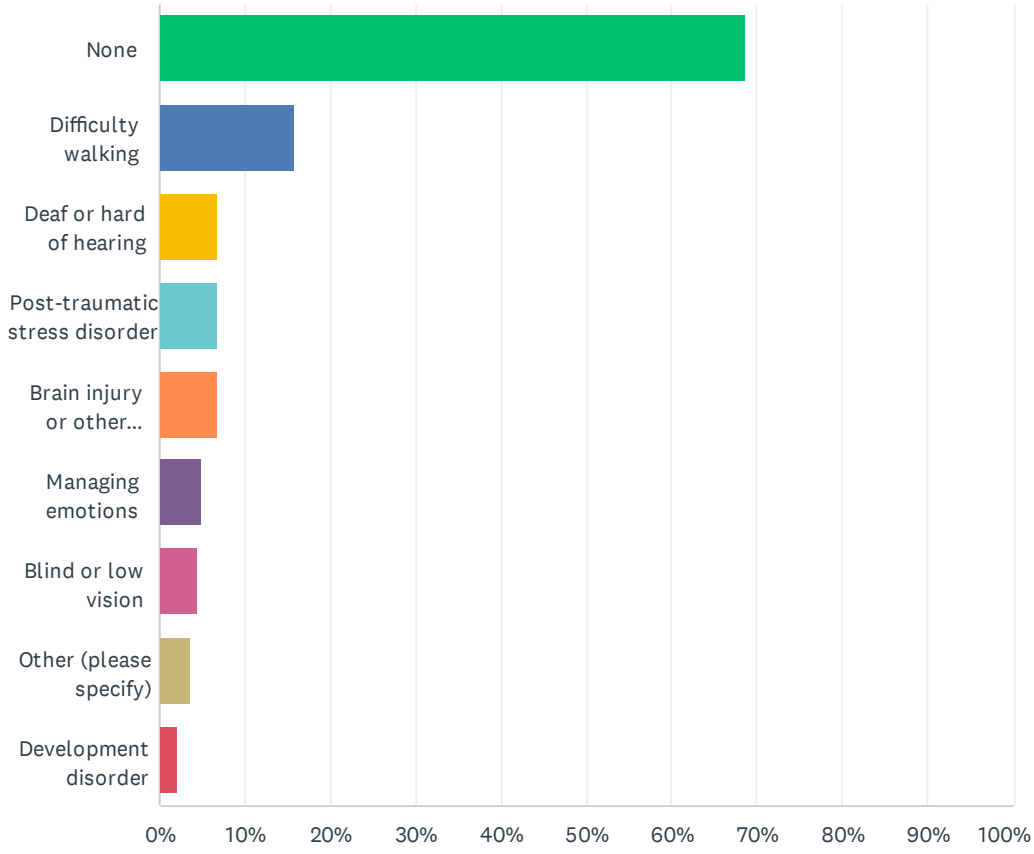
Answered: 338 Skipped: 5



ANSWER CHOICES	RESPONSES	
Fair	45.27%	153
Good	25.15%	85
Poor	16.27%	55
No opinion/I don't know	8.58%	29
Excellent	4.73%	16
TOTAL		338

Q12 Do you, any person living in your home, or are you a caregiver for anyone having any of the following disabilities that affect traveling on sidewalks? (Select all that apply.)

Answered: 246 Skipped: 97



ANSWER CHOICES	RESPONSES	
None	68.70%	169
Difficulty walking	15.85%	39
Deaf or hard of hearing	6.91%	17
Post-traumatic stress disorder	6.91%	17
Brain injury or other neurological disorder	6.91%	17
Managing emotions	4.88%	12
Blind or low vision	4.47%	11
Other (please specify)	3.66%	9
Development disorder	2.03%	5
Total Respondents: 246		

Q13 If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you.

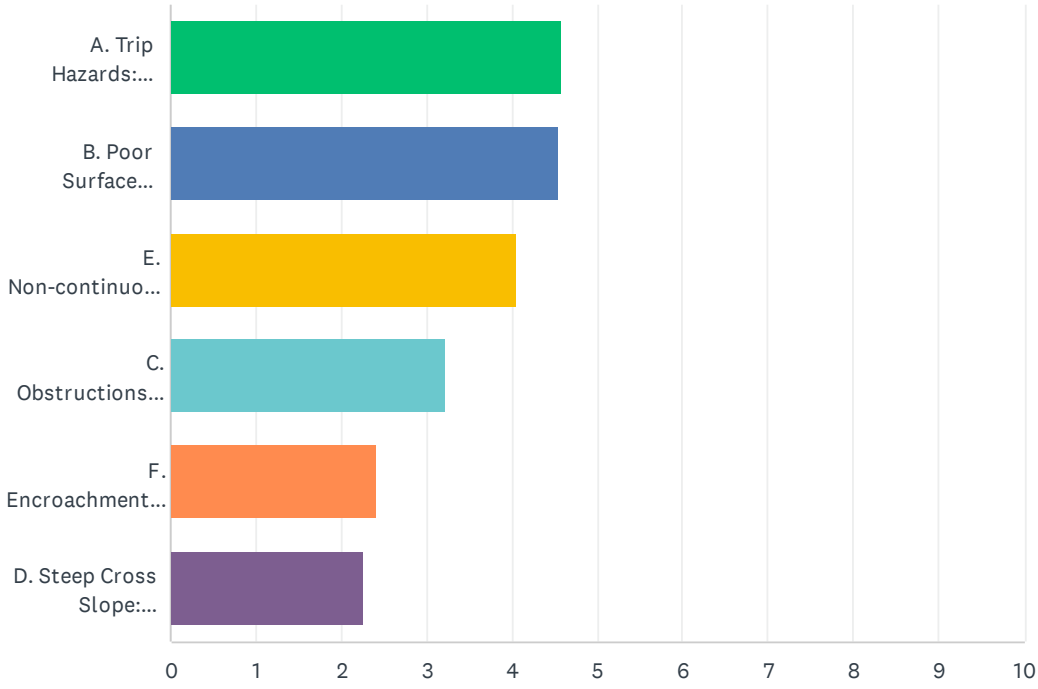
Answered: 34 Skipped: 309

Q14 If you have a disability or travel with someone who has a disability, what accessibility problems or mobility constraints you have faced along the routes you normally take. Please include the street name and a general location.

Answered: 40 Skipped: 303

Q15 After viewing the photo examples below, please rank the sidewalk obstacles/conditions in the order they impact your daily travel. Please rank 1-6, with 1 having the most impact and 6 having the least impact.

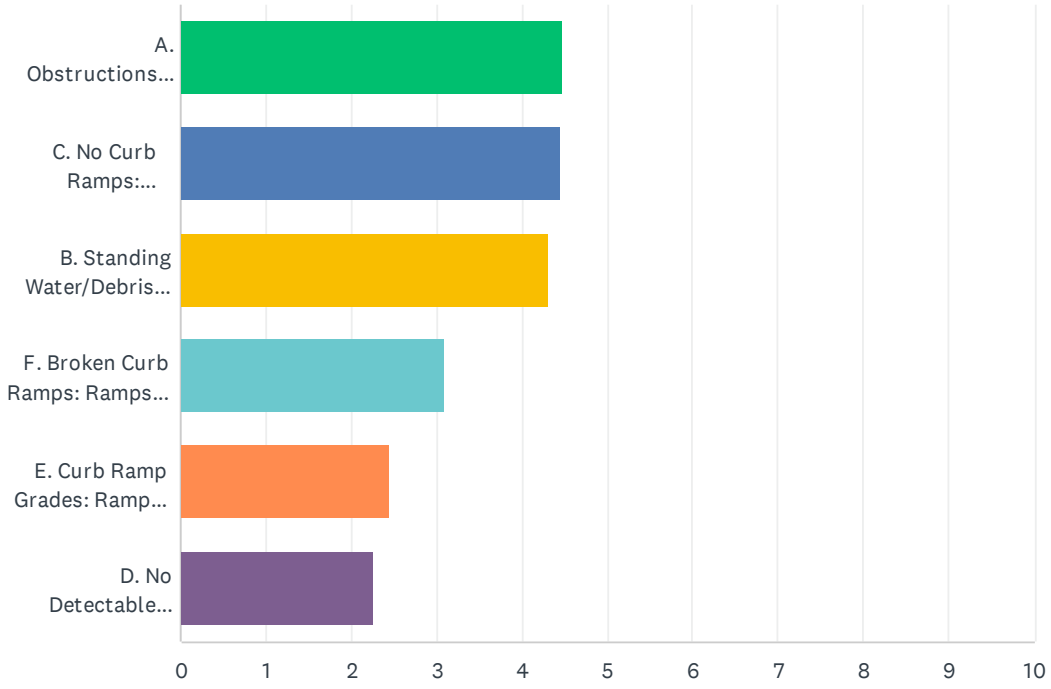
Answered: 263 Skipped: 80



	1	2	3	4	5	6	TOTAL	SCORE
A. Trip Hazards: Conditions such as uneven sidewalk panels, which may cause tripping.	36.36% 92	22.53% 57	18.58% 47	13.04% 33	5.53% 14	3.95% 10	253	4.59
B. Poor Surface Quality: Broken/cracked sidewalk conditions that may impede travel.	24.31% 62	37.65% 96	17.25% 44	11.76% 30	6.67% 17	2.35% 6	255	4.54
E. Non-continuous Sidewalk: Sidewalk that starts and stops without connecting to another sidewalk or curb ramp.	27.63% 71	17.12% 44	18.68% 48	13.23% 34	15.95% 41	7.39% 19	257	4.05
C. Obstructions: Objects installed in the sidewalk, such as fire hydrants or utility poles.	7.94% 20	13.10% 33	21.83% 55	21.83% 55	20.63% 52	14.68% 37	252	3.22
F. Encroachments: Objects like overhanging bushes or trees that may partially block travel.	4.63% 12	5.02% 13	12.74% 33	20.46% 53	18.92% 49	38.22% 99	259	2.41
D. Steep Cross Slope: Conditions where a sidewalk is not flat and level from side to side.	1.19% 3	4.76% 12	11.51% 29	18.25% 46	31.35% 79	32.94% 83	252	2.27

Q16 After viewing the photo examples below, please rank the curb ramp obstacles/conditions in the order they impact your daily travel. Please rank 1-6, with 1 having the most impact and 6 having the least impact.

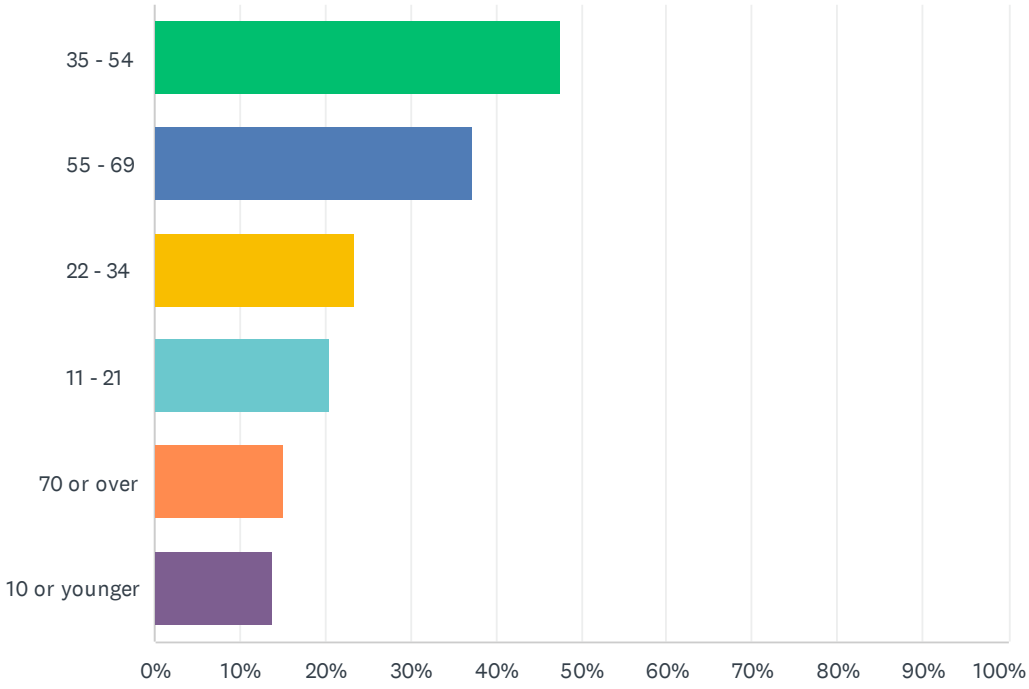
Answered: 241 Skipped: 102



	1	2	3	4	5	6	TOTAL	SCORE
A. Obstructions: Objects installed in the curb ramp, such as fire hydrants or utility poles.	31.76% 74	23.61% 55	20.17% 47	13.30% 31	6.44% 15	4.72% 11	233	4.47
C. No Curb Ramps: Locations without a ramp that have a sizable drop off between the sidewalk and street.	30.51% 72	24.15% 57	21.61% 51	12.29% 29	6.36% 15	5.08% 12	236	4.45
B. Standing Water/Debris: Conditions that allow water or debris to accumulate at the base of a ramp.	22.65% 53	29.91% 70	21.37% 50	11.54% 27	10.26% 24	4.27% 10	234	4.30
F. Broken Curb Ramps: Ramps with cracked pavement that create an uneven walking/rolling surface.	10.08% 24	14.29% 34	16.39% 39	18.07% 43	17.23% 41	23.95% 57	238	3.10
E. Curb Ramp Grades: Ramps that are too steep for safe or comfortable use.	2.58% 6	5.15% 12	11.59% 27	20.17% 47	37.77% 88	22.75% 53	233	2.46
D. No Detectable Warning Panels: Curb ramps without raised bumps at the bottom.	2.99% 7	2.99% 7	9.40% 22	24.79% 58	20.51% 48	39.32% 92	234	2.25

Q17 What are the age ranges of those in your household? Please select all that apply.

Answered: 265 Skipped: 78



ANSWER CHOICES	RESPONSES	
35 - 54	47.55%	126
55 - 69	37.36%	99
22 - 34	23.40%	62
11 - 21	20.38%	54
70 or over	15.09%	40
10 or younger	13.96%	37
Total Respondents: 265		

Q18 If you want to receive updates on the Belleville Bicycle & Pedestrian Plan, including upcoming events & activities, please provide your email address.

Answered: 115 Skipped: 228

Q19 Do you have any further comments or ideas about walking and biking in Belleville?

Answered: 113 Skipped: 230

McClatchy

The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer

Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald

The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
48523	607752	Print Legal Ad-IPL02020130 - IPL0202013	Public Comm. /ADA	$153.10	1	13 L

Attention: Ms. Terri Schlater

OATES ASSOCIATES
100 LANTER COURT #1
Collinsville, Illinois 62234

Terri.Schlater@oatesassociates.com

PUBLIC NOTICE

The City of Belleville requests public comment on a draft copy of the city's ADA Transition Plan along public rights-of-way. The Plan identifies priority improvements along major roadways through the City of Belleville. The public comment period will be open until November 26th. A copy of the Plan and a comment form can be found on the city's website.
IPL0202013
Nov 3,6,10 2024

STATE OF ILLINOIS)
COUNTIES OF
MADISON, MONROE & ST. CLAIR) .SS

Mary Castro,

make oath and swear that

CYPRESS MEDIA, LLC, publishers of the Belleville News-Democrat, in MADISON, MONROE & ST. CLAIR COUNTIES a public and English secular newspaper of general circulation, which has been regularly published daily in the cities of Belleville, Waterloo, Collinsville & Highland,Counties of Madison, Monroe & St. Clair, State of Illinois,for at least one year prior to the first publication of the notice hereinafter mentioned, and that a notice of which the annexed is a true printed copy, has been published in said newspaper, issues of:

3 insertion(s) published on:
11/03/24, 11/06/24, 11/10/24

Mary Castro

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Margaret K. Wilson

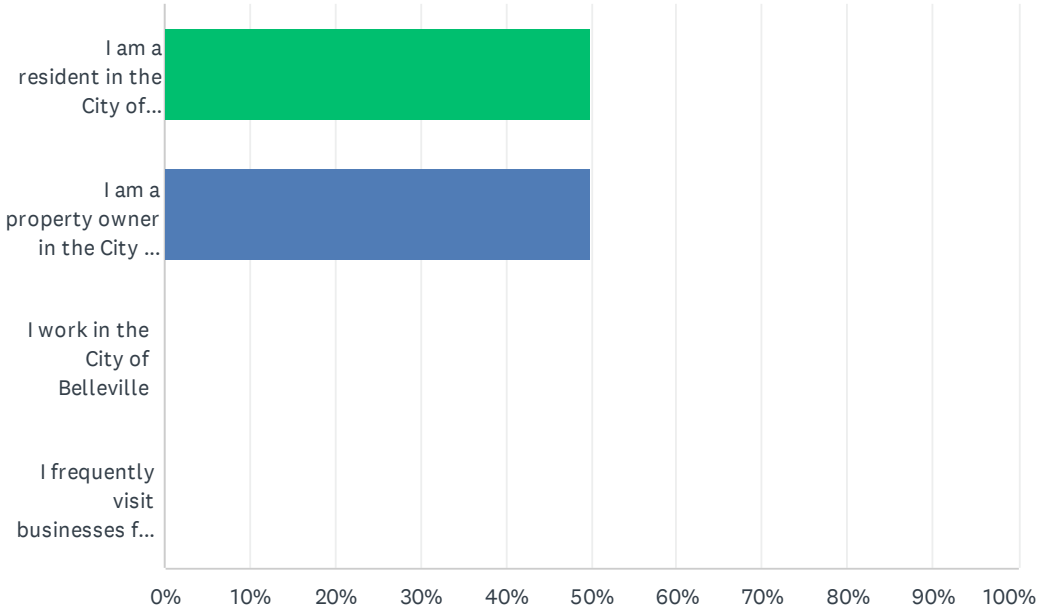
Notary Public in and for the state of Texas, residing in Dallas County

MARGARET KATHLEEN WILSON
My Notary ID # 134916732
Expires May 24, 2028

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Q1 Please check appropriate box(es)

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
I am a resident in the City of Belleville	50.00%	1
I am a property owner in the City of Belleville	50.00%	1
I work in the City of Belleville	0.00%	0
I frequently visit businesses for entertainment, goods or services	0.00%	0
TOTAL		2

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, October 22, 2024 10:52:09 AM
Last Modified:	Tuesday, October 22, 2024 10:54:02 AM
Time Spent:	00:01:53
IP Address:	76.253.50.210

Page 1

Q1 **I am a property owner in the City of Belleville**

Please check appropriate box(es)

Q2

Please provide your opinions on the proposed ADA Transition Plan?

Why are the streets like prospect, commercial, Dewey, foreman, not the correct size, grating or have had improvements in years!!!

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, October 22, 2024 11:36:05 PM
Last Modified:	Wednesday, October 23, 2024 12:20:39 AM
Time Spent:	00:44:33
IP Address:	35.144.83.149

Page 1

Q1 **I am a resident in the City of Belleville**

Please check appropriate box(es)

Q2

Please provide your opinions on the proposed ADA Transition Plan?

I think this will improve Belleville significantly. It seems the most troublesome areas have been identified.

APPENDIX A
Sidewalk Transition Plan

Appendix A.1
Definitions

APPENDIX A

A.1 Definitions

The following list of definitions used throughout the entirety of this Appendix:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vertical Displacement: A vertical difference of greater than ¼" along the pedestrian circulation path that can result in a trip hazard.

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

A.2 Sidewalk Data Collected

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

(a) Sidewalk Surface: The type of surface present; including an option for no sidewalk present.
(b) Type of Curb: Identify whether a curb is present, and if present the type of curb.
(c) Green Space: Identify whether a green space is present, and if present, note the distance between the curb line and sidewalk.
(d) Condition: An overall assessment of the current condition of the sidewalk.
(e) Width of Sidewalk: The width of the sidewalk measured perpendicular to the direction of pedestrian travel.
(f) Cross Slope: The slope of the sidewalk perpendicular to the direction of pedestrian travel.
(g) Running Slope: The slope of the sidewalk parallel to the direction of pedestrian travel and whether the running slope varies from the running slope of the adjacent roadway.

A.3 Obstruction Data Collected

The following measurements and data were recorded as obstructions where encountered along the sidewalk section:

(a) Fixed Obstruction: Identify the type of obstruction (e.g. utility poles, inlets, sidewalk grating, or manholes).
(b) Encroachments: Identify the type of obstruction (e.g. tree limbs, parked vehicles, or shrubbery).
(c) Vertical Displacement: The abrupt grade changes between two adjacent sidewalk panels.
(d) Driveway Slope: Indicates driveway cross slopes greater than 2% is present.
(e) Clear Width: Indicates width at any fixed obstruction or encroachment that is less than 4 feet and limits the ability for a pedestrian to continue along the pedestrian route.
(f) Obstruction Width: Indicates the width of an obstruction in situations where the obstruction width varies from the width of the sidewalk.
(g) Obstruction Length: Indicates the length of an obstruction in situations where an obstruction extends across multiple sidewalk panels.
(h) Ramp Slope: Indicates a running slope parallel to the sidewalk at the location when the pedestrian route ramps down at a residential or commercial driveway.
(i) Railway Flangeway Gap: Indicated the distance parallel to the sidewalk at at-grade railway crossings.
(j) Obstruction Number: Number of similar obstructions within a given sidewalk segment.

A.4 Curb Ramp Data Collected

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

(a) Type of Ramp: The type of curb ramp present, including an option for no ramp present.
(b) Surface Material: The type of surface present, including an option for no surface present.
(c) Condition: An overall assessment of the current condition of the curb ramp.
(d) Running Slope: The slope of the curb ramp parallel to the direction of pedestrian travel.

(e) Cross Slope: The slope of the ramp perpendicular to the direction of pedestrian travel.
(f) Flare Slope: The slope of the flare when the curb ramp is in the pedestrian circulation path, including an option for flare slopes outside of pedestrian circulation path.
(g) Ramp Width: The width of the ramp at its narrowest location.
(h) Ramp Length: The length of the ramp at the midpoint of the curb ramp.
(i) Gutter Slope: The slope of the gutter pan parallel to the direction of travel.
(j) Detectable Warning Panels: The type of detectable warning panel present, including an option for no detectable warning panel.
(k) Vertical Displacement: Indicates the vertical displacement between the ramp and the landing or the ramp and the curb.
(l) Dimensions of Landing: The dimensions of the sidewalk panel located at the top of the curb ramp.
(m) Landing Slope: The slope of the landing in all directions.
(n) Obstruction Present: The presence of any obstruction either fixed or an encroachment that limits the clear width of a curb ramp less than 4 feet.
(o) Fixed Obstruction: Permanent objects within the curb ramp that limits the curb ramp width to less than 4 feet (e.g., utility poles or manholes).
(p) Encroachment: Temporary objects within the curb ramp that limits the curb ramp width to less than 4 feet (e.g., tree limbs or parking conflicts).
(q) Width of Crosswalk: The distance between the inside edge of the crosswalk pavement markings, including an option for no sidewalk crossed.
(r) Alignment of Crosswalk: Indicates whether the marked crosswalk leads a pedestrian to a curb ramp on the opposite side of the roadway.

A.5 Pedestrian Signal Collected

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

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

A.6 Activity Scores

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

A.6.1 Schools

Accessible sidewalks and curb ramps not only provide safe access to students who currently travel to school but encourage more parents and students to travel to school by foot. Based on discussions with school officials' elementary and middle schools receive the highest volume of non-motorized travelers to and from schools. While all schools were incorporated into the school activity score, a higher priority was placed on elementary and middle schools in the city. The elementary and middle schools include:

- Abraham Lincoln School, 820 Royal Heights Road
- Belle Valley Elementary/Middle School, 2465 Amann Drive
- Central Junior High School, 1801 Central School Road
- Douglas Elementary School, 125 Carlyle Avenue
- Ellis Elementary School, 250 Illini Drive
- Emge Junior High School, 7401 Westchester Drive
- Franklin Elementary School, 301 N. 2nd Street
- Henry Raab Elementary School, 1120 Union Avenue
- Jefferson Elementary School, 1400 N. Charles Street
- Roosevelt Elementary School, 700 W. Cleveland Avenue
- Signal Hill School, 40 Signal Hill Place
- Union Elementary School, 20 S. 27th Street
- Washington Elementary School, 400 S. Charles Street
- Westhaven School, 118 Westhaven School Road
- West Junior High School, 840 Royal Heights Road
- Whiteside Elementary School, 2028 Lebanon Avenue

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

- Belleville East High School, 2555 West Boulevard
- Belleville West High School, 4063 Frank Scott Parkway W.
- Center for Academic and Vocational Excellence, 7645 Magna Drive
- Southwestern Illinois College, 2500 Carlyle Avenue
- Southwestern Illinois College (PSOP), 201 Church St

Private schools added for calculating activity score are:

- Althoff Catholic High School, 5401 W. Main Street
- Belleville Christian School, 1901 Mascoutah Avenue
- Blessed Sacrament School, 8809 W. Main Street
- Governor French Academy, 219 W. Main Street
- Menta Academy, 6400 W. Main Street
- Notre Dame Academy, 200 S. 2nd Street
- Our Lady, Queen of Peace, 5915 N. Belt W.
- Zion Lutheran School, 1810 McClintock Avenue

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

Proximity to Schools	Point Value
Within the walk zone and < 1/10 mile	10
Within the walk zone and between 1/10 mile and ¼ mile	7
Within the walk zone and between ¼ mile and ½ mile	4
Outside the walk zone or > ½ mile	0

Table A1: School Activity Score

A.6.2 Parks

The City of Belleville has numerous parks and other recreational facilities. Parks provide opportunities for residents to reconnect with nature in addition to leisure activities, sports fields, and playgrounds. The following parks were included in the activity score:

City Parks:

- Belle Clair Soccer Fields, 2842 Centreville Ave
- Belleville Heart Garden, 806 S High St
- Bellevue Park, 401 Bellevue Park Dr
- Bicentennial Park, 4811 Belleville Crossing St
- Cambridge Park, 103 N 30th St
- Centennial Park, 311 N Belt E
- Centreville Ave Mini Park, Centreville Ave and Monroe St
- Citizens Park, 317 S 44th St
- Dawn Heights Mini Park, 1004 Wabash Ave
- East End Park, 1000 E McKinley St
- Ever & Anon Park, 416 E Main St
- Hough Park, 423 N 3rd St
- Jaycees Park, 605 W H St
- Joseph W. Gass Park, 110 N. 10th Street
- Laderman Park, 1105 Mascoutah Ave
- Loop Creek Park, 411 Todd Ln
- North End Park, 1204 N. Douglas Ave
- North Municipal Gateway Entrance Park, Illinois St and Douglas Ave
- Optimist Park, 510 N. Third St
- Pleasant Hill Park, 601 N. Sixth St
- Rotary Park, 110 N 6th St
- Skateboard Park, 709 N. Second St
- Southside Park, 600 S. Sixth St
- Stookey Township Park, 100 Arlington Dr
- West End Public Square Park, 1105 W Main St

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

Proximity to Parks	Point Value
< ¼ mile	5
¼ mile – ½ mile	3
> ½ mile	0

Table A2: Parks Activity Score

A.6.3 Walking Trails

The City of Belleville as well as the St. Clair County Transit District have established a series of walking trails and greenways that provide recreational activities for residents throughout the City of Belleville. The following walking trails were included in the activity score:

- Bicentennial Park Trail
- Dr. Tom Amlung Trail
- East Belleville Bikeway
- MetroBikeLink Trail
- Orchard Loop Trail
- Richland Creek Bikeway
- Signal Hill Trail
- SWIC Campus Trail
- YMCA Trail

This activity score is assigned based on the radial distance from the trail.

