Agenda
Village of Glen Ellyn
Regular Village Board Meeting
Tuesday, May 26, 2026
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. Meetings are taped and also televised on WideOpenWest Channel 6, AT&T Channel 99, and Comcast Cable Services Channel 10. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Presentation

1) Posthumous Letter of Gratitude for Roger Hughes for his impact on and commitment to the community of Glen Ellyn and DuPage County (President Burket)
2) Proclamation in Honor of Public Works Week (Clerk Cosby)
3) Proclamation in Honor of Peace Officers Week (Clerk Cosby)
4) Proclamation in Honor of EMS Week (Clerk Cosby)
5) Historic Preservation Commission Awards (Chairperson Penn French)

E. Audience Participation

1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment when the item is discussed. Please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that one spokesperson for a group be appointed to provide comment for the entire group. When recognized, please step to the microphone and state your name and provide your comment. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

F. Employee Recognition

1) Appreciation for Utilities Superintendent Burgoni from a resident for service provided (Clerk Cosby)

G. Consent Agenda - The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

Motion to approve the following items including Payroll and Vouchers totaling $2,235,731.24. These agenda items have been reviewed by the Executive Team (Trustee Christiansen).

1) Total Expenditures (Payroll and Vouchers) - $2,235,731.24
2) Approve Village Board April 27, 2026 Meeting Minutes
3) Consent to President Burket's Appointment of Amber Krishock as a Member of the Architectural Appearance Commission with a Term Ending July 31, 2028
4) Adopt a Motion Approving a New Special Event: The Good House Market (Communications Coordinator Paplauskas)
5) Adopt a Motion Approving a Mural Installation at 475 N. Main Street Pursuant to Section 4-5-6(V) of the Glen Ellyn Village Code (Community Development Director Henaghan)
6) Adopt a Motion Approving a Mural Installation at 800 N. Main Street Pursuant to Section 4-5-6(V) of the Glen Ellyn Village Code (Communications Coordinator Paplauskas)
7) Adopt Ordinance 7280-VC, An Ordinance Amending Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-11 ("Classification of Licenses") Regarding the Class Q Seasonal Market Liquor License Classification (Village Attorney Stephanides)
8) Adopt Resolution 26-51, A Resolution Approving a Purchase Price Agreement with Compass Minerals America Inc. for the Purchase of Bulk Rock Salt in a Not-To-Exceed Amount of $133,794.00 to be Expensed to the Motor Fuel Tax Fund, Waiving the Village's Bid Process for the Agreement Pursuant to Section 1-10-7 of the Glen Ellyn Village Code and Authorizing the Agreement's Execution (Public Works Director Hubsky)
9) Adopt a Motion to Direct Village Staff to Not Construct the Sidewalk Along the South Side of Cottage Avenue between Main Street and Forest Avenue as part of the 2026 Utility and Roadway Improvements Project (Public Works Director Hubsky)
10) Adopt a Motion to Direct Village Staff to Not Construct a Parking Lane Along the South Side of Cottage Avenue between Pleasant Avenue and Main Street as part of the 2026 Utility and Roadway Improvements Project (Public Works Director Hubsky)
11) Adopt Resolution No. 26-52, A Resolution Approving Amendment Number 1 to the Village's Joint Funding Agreement with the State of Illinois for the Riford Road Federal Aid Resurfacing Project and Authorizing Its Execution (Public Works Director Hubsky)
12) Adopt Resolution No. 26-53, A Resolution Authorizing the Appropriation of Motor Fuel Tax Funds for the Riford Road Federal Aid Resurfacing Project (Public Works Director Hubsky)

13) Adopt Resolution No. 26-54, A Resolution Authorizing the Appropriation of Motor Fuel Tax Funds for the Lambert Road Federal Aid Resurfacing Project (Public Works Director Hubsky)

14) Adopt Resolution No. 26-55, A Resolution Authorizing the Appropriation of $35,000 from the Corporate Reserve Fund to the Glen Ellyn Independence Day Foundation Inc. to Support Glen Ellyn's Fourth of July Celebration: Stars & Stripes Over Glen Ellyn - 250 Years of American Spirit (Economic Development & Communications Director Hannah)

15) Adopt Resolution 26-56, A Resolution Approving a Settlement Agreement and Release for the Installation of a Water Main Extension Along Lake Road and Authorizing Its Execution (Village Attorney Stephanides)

16) Adopt Resolution No. 26-58, A Resolution Approving Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors, Inc. of Schaumburg, Illinois in the Amount of $199,970.50 for Construction of the Village's 2026 Utility and Roadway Improvements Project to be Expensed to the Capital Projects Fund and Authorizing the Change Order's Execution (Public Works Director Hubsky)

17) Adopt Ordinance No. 7279, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ended December 31, 2025 (Finance Director Brankin)

H. Non-Consent Agenda

1) Adopt Resolution No. 26-57, A Resolution Approving and Adopting the Village of Glen Ellyn Americans with Disabilities Act Transition Plan for Public Right-of-Way (Assistant Village Engineer Peebles) (Trustee Simon)

I. Other Business

J. Reminders

1) Village Board Workshop Monday, June 15, 2026 at 7 pm

2) Village Special Workshop, Monday, June 22, 2026 at 6 pm

3) Village Board Meeting Monday, June 22, 2026 at 7 pm

K. Adjourn

Recognition of Roger Hughes

I want to take a moment to honor and remember the life and work of the late Roger Hughes. Mr. Hughes, who passed away in February at the age of 72, was a resident, a colleague, and a big friend of the Village of Glen Ellyn.

Roger was a devoted husband, father, and grandfather whose life was characterized by service, integrity, and most of all, compassion for those in need. He earned his doctorate in psychology and subsequently founded his own consulting practice and touched many through his professional work and personal relationships.

Community members remember Roger for his volunteer efforts and leadership helping others. Along with his wife, Clara, Mr. Hughes gave a substantial amount of time to DuPage United, helping bring together people of diverse faiths and myriad organizations to advocate for justice, equity, and opportunity for all.

Roger was a passionate champion for accessible housing in Glen Ellyn and throughout DuPage County. He tirelessly researched the many aspects of the history, need, and economic impact of affordable housing. He advocated with patience, optimism, and the belief that our community has the capacity to do good. Roger's voice and leadership were instrumental in bringing attention to these issues and inspiring collective action toward real solutions.

Mr. Hughes also brought his experience and passion to join other leaders of DuPage United in bringing broader access to urgent mental health care services to the area. The Crisis Recovery Center, which recently opened in DuPage County offering 24/7 access to mental health and addiction crisis services for residents of all ages and incomes, is the fruition of that foundational organizing work.

As a bass guitarist, Roger also shared his love of music performing on behalf of a variety of non-profit organizations with his bands *One Night Only* and *The Hip Replacements*, reminding us of the importance that music has in bringing us together.

Roger's spirit, his kindness, his humor, and his commitment to people in need left a lasting impact on our community.

On behalf of the Village of Glen Ellyn, we extend our deepest condolences to his wife Clara, his children Shannon and Elliott, his grandchildren JamesElliott, Juniper, and Archie, and all of the friends and neighbors who loved Roger.

Proclamation

WHEREAS, the Public Works services provided in our community are an integral part of our citizens' everyday lives; and

WHEREAS, such facilities and services could not be provided without the dedicated efforts of public works professionals, engineers, managers and employees, who are responsible for the abundant supply of good quality drinking water, excellent wastewater treatment facilities, an extensive local road system, and an award-winning forestry program; and

WHEREAS, the support of an understanding and informed citizenry is vital to the efficient operation of Public Works systems and programs such as water, sewers, streets, forestry, and snow removal; and

WHEREAS, the quality and effectiveness of these facilities, as well as their planning, design, construction, operation, and maintenance, are vitally dependent upon the efforts and skills of qualified and dedicated personnel;

NOW, THEREFORE, I, JIM BURKET, President of the Village of Glen Ellyn, do proclaim the week of May 18-22, 2026, National Public Works Week in the Village of Glen Ellyn and call upon all citizens to recognize the contributions which Public Works staff and officials make to our community.

_____

VILLAGE PRESIDENT
ATTEST:

_____

VILLAGE CLERK

_____

DATE

Proclamation

WHEREAS, in 1962 President John F. Kennedy proclaimed May 15 as National Peace Officers Day and the calendar week in which May 15 falls as National Police Week, and Congress in 1962 by joint resolution endorsed this week which pays special recognition to those law enforcement officers who have lost their lives in the line of duty for the safety and protection of others; and

WHEREAS, Police Officers of the Glen Ellyn Police Department stand watch over our residents and visitors, selflessly risking their lives to protect individuals, families, neighborhoods and property against crime; and

WHEREAS, Thursday, May 15, 2026 honors those law enforcement officers who, through their courageous acts, have made the ultimate sacrifice in the service to their community or have become disabled in the performance of their duties; and

WHEREAS, the Glen Ellyn Police Department, past and present, who, by their faithful and loyal devotion to their responsibilities, have rendered unceasing dedicated service to the community at all times of day and night and in all weather and conditions; and

NOW, THEREFORE, I, JAMES BURKET, President of the Village of Glen Ellyn, Illinois, on behalf of the citizens of Glen Ellyn, do hereby proclaim May 11 through 17, 2026, as National Police Week within the Village and hereby publicly salute the service of law enforcement officers in our community and those across the nation. I urge and encourage all citizens to take time to appreciate our police officers and honor all peace officers who have made the ultimate sacrifice in the line of duty.