Proximity to Parks	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3: Walking Trails Activity Score

A.6.4 Government Buildings

Government buildings provide critical services to city residents and businesses. Government buildings includes those operated by the City of Belleville as well as state and federal government facilities that offer services to citizens of Belleville. The ADA emphasizes the importance of "walkways serving local government offices and facilities" as government buildings are a critical element of the civic experience. This activity score is assigned based on the radial distance to these buildings. The following government buildings were included in the activity score:

- Belleville City Police Department, 720 W. Main St
- Belleville Fire Department Headquarters
- St. Clair County CENCOM, 101 S 1st St
- St. Clair County Child Advocacy Center, 300 W Main St
- St. Clair County Courthouse, 10 Public Square
- Belleville City Hall, 101 S Illinois St
- St. Clair County Coroner, 10 Public Square
- St. Clair County Annex Building, 19 Public Square
- Illinois Dept. of Employment Security, 7650 Magna Dr
- St. Clair County Juvenile Detention Center, 9006 Lebanon Rd
- Nichols Community Center, 515 E D St
- Belleville Parks and Recreation, 510 W Main St
- St. Clair County Probation Office, 11 W Lincoln St
- Belleville Public Library, Main Library, 121 E Washington St
- Belleville Public Library, West Branch Library, 121, 3414 W. Main St
- State of Illinois Secretary of State Facility, 400 W Main St
- Social Security Administration, 1670 Lebanon Ave
- St. Clair County Jail, 700 N 5th St
- St. Clair County Office on Aging, 201 N Church St
- US Post Office, 120 W Washington St

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

Table A4: Government Building Activity Score

A.6.5 Bus Stops

Saint Clair County Transit District operates a fixed route bus system that provides dependable, accessible transportation to locations throughout the city of Belleville. This transportation is especially important to the elderly and people with disabilities that rely on the bus system to get to work and be active members of the community. This activity score is based on its proximity to these bus stops. The bus route can be found at https://scctd.org/routes-schedules/.

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

Table A5: MetroBus Stop Activity Score

A.6.6 MetroLink Stops

Saint Clair County Transit District operates a fixed route bus system that provides dependable, accessible transportation to locations throughout the city of Belleville. This transportation is especially important to the elderly and people with disabilities that rely on the bus system to get to work and be active members of the community. This activity score is based on its proximity to these bus stops. The MetroLink schedules can be found at https://scctd.org/routes-schedules/.

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

Table A6: MetroLink Stop Activity Score

A.6.7 Employment Centers

Employment Centers include areas in which employment centers and retail centers reside within the city. The shopping centers included in this prioritization factor varies from large shopping districts to individual businesses that generate heavy foot traffic. Employment centers can be a heavy concentration of business (e.g., Downtown Belleville) or a large single employer (e.g., SWIC). Removing the physical barriers to these traffic generators allows all residents to fully participate in all aspects of civic life. The Traffic Generators in the City of Belleville are:

- Belleville Crossing
- Carlyle Plaza
- Country Club Plaza
- Downtown Belleville

- West Main Street – 17th Street to A Street
- Green Mount Commons
- SWIC
- Belle Clair Fairgrounds
- Allsup
- Memorial Hospital Belleville
- Save a Lot, 4515 W Main Street

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

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

Table A7: Traffic Generators Activity Score

A.6.8 Street Classification

Arterial and collector routes serve as the major thoroughfares through the City of Belleville providing access to many destinations within the City such as shopping centers, employment centers, and government offices. Arterial and collector routes typically have higher and faster vehicular traffic than residential streets due to the connectivity they provide. Residential streets typically have a higher pedestrian traffic but are safer for pedestrians because they only provide access within a specific neighborhood and therefore have slower motor vehicle traffic. Street classification is based on data provided by East West Gateway except for Principal Residential which was developed for the Plan to provide higher priority for the principal routes that connect subdivisions to principal and arterial routes.

The Freeways/Expressways are:
- N/A

The Principal Arterials are:
- N Belt East
- W State Route 161
- Carlyle Ave

The Minor Arterials are:
- Main Street
- Mascoutah Ave
- Lebanon Ave
- West Blvd
- Frank Scott Parkway
- North and South Belt

The Major Collectors are:
- A Street
- B Street
- Illinois Street
- Washington Street

The Minor Collectors are:
- 3rd Street

- S 11th Street
- 2nd Street
- Lucinda Ave

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

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

Table A8: Street Classification Activity Score

A.6.9 High Density Housing

High density housing includes large apartment complexes and senior living facilities. High density housing includes large populations living in closer proximity than single families housing complexes. Although aging is not legally listed as a disability, disabilities rise with increased age. Seniors who travel by foot are more susceptible to tripping hazards and other impedances. The high-density housing activity factors in Belleville includes:

- 2000 and 3000 block of Royal Heights Rd and W State Route 161
- 600 block of Royal Heights Rd and N Belt W
- 200 and 300 block of Gray St and N 46th, 45th, 44th St
- 300 block of Polk St and W Cleveland Ave
- Arapaho Village Mobile Home Park
- Shadow Ridge Apartments
- Areas of Signal Hill

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

Proximity to Traffic Generators	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A9: High Density Housing Activity Score

A.7 Accessibility Scores

A.7.1 Sidewalk Accessibility Score

The following 4 criteria were collected at each sidewalk segment. The point values for each unique deficiency are listed below and used in the equation list in Section 7.6. The lower the point value the greater the impact on pedestrian traffic.

A.7.1.1 Surface

Surface is the existing wearing material of the sidewalk. When sidewalk is not present, pedestrians are forced to either travel in the travel lanes of the adjacent roadway or walk in the grass. This can lead to hazardous pedestrian motor vehicle interactions as well as uneven walking surfaces.

When no surface is present it is almost impossible for someone with a mobility disability to safely travel. The ADA does not require sidewalks in any condition, but where sidewalks are provided there is an obligation for them to be accessible for all users. Sidewalk pavement not being present becomes non-compliant when gaps in the sidewalk network limit the usability of the network. For this plan a gap is defined as less than a block in length (e.g., block long gaps in the pedestrian network are not considered as not meeting the City's obligation as ramps can be provided at side streets to direct pedestrians to other pedestrian routes.

Surface	Point Value
None Present	1
Asphalt	3
Brick	1
Wood	1
Concrete	5

Table A10: Sidewalk Surface Score

A.7.1.2 Curb Height

The proximity of sidewalks to vehicular traffic curbs provides a small measure of protection for pedestrians. Curb height can vary greatly based on the condition of the curb and whether the adjacent roadway pavement has been raised over time. Curb heights greater than 4 inches have been shown to offer some degree of deflection and are considered safer for pedestrians than curbs less than 4 inches in height. While curbs less than 4 inches in height may not offer the same level of safety, they still offer more protection than no curb being present. The curb height is not one of the delineators of accessible routes, but this information is included to assist City staff with identifying corridors in need of improvements.

Surface	Point Value
No Curb Present	1
< 4" Curb Height	3
> 4" Curb Height	5

Table A11: Curb Height Score

A.7.1.3 Sidewalk Width

Narrow sidewalks limit the mobility of pedestrians on the pedestrian circulation path. This can lead to dangerous passing especially when wheelchairs or walkers are involved. Sidewalk width requirements vary based on the presence of a green space between the roadway and the sidewalk so point values were assigned based on the clearance between the sidewalk and the adjacent roadway.

Sidewalk Width (w/ greenspace greater than 2 feet)	Point Value
< 4'	1
48"	6
4' – 5'	10
5' - 6'	10
>6'	10

Sidewalk Width (w/ greenspace less than 2 feet)	Point Value
< 4'	1
48"	1
4' – 5'	10
5' - 6'	10
>6'	10

Sidewalk Width (w/o greenspace)	Point Value
< 4'	1
48"	1
4' – 5'	1
5' - 6'	10
>6'	10

Table A12: Sidewalk Width Activity Score

A.7.1.4 Cross Slope

Cross slope is the slope measured perpendicular to the direction of travel. A cross slope of greater than 2% can make it difficult for wheelchairs to maintain lateral balance especially in downhill conditions.

Cross Slope	Point Value
> 5%	1
3% - 5%	3
2% - 3%	5
<2%	8

Table A13: Sidewalk Cross Slope Activity Score

A.7.1.5 Running Slope

The running slope of a sidewalk is the slope parallel to the direction of travel. According to PROWAG standards the running slope can match the running slope of the adjacent roadway, however if the sidewalk running slope does not match the adjacent roadway running slope the slope can be a maximum of 5%. A steep running slope can cause wheelchairs to become unstable and difficult to control.

Running Slope	Point Value
>5%	1
<5%	2
Running slope matches road grade	2

Table A14: Sidewalk Running Slope Activity Score

A.7.2 Sidewalk Obstruction Score

The following 4 criteria were assigned to each obstruction observed in the field to describe the limiting factor of the various obstructions. The point values for each unique deficiency are listed below and used in the equation list in Section 7.6. The higher the point value the greater the impact on pedestrian traffic. This scoring is opposite the scoring provided in A.7.1, A.7.3, and A.7.4. This is related to the scoring of the sidewalk obstruction score which provides upper and lower bumpers to allow balancing the presence of obstructions throughout the city. The scoring system starts at a maximum score of 30 points (no obstruction found) to 0 points (significant obstructions found). 0 points does not represent the singular worse condition but the lowest quartile of sidewalk segments where usability is most impacted.

A.7.2.1 Vertical Displacement

Vertical displacements are the abrupt grade changes between two adjacent sidewalk panels. These changes are often caused by sidewalk settling and tree roots. Vertical Displacements are tripping hazards and especially dangerous to those in wheelchairs, walkers, and the elderly.

Vertical Displacement	Point Value
>1"	5
½" – 1"	3
¼" – ½"	1

Table A15: Vertical Displacement Obstruction Score

A.7.2.2 Driveway Slope thru Sidewalk

While the cross slope of a sidewalk segment may meet the standards of ADA compliance at the endpoints, often where a driveway crosses a sidewalk the cross slope of the sidewalk follows the driveway slope. A cross slope of greater than 2% can make it difficult for wheelchairs to maintain lateral balance and sudden changes in cross slope may be difficult for the elderly and the visual disabled.

Driveway Cross Slope	Point Value
>8%	10
5% - 8%	7
3% - 5%	4
2% - 3%	1

Table A16: Driveway Slope thru Sidewalk Obstruction Score

A.7.2.3 Driveway Ramp Slope

Where the sidewalk has to slope down for a driveway the running slope of the sidewalk varies from the running slope of the roadway. A running slope on a driveway ramp of greater than 8% can make it difficult for wheelchair users to safely stop if a motor vehicle is in the driveway, while a driveway ramp of greater than 8% can make it difficult for a wheelchair user to navigate the uphill grade with significant exertion.

Driveway Ramp Slope	Point Value
>15%	10
12% - 15%	8
10% - 12%	6
8% - 10%	4

Table A17: Driveway Ramp Slope Obstruction Score

A.7.2.4 Clear Width

The clear width is the width of the sidewalk surface available for a pedestrian to navigate around an obstacle. The obstacle could be anything from a utility pole and traffic sign to overgrown shrubbery. Although a sidewalk width can meet the minimum ADA standards, if a section of the segment does not meet the minimum width requirement the whole segment is effectively not accessible to a pedestrian specifically those in wheelchairs.

Clear Width	Point Value
<4'	5
>/= 4'	0

Table A18: Clear Width Obstruction Score

A.7.2.5 Obstructions

There are obstructions encountered that limit the usability of the sidewalk but may not limit the clear width to less than 4 feet in width. An example of this is a broken sidewalk panel, there may not be displacements greater than ¼" to be cataloged as vertical displacements and the clear width may not be limited to less than 4 feet, but the usability of the sidewalk has decreased and impacts the overall accessibility of the route. These obstructions are grouped together and scored based on the point value assigned times the number of instances encountered within a representative segment.

Obstruction	Point Value
Broken Sidewalk	2

Table A19: Obstruction Score

A.7.2.6 Encroachments

Encroachments limit the usability of the sidewalk and limit the clear width to less than 4 feet in width. However, unlike obstructions and clear width deficiencies as noted above, encroachments are not structural limitations but environmental limitations that can be addressed through routine maintenance or enforcement of policies already in existence (e.g., grass in sidewalks, trash cans, and parked vehicles).

Clear Width	Point Value
Vegetation (bushes or trees)	2
Grass (in sidewalk panels)	2
Street Furniture	2
Parking	2
Trash Cans	2

Table A20: Encroachment Score

A.7.3 Curb Ramp Accessibility Score

The following 11 criteria were collected at each curb ramp. The point values for each unique deficiency is listed below and used in the equation list in Section 7.6. The lower the point value the greater the impact on pedestrian traffic.

A.7.3.1 Curb Ramp Type

When a sidewalk intersects with a curb a curb cut should be provided per ADA regulations. When a curb cut is not provided to provide access from the sidewalk to the adjacent roadway corridor, pedestrians are discriminated against, and this is considered the highest priority for improvements. When no sidewalk is present, there is no obligation for a curb ramp to be present and these locations were not included in the assessment. **The Curb Ramp Score at this location will be scored as a 1 (the worst possible condition).**

Curb Ramp Type	Point Value
No Ramp Present (supercedes)	1
All Other Ramp Types	For Information Only

Table A21: Curb Ramp Type Score

A.7.3.2 Fixed Obstructions

Fixed obstructions range from utility poles and fire hydrants to wide street signs and curb inlets. Fixed Obstructions limit the clear width of a curb ramp as well as being hazardous to visually impaired pedestrians. A clear width of less than 4' is considered hazardous. Other fixed obstructions including vertical displacement and broken sidewalks that do not limit the curb ramp to a clear width of less than 4 feet are classified under other deficiencies within the Curb Ramp Accessibility Score. **The Curb Ramp Score at this location will be scored as a 2 (the second-worst possible condition).**

Fixed Obstructions	Point Value
Present – Fixed Obstruction	2
Present – Encroachment	For Information Only

Table A22: Curb Ramp Fixed Obstructions Score

A.7.3.3 Running Slope

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

Running Slope	Point Value
>15%	1
12% - 15%	2
8% - 12%	3
<8%	5

Table A23: Curb Ramp Running Slope Score

A.7.3.4 Cross Slope

The cross slope is the slope perpendicular to the direction of travel. On a curb ramp a steep cross slope can cause the user to lose balance.

Cross Slope	Point Value
>5%	1
3% - 5%	2
2% - 3%	3
<2%	5

Table A24: Curb Ramp Cross Slope Score

A.7.3.5 Flare Slope

The flare slope is the slope between the curb ramp and the sidewalk panel or green space besides the curb ramp. If this slope is in the pedestrian circulation path the slope must be less than 10%. Slopes greater than 10% can be a challenge to navigate and can lead to loss of balance. It is possible for the flare slope of a curb ramp to be outside the pedestrian circulation path and therefore the slopes are of no consequence.

Flare Slope	Point Value
> 10%	1
</= 10%	2
Outside of Pedestrian Circulation Path	2

Table A25: Curb Ramp Flare Slope Score

A.7.3.6 Curb Ramp Width

Narrow curb ramps limit the mobility of pedestrians and can lead to a dangerous passing especially when wheelchairs or walkers are involved.

Curb Ramp Width	Point Value
<4'	1
>4'	5

Table A26: Curb Ramp Width Score

A.7.3.7 Gutter Slope

A steep gutter slope leads to a sharp transition from the curb ramp to the pavement. This can lead to wheelchair and walker wheels catching as well as a generally uncomfortable walking situation.

Gutter Slope	Point Value
Rolled Curb (supercedes)	1
>8%	1
5% - 8%	3
<5%	5

Table A27: Curb Ramp Gutter Slope Score

A.7.3.8 Detectable Warning Panels

Detectable warning panels inform the visually impaired that they are approaching a dangerous condition and hazard is warranted. On perpendicular and parallel curb ramps, they also guide the visually impaired as to the direction of the opposing curb ramp across the roadway.

Detectable Warning Panels	Point Value
Not Present	1
Concrete Mesh	2
Not Compliant	2
Truncated Domes	7

Table A28: Curb Ramp Detectable Warning Panels Score

A.7.3.9 Vertical Displacements

The transition between the curb ramp and gutter pan and the curb ramp and the landing needs to be flush due to the potential for tripping hazards. Due to the steep slopes common on curb ramps it is more likely that the pedestrian can lose his/her balance and fall.

Vertical Displacements	Point Value
>1”	1
½” – 1”	4
¼” – ½”	7
<¼”	10

Table A29: Curb Ramp Vertical Displacements Score

A.7.3.10 Landing Dimensions

The landing at the top of a diagonal or perpendicular curb ramp provides a safe location for a pedestrian to change direction. The landing at the bottom of the curb ramp provides protection for the pedestrian from motorists.

Landing (Top or Bottom)	Point Value
<4’ in each direction	1
>/= 4’ in each direction	3

Table A30: Curb Ramp Landing Dimensions Score

A.7.3.11 Landing Slopes

The slopes at the top landing need to meet ADA requirements in both directions due to the large number of turning movements. Steep slopes in either direction could cause a wheelchair to lose balance and affect the stability of all pedestrian especially the elderly.

Top Landing Slope	Point Value
>2% in either direction	1
</= 2% in either direction	3

Table A31: Curb Ramp Landing Slope Score

A.7.3.12 Drainage Problems

The area surrounding the ramp should be clear of any drainage issues that could cause the ramp to be deemed unusable after or during rainfall. Collections of water could leave debris that would block the ramp or cause a tripping hazard.

Drainage Area around Ramp	Point Value
Problems	1
No Problems	10

Table A32: Curb Ramp Drainage Problems Score

A.7.3.13 Surface Material Score

Surface is the existing wearing material of the curb ramp. When curb ramps are not constructed on concrete they are more likely to be slippery when wet, have vertical displacements at joints of bricks and pavers, and be uneven when wood is used.

Material Type	Point Value
All Other Surfaces	1
Concrete	5

Table A33: Curb Ramp Surface Material Score

A.7.4 Pedestrian Signal Accessibility Score

The following 11 criteria were collected at each pedestrian signal. The pedestrian signals are classified as either compliant or non-compliant since the most likely scenario is that pedestrian signals will be updated during future signal improvements. Projects to correct a single non-compliant pedestrian traffic signal are not only an inefficient use of available funds but have a high likelihood of creating more barriers to access as part of retrofitting the upgrade into the existing built environment. When signal upgrades are planned, every pedestrian traffic signal at an intersection should be upgraded to meet requirements. Additionally, curb ramps should be brought into compliance due to the likely disruption associated with the construction of new pedestrian push buttons and pedestrian signal heads.

A.7.4.1 Distance from Curb Line

The horizontal distance between the pedestrian push button and the curb line. When the pedestrian push button is closer than 1.5 feet from the curb line there is a potential conflict between motorist and pedestrians.

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

Table A34: Pedestrian Signal – Distance from the Curb Line

A.7.4.2 Pedestrian Push Button Height

The height of the pedestrian push button from the adjacent sidewalk pavement to the center of the pedestrian push button. When a pedestrian push button is mounted either too high or too low it can be difficult to access for certain users including pedestrians in a wheelchair.

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

Table A35: Pedestrian Signal – Pedestrian Push Button Height

A.7.4.3 Pedestrian Detector

Indicates the presence of pedestrian push button or some other method to activate the walk interval.

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

Table A36: Pedestrian Signal – Pedestrian Detector

A.7.4.4 Non-Visual Aids

Indicates the presence of a non-visual method to alert pedestrians to the presence of a pedestrian push button or some other method to activate the walk interval. A non-visual aid provides guidance to pedestrians who are either low vision or blind.

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

Table A37: Pedestrian Signal – Non-Visual Aids

A.7.4.5 Clear Space Widths

The width of the landing for the pedestrian push button. A landing of less than 4 feet by 4 feet does not provide adequate space for someone in a wheelchair to activate the pedestrian push button.

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

Table A38: Pedestrian Signal – Clear Space Widths

A.7.4.6 Clear Space Slopes

The slope of the landing for the pedestrian push button in all directions. Steep slopes in either direction could cause a wheelchair to lose balance and affect the stability of all pedestrian especially the elderly.

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

Table A39: Pedestrian Signal – Clear Space Slopes

A.7.4.7 Distance from the Pedestrian Push Button to the Crosswalk

The proximity of the pedestrian push button to the crosswalk that the pedestrian push button services. When a pedestrian push button is too far away from the crosswalk it can be a challenge for a pedestrian with limited mobility to travel from the pedestrian push button to the crosswalk in time to safely travel across the street.

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

Table A40: Pedestrian Signal – Distance from the Pedestrian Push Button to the Crosswalk

A.7.4.8 Pedestrian Push Button Proximity

The proximity of the pedestrian push button to each other. When pedestrian push buttons are near each other audible tones or other non-visual aids are required to different pedestrian push buttons from other push buttons that may be activated and near.

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

Table A41: Pedestrian Signal – Pedestrian Push Button Proximity

A.7.4.9 Operating Force

The amount of force necessary to activate the pedestrian push button. When the operating force is too heavy it can be difficult for some pedestrians to activate the pedestrian signal.

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

Table A42: Pedestrian Signal – Operating Force

A.7.4.10 Countdown Signals

Does the pedestrian signal include countdown signals during the walk interval. When countdown signals are not provided a pedestrian cannot accurately judge the amount of time to cross a street.

Countdown signals	Compliance Level
Present	Compliant
Not present	Non-compliant

Table A43: Pedestrian Signal – Countdown Signals

A.7.4.11 Alternative Name Format

Indicated the street to be crossed in an alternative format (e.g., braille or verbal). Alternative formats provide wayfinding options to all pedestrians.