_____

VILLAGE PRESIDENT
ATTEST:

_____

VILLAGE CLERK

_____

DATE

Proclamation

WHEREAS, emergency medical services is a vital public service; and

WHEREAS, the members of emergency medical services teams are ready to provide lifesaving care to those who experience sudden illness or injury; and

WHEREAS, access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and

WHEREAS, the emergency medical services system consists of emergency physicians, emergency nurses, emergency medical technicians, paramedics, firefighters, educators, administrators and others;

WHEREAS, the members of emergency medical services teams, whether career or volunteer, engage in thousands of hours of specialized training and continuing education to enhance their lifesaving skills; and

WHEREAS, it is appropriate to recognize the value and the accomplishments of emergency medical services providers by designating Emergency Medical Services Week.

NOW, THEREFORE, I, James Burket, President of the Village of Glen Ellyn, Illinois, in recognition of this event do hereby proclaim the week of **May 17-23, 2026** as Emergency Medical Services Week, and encourage the community to observe this week with appropriate programs, ceremonies and activities.

_____
VILLAGE PRESIDENT

_____
VILLAGE CLERK

_____
DATE

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Community Development
Department Head:
Category: Presentation
Prepared By:

AGENDA ITEM (ID # 2026-380)

DOC ID: 2026-380

Historic Preservation Commission Awards (Chairperson Penn French)

Statement of the Issue:
Each year the Historic Preservation Commission reviews projects completed within the previous year for its annual Historic Preservation Awards. Entries are accepted for residential (single-family and multifamily), commercial, and institutional buildings.

Analysis:
The Commission discusses the merits of each application and selects recipients for the following awards:

Restoration of the Year: The Restoration of the Year Award is presented annually in recognition of an outstanding effort to restore the exterior of a home or building in a manner befitting its historic character while adhering to Glen Ellyn's restoration guidelines and contributing to the preservation of Glen Ellyn history. Entries are judged on the extent to which the exterior restoration is in keeping with the home's historic character.

Remodeling Project of the Year: The Remodeling Project of the Year Award is presented annually in recognition of an outstanding effort to remodel the exterior of a home or building in a manner maintaining or improving the architectural integrity and contributing to the preservation of Glen Ellyn history. Entries are judged on the extent to which the exterior remodel is in keeping with the home's character.

Streetscape Compatibility: The Streetscape Compatibility Award is presented annually in recognition of an outstanding effort to construct a new home or building in an architectural style and scale that contributes to the preservation of Glen Ellyn's historic streetscapes. A home can be of any age to qualify for this award. Entries are judged on their compatibility with the existing streetscape, in terms of architectural style and scale.

Architectural Details: The Architectural Details Award is presented annually in recognition of an outstanding effort to restore an exterior detail element of a home, building or property in a manner befitting its historic character, and contributing to the preservation of Glen Ellyn history. Entries are judged on the compatibility of the elements with the historic character of the home or building.

The 2026 Historic Preservation Commission received three (3) award nominations across various categories. The Commission reviewed the nominees and voted on award recipients at their April 16,

2026, meeting. A link to the meeting packet and Historic Preservation Awards nomination packet can be viewed here. The award winners include:

Restoration of the Year Award: 795 N. Park Boulevard
795 N. Park Boulevard is a thoughtfully restored early 20th century stucco home, originally constructed circa 1923, that reflects the architectural character and craftsmanship of its era while incorporating sensitive updates for modern living. The restoration focused on maintaining the original massing, proportions, and exterior stucco facade, while carefully updating key systems and the interior spaces to support contemporary uses.

The property continues to contribute to the architectural continuity and historic streetscape of the surrounding neighborhood, with its scale, materials, and design remaining consistent with other homes of similar vintage. The restoration represents a meaningful example of responsible historic home stewardship by preserving the home's original character while ensuring its continued functionality for future generations.

Remodeling Project of the Year Award: 716 Crescent Boulevard
716 Crescent Boulevard's remodeling of the detached garage represents a thoughtful remodeling of an accessory structure to fit harmoniously with a historic home. The detached garage was originally constructed in 1957 but has experienced significant storm and hail damage. The primary focal point of the remodel was to repurpose original art glass windows that were original to the home and had been stored for over 10 years. The garage was thoroughly updated to meet modern building and fire codes. The interior finishes around the windows in the remodeled garage were carefully detailed to replicate the intricate casing profiles found in the main home. The exterior of the garage was updated with cedar siding to match the same reveal of the house, with interior walls of the garage finished to match the stucco exterior of the home. Two glass-paneled garage doors were introduced that bring natural light into the structure and to allow for flexible uses of the structure.

Architectural Details Award: 494 Hill Avenue
494 Hill Avenue is a project that consisted of adding a new full-width front porch with decorative details, adding a second story roof overhangs, new front entry door, new garage door, and all new siding/soffit/fascia and gutters.

Budget Impact:
N/A

Contribution to Strategic Plan
N/A

Action Requested:
Presentation of the Awards

Attachments:

5-6-26

Nick,....

Our sincere "thanks" for your guidance & understanding regarding our overhead sewer application. You were very clear & professional - also kind :)

Also, our thanks to the Village, as well. We are eternally grateful to live in such a wonderful Community as Glen Ellyn!

[redacted] & Jo [redacted]

[redacted]

Glen Ellyn

Approval of Vouchers
For the Village Board Meeting on May 26, 2026

EXPENDITURES:

Accounts Payable Warrant 0526-1A		$	27,292.01		
Accounts Payable Warrant 0526-2		$	383,936.44		
Accounts Payable Warrant 0526-3		$	1,020,496.50		
	Sub-Total	**$**	**1,431,724.95**		**$ 1,431,724.95**

PAYROLL EXPENDITURES — May 15, 2026

Total ACH+live checks	**Net Employee Payroll Checks**	$	510,643.93	$ -	
	Employee & Employer Payroll Deductions:				
Net of DD	Employee Deductions*	$	226,252.14	$ -	
2300-2305	IMRF - Employer contribution	$	24,353.40	$ -	
1000-1100	Social Security/Medicare Tax Withheld - Employer portion	$	42,756.82	$ -	
	Total Payroll	**$**	**804,006.29**	**$ -**	**$ 804,006.29**
					$ 2,235,731.24

VILLAGE OF GLEN ELLYN

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
922 VILLAGE OF GLEN ELLYN											
110195 0526		05/01/2026		0526-3	41212	6.82	6.82	05/15/2026	DIR	PD	WATER: 460 PENNSYLVANI
CHECK DATE: 05/15/2026											
110205 0526		05/01/2026		0526-3	41213	6.82	6.82	05/15/2026	DIR	PD	WATER: 487 PENNSYLVANI
CHECK DATE: 05/15/2026											
110275 0526		05/01/2026		0526-3	41214	6.82	6.82	05/15/2026	DIR	PD	WATER: 509 PENNSYLVANI
CHECK DATE: 05/15/2026											
110465 0526		05/01/2026		0526-3	41215	6.93	6.93	05/15/2026	DIR	PD	WATER: 505 CRESCENT IR
CHECK DATE: 05/15/2026											
110485 0526		05/01/2026		0526-3	41216	6.82	6.82	05/15/2026	DIR	PD	WATER: 526 N MAIN IRR
CHECK DATE: 05/15/2026											
120365 0526		05/01/2026		0526-3	41217	6.82	6.82	05/15/2026	DIR	PD	WATER: 569 PENNSYLVANI
CHECK DATE: 05/15/2026											
120495 0526		05/01/2026		0526-3	41218	146.27	146.27	05/15/2026	DIR	PD	WATER: 524 PENNSYLVA
CHECK DATE: 05/15/2026											
121350 0526		05/01/2026		0526-3	41219	44.48	44.48	05/15/2026	DIR	PD	WATER: 800 N MAIN
CHECK DATE: 05/15/2026											
122670 0526		05/01/2026		0526-3	41220	37.31	37.31	05/15/2026	DIR	PD	WATER: 557 GENEVA
CHECK DATE: 05/15/2026											
122675 0526		05/01/2026		0526-3	41221	4.09	4.09	05/15/2026	DIR	PD	WATER: 557 GENEVA
CHECK DATE: 05/15/2026											
140250 0526		05/01/2026		0526-3	41222	131.81	131.81	05/15/2026	DIR	PD	WATER: 485 WINCHELL
CHECK DATE: 05/15/2026											
310027 0526		05/01/2026		0526-3	41223	6.82	6.82	05/15/2026	DIR	PD	WATER: 503 DUANE
CHECK DATE: 05/15/2026											
310029 0526		05/01/2026		0526-3	41224	6.82	6.82	05/15/2026	DIR	PD	WATER: 532 HILLSIDE
CHECK DATE: 05/15/2026											
310031 0526		05/01/2026		0526-3	41225	6.82	6.82	05/15/2026	DIR	PD	WATER: 548 DUANE ST
CHECK DATE: 05/15/2026											
310033 0526		05/01/2026		0526-3	41226	6.82	6.82	05/15/2026	DIR	PD	WATER: 424 FOREST
CHECK DATE: 05/15/2026											
310035 0526		05/01/2026		0526-3	41227	6.82	6.82	05/15/2026	DIR	PD	WATER: 426 MAIN ST
CHECK DATE: 05/15/2026											
310037 0526		05/01/2026		0526-3	41228	6.82	6.82	05/15/2026	DIR	PD	WATER: 444 MAIN ST
CHECK DATE: 05/15/2026											
315090 0526		05/01/2026		0526-3	41229	324.48	324.48	05/15/2026	DIR	PD	WATER: 535 DUANE