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

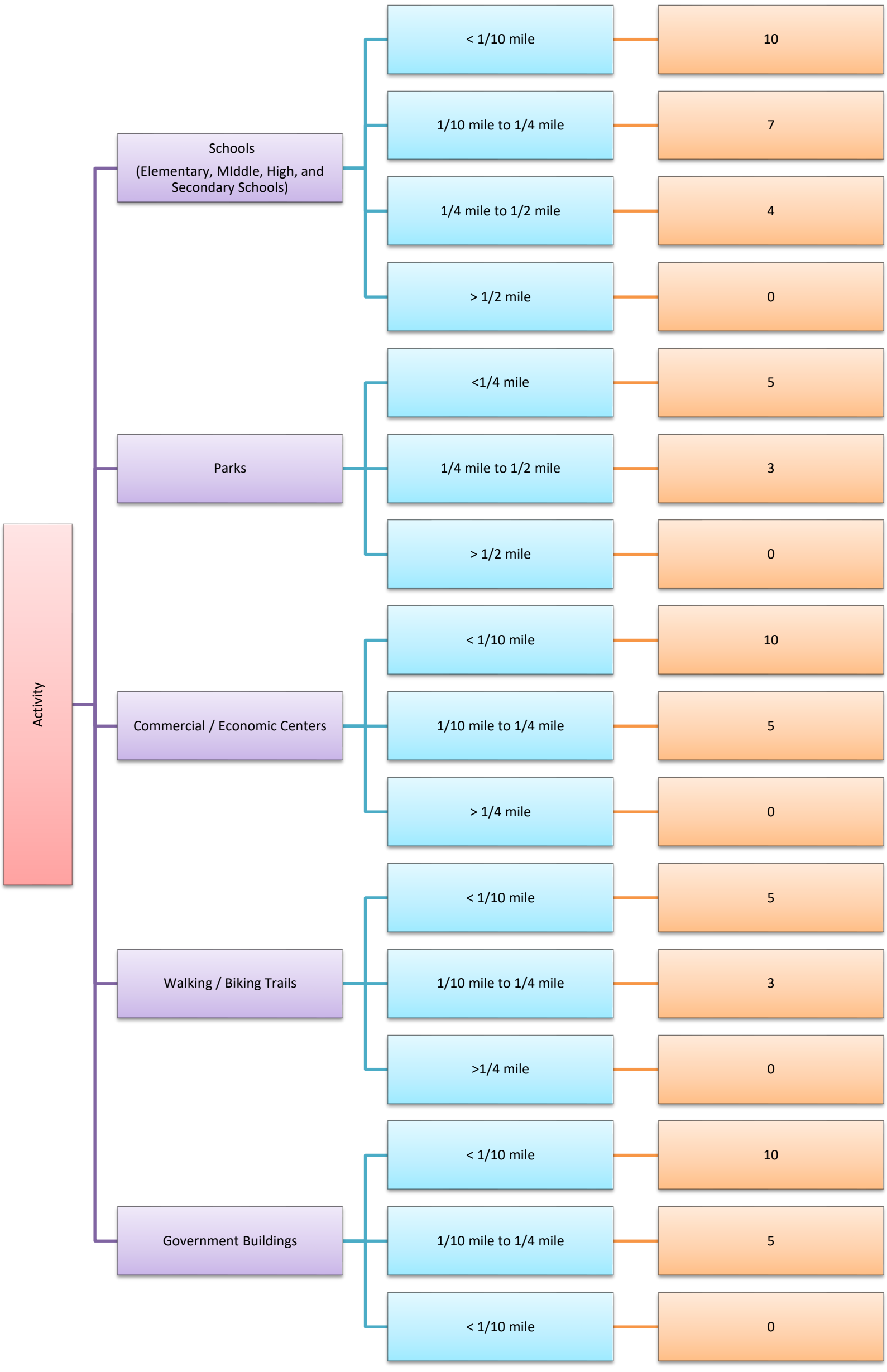
Table A44: Pedestrian Signal – Alternative Name Format

Appendix A.8
Data Collection Matrixes

ACTIVITY FACTOR FLOW CHART (SHEET 1) – PEDESTRIAN TRAFFIC GENERATORS

Max Score 70 Points

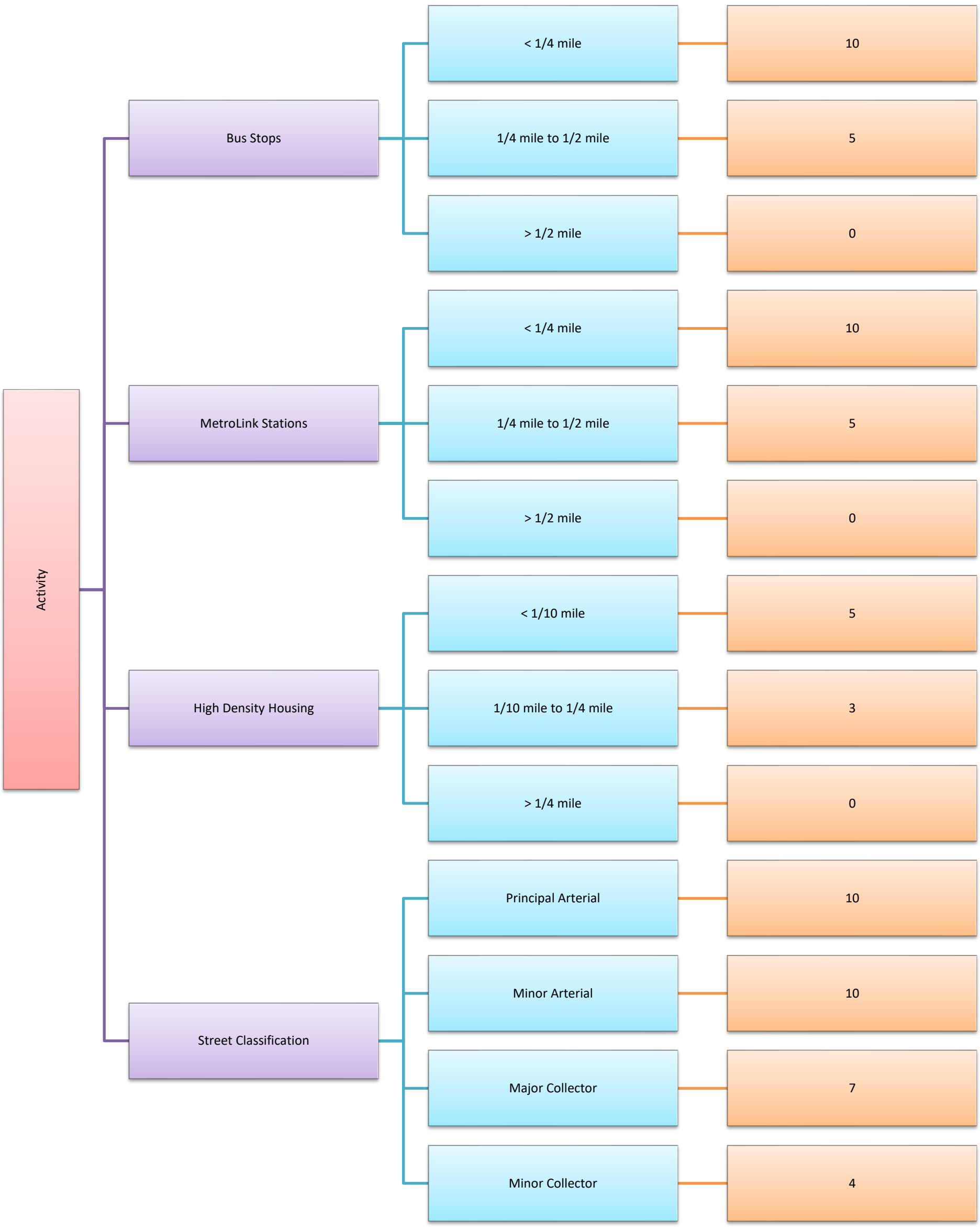
The following is a graphical representation of the pedestrian traffic generators and socio-economic data that are used to develop the city-wide prioritization map. The nodes directly right of "Activity" (i.e. Schools, Parks, government buildings, etc.) represent the various pedestrian generating activities. The data to the right of the various pedestrian generating activities (i.e. <¼ mile, ¼ mile to ½ mile, etc.) represents the distance between the various sidewalk segments or curb ramps from the activity. The data to the right of the buffer distances represents the point value that will be assigned based on the segment or ramps distance from the various activities.



ACTIVITY SCORE FLOW CHART (SHEET 2) – PEDESTRIAN TRAFFIC GENERATORS

Max Score 70 Points

The following is a graphical representation of the pedestrian traffic generators and socio-economic data that are used to develop the city-wide prioritization map. The nodes directly right of "Activity" (i.e. Schools, Parks, seniors, etc.) represents the various pedestrian generating activities. The data to the right of the various pedestrian generating activities (i.e. < $\frac{1}{10}$ mile, ¼ mile to ½ mile, etc.) represents the distance between the various sidewalk segments or curb ramps from the activity. The data to the right of the buffer distances represents the point value that will be assigned based on the segment or ramps distance from the various activities.



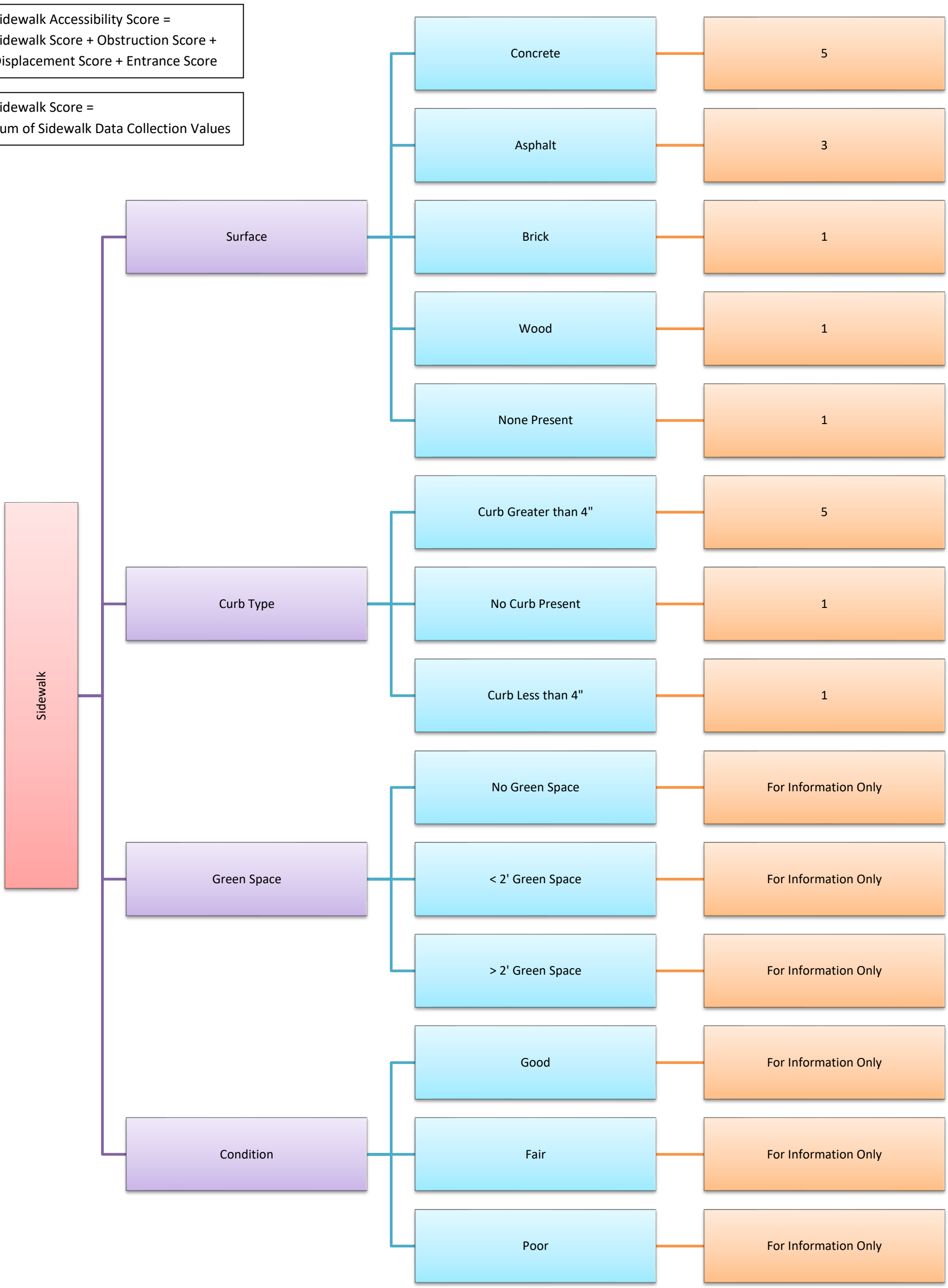
SIDEWALK DATA COLLECTION FLOW CHART (SHEET 1)

Max Score 30 points

The following is a graphical representation of the sidewalk data to be collected as part of the transition plan. The main node at the left side of the chart "Sidewalks" represents the feature class for which the data is being collected. The nodes directly right of "Sidewalks" (i.e. Surface, Curb Type, etc.) represents the attributes that will be collected. The data right of the attribute nodes (i.e. Concrete, Asphalt, etc.) represents the options that will be presented to the field crew via a drop-down menu. All data to be collected will be based on existing field conditions as of the time of surveying except for the condition assessment which will be based on the physical appearance of the overall sidewalk segment.

Sidewalk Accessibility Score =
Sidewalk Score + Obstruction Score +
Displacement Score + Entrance Score

Sidewalk Score =
Sum of Sidewalk Data Collection Values



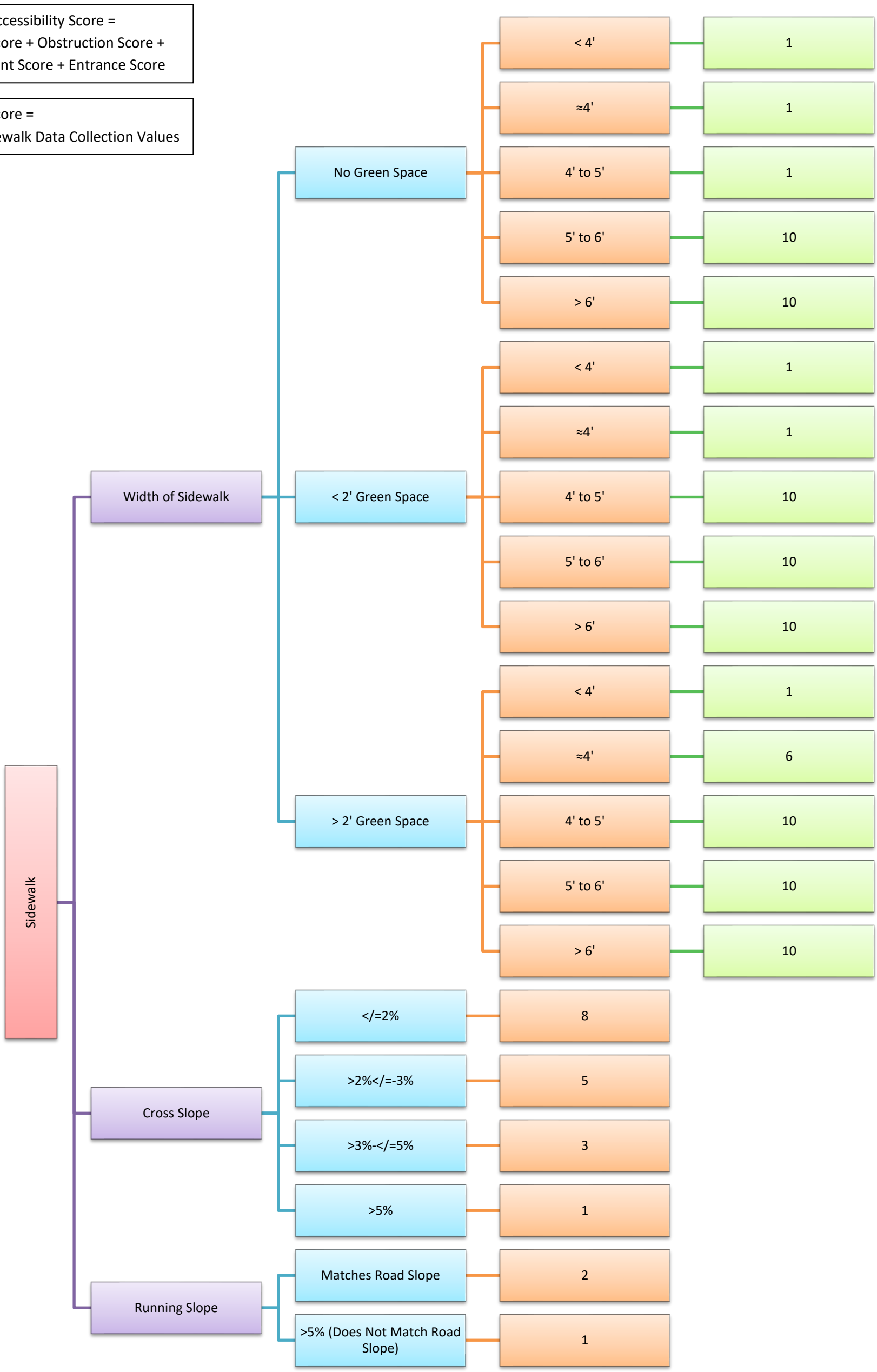
SIDEWALK DATA COLLECTION FLOW CHART (SHEET 2)

Max Score XX points

The following is a graphical representation of the sidewalk data to be collected as part of the transition plan. The main node at the left side of the chart "Sidewalks" represents the feature class for which the data is being collected. The nodes directly right of "Sidewalks" (i.e. Surface, Curb Type, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Concrete, Asphalt, etc.) represents the options that will be presented to the field crew via a drop-down menu. All data to be collected will be based on existing field conditions as of the time of surveying except for the condition assessment which will be based on the physical appearance of the overall sidewalk segment.

Sidewalk Accessibility Score =
Sidewalk Score + Obstruction Score +
Displacement Score + Entrance Score

Sidewalk Score =
Sum of Sidewalk Data Collection Values



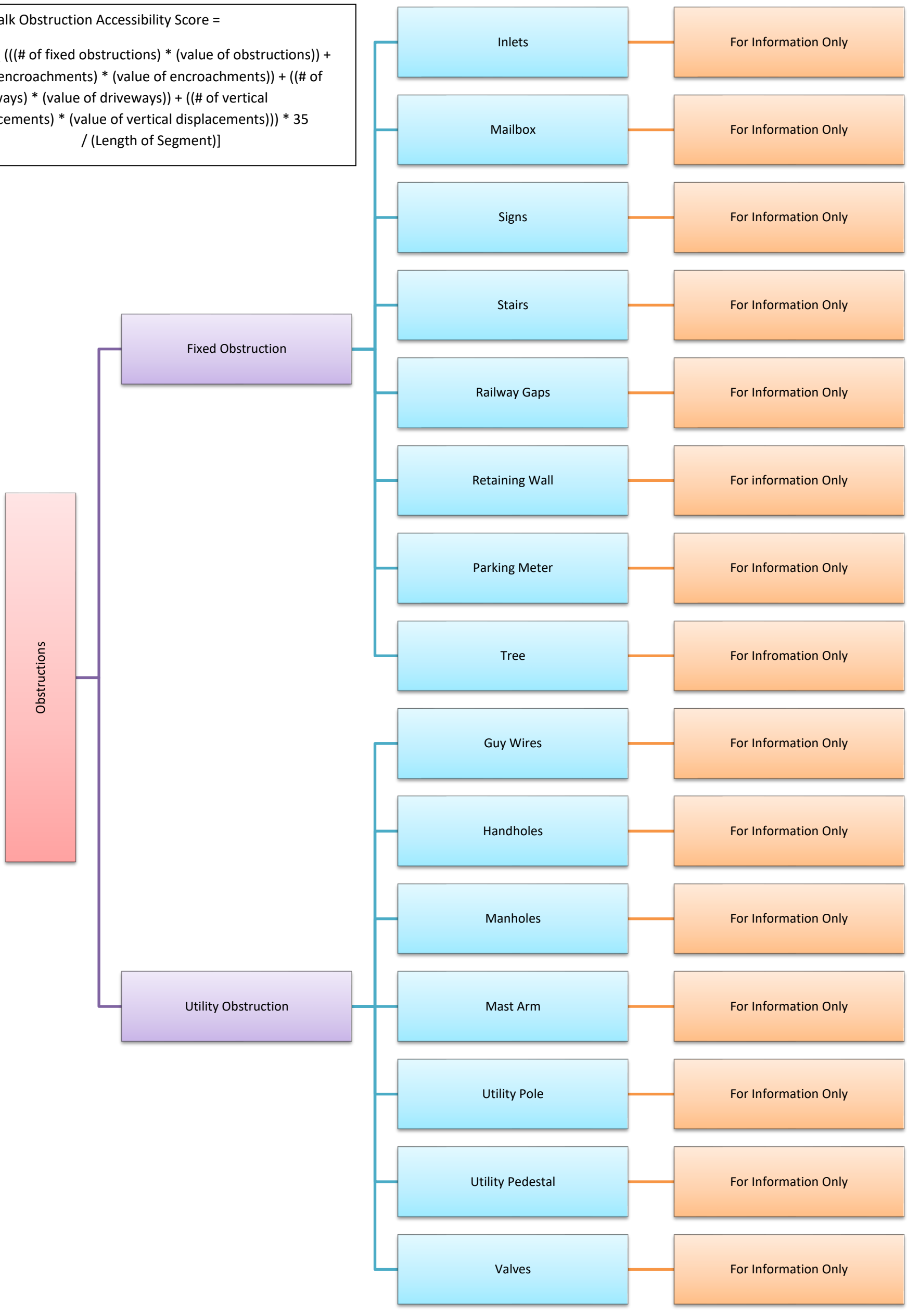
OBSTRUCTIONS DATA COLLECTION FLOW CHART (SHEET 1)

Max Score 30 points

The following is a graphical representation of the obstruction data to be collected as part of the transition plan. The main node at the left side of the chart "Obstructions" represents the feature for which the data is being collected. The nodes directly right of "Obstructions" (i.e. Fixed Obstructions, Utility Obstructions, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Inlets, Mast Arm, etc.) represents the options that will be presented to the field crew via a drop-down menu.

Sidewalk Obstruction Accessibility Score =

30 - [∑ (((# of fixed obstructions) * (value of obstructions)) + ((# of encroachments) * (value of encroachments)) + ((# of driveways) * (value of driveways)) + ((# of vertical displacements) * (value of vertical displacements))) * 35 / (Length of Segment)]



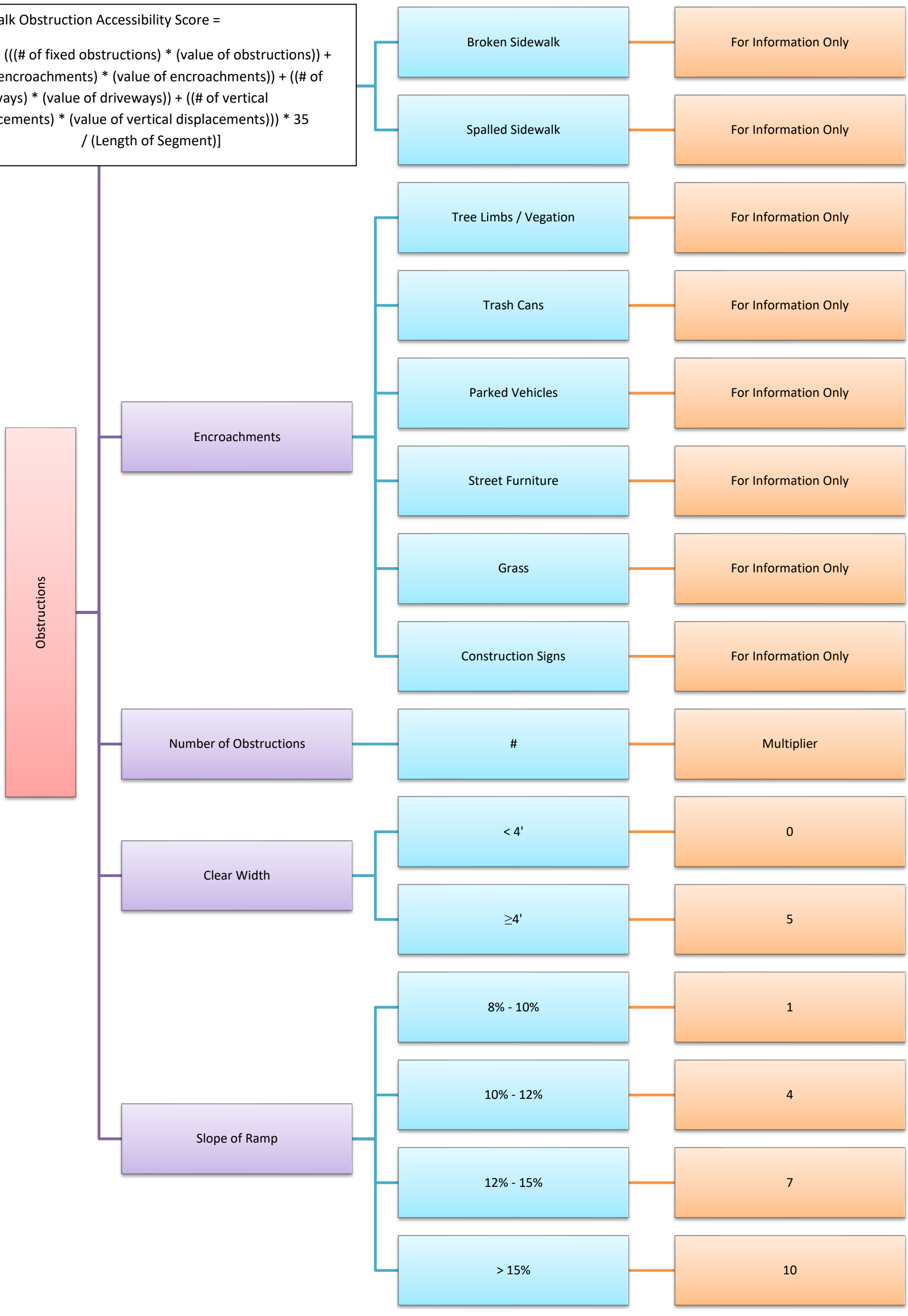
OBSTRUCTIONS DATA COLLECTION FLOW CHART (SHEET 2)

Max Score 30 points

The following is a graphical representation of the obstruction data to be collected as part of the transition plan. The main node at the left side of the chart "Obstructions" represents the feature for which the data is being collected. The nodes directly right of "Obstructions" (i.e. Fixed Obstructions, Utility Obstructions, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Inlets, Mast Arm, etc.) represents the options that will be presented to the field crew via a drop-down menu.