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/15/2026											
315091 0526		05/01/2026		0526-3	41230	20.84	20.84	05/15/2026	DIR	PD	WATER: 539 DUANE
CHECK DATE: 05/15/2026											
315215 0526		05/01/2026		0526-3	41231	23.93	23.93	05/15/2026	DIR	PD	WATER: 450 FOREST
CHECK DATE: 05/15/2026											
410010 0526		05/01/2026		0526-3	41232	433.58	433.58	05/15/2026	DIR	PD	WATER: 30 S LAMBERT
CHECK DATE: 05/15/2026											
411170 0526		05/01/2026		0526-3	41233	101.34	101.34	05/15/2026	DIR	PD	LINKS WATER: 490 HARDI
CHECK DATE: 05/15/2026											
413030 0526		05/01/2026		0526-3	41234	1,206.97	1,206.97	05/15/2026	DIR	PD	LINKS WATER: 485 WINCH
CHECK DATE: 05/15/2026											
423765 0526		05/01/2026		0526-3	41235	293.30	293.30	05/15/2026	DIR	PD	WATER: 65 S PARK
CHECK DATE: 05/15/2026											
423925 0526		05/01/2026		0526-3	41236	162.53	162.53	05/15/2026	DIR	PD	WATER: 681 TAFT
CHECK DATE: 05/15/2026											
2026-0551-INRM		05/06/2026		0526-3	41243	657.80	657.80	05/15/2026	DIR	PD	RENO CENTER 2026-0551-
CHECK DATE: 05/15/2026											
2558 R. W. DUNTEMAN COMPANY											
253903	20250067	03/11/2026		0526-1A	268392	27,292.01	27,292.01	05/01/2026	INV	PD	2025 DUANE-MAIN ALLEY
CHECK DATE: 05/04/2026											
14066 580DUANE, LLC											
05052026	20260036	04/21/2026		0526-2	268393	10,000.00	10,000.00	05/08/2026	INV	PD	FIRE PREVENTION AWARD
CHECK DATE: 05/08/2026											
13435 911 TECH INC											
1917		05/04/2026		0526-2	268394	2,679.08	2,679.08	07/01/2026	INV	PD	COPFTO ANNUAL SUBSCRIP
CHECK DATE: 05/08/2026											
13444 A MAESTRANZI SONS KNIFE SERVICES											
966695		04/30/2026		0526-2	268395	35.50	35.50	04/30/2026	INV	PD	PROFESSIONAL SERVICES
CHECK DATE: 05/08/2026											
14304 ABBEY CONSTRUCTION CO. INC.											
4	20250070	04/17/2026		0526-2	268396	82,846.68	82,846.68	05/01/2026	INV	PD	2025 CRESECENT/GLENWOO
CHECK DATE: 05/08/2026											
10753 ADVANCED TURF SOLUTIONS											
SO1412784		11/03/2025		0526-2	268397	16,572.00	16,572.00	05/02/2026	INV	PD	ZIPLINE WETTING AGENT
CHECK DATE: 05/08/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
SO1467368		04/28/2026		0526-2	268397	6,600.00	6,600.00	05/02/2026	INV	PD	PALLET OF GRASS SEED S
CHECK DATE: 05/08/2026											
						23,172.00					
10559 ALLIED GARAGE DOOR INC											
0000244219		04/28/2026		0526-2	268398	3,790.00	3,790.00	05/08/2026	INV	PD	FD STATION 1 - STOCK O
CHECK DATE: 05/08/2026											
12567 AMAZON.COM SALES, INC.											
11PW-9K4J-RVQG		05/01/2026		0526-2	268399	1,562.89	1,562.89	05/08/2026	INV	PD	BATTERY BACKUP/AVPRO E
CHECK DATE: 05/08/2026											
1NL1-H4NR-CDWQ		05/01/2026		0526-2	268399	141.21	141.21	05/08/2026	INV	PD	COPY PAPER/DESK CHAIR
CHECK DATE: 05/08/2026											
1YWF-DG1N-M6KY		05/01/2026		0526-2	268399	372.32	372.32	06/15/2026	INV	PD	ENVELOPES, DOG FOOD, C
CHECK DATE: 05/08/2026											
						2,076.42					
13113 AMERICAN WELDING & GAS, INC.											
0011638367		04/30/2026		0526-2	268400	58.68	58.68	05/05/2026	INV	PD	BULK GAS
CHECK DATE: 05/08/2026											
10850 ANGELO GELATO ITALIANO, INC											
13743		04/27/2026		0526-2	268401	101.00	101.00	04/27/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
14714 IRYNA ARUTE											
2025-0050		05/05/2026		0526-2	268402	2,841.00	2,841.00	05/08/2026	INV	PD	ESCROW 2025-0050
CHECK DATE: 05/08/2026											
13036 RADIATE HOLDINGS,LP											
446987101-0018200		04/16/2026		0526-2	268403	202.93	202.93	05/08/2026	INV	PD	GEVFC INTERNET
CHECK DATE: 05/08/2026											
65 AT&T											
3648554116		04/07/2026		0526-2	268404	920.24	920.24	05/08/2026	INV	PD	VOGE SECONDARY INTERNE
CHECK DATE: 05/08/2026											
12963 BANNERVILLE USA											
039939		05/01/2026		0526-2	268405	620.00	620.00	05/08/2026	INV	PD	AMERICA 250 BANNERS
CHECK DATE: 05/08/2026											
6832 FACIL INVESTMENT											
P91413934		04/28/2026		0526-2	268406	45.90	45.90	05/02/2026	INV	PD	BATTERIES FOR ALARM AN
CHECK DATE: 05/08/2026											
4874 BAXTER & WOODMAN, INC.											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0284675		04/27/2026		0526-2	268407	855.00	855.00	05/08/2026	INV	PD	RT 53 WATER MAIN LININ
CHECK DATE: 05/08/2026											
0284677		04/27/2026		0526-2	268407	49.47	49.47	05/08/2026	INV	PD	LEAD SERVICE FUNDING P
CHECK DATE: 05/08/2026											
0284679		04/27/2026		0526-2	268407	1,733.75	1,733.75	05/08/2026	INV	PD	LEAD SERVICE LINE FUND
CHECK DATE: 05/08/2026											
						2,638.22					
12921 BLA, INC											
24650-8	20250071	03/31/2026		0526-2	268408	8,837.78	8,837.78	05/01/2026	INV	PD	2025 CRESECENT/GLENWOO
CHECK DATE: 05/08/2026											
3699 BRADFORD SYSTEMS CORP											
15999-3	20250072	04/30/2026		0526-2	268409	8,220.41	8,220.41	05/30/2026	INV	PD	EVIDENCE LOCKER PROJEC
CHECK DATE: 05/08/2026											
9879 BREAKTHRU BEVERAGE ILLINOIS, LLC											
126793471		04/30/2026		0526-2	268410	2,459.78	2,459.78	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
2197 BOJO TURF SUPPLY INC											
71743		04/29/2026		0526-2	268411	2,880.00	2,880.00	05/02/2026	INV	PD	SOLE SOURCE THATCH REM
CHECK DATE: 05/08/2026											
114 CASCO INTERNATIONAL											
2824185		05/01/2026		0526-2	268412	204.00	204.00	05/08/2026	INV	PD	TIER II PLATFORM FEE
CHECK DATE: 05/08/2026											
120 CANON SOLUTIONS AMERICA, INC											
6015596514		04/11/2026		0526-2	268413	252.95	252.95	05/08/2026	INV	PD	ADMIN COPIER USAGE
CHECK DATE: 05/08/2026											
43002628		04/11/2026		0526-2	268414	925.00	925.00	05/08/2026	INV	PD	LINKS/PLANNING COPIERS
CHECK DATE: 05/08/2026											
128 CARQUEST AUTO PARTS											
8780612042059		04/30/2026		0526-2	268415	121.70	121.70	05/08/2026	INV	PD	TPMS SENSOR FOR UNIT @
CHECK DATE: 05/08/2026											
14578 BRIDGET CARROLL											
03062026		03/06/2026		0526-2	268416	5,000.00	5,000.00	03/06/2026	INV	PD	285 HILL, OVERHEAD SEW
CHECK DATE: 05/08/2026											
03132026		02/24/2026		0526-2	268416	6,087.00	6,087.00	03/13/2026	INV	PD	285 HILL, SEWER SERVIC
CHECK DATE: 05/08/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
						11,087.00					
135 TRANZONIC COMPANIES											
IN05816086		04/22/2026		0526-2	268417	140.01	140.01	05/08/2026	INV	PD	GRAFFITI WIPES & HAND
CHECK DATE: 05/08/2026											
1076 CINTAS CORPORATION NO 2											
4267689841		04/30/2026		0526-2	268418	63.51	63.51	05/08/2026	INV	PD	CIVIC CENTER - WEEKLY
CHECK DATE: 05/08/2026											
4267204680		04/27/2026		0526-2	268419	35.57	35.57	05/08/2026	INV	PD	PD - WEEKLY FLOOR MATS
CHECK DATE: 05/08/2026											
4267974693		05/04/2026		0526-2	268420	187.06	187.06	05/05/2026	INV	PD	JANITORIAL RESTOCK
CHECK DATE: 05/08/2026											
1862 CLASSIC GRAPHIC INDUSTRIES INC.											
90985		04/18/2026		0526-2	268421	660.50	660.50	05/08/2026	INV	PD	#10 WINDOW ENVELOPES
CHECK DATE: 05/08/2026											
59 ARTHUR CLESEN, INC											
28587-00		12/12/2025		0526-2	268422	16,408.68	16,408.68	05/02/2026	INV	PD	TREATMENT PRODUCTS FOR
CHECK DATE: 05/08/2026											
7273 CMS COMMUNICATIONS, INC.											
1901417		04/30/2026		0526-2	268423	1,136.00	1,136.00	05/08/2026	INV	PD	TEST PHONES FOR NEW SY
CHECK DATE: 05/08/2026											
14707 JOSHUA COHN											
2026-0613-WSS		05/05/2026		0526-2	268424	1,000.00	1,000.00	05/08/2026	INV	PD	2026-0613-WSS 678 N PA
CHECK DATE: 05/08/2026											
175 COMMONWEALTH EDISON COMPANY											
3407404000 0426		04/22/2026		0526-2	268425	461.67	461.67	05/15/2026	INV	PD	800 N MAIN ST & OTHERS
CHECK DATE: 05/08/2026											
3525 COMMERCIAL TIRE SERVICE											
2220101311		05/04/2026		0526-2	268426	60.00	60.00	05/08/2026	INV	PD	TIRE REPAIR FOR UNIT #
CHECK DATE: 05/08/2026											
14706 JAMES CONNELLY											
2026-0266-HYDM		05/05/2026		0526-2	268427	500.00	500.00	05/08/2026	INV	PD	2026-0266-HYDM 405 ROO
CHECK DATE: 05/08/2026											
4876 CONSTELLATION NEWENERGY, INC.											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
7302778-88623 0426		04/30/2026		0526-2	268428	11,665.50	11,665.50	05/15/2026	INV	PD	STREETLIGHTS CHARGED T
CHECK DATE: 05/08/2026											
10952 CONSUMERS PACKING COMPANY											
440257		04/27/2026		0526-2	268429	2,036.74	2,036.74	04/27/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
440564		05/01/2026		0526-2	268429	315.51	315.51	05/01/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
						2,352.25					
4547 CORE & MAIN LP											
Y900312		04/23/2026		0526-2	268430	1,027.50	1,027.50	05/08/2026	INV	PD	MINI B-BOXES
CHECK DATE: 05/08/2026											
11887 DACRA ADJUDICATION SYSTEMS LLC											
2026-04-003	20250073	04/23/2026		0526-2	268431	2,000.00	2,000.00	05/23/2026	INV	PD	YR 1 OF 4 SOFTWARE LIC
CHECK DATE: 05/08/2026											
204 DAILY HERALD											
374613-PW		04/06/2026		0526-2	268432	82.80	82.80	05/08/2026	INV	PD	LAMBERT TRAF SIG MOD P
CHECK DATE: 05/08/2026											
376224		04/27/2026		0526-2	268433	400.20	400.20	05/08/2026	INV	PD	ESCROWS 2026-0009/2026
CHECK DATE: 05/08/2026											
246 DUPAGE COUNTY ANIMAL CARE AND CONTROL											
33542		04/28/2026		0526-2	268434	25.00	25.00	05/28/2026	INV	PD	DOA SMALL ANIMAL
CHECK DATE: 05/08/2026											
12755 ECO CLEAN MAINTENANCE, INC.											
14909	20250052	04/28/2026		0526-2	268435	3,500.00	3,500.00	05/08/2026	INV	PD	YEAR 3 OF 3 CC-GARAGE
CHECK DATE: 05/08/2026											
14448 ELEVATOR INSPECTION SERVICES COMPANY LLC											
00378049		04/24/2026		0526-2	268436	308.00	308.00	05/08/2026	INV	PD	ELEVATOR INSPECTIONS
CHECK DATE: 05/08/2026											
11550 EK KUHN INC											
88524		04/23/2026		0526-2	268437	49.00	49.00	05/23/2026	INV	PD	EMPLOYEE OF THE QUARTE
CHECK DATE: 05/08/2026											
291 EUCLID BEVERAGE, LLC											
W-4632896		04/30/2026		0526-2	268438	1,759.80	1,759.80	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
11334 EURO USA MIDWEST LLC											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
851017-00		05/01/2026		0526-2	268439	689.16	689.16	05/01/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
851082-00		04/30/2026		0526-2	268439	500.24	500.24	04/30/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
						1,189.40					
13368 FEECE OIL COMPANY											
742871		04/29/2026		0526-2	268440	1,676.18	1,676.18	05/02/2026	INV	PD	GASOLINE FOR RENTAL GO
CHECK DATE: 05/08/2026											
744692		04/29/2026		0526-2	268440	2,389.14	2,389.14	05/02/2026	INV	PD	GASOLINE FOR GROUNDS E
CHECK DATE: 05/08/2026											
745236		04/29/2026		0526-2	268440	1,204.08	1,204.08	05/02/2026	INV	PD	DIESEL FUEL FOR GROUND
CHECK DATE: 05/08/2026											
						5,269.40					
13790 FLOODS ROYAL FLUSH											
I61324		04/08/2026		0526-2	268441	350.00	350.00	05/02/2026	INV	PD	PORTABLE RESTROOMS FOR
CHECK DATE: 05/08/2026											
6345 FORCE AMERICA DISTRIBUTING, LLC											
IN001-2155330		04/29/2026		0526-2	268442	14,448.57	14,448.57	05/15/2026	INV	PD	FORCE AMERICA - 1 TON
CHECK DATE: 05/08/2026											
14712 COLIN FORD											
05042026		05/04/2026		0526-2	268443	4,550.10	4,550.10	05/08/2026	INV	PD	28 MUIRWOOD, LEAD SERV
CHECK DATE: 05/08/2026											
9692 LOUIS GLUNZ BEER, INC											
880745		05/01/2026		0526-2	268444	276.50	276.50	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
368 GRACE LUTHERAN CHURCH											
GRACE-160		05/01/2026		0526-2	268445	360.00	360.00	05/08/2026	INV	PD	CUSTODIAL/TELECOM
CHECK DATE: 05/08/2026											
14711 JOELLE GRAHAM											
05042026		05/04/2026		0526-2	268446	5,200.00	5,200.00	05/08/2026	INV	PD	389 GRANDVIEW, OVERHEA
CHECK DATE: 05/08/2026											
389 HOLSTEIN'S GARAGE											
3949		04/30/2026		0526-2	268447	270.00	270.00	05/08/2026	INV	PD	VARIOUS DOT REQUIRED S
CHECK DATE: 05/08/2026											
13048 IDENTITY GRAPHICS, LLC											
2804043		04/22/2026		0526-2	268448	5,147.15	5,147.15	05/08/2026	INV	PD	SPRING/SUMMER PROMOS

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/08/2026											
12335 ILLINOIS PHLEBOTOMY SERVICES											
2715		05/05/2026		0526-2	268449	850.00	850.00	06/04/2026	INV	PD	PHLEBOTOMY SERVICES
CHECK DATE: 05/08/2026											
900 UNIVERSITY OF ILLINOIS-GAR											
UPI13441		04/23/2026		0526-2	268450	8,177.00	8,177.00	05/23/2026	INV	PD	BASIC LAW ENFORCEMENT
CHECK DATE: 05/08/2026											
UPI13535		04/23/2026		0526-2	268450	150.00	150.00	05/23/2026	INV	PD	TASER TRAINING - AGUIL
CHECK DATE: 05/08/2026											
						8,327.00					
14709 INFOBIP INC											
95414		05/01/2026		0526-2	268451	1,351.58	1,351.58	05/08/2026	INV	PD	VOGE TELECOMMUNICATION
CHECK DATE: 05/08/2026											
4475 INSITE RE INC.											
20241483		05/04/2026		0526-2	268452	2,000.00	2,000.00	05/08/2026	INV	PD	535 DUANE ST RESTORE R
CHECK DATE: 05/08/2026											
14704 KEARNEY-NATIONAL INC											
IN0000170161		04/07/2026		0526-2	268453	7,074.00	7,074.00	05/08/2026	INV	PD	LIGHT POLE REPLACEMENT
CHECK DATE: 05/08/2026											
2746 LANGUAGE LINE SERVICES, INC											
11891237		03/31/2026		0526-2	268454	11.75	11.75	04/26/2026	INV	PD	TRANSLATION SERVICES
CHECK DATE: 05/08/2026											
546 LEN'S ACE HARDWARE, INC.											
119489/3		04/17/2026		0526-2	268455	12.59	12.59	05/08/2026	INV	PD	FLASHLIGHT
CHECK DATE: 05/08/2026											
119510/3		04/21/2026		0526-2	268455	8.09	8.09	05/08/2026	INV	PD	DISINFECTION FOR SAMPL
CHECK DATE: 05/08/2026											
119513/3		04/22/2026		0526-2	268455	40.47	40.47	05/08/2026	INV	PD	SUNSCREEN FOR CREW
CHECK DATE: 05/08/2026											
119540/3		04/24/2026		0526-2	268455	93.95	93.95	05/02/2026	INV	PD	SPRING RAKES
CHECK DATE: 05/08/2026											
119573/3		04/29/2026		0526-2	268455	8.09	8.09	05/02/2026	INV	PD	CARPENTER BEE SPRAY
CHECK DATE: 05/08/2026											
119578/3		04/30/2026		0526-2	268455	44.07	44.07	05/08/2026	INV	PD	FIRE STATION#1 TOLIET
CHECK DATE: 05/08/2026											
119583/3		04/30/2026		0526-2	268455	5.39	5.39	05/02/2026	INV	PD	HOSE BARB MENDER
CHECK DATE: 05/08/2026											
119605/3		05/04/2026		0526-2	268455	26.96	26.96	05/08/2026	INV	PD	MISC. HARDWARE FOR UNI
CHECK DATE: 05/08/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
						239.61					
14703 MASTEC											
20212150		04/21/2026	0526-2		268456	2,000.00	2,000.00	05/08/2026	INV	PD	447 COTTAGE AVE RESTOR
CHECK DATE: 05/08/2026											
20230601		04/23/2026	0526-2		268456	2,000.00	2,000.00	05/08/2026	INV	PD	945 BEMIS RD RESTORE R
CHECK DATE: 05/08/2026											
						4,000.00					
590 MEADE ELECTRIC COMPANY, INC.											
716615		04/23/2026	0526-2		268457	10,509.94	10,509.94	05/08/2026	INV	PD	DVP - TRAFFIC SIGNAL R
CHECK DATE: 05/08/2026											
595 MENARDS, INC.											
73339		04/22/2026	0526-2		268458	5.38	5.38	05/08/2026	INV	PD	JULIE ELECTRIC TAPE
CHECK DATE: 05/08/2026											
73414		04/23/2026	0526-2		268458	93.13	93.13	05/08/2026	INV	PD	PUBLIC WORKS CAMERAS
CHECK DATE: 05/08/2026											
						98.51					
13303 MIDWEST ASSN OF GOLF COURSE SUPERINTENDENTS, INC											
14148		02/01/2026	0526-2		268459	625.00	625.00	02/17/2026	INV	PD	MIDWEST SUPERINTENDENT
CHECK DATE: 05/08/2026											
14168 MOBILEAR INC											
11073-PW		04/28/2026	0526-2		268460	656.76	656.76	05/08/2026	INV	PD	PW PORTION OF HEARTING
CHECK DATE: 05/08/2026											
1082 MUNICIPAL INS COOPERATIVE AGENCY											
260403		04/30/2026	0526-2		268461	14,806.00	14,806.00	05/08/2026	INV	PD	DEDUCTIBLE
CHECK DATE: 05/08/2026											
5841 GENUINE PARTS CO-NAPA											
830144		04/30/2026	0526-2		268462	16.98	16.98	05/08/2026	INV	PD	SPARK PLUG & AIR FILTE
CHECK DATE: 05/08/2026											
830194		04/30/2026	0526-2		268462	137.28	137.28	05/08/2026	INV	PD	TPMS SENSOR - UNIT # 0
CHECK DATE: 05/08/2026											
830320		05/01/2026	0526-2		268462	-137.28	-137.28	05/08/2026	CRM	PD	TPMS SENSOR RETURNED-
CHECK DATE: 05/08/2026											
						16.98					
7689 MICHAEL NICKELS											
04292026		04/24/2026	0526-2		268463	20.00	20.00	05/08/2026	INV	PD	REIMB MICHAEL NICKELS,
CHECK DATE: 05/08/2026											
04302026		04/30/2026	0526-2		268463	20.00	20.00	05/08/2026	INV	PD	REIMB MICHAEL NICKELS,
CHECK DATE: 05/08/2026											
05012026		05/01/2026	0526-2		268463	20.00	20.00	05/08/2026	INV	PD	REIMB MICHAEL NICKELS,