Sidewalk Obstruction Accessibility Score =

30 - [∑ (((# of fixed obstructions) * (value of obstructions)) + ((# of encroachments) * (value of encroachments)) + ((# of driveways) * (value of driveways)) + ((# of vertical displacements) * (value of vertical displacements))) * 35 / (Length of Segment)]



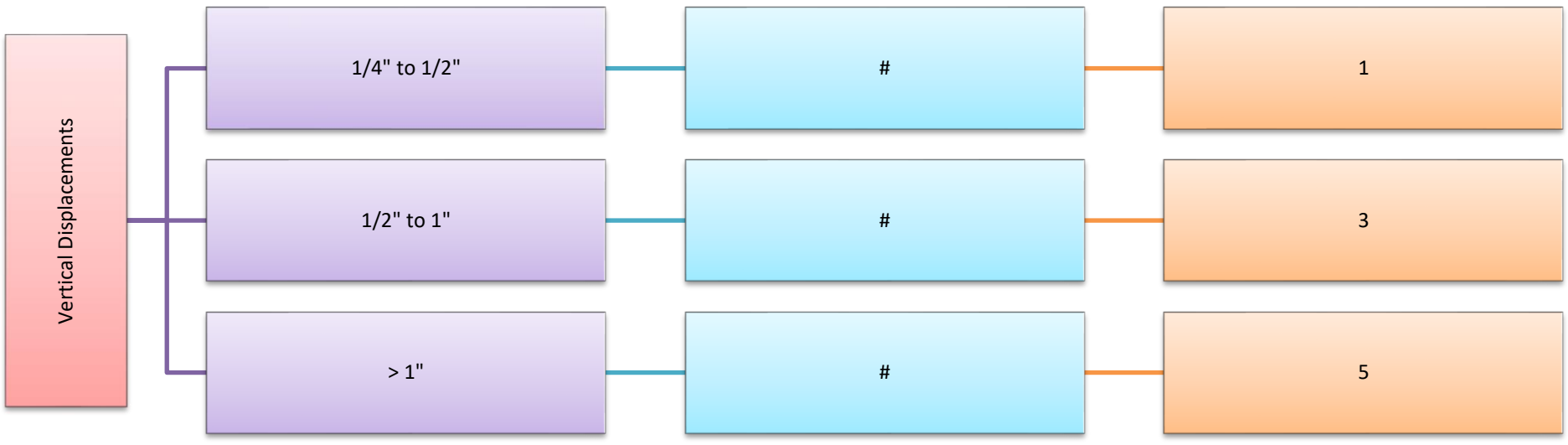
VERTICAL DISPLACEMENT OBSTRUCTIONS DATA COLLECTION FLOW CHART (SIDEWALK SEGMENTS)

N/A

The following is a graphical representation of the obstruction data to be collected as part of the transition plan. The main node at the left side of the chart "Vertical Displacements" represents feature for which the data is being collected. The nodes directly right of "Vertical Displacements" (i.e. ¼" to ½", etc.) represents the attributes that will be collected. The number of vertical displacements encountered for the respective segment is totaled based on the height of the displacement.

Sidewalk Obstruction Accessibility Score =

30 - [∑ (((# of fixed obstructions) * (value of obstructions)) + ((# of encroachments) * (value of encroachments)) + ((# of driveways) * (value of driveways)) + ((# of vertical displacements) * (value of vertical displacements))) * 35 / (Length of Segment)]



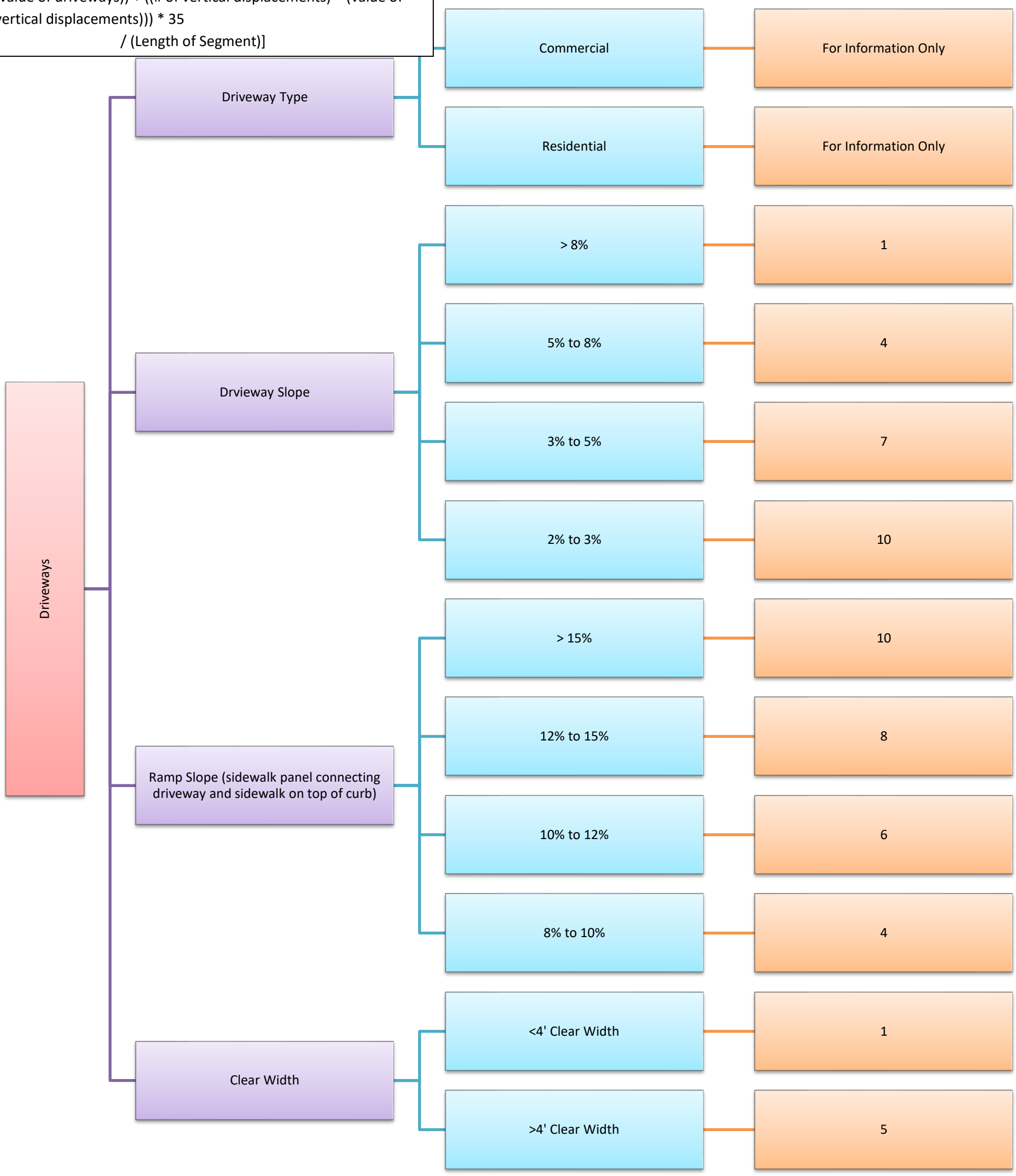
DRIVEWAY OBSTRUCTIONS DATA COLLECTION FLOW CHART (SIDEWALK SEGMENTS)

N/A

The following is a graphical representation of the obstruction data to be collected as part of the transition plan. The main node at the left side of the chart "Driveways" represents the feature for which the data is being collected. The nodes directly right of "Driveways" (i.e. Driveway Type, Driveway Slope, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Commercial, Residential, etc.) represents the options that will be presented to the field crew via a drop-down menu.

Sidewalk Obstruction Accessibility Score =

30 - [∑ (((# of fixed obstructions) * (value of obstructions)) + ((# of encroachments) * (value of encroachments)) + ((# of driveways) * (value of driveways)) + ((# of vertical displacements) * (value of vertical displacements))) * 35 / (Length of Segment)]



CURB RAMP DATA COLLECTION FLOW CHART (SHEET 1)

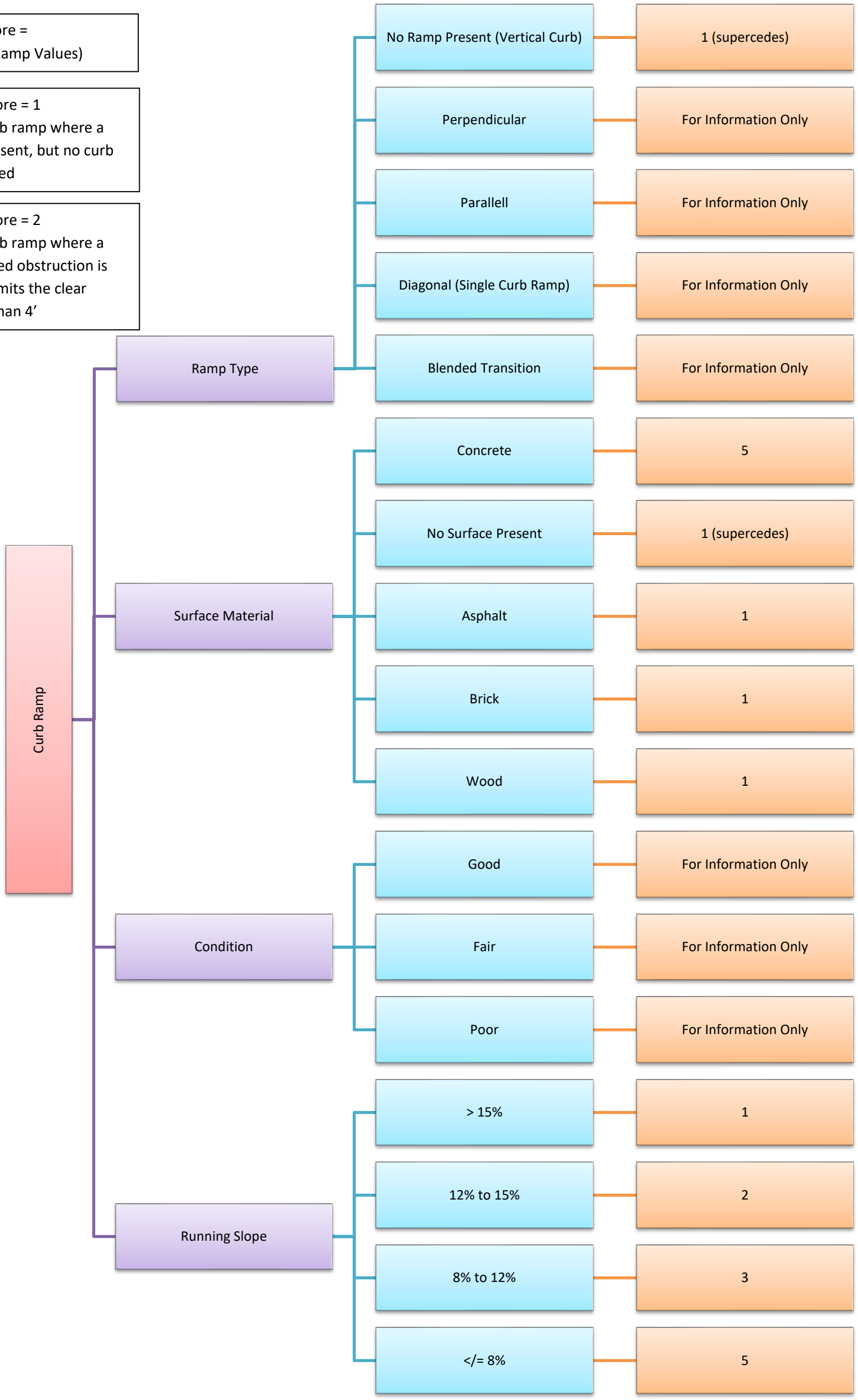
Max Score 60 points

Curb ramps were divided into 3 sheets to provide clarity. The following is a graphical representation of the curb ramp data to be collected as part of the assessment of the pedestrian assets of public rights-of-way. The main node at the left side of the chart "Curb Ramps" represents the feature for which the data is being collected. The nodes directly right of "Curb Ramps" (i.e. Surface, Condition, etc.) represents the attributes that will be collected. The data right of the attribute nodes (i.e. Concrete, Asphalt, etc.) represents the various options that will be presented to the field crew via drop-down menu.

Curb Ramp Score =
(Sum of Curb Ramp Values)

Curb Ramp Score = 1
Indicates a curb ramp where a sidewalk is present, but no curb ramp is provided

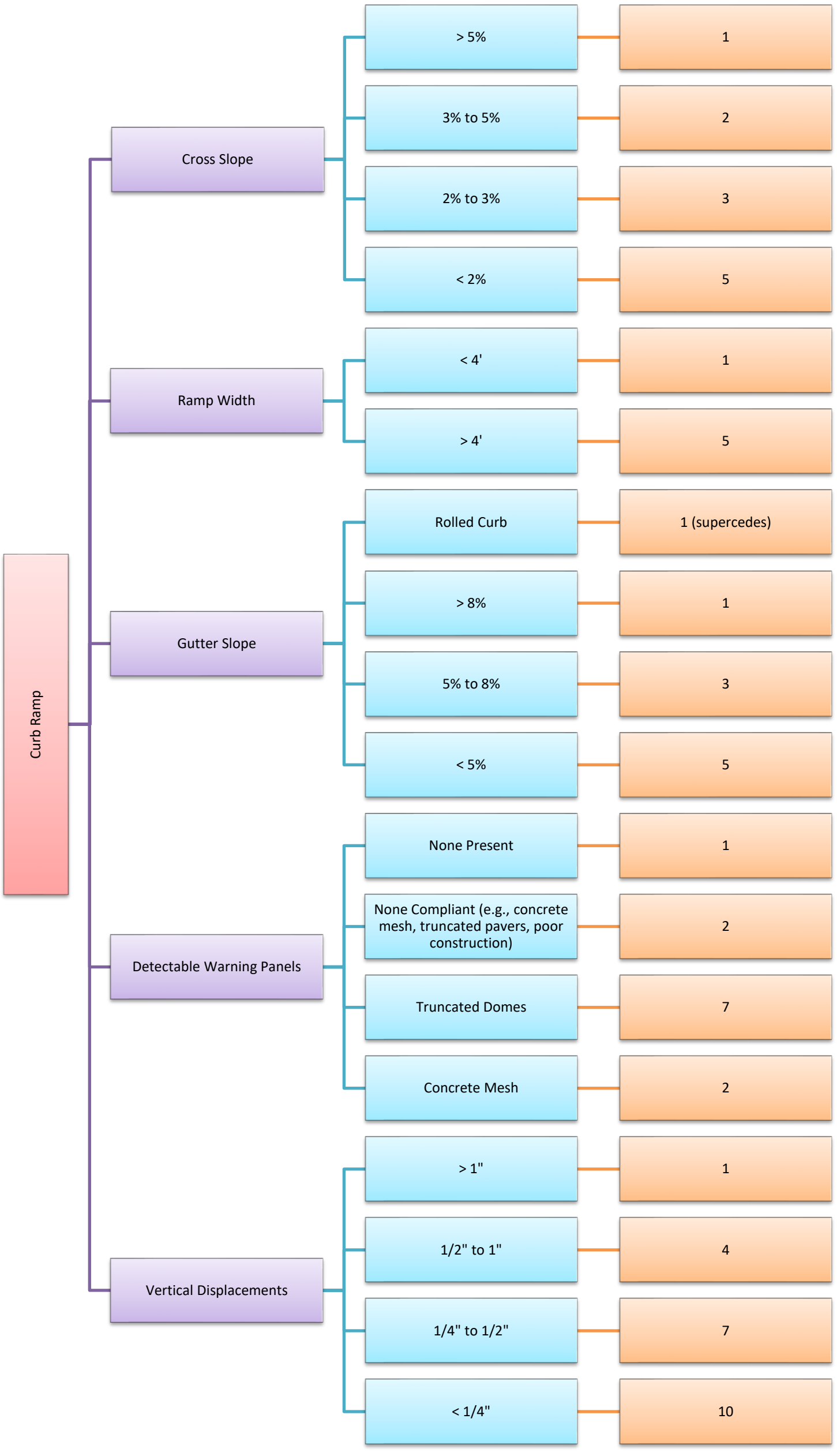
Curb Ramp Score = 2
Indicates a curb ramp where a permanent fixed obstruction is present that limits the clear width to less than 4'



CURB RAMP DATA COLLECTION FLOW CHART (SHEET 2)

Max Score 60 points

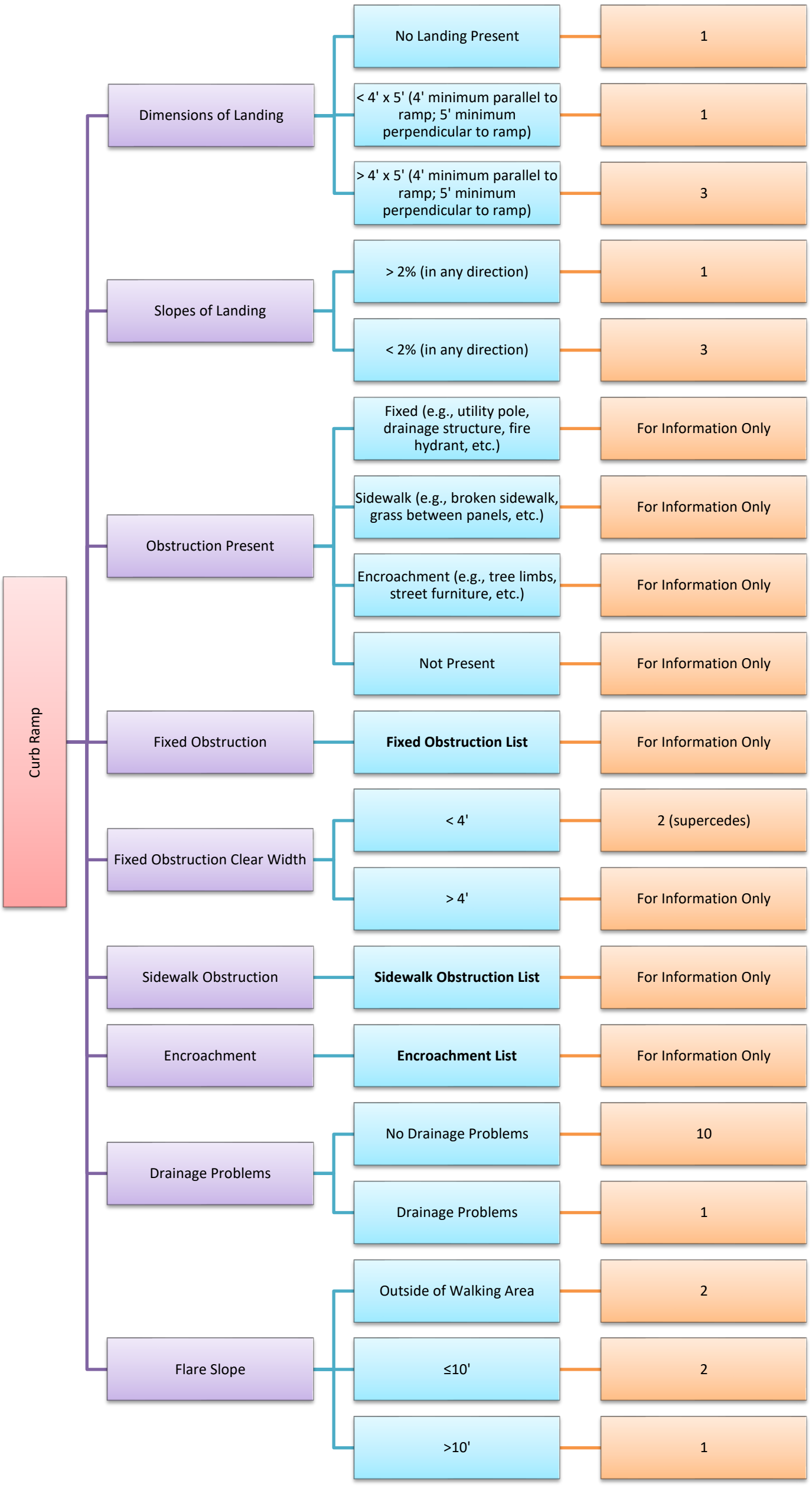
Curb ramps were divided into 3 sheets to provide clarity. The following is a graphical representation of the curb ramp data to be collected as part of the assessment of the pedestrian assets of public rights-of-way. The main node at the left side of the chart "Curb Ramps" represents the feature for which the data is being collected. The nodes directly right of "Curb Ramps" (i.e. Surface, Condition, etc.) represents the attributes that will be collected. The data right of the attribute nodes (i.e. Concrete, Asphalt, etc.) represents the various options that will be presented to the field crew via drop-down menu.



CURB RAMP DATA COLLECTION FLOW CHART (SHEET 3)

Max Score 60 points

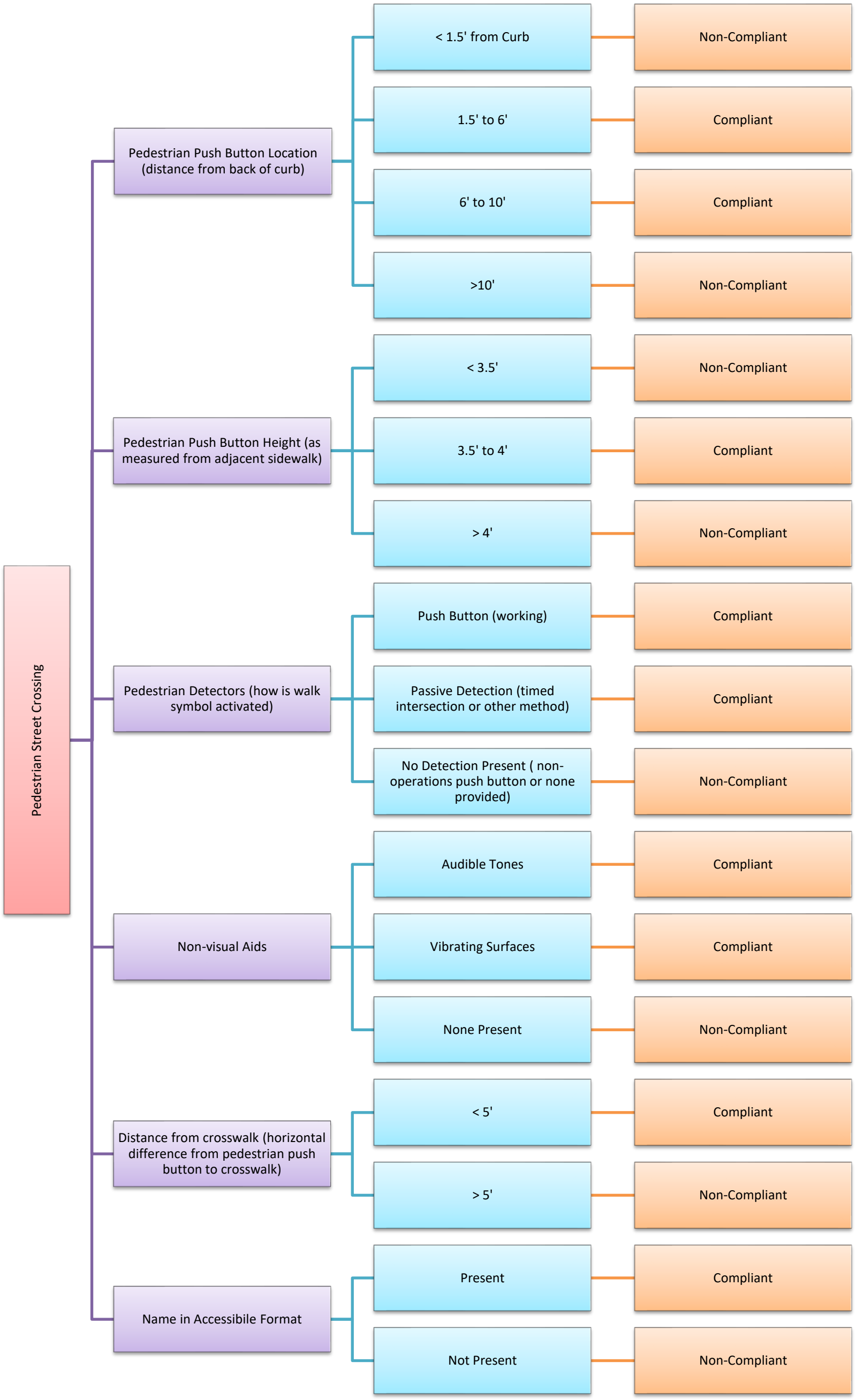
Curb ramps were divided into 3 sheets to provide clarity. The following is a graphical representation of the curb ramp data to be collected as part of the assessment of the pedestrian assets of public rights-of-way. The main node at the left side of the chart "Curb Ramps" represents the feature for which the data is being collected. The nodes directly right of "Curb Ramps" (i.e. Surface, Condition, etc.) represents the attributes that will be collected. The data right of the attribute nodes (i.e. Concrete, Asphalt, etc.) represents the various options that will be presented to the field crew via drop-down menu.