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/08/2026											
						60.00					
651 NORTHERN ILLINOIS GAS COMPANY											
86-07-35-9064 7 0426		04/16/2026		0526-2	268464	23.47	23.47	05/15/2026	INV	PD	889 W SAINT CHARLES RD
CHECK DATE: 05/08/2026											
05-47-62-1000 9 0426		04/29/2026		0526-2	268465	98.16	98.16	05/15/2026	INV	PD	609 MIDWAY, 2 GAS LIGH
CHECK DATE: 05/08/2026											
14708 VAL O'DEA											
28-131/28-132		05/04/2026		0526-2	268466	83.32	83.32	05/08/2026	INV	PD	VEHICLE STICKER REFUND
CHECK DATE: 05/08/2026											
12667 MR. DEAN PAPAS											
04242026		04/24/2026		0526-2	268467	22,230.00	22,230.00	05/08/2026	INV	PD	479 PENNSYLVANIA AVE -
CHECK DATE: 05/08/2026											
700 THE PITNEY BOWES BANK INC											
1029326500		04/21/2026		0526-2	268468	161.01	161.01	05/08/2026	INV	PD	POSTAGE MACHINE INK
CHECK DATE: 05/08/2026											
4313 PORTER LEE CORPORATION											
33420		05/01/2026		0526-2	268469	1,200.00	1,200.00	05/31/2026	INV	PD	ADDITIONAL BEAST LICEN
CHECK DATE: 05/08/2026											
13244 R & R PRODUCTS, INC.											
CD3144209		04/28/2026		0526-2	268470	58.31	58.31	05/02/2026	INV	PD	RUBBER BUMPERS FOR BUN
CHECK DATE: 05/08/2026											
9750 RAPID TRANSPORT TOWING, INC											
6512		04/25/2026		0526-2	268471	195.00	195.00	05/25/2026	INV	PD	2014 MAZDA TOW
CHECK DATE: 05/08/2026											
6525		05/01/2026		0526-2	268471	195.00	195.00	06/01/2026	INV	PD	2002 BUICK TOW
CHECK DATE: 05/08/2026											
						390.00					
12740 REVELS TURF AND TRACTOR, LLC											
390270		04/30/2026		0526-2	268472	1,094.88	1,094.88	05/02/2026	INV	PD	OEM ALTERNATOR FOR DEE
CHECK DATE: 05/08/2026											
754 RIGGS BROS. AUTO INTERIORS, INC.											
179127		04/28/2026		0526-2	268473	675.00	675.00	05/08/2026	INV	PD	SEAT REPAIRS FOR UNIT
CHECK DATE: 05/08/2026											
765 RUSS'S PLUMBING & SEWER INC											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
26-0369		04/20/2026		0526-2	268474	7,825.00	7,825.00	05/08/2026	INV	PD	LEAD SERVICE LINE REPL
CHECK DATE: 05/08/2026											
8894 RUSSO HARDWARE, INC											
SPI21570304		05/01/2026		0526-2	268475	72.98	72.98	05/02/2026	INV	PD	OIL LEVEL SENSOR
CHECK DATE: 05/08/2026											
2405 SIGN IDENTITY, INC											
2603079		04/23/2026		0526-2	268476	730.00	730.00	05/02/2026	INV	PD	R22 REPLACEMENT SIGN A
CHECK DATE: 05/08/2026											
13465 SIMPLOT TURF & HORTICULTURE											
201013346		09/09/2025		0526-2	268477	-3,735.00	-3,735.00	05/02/2026	CRM	PD	2025 SYNGENTA REBATE
CHECK DATE: 05/08/2026											
238008888		01/07/2026		0526-2	268477	20,228.00	20,228.00	05/02/2026	INV	PD	SOLE SOURCE WETTING AG
CHECK DATE: 05/08/2026											
						16,493.00					
5109 SOUTH SIDE CONTROL SUPPLY, CO.											
S101103703.001		04/21/2026		0526-2	268478	26.13	26.13	05/08/2026	INV	PD	WILSON SUMP PANEL REPA
CHECK DATE: 05/08/2026											
12512 SOUTHEAST LINEN ASSOCIATES, INC.											
1422735		05/01/2026		0526-2	268479	480.10	480.10	05/05/2026	INV	PD	LINEN SERVICE
CHECK DATE: 05/08/2026											
1423121		05/05/2026		0526-2	268479	376.00	376.00	05/05/2026	INV	PD	LINEN SERVICE
CHECK DATE: 05/08/2026											
S1133409		05/01/2026		0526-2	268479	79.65	79.65	05/05/2026	INV	PD	LINEN SERVICE
CHECK DATE: 05/08/2026											
						935.75					
10181 SOUTHERN GLAZER'S WINE AND SPIRITS, LLC											
2285679		04/30/2026		0526-2	268480	2,176.42	2,176.42	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
7600 STUEVER & SONS, INC											
BLM528240		04/29/2026		0526-2	268481	190.00	190.00	05/05/2026	INV	PD	BEER LINE CLEANING
CHECK DATE: 05/08/2026											
5018 SUBURBAN LABORATORIES, INC.											
GA6001503		04/30/2026		0526-2	268482	2,843.28	2,843.28	05/08/2026	INV	PD	REGULATORY WATER SAMPL
CHECK DATE: 05/08/2026											
GA6002119		04/30/2026		0526-2	268482	1,355.44	1,355.44	05/08/2026	INV	PD	REGULATORY WATER SAMPL
CHECK DATE: 05/08/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
						4,198.72					
835 SUPERIOR BEVERAGE CO.											
824944		05/01/2026		0526-2	268483	663.75	663.75	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
825005		05/01/2026		0526-2	268483	582.60	582.60	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
						1,246.35					
844 SYSCO FOOD SERV - CHICAGO, INC											
924178118		04/27/2026		0526-2	268484	1,778.95	1,778.95	04/27/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
924180251		04/28/2026		0526-2	268484	29.98	29.98	04/28/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
924180252		04/28/2026		0526-2	268484	774.34	774.34	04/28/2026	INV	PD	NA BEV.
CHECK DATE: 05/08/2026											
924191193		05/01/2026		0526-2	268484	1,882.45	1,882.45	05/01/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
924191194		05/01/2026		0526-2	268484	106.72	106.72	05/01/2026	INV	PD	NA BEV.
CHECK DATE: 05/08/2026											
						4,572.44					
8733 T-MOBILE USA											
042126		04/21/2026		0526-2	268485	320.37	320.37	05/20/2026	INV	PD	MONTHLY SERVICE CHARGE
CHECK DATE: 05/08/2026											
854 TERRACE SUPPLY COMPANY											
0001079488		04/30/2026		0526-2	268486	9.00	9.00	05/08/2026	INV	PD	CYLINDER RENTAL
CHECK DATE: 05/08/2026											
10558 TESTA PRODUCE, INC											
06166633		04/29/2026		0526-2	268487	404.40	404.40	04/29/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
06168596		05/01/2026		0526-2	268487	1,004.60	1,004.60	05/01/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
06169447		05/02/2026		0526-2	268487	365.20	365.20	05/02/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
						1,774.20					
11602 THE THIRD SYNTHESIS, IND D/B/A											
1140291		05/02/2026		0526-2	268488	264.20	264.20	05/02/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
1142654		05/01/2026		0526-2	268488	167.00	167.00	05/01/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
						431.20					
865 ACUSHNET COMPANY											
922894098		04/17/2026		0526-2	268489	212.50	212.50	05/05/2026	INV	PD	MERCHANDISE FOR RESALE

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/08/2026											
923002522		04/29/2026		0526-2	268489	70.35	70.35	05/05/2026	INV	PD	GOLF STAFF UNIFORM
CHECK DATE: 05/08/2026											
923007999		04/30/2026		0526-2	268489	982.08	982.08	05/05/2026	INV	PD	MERCHANDISE FOR RESALE
CHECK DATE: 05/08/2026											
923014872		04/30/2026		0526-2	268489	397.53	397.53	05/05/2026	INV	PD	GOLF STAFF UNIFORM
CHECK DATE: 05/08/2026											
						1,662.46					
873 TRAFFTECH, INC.											
2498		03/31/2026		0526-2	268490	4,022.50	4,022.50	05/01/2026	INV	PD	CUTTERS & REPLACEMENT
CHECK DATE: 05/08/2026											
10019 TRANSUNION RISK AND ALTERNATIVE											
258788-202604-1		05/01/2026		0526-2	268491	210.00	210.00	06/15/2026	INV	PD	MONTHLY SUBSCRIPTION 0
CHECK DATE: 05/08/2026											
10577 CAMPAGNA-TURANO BAKERY, INC											
130043704		04/28/2026		0526-2	268492	183.73	183.73	04/28/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
130043806		05/01/2026		0526-2	268492	37.82	37.82	05/01/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
130043849		05/02/2026		0526-2	268492	75.35	75.35	05/02/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/08/2026											
						296.90					
13477 TURTLESON, LLC											
671642		04/30/2026		0526-2	268493	1,628.94	1,628.94	05/05/2026	INV	PD	MERCHANDISE FOR RESALE
CHECK DATE: 05/08/2026											
11819 UNIFIRST CORPORATION											
1190294649		04/22/2026		0526-2	268494	75.19	75.19	05/08/2026	INV	PD	RENO CENTER FLOOR MATS
CHECK DATE: 05/08/2026											
1190296295		04/29/2026		0526-2	268494	75.19	75.19	05/08/2026	INV	PD	RENO CENTER - FLOOR MA
CHECK DATE: 05/08/2026											
						150.38					
884 U.S. FOODSERVICE, INC.											
2150953		04/27/2026		0526-2	268495	3,743.41	3,743.41	04/27/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
2226349		04/28/2026		0526-2	268495	151.40	151.40	04/28/2026	INV	PD	na bev.
CHECK DATE: 05/08/2026											
2321997		04/30/2026		0526-2	268495	1,822.25	1,822.25	04/30/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
2385212		05/01/2026		0526-2	268495	553.75	553.75	05/01/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/08/2026											
						6,270.81					
9719 VERIZON CONNECT NWF INC.											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
372000093838		05/01/2026		0526-2	268496	1,159.13	1,159.13	05/08/2026	INV	PD	GPS - AVL FLEET TRACKI
CHECK DATE: 05/08/2026											
7711 WINDY CITY DISTRIBUTION COMPANY											
101006878		04/30/2026		0526-2	268497	996.29	996.29	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
101006880		04/30/2026		0526-2	268497	25.75	25.75	05/05/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/08/2026											
						1,022.04					
975 ZIEBELL WATER SERVICE PRODUCTS INC											
272337-000		04/23/2026		0526-2	268498	1,750.00	1,750.00	05/08/2026	INV	PD	SADDLE B-BOXES
CHECK DATE: 05/08/2026											
13271 DUANE ZINOWICZ											
05012026		05/04/2026		0526-2	268499	220.00	220.00	05/08/2026	INV	PD	REIMB DUANE ZINOWICZ,
CHECK DATE: 05/08/2026											
13444 A MAESTRANZI SONS KNIFE SERVICES											
969023		05/07/2026		0526-3	268500	35.50	35.50	05/07/2026	INV	PD	PROFESSIONAL SERVICES
CHECK DATE: 05/15/2026											
5016 ABBOTT TREE CARE PROFESSIONALS, LLC											
58308	20260014	04/23/2026		0526-3	268501	7,425.32	7,425.32	05/08/2026	INV	PD	YEAR 3 OF 3 TREE REMOV
CHECK DATE: 05/15/2026											
12567 AMAZON.COM SALES, INC.											
19WM-LWY9-XFMV		05/01/2026		0526-3	268502	-60.79	-60.79	05/12/2026	CRM	PD	BABY HIGH CHAIR
CHECK DATE: 05/15/2026											
1HX9-CPN4-QGFJ		05/01/2026		0526-3	268502	-60.79	-60.79	05/12/2026	CRM	PD	BABY HIGH CHAIR
CHECK DATE: 05/15/2026											
1JN9-R4KF-T9M1		05/01/2026		0526-3	268502	-16.99	-16.99	05/12/2026	CRM	PD	DECOR
CHECK DATE: 05/15/2026											
1JPQ-JDMY-YTJH		05/01/2026		0526-3	268502	-16.99	-16.99	05/12/2026	CRM	PD	DECOR
CHECK DATE: 05/15/2026											
1JPQ-JDMY-YTPY		05/01/2026		0526-3	268502	-16.99	-16.99	05/12/2026	CRM	PD	DECOR
CHECK DATE: 05/15/2026											
1R7V-VF73-THD3		05/01/2026		0526-3	268502	-16.99	-16.99	05/12/2026	CRM	PD	DECOR
CHECK DATE: 05/15/2026											
1YJH-FWWR-RQJJ		05/01/2026		0526-3	268502	4,630.53	4,630.53	05/12/2026	INV	PD	FOOD/NABEV RESALE, OPE
CHECK DATE: 05/15/2026											
1YWF-DG1N-VDFP		05/01/2026		0526-3	268502	-60.79	-60.79	05/12/2026	CRM	PD	BABY HIGH CHAIR
CHECK DATE: 05/15/2026											
						4,380.20					
13113 AMERICAN WELDING & GAS, INC.											
0011668924		05/08/2026		0526-3	268503	205.53	205.53	05/11/2026	INV	PD	BULK CO2 REFILL