SIGNALIZED INTERSECTION PEDESTRIAN STREET CROSSING DATA COLLECTION FLOW CHART (SHEET 1)

Compliant / Non-Compliant

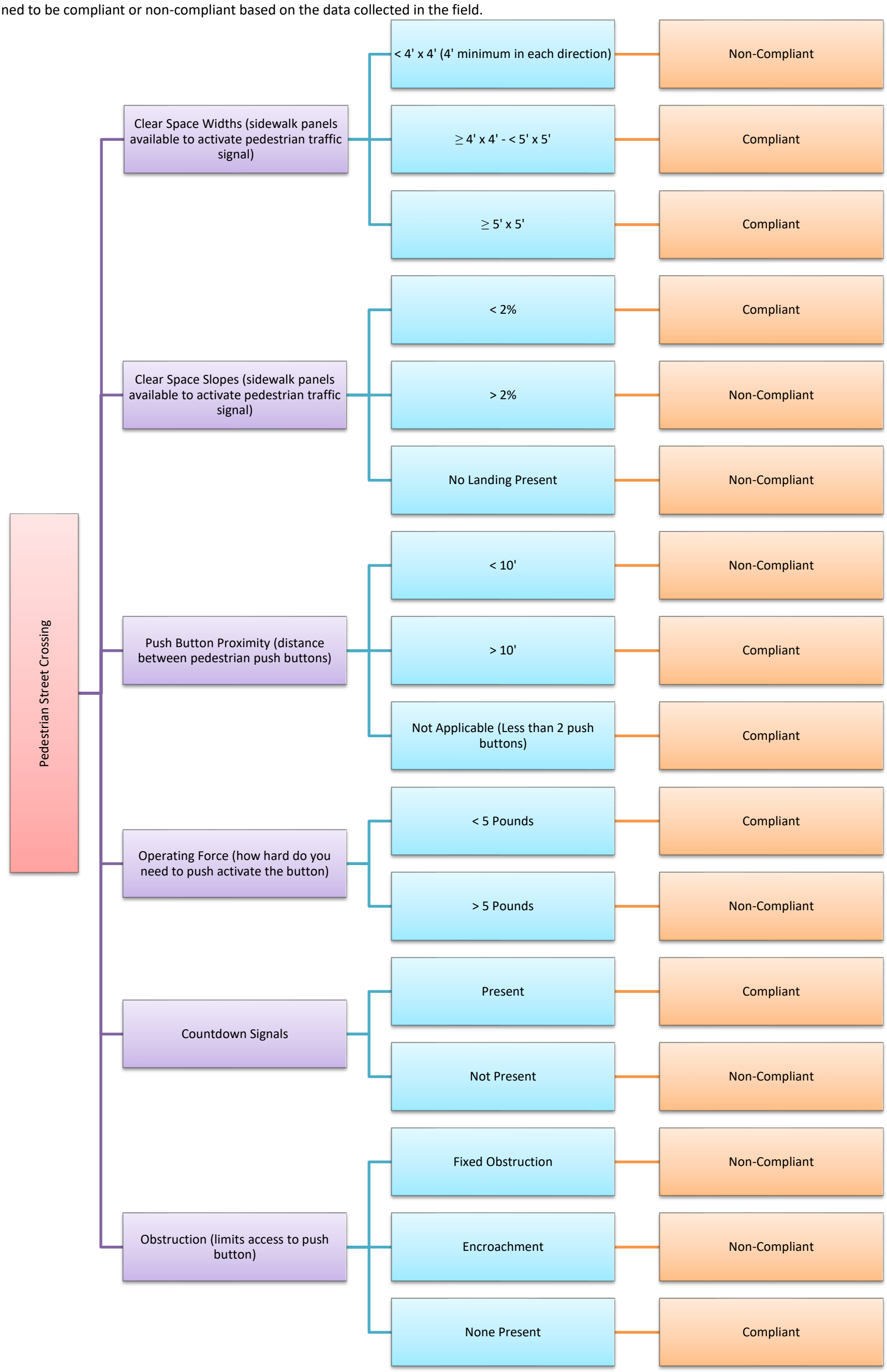
The following is a graphical representation of the signalized intersection pedestrian street crossing data to be collected as part of the transition plan. The main node at the left side of the chart "Pedestrian Street Crossing" represents the feature for which the data is being collected. The nodes directly right of "Pedestrian Street Crossing" (i.e. Clear Space Widths, Clear Space Slopes, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Audible Tones, Vibrating Surfaces, etc.) represents the various options that will be presented to the field crew via the drop-down menu. The various attributes were determined to be compliant or non-compliant based on the data collected in the field.



SIGNALIZED INTERSECTION PEDESTRIAN STREET CROSSING DATA COLLECTION FLOW CHART (SHEET 2)

Compliant / Non-Compliant

The following is a graphical representation of the signalized intersection pedestrian street crossing data to be collected as part of the transition plan. The main node at the left side of the chart "Pedestrian Street Crossing" represents the feature for which the data is being collected. The nodes directly right of "Pedestrian Street Crossing" (i.e. Clear Space Widths, Clear Space Slopes, etc.) represent the attributes that will be collected. The data right of the attribute nodes (i.e. Audible Tones, Vibrating Surfaces, etc.) represents the various options that will be presented to the field crew via the drop-down menu. The various attributes were determined to be compliant or non-compliant based on the data collected in the field.



Appendix A.9
Summary of Sidewalk and Curb Ramp Findings

1. MAP ORGANIZATION

A grid system was laid out over the extent of the city. 17 grids detail all the pedestrian facilities in the city. If a section of the City is not covered by a grid, then there are no pedestrian facilities present in that area.

In general, the grids were laid out in relative rows and columns over the city. To better display the information, this pattern was broken in places, and some grids may overlap.

2. MAP SYMBOLOGY

Each grid map is accompanied by a legend as shown below. A score was assigned to each segment of sidewalk and to each curb ramp in the city. The scoring system is a two-part scoring system that is based on both the physical condition of the pedestrian asset, Accessibility Score, and the likelihood of the pedestrian asset having high level of pedestrian foot traffic, Activity Factor.

2.1 Sidewalk and Curb Ramp Symbology

The Accessibility Score is detailed in Appendix A.7 of the ADA Transition Plan. Sidewalk gaps and existing curb ramps that either have a fixed obstruction that greatly limits the usability of the curb ramp or there is no curb ramp present are automatically categorized as the highest priority regardless of the other physical characteristics of the curb ramp. Sidewalk gaps are defined as small sidewalk gaps where pedestrians have a reasonable expectation to continue along the pedestrian route. Examples of sidewalk gaps identified in the Plan include 3rd Street between Franklin Elementary School and F Street (long breaks in sidewalk pavement that are part of a larger pedestrian network where sidewalk is provided), Monroe Street between Illinois Street and Charles Street (short breaks in sidewalk pavement within a pedestrian network, Park Drive between 48th Street and Dapron Drive (a required connection between two pedestrian connections to expand pedestrian access throughout the community).

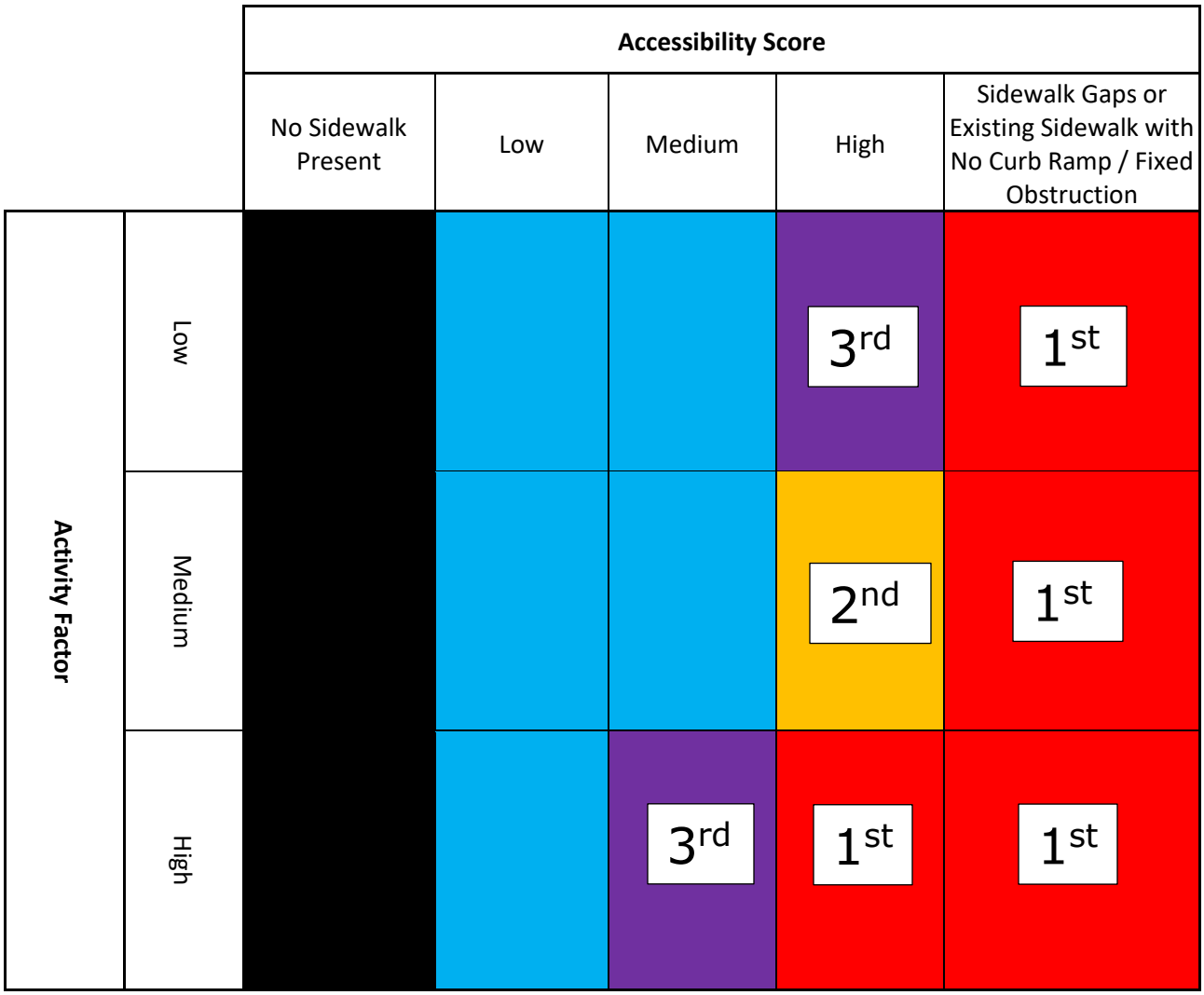
Where no sidewalk is present for a long stretch of roadway, e.g., IL Rte 13 between Illinois Street and Mascoutah Avenue, the Plan places a low priority, No Sidewalk Present. No Sidewalk Present acknowledges that sidewalk is not provided but access is not provided to any pedestrian. that exist for an entire city block or greater are not considered sidewalk gaps for the purpose of the ADA Transition Plan.

The lower the Accessibility Score the higher the priority. High priority pedestrian assets are those pedestrian facilities that are most encumbered by ADA violations. For instance, a segment of sidewalk that scores a 55 has few obstructions and should be addressed after a segment that scores a 15. A score of 55 does not indicate that a given segment or ramp is ADA compliant, but that the given segment or ramp has a lower impact on access based on the parameters established for this plan. A sidewalk segment or curb ramp is considered "No Significant Deficiency" when the pedestrian asset has only minor ADA deficiencies that do not impact the usability of the pedestrian asset. For sidewalk segments a segment with a score of 60 or greater is considered "No Significant Deficiency". For curb ramps a curb ramp with a score of 70 or greater is considered "No Significant Deficiency".

The Activity Factor is detailed in Appendix A.6 of the ADA Transition Plan. Radii were developed for various pedestrian traffic generators located throughout the city and unique values were given to each radius. Smaller radii near the pedestrian traffic generators were given higher priority of larger radii further away from the pedestrian traffic generators. The pedestrian assets with the highest Activity Factor are those that are near multiple pedestrian

traffic generators. These assets represent those locations in the city that are estimated to have the highest amount of pedestrian foot traffic.

The overall prioritization system places the highest priorities (1st Tier Improvements) on those pedestrian assets that have the greatest impact on usability and are likely to have high pedestrian traffic counts. Long Term Priorities are pedestrian assets that are either low priority Accessibility Scores or low priority Activity Factors. The legend shows the categories of scoring and the colors associated with each category (See Figure 1).



Priority Legend	
	1st Tier Improvements – Initial Focus
	2nd Tier Improvements
	3rd Tier Improvements
	Long Term Priorities – Out Years
	No Sidewalk Present

Figure A1: Color coded scoring legend

2.2 Pedestrian Traffic Signal Symbology

For pedestrian traffic signals assessments were completed to determine whether the signal was compliant or not. Due to the complex nature of bring pedestrian traffic signals into compliance, most likely these improvements are associated with larger intersection projects, it is highly unlikely that individual pedestrian traffic signals will be brought into compliance but more likely that entire intersections will be brought into compliance as part of a larger project. Pedestrian traffic signal priorities are primarily broken down by Activity Factor with

the highest priority improvements being those traffic signals that are likely to have heavy amounts of pedestrian traffic.

2.2.1 Long-Term Priorities

The City has recently taken on several roadway projects that have involved upgrades to the pedestrian traffic signals at select intersections. At these locations minor non-compliant attributes were identified but the pedestrian traffic signal serves the needs of all pedestrians and does not represent the greatest need throughout the city. These intersections were:

- West Main Street and 6th Street
- West Main Street and 3rd Street
- Mid-block crossing on West Main Street between 3rd Street and 2nd Street
- West Main Street and 1st Street
- East Main Street and High Street
- East Main Street and Charles Street
- Illinois Street and Lebanon Avenue
- Illinois Street and F Street

2.2.2 1st Tier Improvements

High priority intersections based on the previously discussed Activity Factor. Intersection improvements to upgrade pedestrian access at these locations should be sought to improve pedestrian traffic safety and provide safer routes for a high number of pedestrians. These intersections are:

- Carlyle Avenue and West Boulevard (Belleville East High School)
- Carlyle Avenue and Lancer Drive (Belleville East High School)
- Mid-block crossing on High Street and Belleville East High School
- Illinois Street and Douglas Avenue
- Illinois Street and C Street
- Illinois Street and A Street
- Illinois Street and Washington Street
- Illinois Street and Lincoln Street
- High Street and A Street
- High Street and Washington Street
- West Main Street and 17th Street
- West Main Street and 28th Street
- West Main Street and N Belt W
- Frank Scott Parkway W and N Belt W
- N Belt W and 47th Street
- Mid-block crossing on West Main Street at Blessed Sacrament School

2.2.3 2nd Tier Improvements

2nd Tier Improvement intersections are lower priority intersections than the 1st Tier Improvements provided above. Improvements to these intersections should be sought as available and if funding for intersection improvements become available these improvements should be completed regardless of priority. These intersections are:

- West Main Street and 95th Street
- Frank Scott Parkway W and Dapron Street
- Frank Scott Parkway W and IL Rte 161
- Frank Scott Parkway W and Erie St Rd
- Frank Scott Parkway W and Belleville Crossing
- Mid-block crossing on Royal Heights Road at West Junior High School
- N Belt W and 42nd Street
- N Belt W and West Main Street
- West Main Street and 37th Street
- West Main Street and 32nd Street
- Illinois Street and Monroe Street
- Mid-block crossing on Charles Street at Washington School
- East Main Street and Carlyle Street
- Mid-block crossing on East Main Street at Douglas Elementary School
- Mid-block crossing on Carlyle Avenue at Douglas Elementary School
- Carlyle Avenue and McClintock Avenue
- Mid-block crossing on Lebanon Avenue at St. Teresa Catholic School
- Lebanon Avenue and N Belt E
- Mid-block crossing on Sherman Street between Charles Street and Lasalle Street
- Lebanon Avenue and Old Collinsville Road

2.2.4 3rd Tier Improvements

3rd Tier Improvement intersections are lower priority intersections than the 1st Tier Improvements provided above. Improvements to these intersections should be sought as available and if funding for intersection improvements become available these improvements should be completed regardless of priority. These intersections are:

- Mid-block crossing on Mascoutah Avenue at Belleville Christian School
- Sherman Street and East Main Street
- Sherman Street and B Street
- Illinois Street and Sandwedge Drive
- Illinois Street and Westhaven Elementary School Rd
- State Street and IL Rte 158
- Mid-block crossing on Centreville Road between Union Avenue and State Street
- IL Rte 13 and 17th Street
- Frank Scott Parkway W and Belleville W Parkway
- Belleville Crossing Street and Belleville Crossing Street
- Frank Scott Parkway W and IL Rte 13
- N Belt W and Royal Heights Road
- N Belt W and Canterbury Drive
- N Belt W and 17th Street
- IL Rte 161 and Royal Heights Road
- West Main Street and 74th Street
- West Main Street and Foley Drive
- Foley Drive and Wesley Drive

3. HIGH PRIORITY PROJECTS

Potential standalone ADA improvement projects will be developed based on the prioritization system and in conjunction with other planned city improvements. The list provided below of recommended projects is intended to serve as a starting point for future discussions and potential funding pursuits. Pedestrian improvements throughout the community should continue to be sought and implemented as funding allows. The order of project implementation will be based on available funding and the opportunity to incorporate sidewalk and curb ramp upgrades with other projects.

West Belleville

Existing Sidewalks

- West Main Street from 11th Street to 17th Street (1,500 feet).
- West Main Street from 27th Street to 375th Street (4,700 feet).
- West Main Street from Frank Scott Parkway West to 64th Street (2,200 feet).
- 11th Street from Lincoln Street to Main Street (800 feet).

Gaps in Pedestrian Network

- Royal Heights Road from West Junior High School to Memorial Drive (700 feet).
- Park Drive from S Park Drive to Memorial Drive (2,200 feet).
- 37th Street from 417 37th Street to N Belt W (1,800 feet).

East Belleville

Existing Sidewalks

- Douglas Avenue from Lebanon Avenue to Main Street (3,100 feet).
- Monroe Street from Illinois Street to Charles Avenue (1,400 feet).
- High Street from B Street to Lebanon Avenue (1,600 feet).
- B Street from Douglas Avenue to Lucinda Avenue (2,800 feet).

Gaps in Pedestrian Network

- Mascoutah Avenue from McKinley Street to McClintock Avenue (1,000 feet).

Downtown Belleville

Existing Sidewalks

- Lincoln Street from 3rd Street to Mascoutah Avenue (3,000 feet).
- 3rd Street from Lincoln Street to B Street (1,100 feet).
- B Street from Illinois Street to Douglas Avenue (3,000 feet).

Gaps in Pedestrian Network

- A Street from Main Street to 2nd Street (1,800 feet).

Appendix A.10
Aerial Exhibits for Sidewalk Segments and Curb Ramps

0 0.13 0.25 0.5 Miles

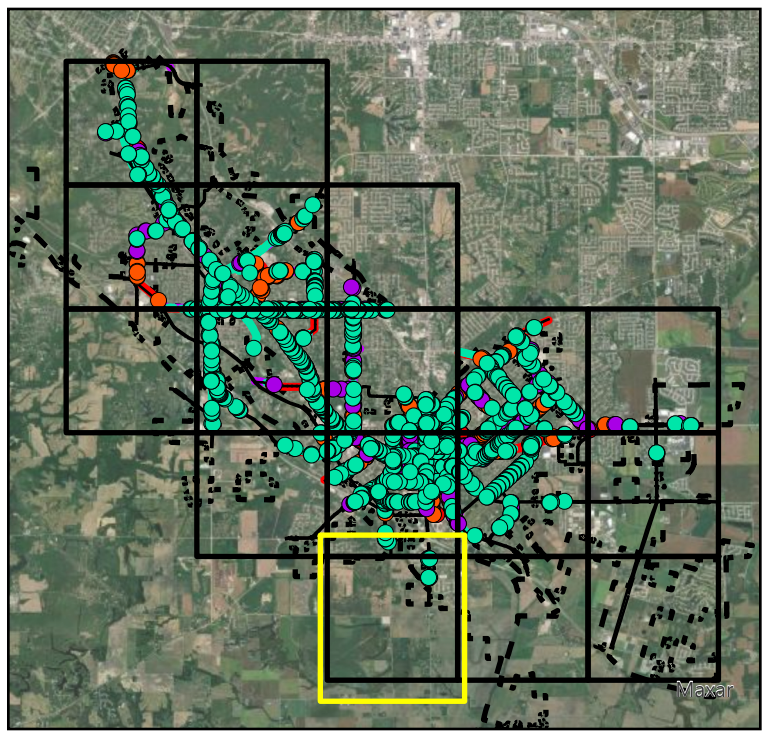
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

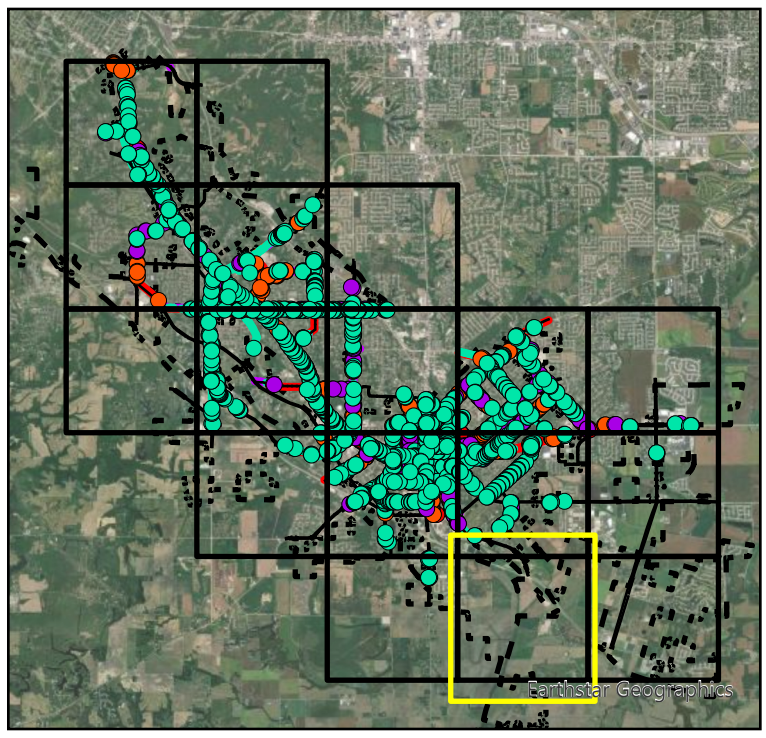
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

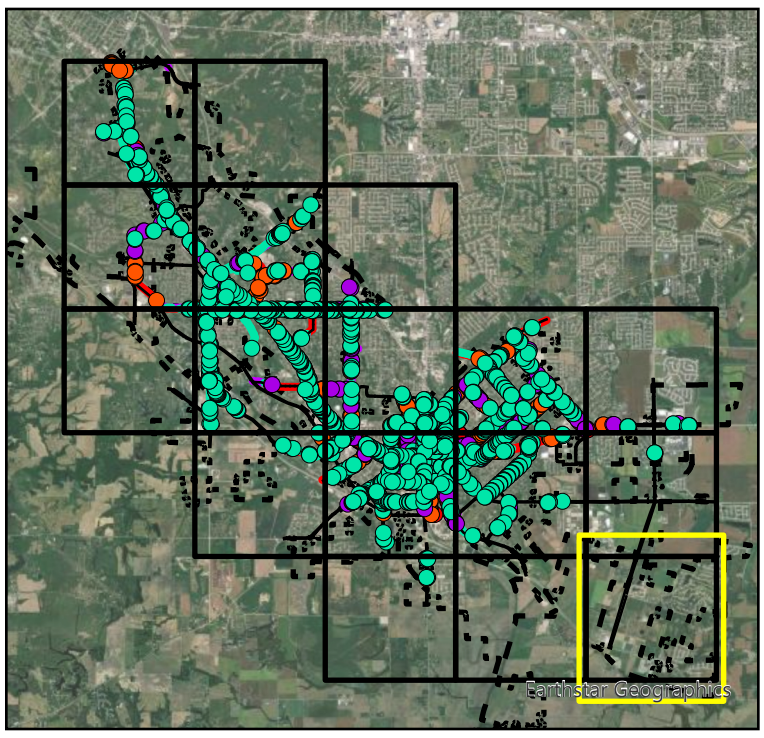
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>