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/15/2026											
51 LAW OFFICES OF ANCEL GLINK, P.C.											
118713		05/07/2026		0526-3	268504	67.50	67.50	05/15/2026	INV	PD	LEGAL SERVICES
CHECK DATE: 05/15/2026											
10850 ANGELO GELATO ITALIANO, INC											
13880		05/04/2026		0526-3	268505	149.00	149.00	05/04/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
58 ARMBRUST PLUMBING, HEATING, & AIR, INC.											
129989461		05/05/2026		0526-3	268506	629.70	629.70	05/12/2026	INV	PD	GROUNDS BUILDINGS BACK
CHECK DATE: 05/15/2026											
129994847		05/05/2026		0526-3	268506	524.75	524.75	05/12/2026	INV	PD	BACKFLOW TESTING FOR C
CHECK DATE: 05/15/2026											
						1,154.45					
13036 RADIATE HOLDINGS,LP											
445131201-0018230		05/01/2026		0526-3	268507	974.25	974.25	05/15/2026	INV	PD	VOGE TELECOMMUNICATION
CHECK DATE: 05/15/2026											
14698 BAKER TILLY ADVISORY GROUP PARENT, LP											
297616		05/06/2026		0526-3	268508	8,077.75	8,077.75	05/15/2026	INV	PD	ERP SELECTION PROJECT
CHECK DATE: 05/15/2026											
14190 BILLY AND LORETTA BARNETT											
29-1525		05/11/2026		0526-3	268509	19.00	19.00	05/15/2026	INV	PD	VEHICLE STICKER REFUND
CHECK DATE: 05/15/2026											
6832 FACIL INVESTMENT											
P91626546		05/07/2026		0526-3	268510	23.40	23.40	05/15/2026	INV	PD	BATTERIES FOR LINE LOC
CHECK DATE: 05/15/2026											
9879 BREAKTHRU BEVERAGE ILLINOIS, LLC											
126931234		05/08/2026		0526-3	268511	2,025.64	2,025.64	05/11/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/15/2026											
103 BRISTOL HOSE & FITTING											
3607703		05/07/2026		0526-3	268512	186.48	186.48	05/15/2026	INV	PD	HYDRAULIC HOSE AND FIT
CHECK DATE: 05/15/2026											
11883 JUSTIN CHIAPPETTA											
0422026		04/22/2026		0526-3	268513	205.45	205.45	05/15/2026	INV	PD	GMAIS CONFERENCE
CHECK DATE: 05/15/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
11284 CIVICPLUS, INC											
371402		07/01/2026		0526-3	268514	1,500.00	1,500.00	07/01/2026	INV	PD	SEE CLICK FIX/LAMA API
CHECK DATE: 05/15/2026											
10301 GREAT LAKES COCA-COLA DISTRIBUTION, LLC											
52196286014		05/04/2026		0526-3	268515	901.60	901.60	05/04/2026	INV	PD	NA BEV.
CHECK DATE: 05/15/2026											
14713 CARLOS COLON											
04232026		04/23/2026		0526-3	268516	51.13	51.13	05/15/2026	INV	PD	CARLOS COLON -CDL RENE
CHECK DATE: 05/15/2026											
175 COMMONWEALTH EDISON COMPANY											
6279906000 0426		04/23/2026		0526-3	268517	631.15	631.15	05/15/2026	INV	PD	455 CRESCENT PARKING L
CHECK DATE: 05/15/2026											
3525 COMMERCIAL TIRE SERVICE											
2220101444		05/11/2026		0526-3	268518	123.50	123.50	05/15/2026	INV	PD	TIRE REPAIR - UNIT # 2
CHECK DATE: 05/15/2026											
10952 CONSUMERS PACKING COMPANY											
439899		04/20/2026		0526-3	268519	1,256.83	1,256.83	04/20/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
440634		05/04/2026		0526-3	268519	1,570.66	1,570.66	05/04/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
440884		05/07/2026		0526-3	268519	1,051.15	1,051.15	05/07/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
						3,878.64					
13860 DAVIS EQUIPMENT CORPORATION											
CI01207		05/06/2026		0526-3	268520	422.62	422.62	05/12/2026	INV	PD	FW1050 PARTS
CHECK DATE: 05/15/2026											
CW00437		05/08/2026		0526-3	268520	8,609.89	8,609.89	05/12/2026	INV	PD	TRUCKSTER XD - TRANSMI
CHECK DATE: 05/15/2026											
						9,032.51					
14406 DIAMOND GRAPHICS											
16294		05/07/2026		0526-3	268521	308.00	308.00	05/15/2026	INV	PD	FREE PARKING CAMPAIGN
CHECK DATE: 05/15/2026											
256 DUPAGE MAYORS & MANAGERS CONF.											
12734A		05/01/2026		0526-3	268522	27,195.64	27,195.64	05/15/2026	INV	PD	2026-2027 CONFERENCE M
CHECK DATE: 05/15/2026											
291 EUCLID BEVERAGE, LLC											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
W-4640003		05/07/2026		0526-3	268523	2,627.15	2,627.15	05/11/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/15/2026											
11334 EURO USA MIDWEST LLC											
851356-00		05/04/2026		0526-3	268524	455.04	455.04	05/04/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
851359-00		05/06/2026		0526-3	268524	537.32	537.32	05/06/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
851969-00		05/07/2026		0526-3	268524	345.13	345.13	05/07/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
852082-00		05/08/2026		0526-3	268524	589.65	589.65	05/08/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
852181-00		05/09/2026		0526-3	268524	349.53	349.53	05/09/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
						2,276.67					
2017 ELLIOTT AUTO SUPPLY COMPANY, INC											
50-6741670		05/06/2026		0526-3	268525	256.80	256.80	05/12/2026	INV	PD	GROUNDS F250 BRAKES
CHECK DATE: 05/15/2026											
63-508571		05/06/2026		0526-3	268525	229.97	229.97	05/12/2026	INV	PD	GROUNDS F-250 BRAKES
CHECK DATE: 05/15/2026											
						486.77					
14303 FERGUSON US HOLDINGS, INC											
0547535-1		04/17/2026		0526-3	268526	296.46	296.46	05/15/2026	INV	PD	METER REGISTERS
CHECK DATE: 05/15/2026											
311 THE TERRAMAR GROUP, INC											
87005		05/05/2026		0526-3	268527	470.74	470.74	05/15/2026	INV	PD	AUTO EJECT REPLACEMENT
CHECK DATE: 05/15/2026											
14764 LANE FLOOD											
05092026		05/09/2026		0526-3	268528	525.00	525.00	05/15/2026	INV	PD	GREEN FEES REFUND
CHECK DATE: 05/15/2026											
13790 FLOODS ROYAL FLUSH											
I62561		05/06/2026		0526-3	268529	300.00	300.00	05/12/2026	INV	PD	PORTABLE RESTROOMS FOR
CHECK DATE: 05/15/2026											
14388 GO GREEN GLEN ELLYN											
1001		10/15/2025		0526-3	268530	150.00	150.00	10/24/2025	INV	PD	OAKTOERFEST
CHECK DATE: 05/15/2026											
5049 GROOT INDUSTRIES INC.											
16356077T107		05/01/2026		0526-3	268531	1,433.95	1,433.95	05/12/2026	INV	PD	TRASH & RECYCLING
CHECK DATE: 05/15/2026											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
198 HERITAGE-CRYSTAL CLEAN INC											
19959207		05/05/2026		0526-3	268532	289.70	289.70	05/15/2026	INV	PD	PARTS CLEANER SERVICE
CHECK DATE: 05/15/2026											
1591 HOTSY OF CHICAGO, INC.											
92553		05/06/2026		0526-3	268533	217.50	217.50	05/15/2026	INV	PD	PRESSURE WASHER REPAIR
CHECK DATE: 05/15/2026											
405 ICMA											
MEMBER #348985 26-27		05/11/2026		0526-3	268534	1,200.00	1,200.00	05/15/2026	INV	PD	MEMBERSHIP RENEWAL (FR
CHECK DATE: 05/15/2026											
1546 ILLINOIS DEPT. OF AGRICULTURE											
J BLECHA 2026-2028		05/12/2026		0526-3	268535	180.00	180.00	05/15/2026	INV	PD	2026-2028 (3 YEAR) PES
CHECK DATE: 05/15/2026											
426 ILLINOIS STATE POLICE											
2025MX0731		05/04/2026		0526-3	268536	700.00	700.00	05/08/2026	INV	PD	GEPC2500925, NAVARRO,
CHECK DATE: 05/15/2026											
2025MX1189		05/04/2026		0526-3	268537	700.00	700.00	05/08/2026	INV	PD	GEPC2501536, ZORRILLA,
CHECK DATE: 05/15/2026											
14761 POONAM LAKHANI											
29-1850		05/11/2026		0526-3	268538	70.00	70.00	05/15/2026	INV	PD	VEHICLE STICKER REUND
CHECK DATE: 05/15/2026											
8984 LANDSCAPE MATERIAL & FIREWOOD SALES, INC											
103162		04/24/2026		0526-3	268539	790.98	790.98	05/08/2026	INV	PD	LEAF MULCH FOR VOLUNTE
CHECK DATE: 05/15/2026											
546 LEN'S ACE HARDWARE, INC.											
119592/3		05/01/2026		0526-3	268540	25.18	25.18	05/15/2026	INV	PD	SEWER CLEAN OUT
CHECK DATE: 05/15/2026											
119595/3		05/01/2026		0526-3	268540	30.68	30.68	05/12/2026	INV	PD	MISC NUTS, BOLTS, AND
CHECK DATE: 05/15/2026											
119601/3		05/02/2026		0526-3	268540	12.38	12.38	05/12/2026	INV	PD	HAND WASH SINK REPAIR
CHECK DATE: 05/15/2026											
119604 /3		05/04/2026		0526-3	268540	69.28	69.28	05/12/2026	INV	PD	DRILL BITS
CHECK DATE: 05/15/2026											
119604/3		05/05/2026		0526-3	268540	5.39	5.39	05/15/2026	INV	PD	GAS FOR SOLDER/LOCKS
CHECK DATE: 05/15/2026											
119606/3		05/04/2026		0526-3	268540	4.75	4.75	05/12/2026	INV	PD	MISC NUTS AND BOLTS
CHECK DATE: 05/15/2026											
119607/3		05/04/2026		0526-3	268540	20.68	20.68	05/12/2026	INV	PD	GOLF OUTING LONG DRIVE
CHECK DATE: 05/15/2026											
119640/3		05/08/2026		0526-3	268540	51.25	51.25	05/15/2026	INV	PD	PIPE FITTINGS FOR UNIT

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 05/15/2026											
119654/3		05/11/2026		0526-3	268540	26.98	26.98	05/15/2026	INV	PD	PIPE ELBOW FOR UNIT #
CHECK DATE: 05/15/2026											
						246.57					
14377 RELX INC											
3096469569		04/30/2026		0526-3	268541	432.00	432.00	05/15/2026	INV	PD	LEGAL RESEARCH DATABAS
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7289 TIM & MARY LOVERSKY											
2025-0982-INRM		05/05/2026		0526-3	268542	1,000.00	1,000.00	05/08/2026	INV	PD	2025-0982-INRM 636 MAR
CHECK DATE: 05/15/2026											
595 MENARDS, INC.											
73807		04/30/2026		0526-3	268543	24.69	24.69	05/15/2026	INV	PD	PPE, EARMUFFS FOR T CO
CHECK DATE: 05/15/2026											
13822 METROPOLIS COFFEE CO, LLC											
2298485		05/04/2026		0526-3	268544	312.50	312.50	05/04/2026	INV	PD	NA BEV.
CHECK DATE: 05/15/2026											
2343 MID AMERICAN WATER INC.											
263928A		04/02/2026		0526-3	268545	2,812.60	2,812.60	05/15/2026	INV	PD	LEAD SERVICE LINE REPL
CHECK DATE: 05/15/2026											
8205 MGP INC											
8718	20260001	04/30/2026		0526-3	268546	14,554.02	14,554.02	05/08/2026	INV	PD	YR 1 OF 3 GIS SERVICES
CHECK DATE: 05/15/2026											
1082 MUNICIPAL INS COOPERATIVE AGENCY											
2026-2027		05/08/2026		0526-3	268547	873,676.00	873,676.00	05/15/2026	INV	PD	2026-2027 GROSS PREMIU
CHECK DATE: 05/15/2026											
5841 GENUINE PARTS CO-NAPA											
830790		05/06/2026		0526-3	268548	14.06	14.06	05/15/2026	INV	PD	PINION SEAL FOR UNIT #
CHECK DATE: 05/15/2026											
831166		05/11/2026		0526-3	268548	31.50	31.50	05/15/2026	INV	PD	SHOP SUPPLIES - OIL DR
CHECK DATE: 05/15/2026											
						45.56					
2670 PACE SUBURBAN BUS											
667275		04/21/2026		0526-3	268549	1,503.68	1,503.68	05/15/2026	INV	PD	LOCAL SHARE 02/26
CHECK DATE: 05/15/2026											
667283		04/21/2026		0526-3	268549	2,589.56	2,589.56	05/15/2026	INV	PD	LOCAL SHARE 02/26
CHECK DATE: 05/15/2026											