0 0.13 0.25 0.5 Miles

N

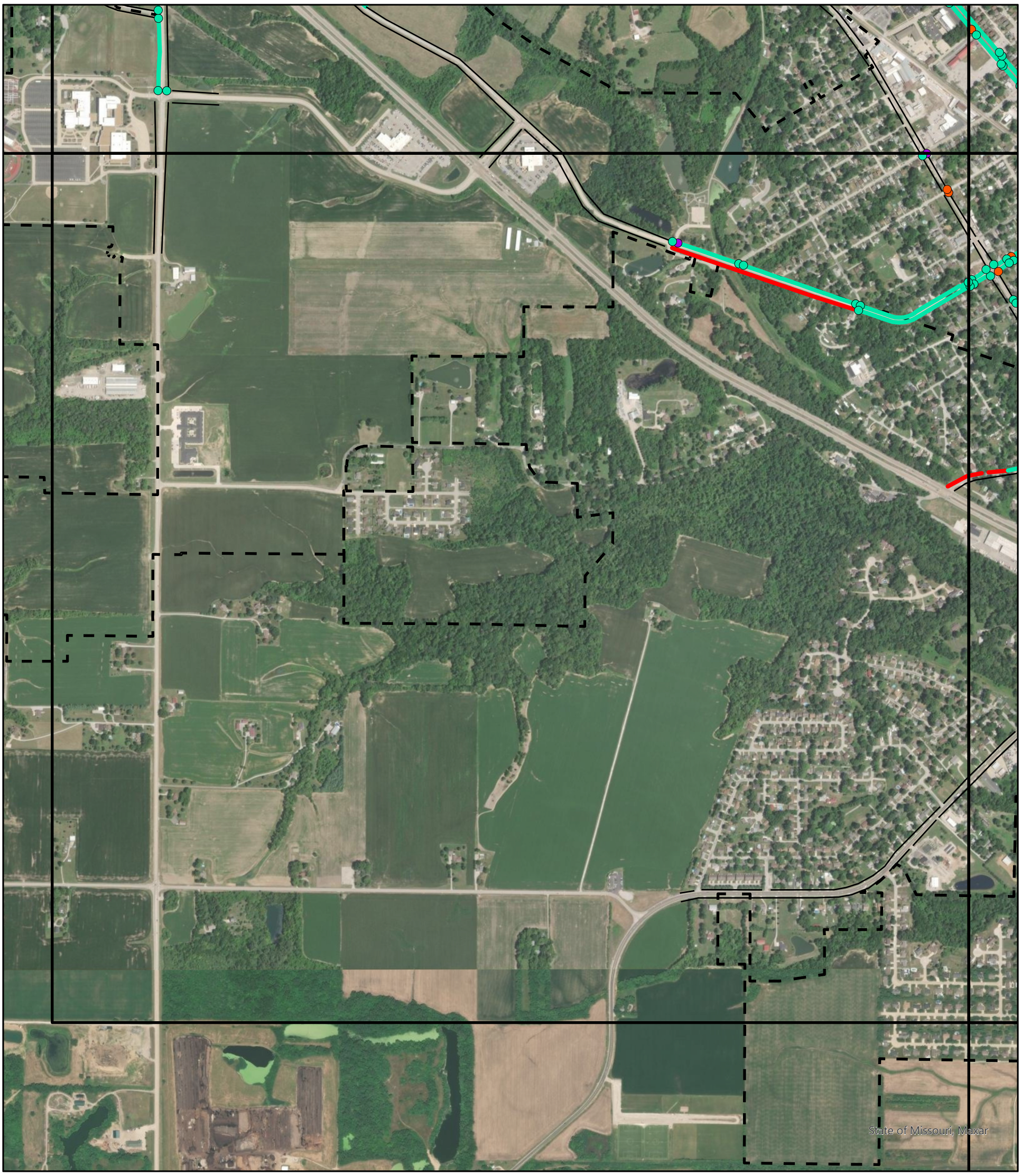


Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

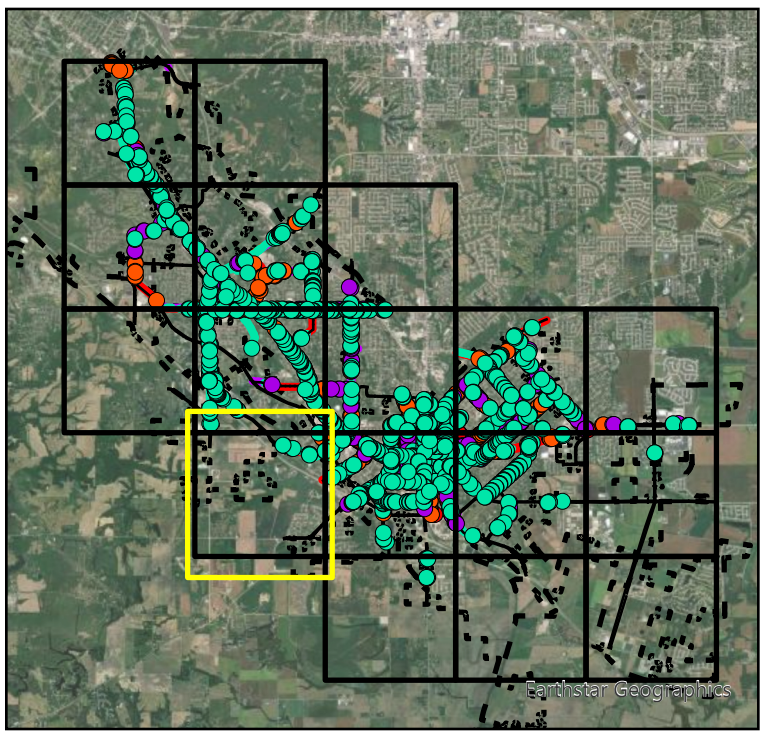
Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

N



Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>

0 0.13 0.25 0.5 Miles

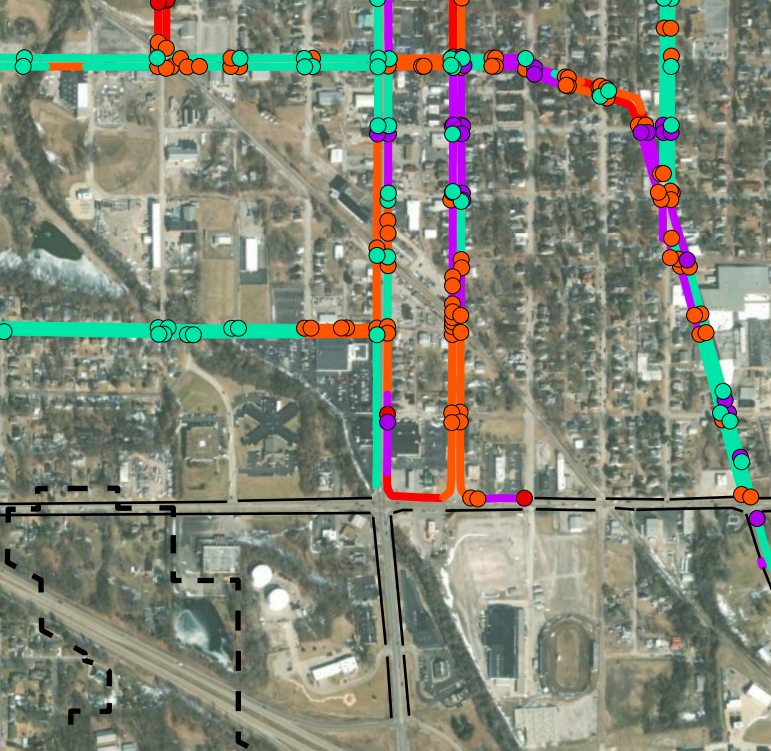
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

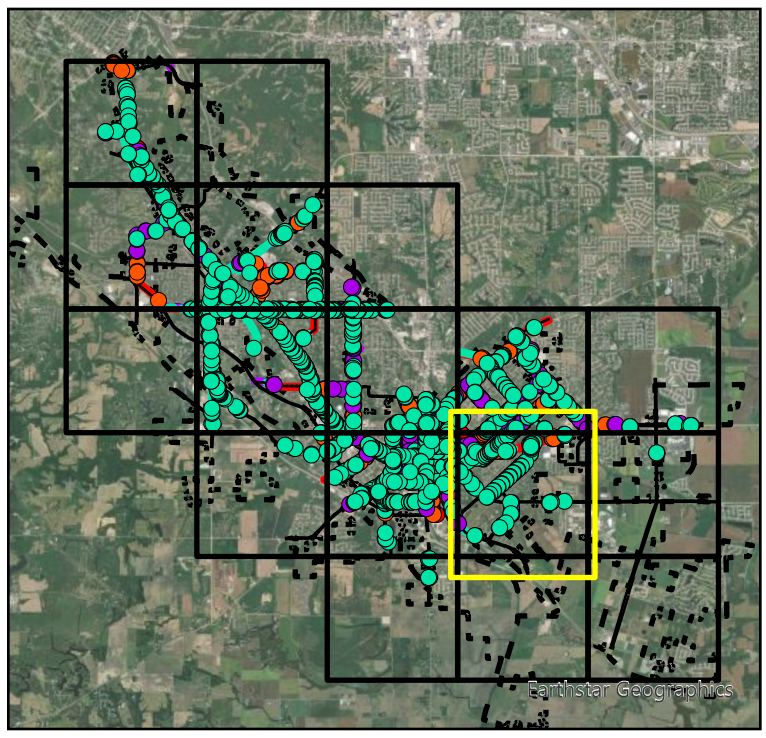
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

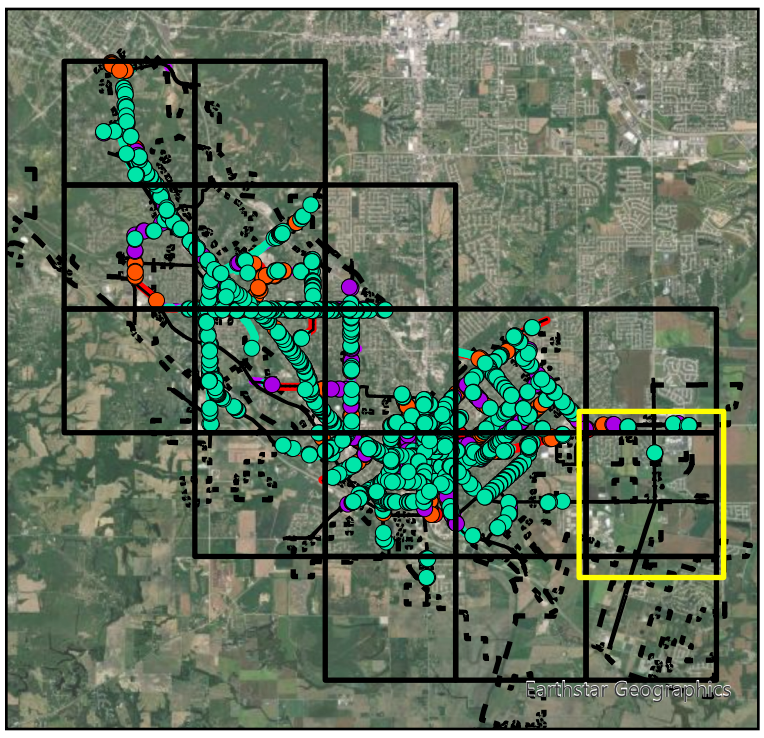
N

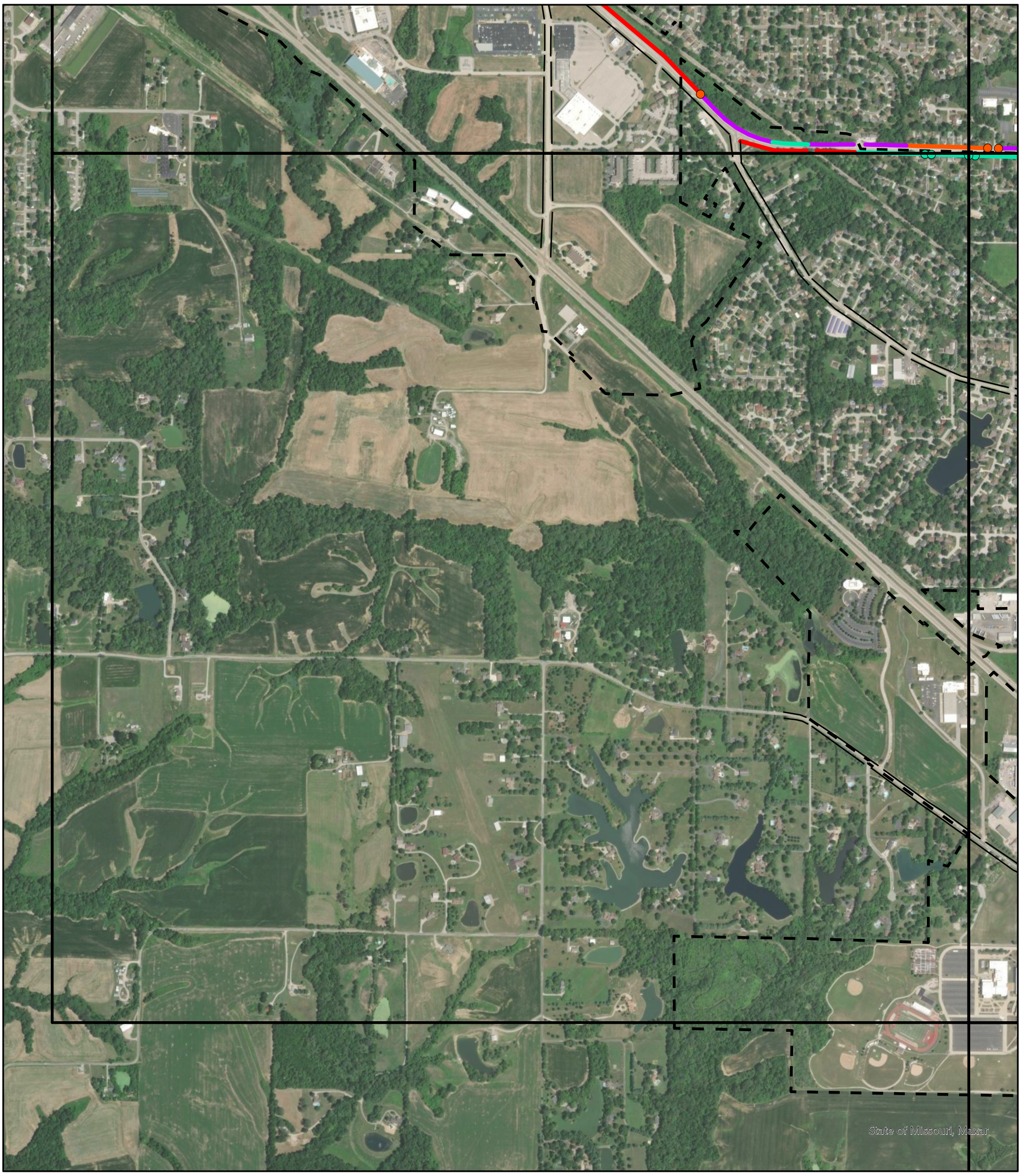
Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

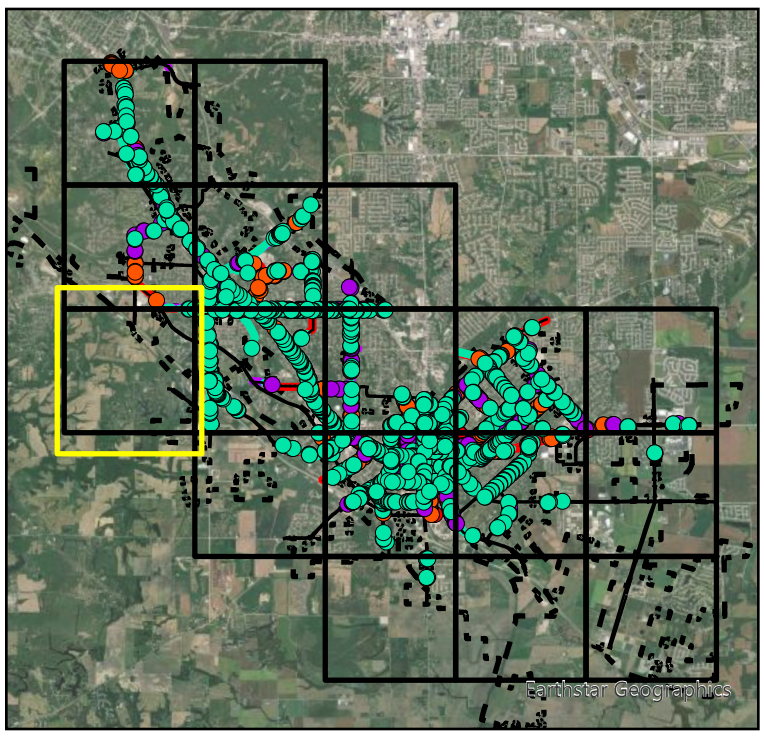
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>





0 0.13 0.25 0.5 Miles

N

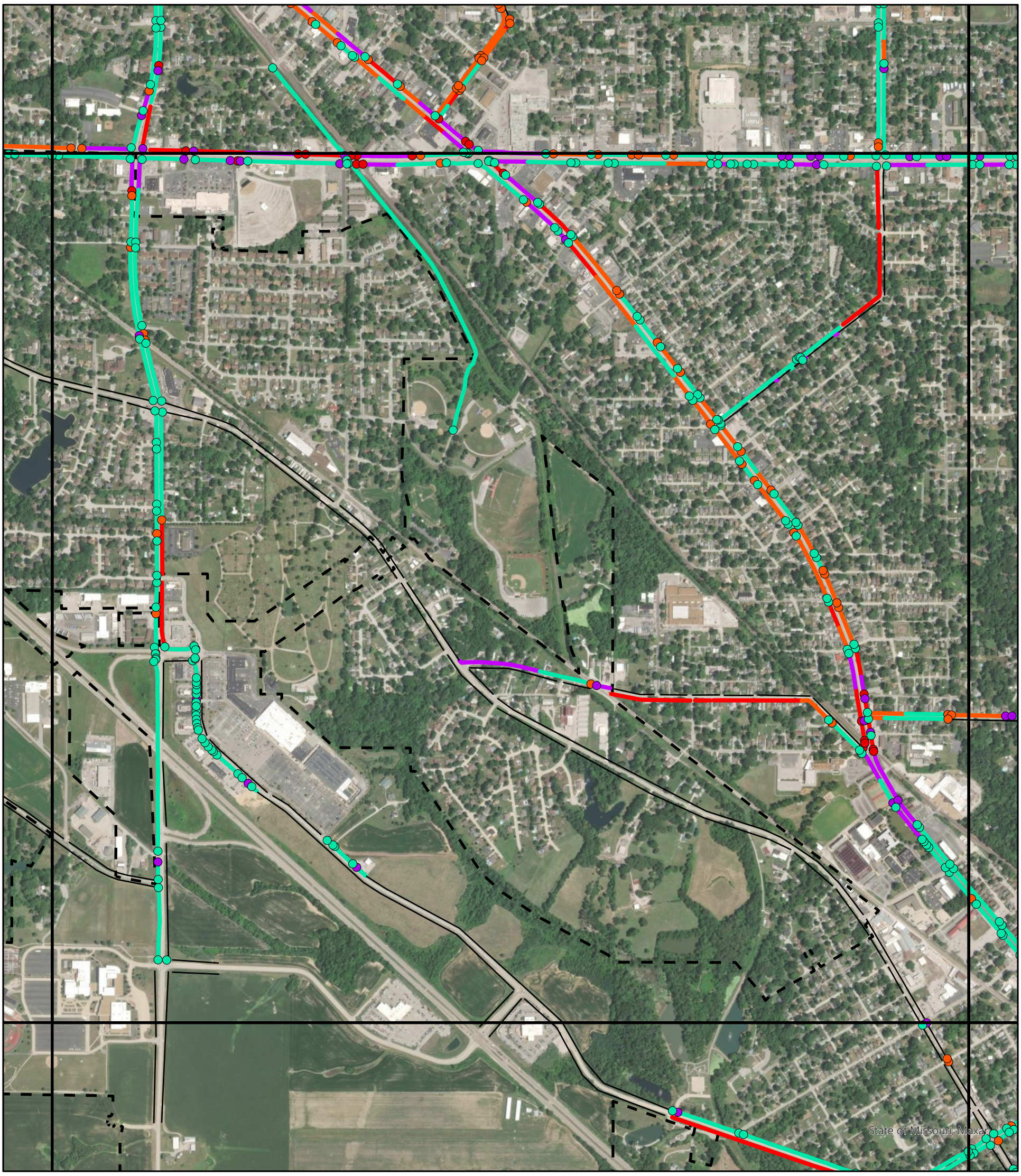


Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>

0 0.13 0.25 0.5 Miles

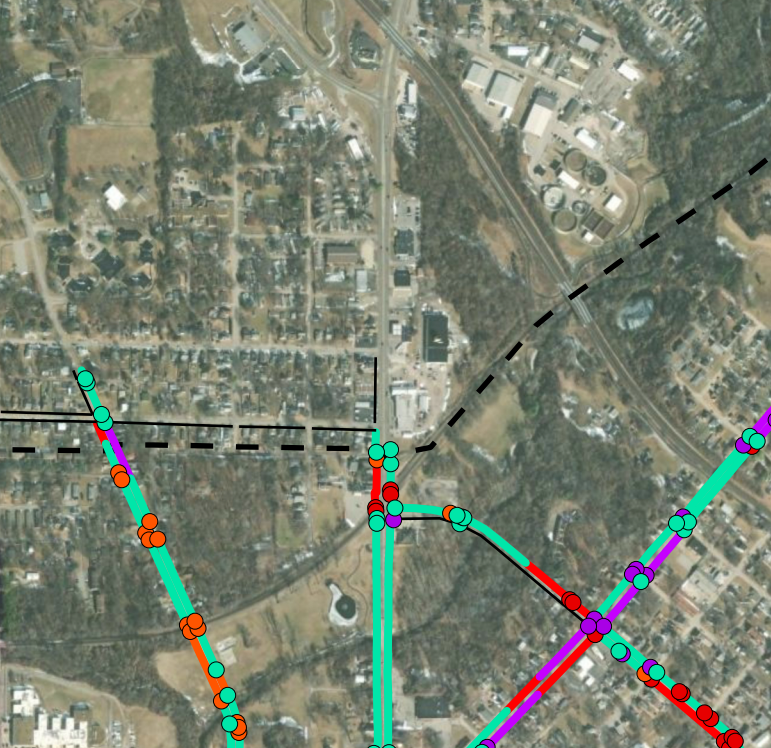
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

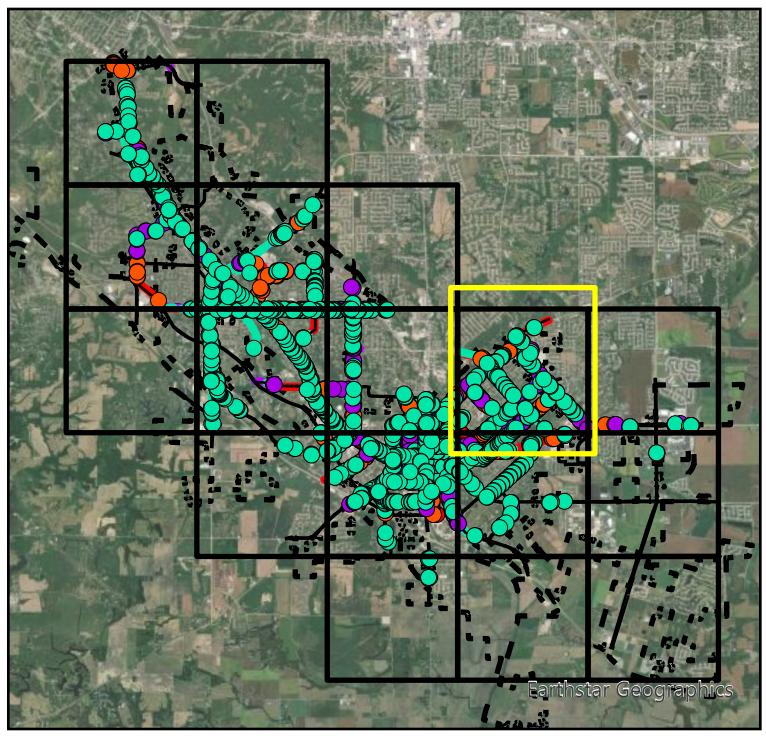
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

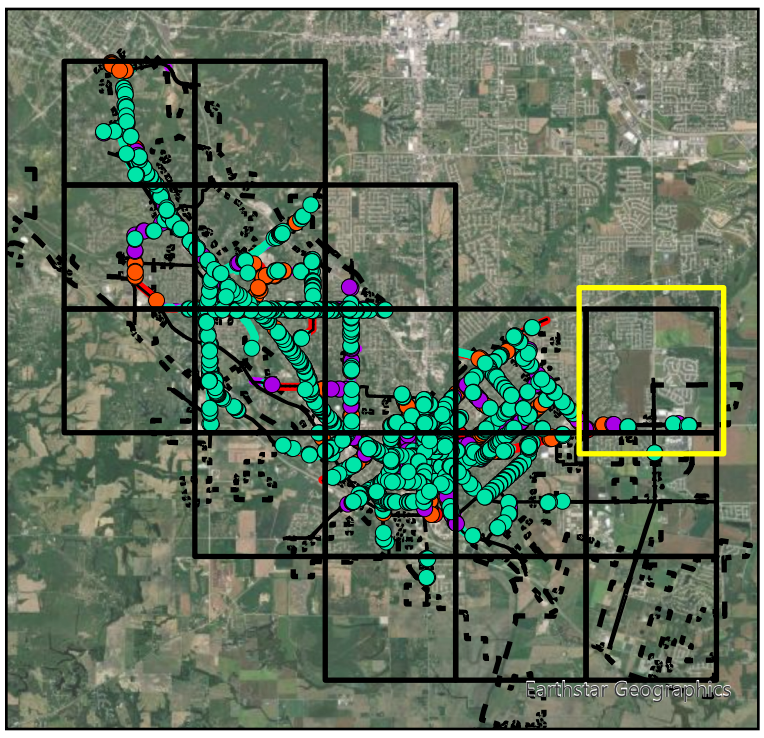
N

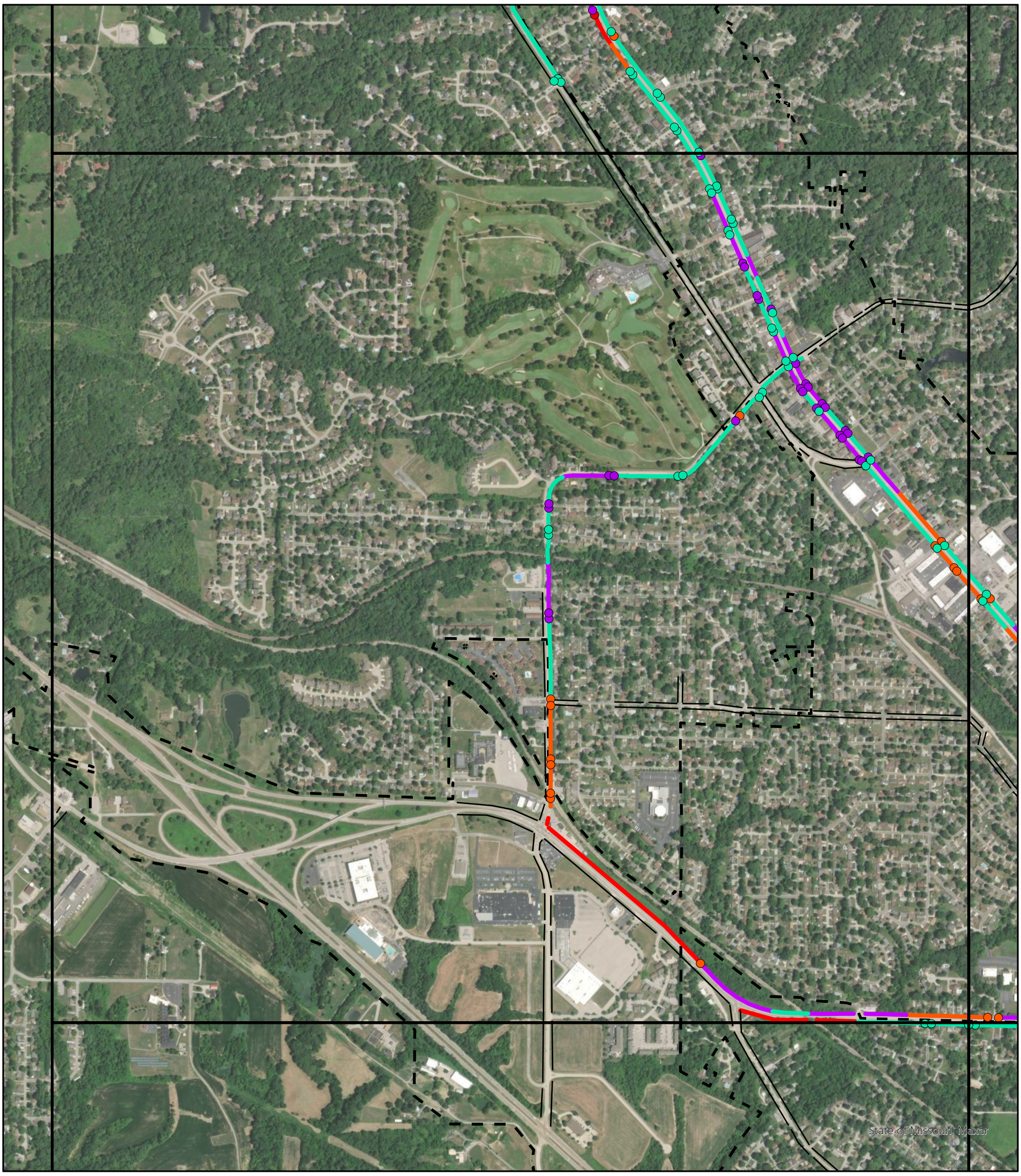
Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>





0 0.13 0.25 0.5 Miles

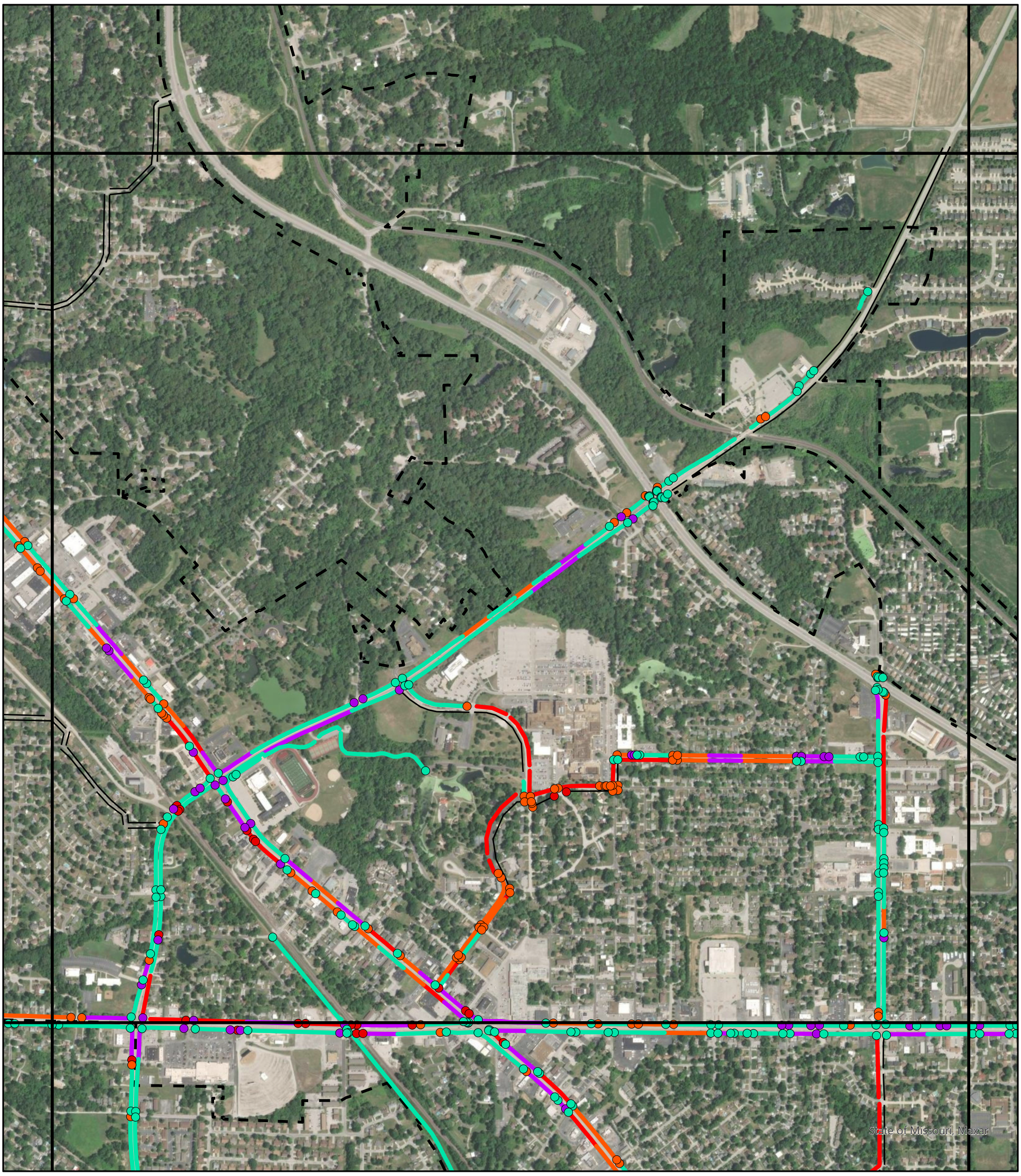
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>

0 0.13 0.25 0.5 Miles

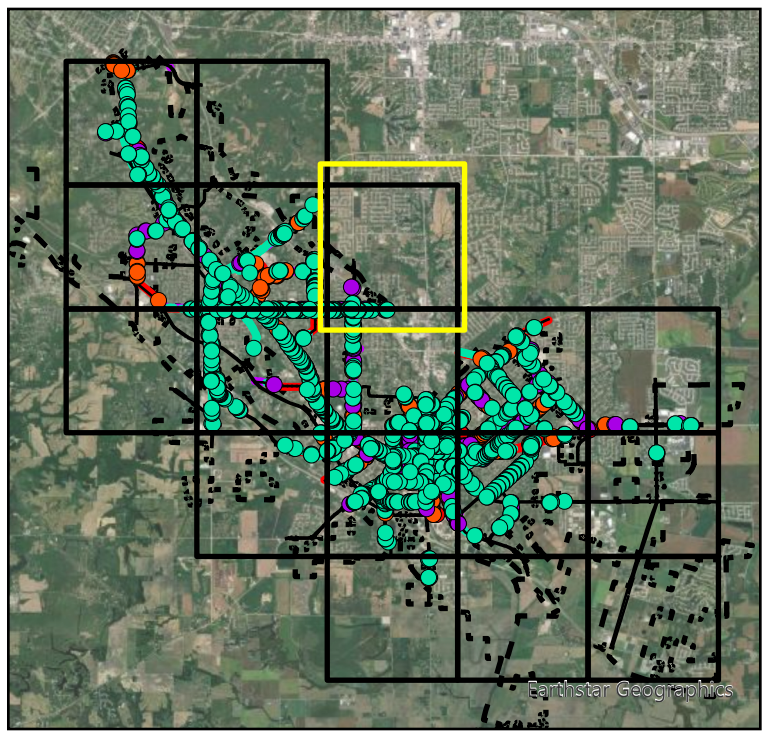
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>



0 0.13 0.25 0.5 Miles

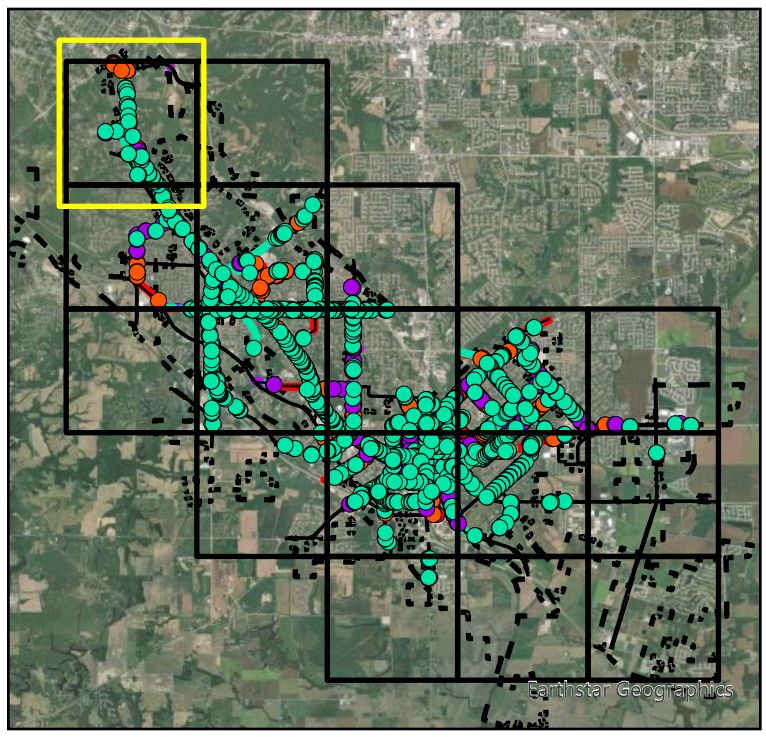
N

Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

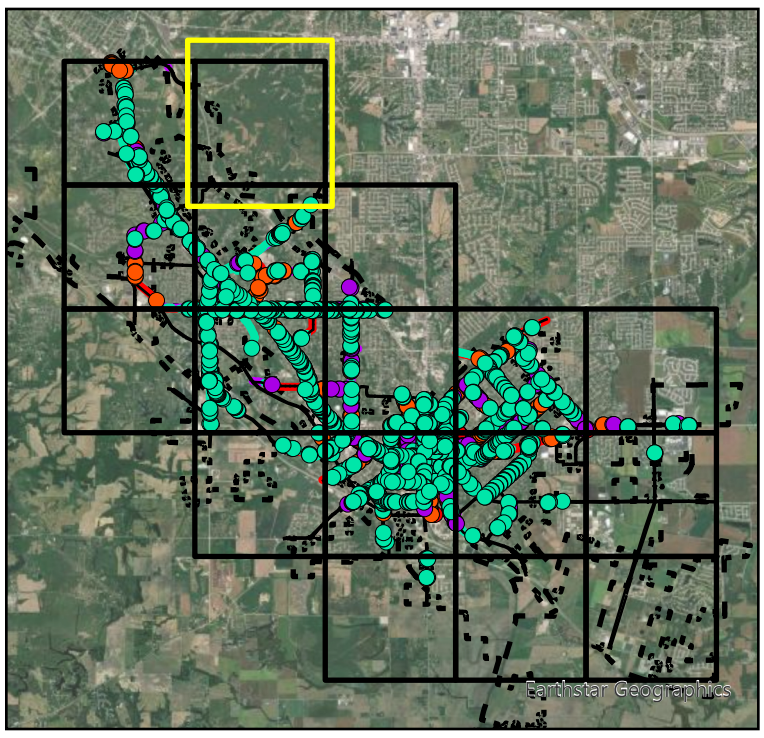
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>





0 0.13 0.25 0.5 Miles

N



Curb Ramp Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- <all other values>

Sidewalk Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Priorities
- No Sidewalk Present
- <all other values>

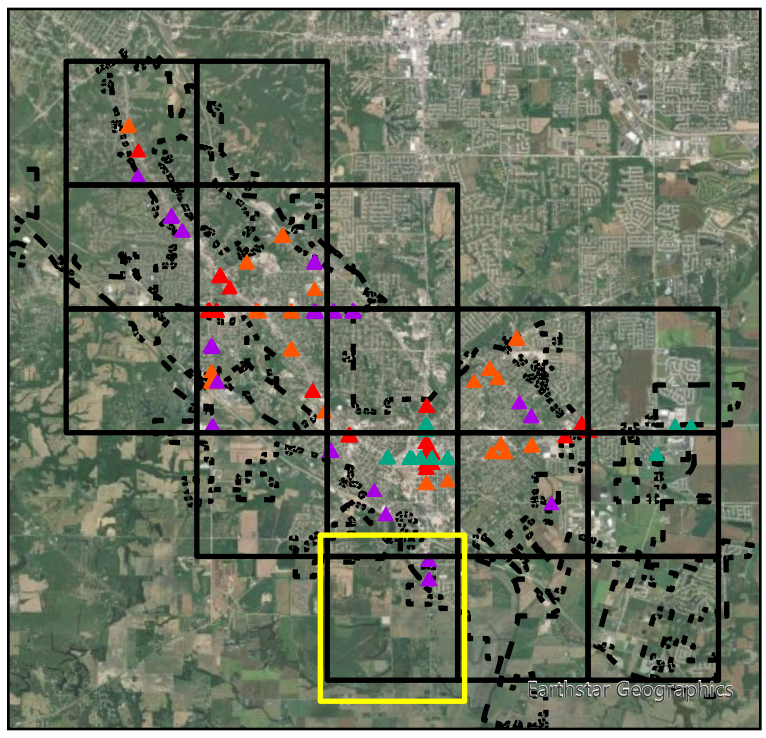
Appendix A.11
Aerial Exhibits for Pedestrian Traffic Signals

0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

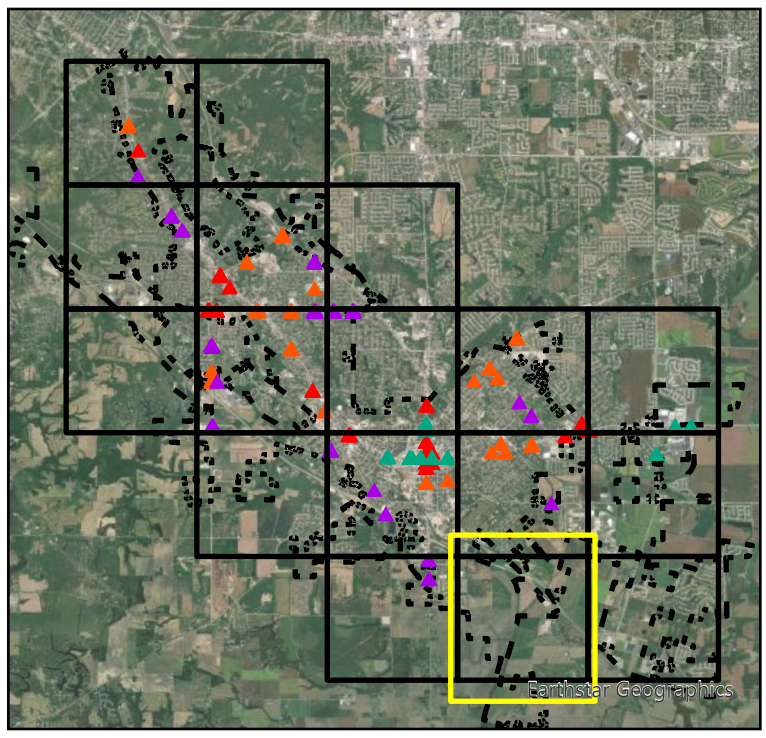


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

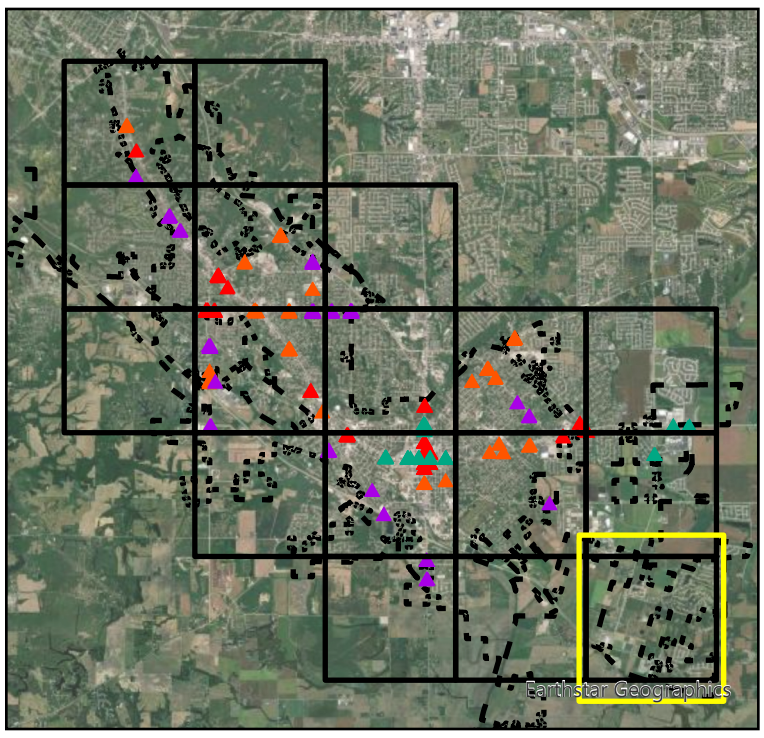
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>





0 0.13 0.25 0.5 Miles

N



Pedestrian Signal Prioritization

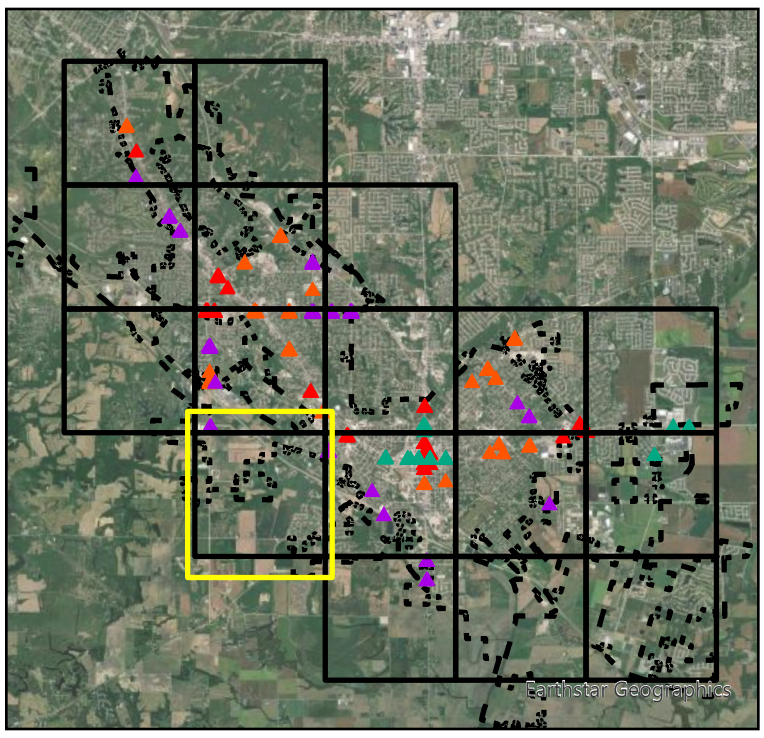
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

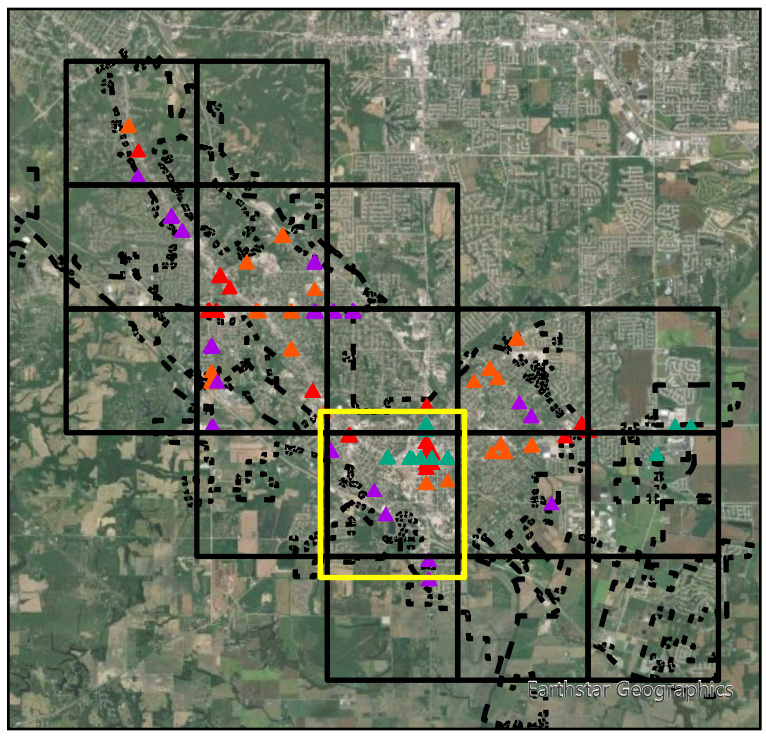


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>



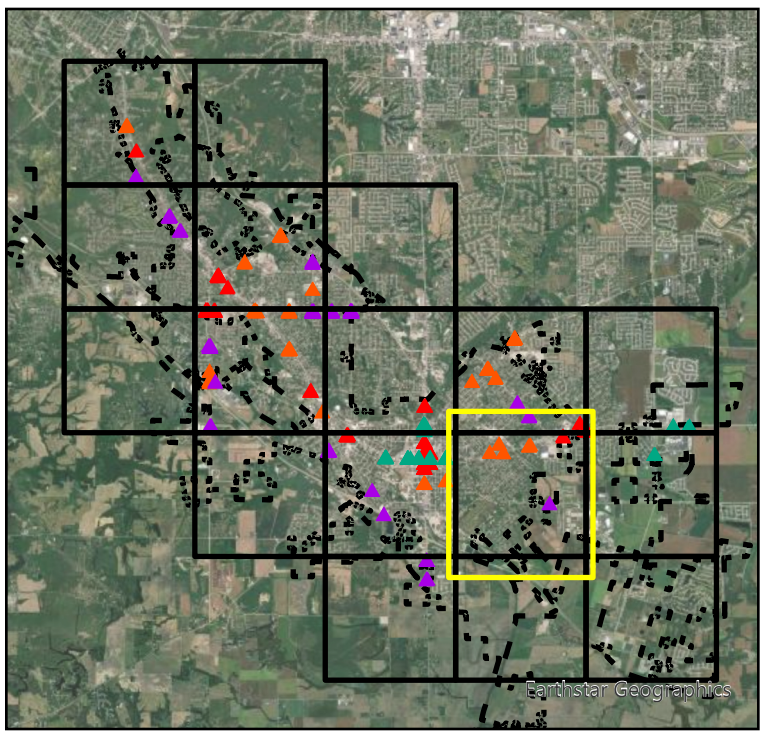


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

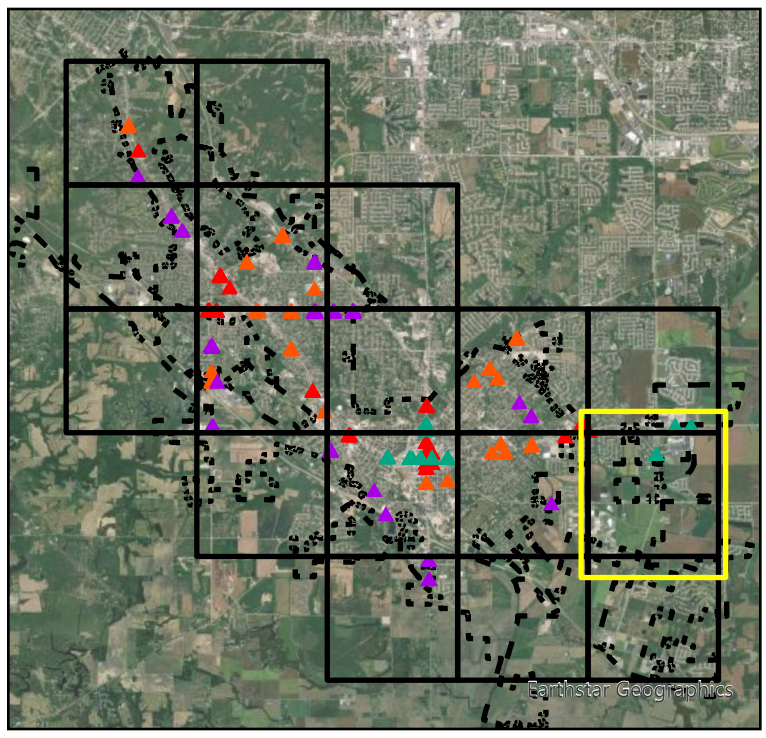


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

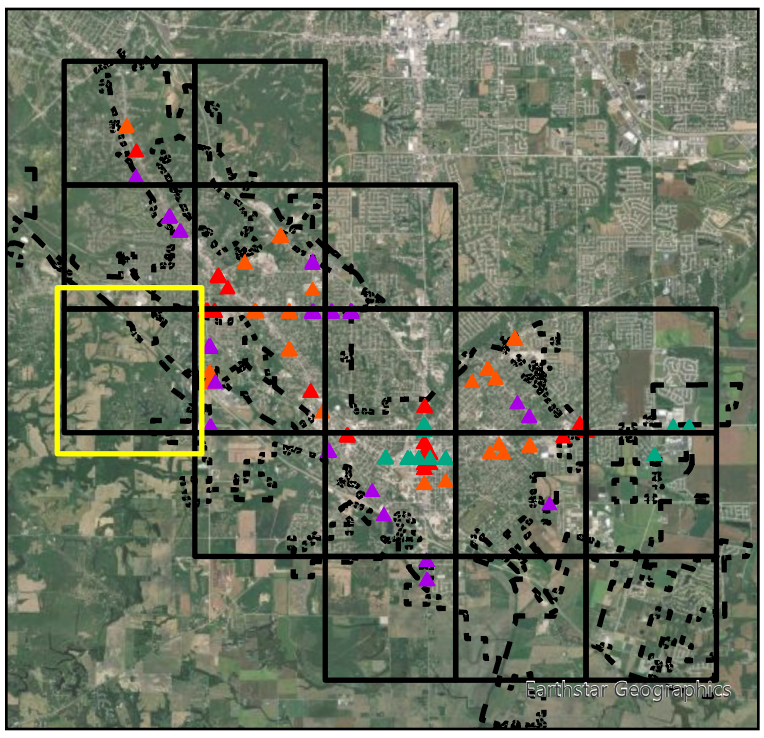
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>





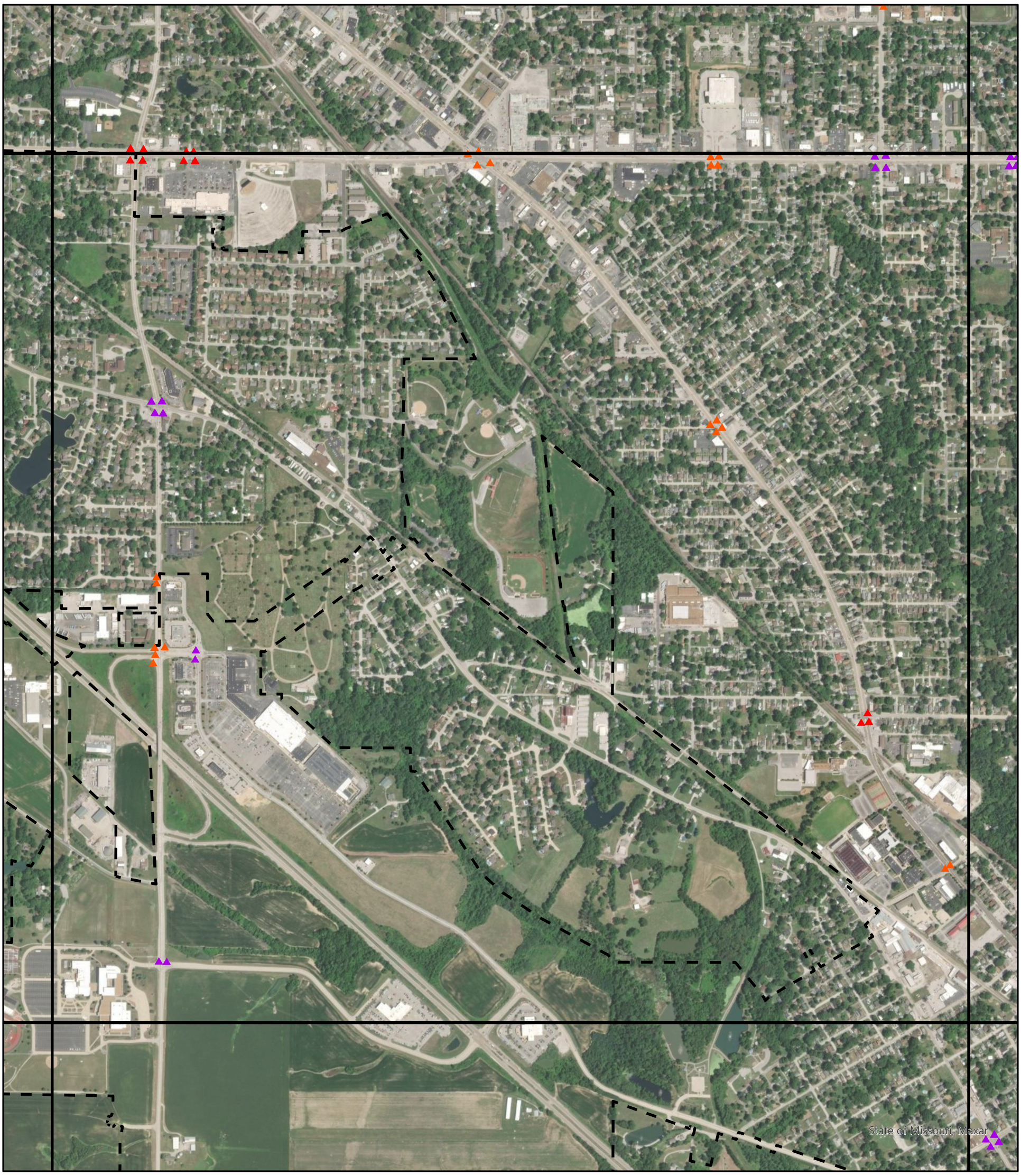
0 0.13 0.25 0.5 Miles

N



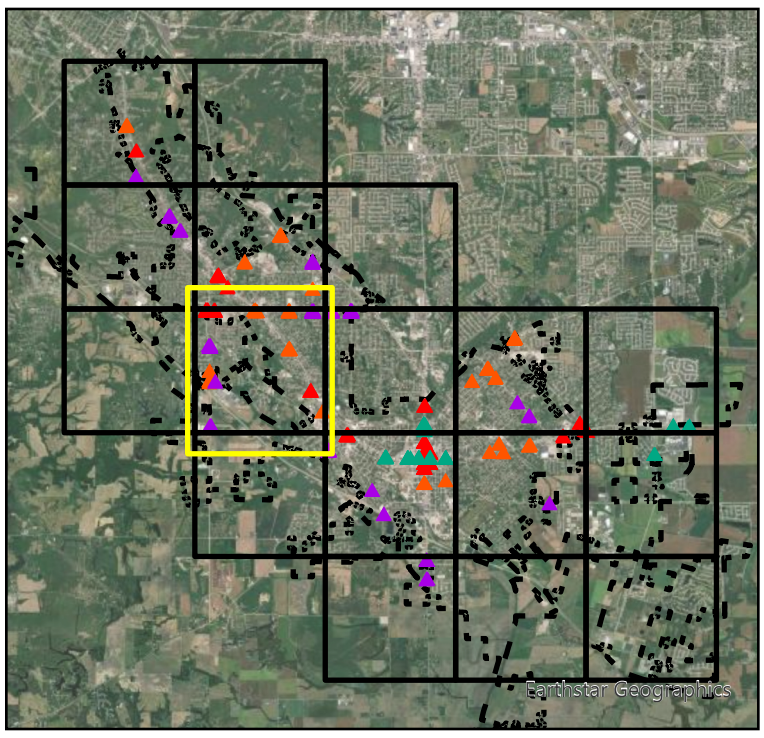
Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>



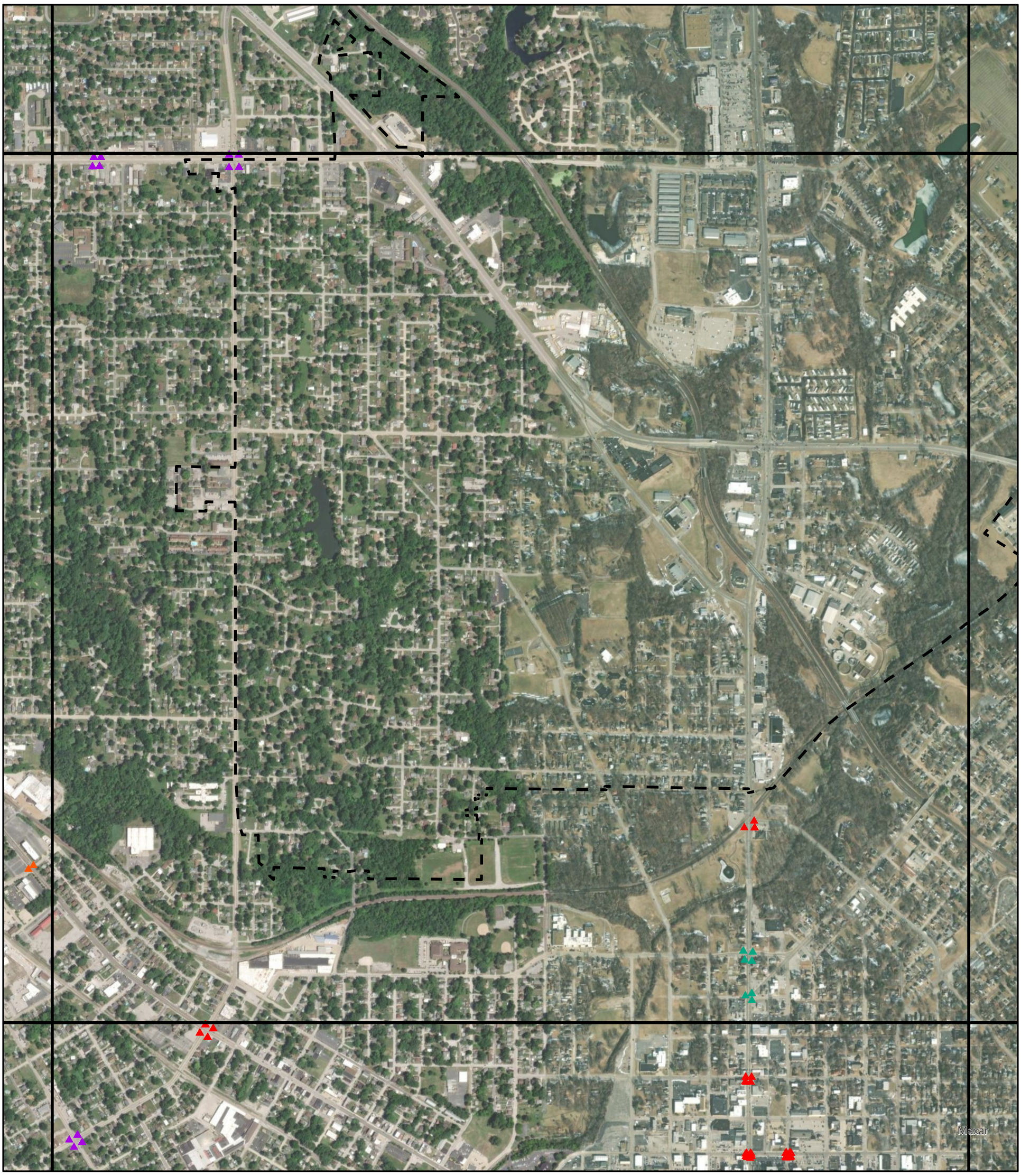
0 0.13 0.25 0.5 Miles

N



Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

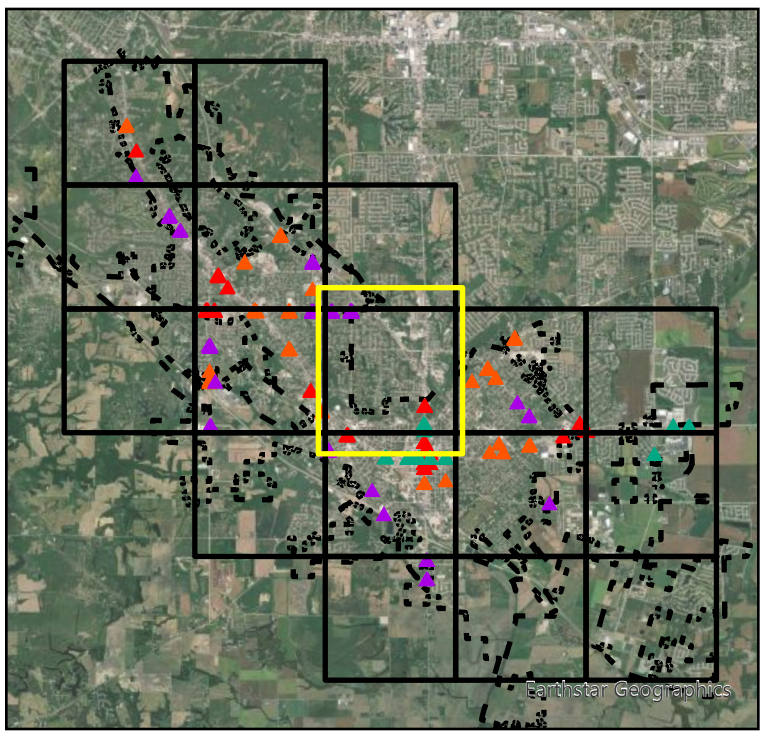


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

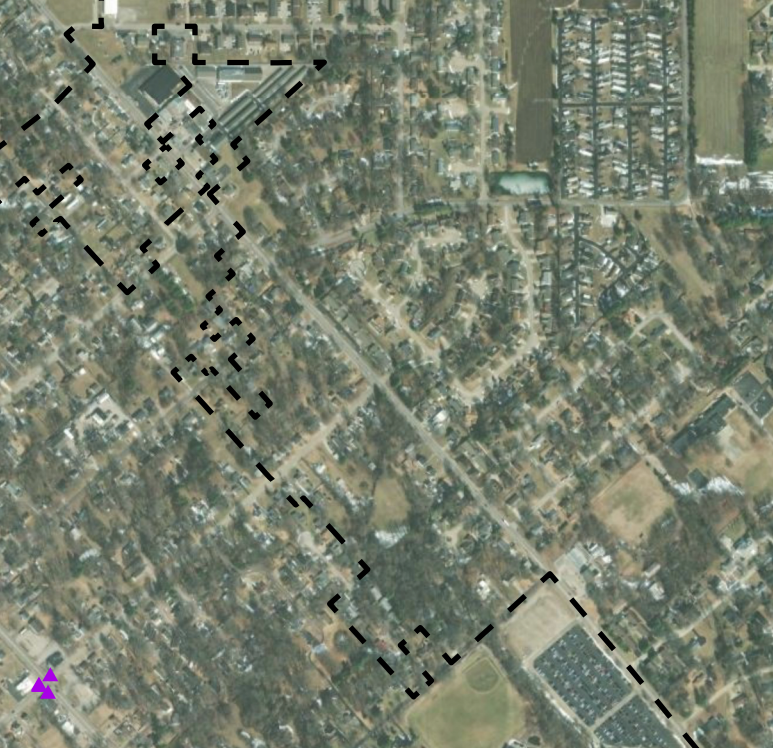


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

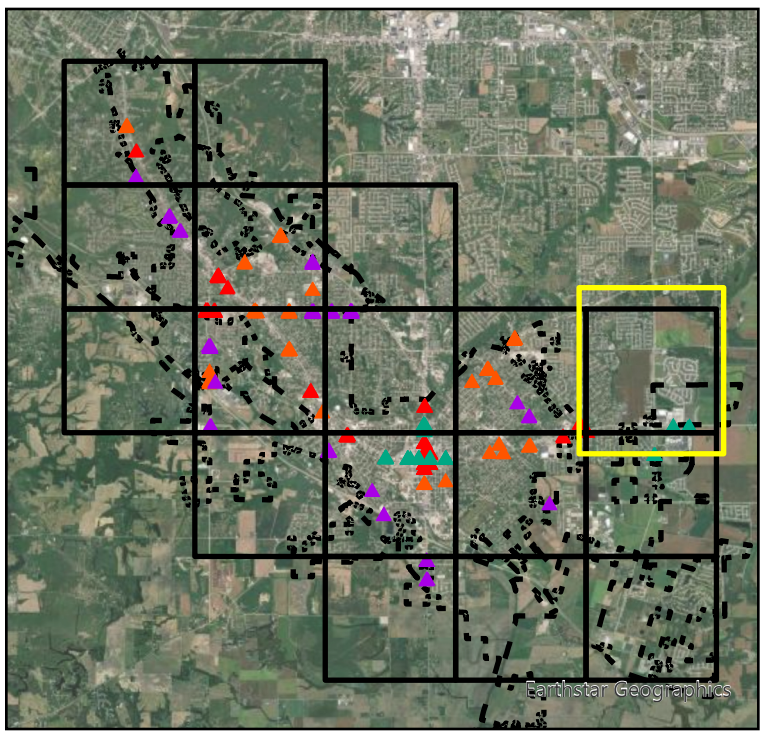


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

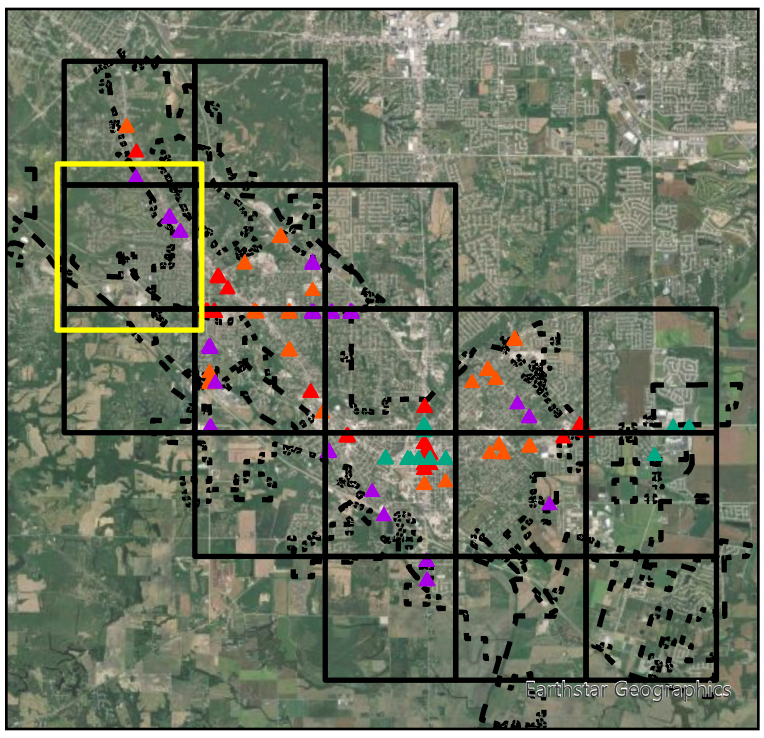
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>





0 0.13 0.25 0.5 Miles

N



Pedestrian Signal Prioritization

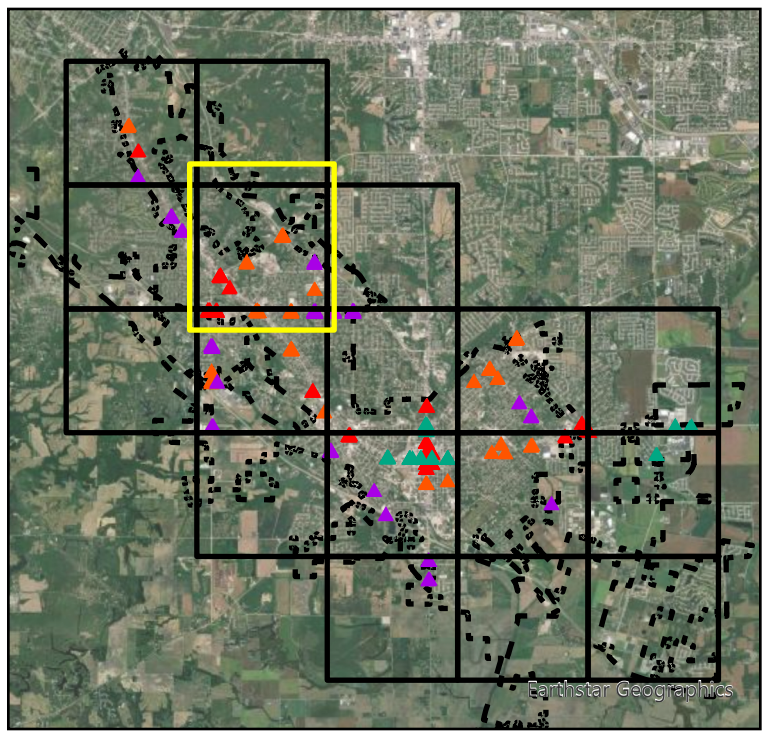
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>

0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>



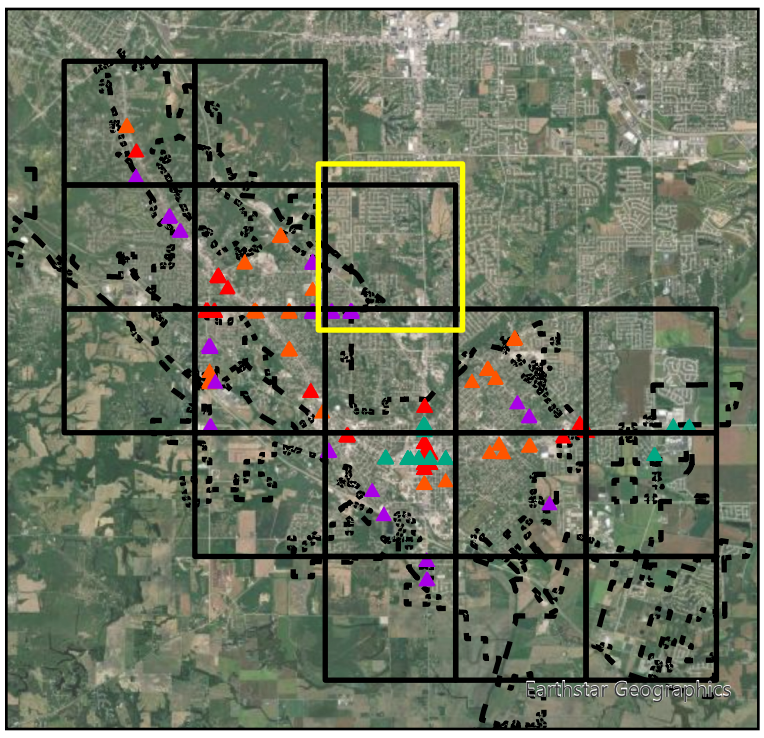


0 0.13 0.25 0.5 Miles

N

Pedestrian Signal Prioritization

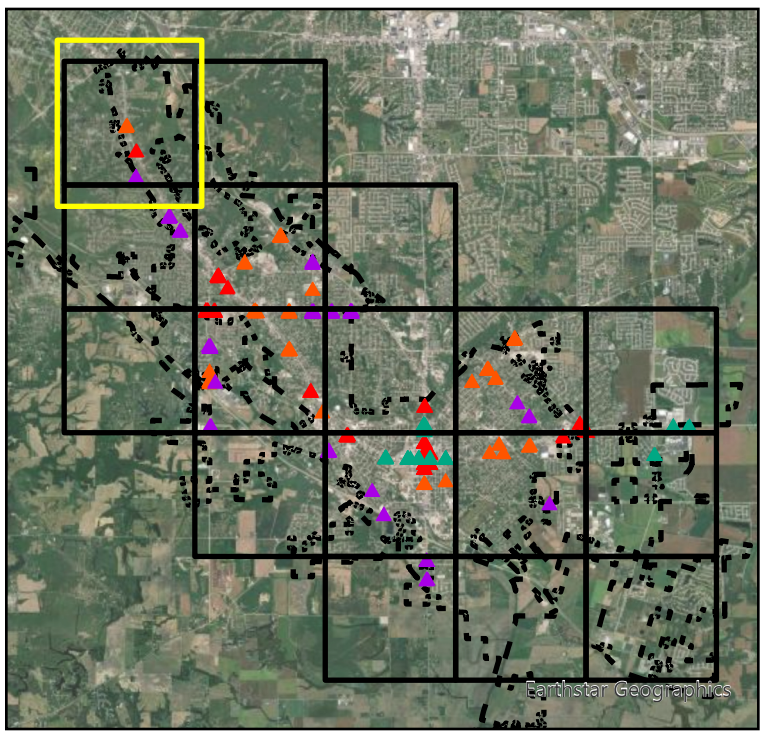
- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>





0 0.13 0.25 0.5 Miles

N



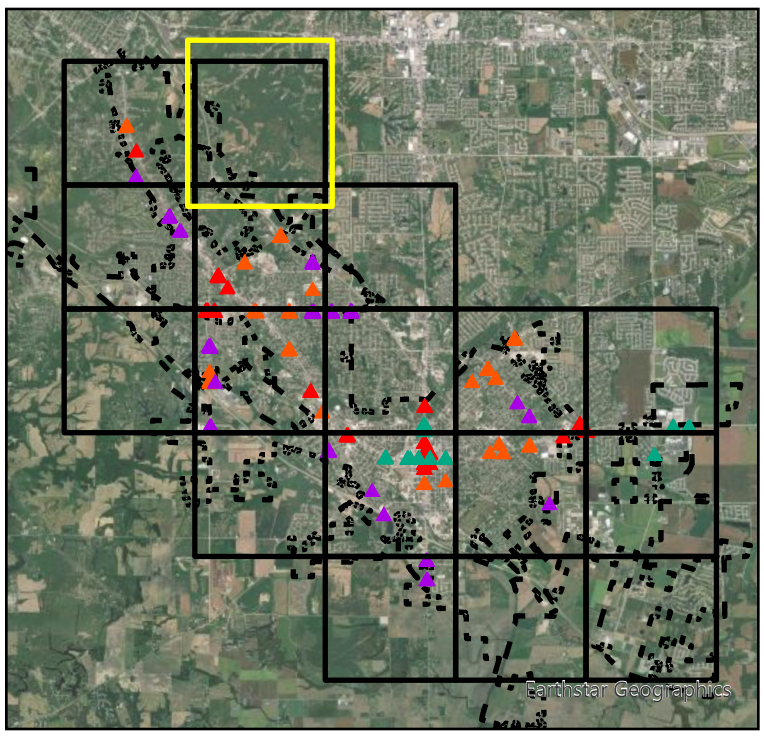
Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>



0 0.13 0.25 0.5 Miles

N



Pedestrian Signal Prioritization

- 1st Tier Improvements
- 2nd Tier Improvements
- 3rd Tier Improvements
- Long-Term Improvements
- <all other values>