VENDOR INVOICE LIST

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14710 PERSONNEL PLANNERS INC											
172247		04/01/2026		0526-3	268550	200.00	200.00	05/08/2026	INV	PD	QUARTERLY UI CLAIMS MM
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700 THE PITNEY BOWES BANK INC											
1029377141		04/30/2026		0526-3	268551	161.01	161.01	05/15/2026	INV	PD	PW POSTAGE INK
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3370 RAY WHALEN BUILDERS INC.											
2025-1061-NEWB		05/11/2026		0526-3	268552	9,720.00	9,720.00	05/15/2026	INV	PD	2025-1061-NEWB 406 PHI
CHECK DATE: 05/15/2026											
2026-0325-DEMO HMR		05/13/2026		0526-3	268552	250.00	250.00	05/15/2026	INV	PD	2026-0325-DEMO HMR 387
CHECK DATE: 05/15/2026											
						9,970.00					
14763 ROSE LANDSCAPE DESIGN, INC											
2026-0227-PVD		05/12/2026		0526-3	268553	500.00	500.00	05/15/2026	INV	PD	2026-0227-PVD 590 REVE
CHECK DATE: 05/15/2026											
8894 RUSSO HARDWARE, INC											
SPI21589799		05/11/2026		0526-3	268554	235.94	235.94	05/12/2026	INV	PD	BAR, CHAIN, BLADES PAR
CHECK DATE: 05/15/2026											
9897 SITEONE LANDSCAPE SUPPLY HOLDING, LLC											
165210524-001		04/21/2026		0526-3	268555	971.62	971.62	05/15/2026	INV	PD	SEED & MULCH FOR PARKW
CHECK DATE: 05/15/2026											
12512 SOUTHEAST LINEN ASSOCIATES, INC.											
1423569		05/08/2026		0526-3	268556	370.47	370.47	05/11/2026	INV	PD	LINEN SERVICE
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S1133707		05/08/2026		0526-3	268556	162.32	162.32	05/11/2026	INV	PD	LINEN SERVICE
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S1133831		05/09/2026		0526-3	268556	286.49	286.49	05/11/2026	INV	PD	LINEN SERVICE
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						819.28					
10181 SOUTHERN GLAZER'S WINE AND SPIRITS, LLC											
2294870		05/07/2026		0526-3	268557	1,113.39	1,113.39	05/11/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/15/2026											
168 ROGER CLEVELAND GOLF CO, INC											
8938990 SO		04/14/2026		0526-3	268558	893.92	893.92	05/12/2026	INV	PD	MERCHANDISE FOR RESALE
CHECK DATE: 05/15/2026											
8970923 SO		05/04/2026		0526-3	268558	129.60	129.60	05/12/2026	INV	PD	MERCHANDISE FOR RESALE

VENDOR INVOICE LIST

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844 SYSCO FOOD SERV - CHICAGO, INC											
924198950		05/04/2026		0526-3	268559	3,568.03	3,568.03	05/04/2026	INV	PD	FOOD - RESALE, NA BEV.
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924208767		05/08/2026		0526-3	268559	2,744.82	2,744.82	05/08/2026	INV	PD	FOOD - RESALE, NA BEV.
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924213616		05/09/2026		0526-3	268559	243.75	243.75	05/09/2026	INV	PD	FOOD - RESALE
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924213897		05/09/2026		0526-3	268559	-21.95	-21.95	05/09/2026	CRM	PD	FOOD - RESALE
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						6,534.65					
853 TERMINAL SUPPLY CO, INC											
19244-00		05/05/2026		0526-3	268560	1,285.12	1,285.12	05/15/2026	INV	PD	SHOP SUPPLIES
CHECK DATE: 05/15/2026											
19423-000		05/06/2026		0526-3	268560	132.12	132.12	05/15/2026	INV	PD	SHOP SUPPLIES - ELECTR
CHECK DATE: 05/15/2026											
						1,417.24					
10558 TESTA PRODUCE, INC											
00432650		05/07/2026		0526-3	268561	-50.35	-50.35	05/07/2026	CRM	PD	FOOD - RESALE
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06169894		05/08/2026		0526-3	268561	130.45	130.45	05/08/2026	INV	PD	SUPPLIES
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06170059		05/04/2026		0526-3	268561	488.40	488.40	05/04/2026	INV	PD	FOOD - RESALE, NA BEV.
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06171725		05/06/2026		0526-3	268561	1,054.20	1,054.20	05/06/2026	INV	PD	FOOD - RESALE
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06172040		05/06/2026		0526-3	268561	30.50	30.50	05/06/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
06172729		05/07/2026		0526-3	268561	345.15	345.15	05/07/2026	INV	PD	FOOD - RESALE, NA BEV.
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06173727		05/08/2026		0526-3	268561	826.99	826.99	05/08/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
06174448		05/09/2026		0526-3	268561	617.50	617.50	05/09/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/15/2026											
06174588		05/09/2026		0526-3	268561	241.85	241.85	05/09/2026	INV	PD	FOOD - RESALE
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						3,684.69					
11602 THE THIRD SYNTHESIS, IND D/B/A											
1143523		05/09/2026		0526-3	268562	959.00	959.00	05/09/2026	INV	PD	FOOD - RESALE
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1143674		05/09/2026		0526-3	268562	301.20	301.20	05/09/2026	INV	PD	FOOD - RESALE
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						1,260.20					
865 ACUSHNET COMPANY											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	VOUCHER	WARRANT	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
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10577 CAMPAGNA-TURANO BAKERY, INC											
130043883		05/04/2026		0526-3	268564	29.05	29.05	05/04/2026	INV	PD	FOOD - RESALE
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130043922		05/05/2026		0526-3	268564	52.91	52.91	05/05/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
130043986		05/07/2026		0526-3	268564	70.60	70.60	05/07/2026	INV	PD	FOOD - RESALE
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130044025		05/08/2026		0526-3	268564	96.50	96.50	05/08/2026	INV	PD	FOOD - RESALE
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130044066		05/09/2026		0526-3	268564	58.85	58.85	05/09/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
						307.91					
884 U.S. FOODSERVICE, INC.											
2434175		05/04/2026		0526-3	268565	3,512.30	3,512.30	05/04/2026	INV	PD	FOOD - RESALE, NA BEV.
CHECK DATE: 05/15/2026											
2455640		05/04/2026		0526-3	268565	72.94	72.94	05/04/2026	INV	PD	FOOD - RESALE
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2555598		05/06/2026		0526-3	268565	48.45	48.45	05/06/2026	INV	PD	FOOD - RESALE
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2600858		05/07/2026		0526-3	268565	3,568.37	3,568.37	05/07/2026	INV	PD	FOOD - RESALE, NA BEV.
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2677000		05/08/2026		0526-3	268565	61.80	61.80	05/08/2026	INV	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
2996958		05/04/2026		0526-3	268565	-72.37	-72.37	05/04/2026	CRM	PD	FOOD - RESALE
CHECK DATE: 05/15/2026											
						7,191.49					
4450 WESTERN IRRIGATION, INC.											
172616		05/01/2026		0526-3	268566	218.00	218.00	05/15/2026	INV	PD	CRESCENT BLVD, IRRIGAT
CHECK DATE: 05/15/2026											
172617		05/01/2026		0526-3	268566	259.00	259.00	05/15/2026	INV	PD	PUBLIC WORKS BLDG, IRR
CHECK DATE: 05/15/2026											
						477.00					
7711 WINDY CITY DISTRIBUTION COMPANY											
101013177		05/07/2026		0526-3	268567	1,473.95	1,473.95	05/11/2026	INV	PD	BEVERAGE FOR RESALE
CHECK DATE: 05/15/2026											
302 INVOICES						1,431,724.95					

** END OF REPORT - Generated by Jenneane Timreck **

Minutes
Village of Glen Ellyn
Regular Village Board Meeting
Monday, April 27, 2026
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order – 7:02 P.M.

B. Pledge of Allegiance

C. Roll Call

Upon roll call by Clerk Cosby, President Burket and Trustees Bhagwakar, Duncan, Kalinich, Simon, and Thompson answered "Present." Trustee Christiansen was absent.

Also in attendance: Village Manager Franz, Village Attorney Stephanides, Assistant Finance Director Chaparro, Assistant Public Works Director Sabaliauskas, Economic Development & Communications Director Hannah, Police Chief Norton, and Fire Chief Clark.

D. Presentation

1) World Migratory Bird Day Proclamation

Christy Truitt, chairperson of the Environmental Commission, read the Proclamation.

2) Alliance of Downtown Glen Ellyn Update (Executive Director Dawn Smith)

Executive Director Smith presented the quarterly update of Alliance activities which included results of each activity.

Trustee Kalinich asked about dining vouchers and the method of renumerating businesses. Executive Director Smith replied. Trustee Kalinich also commented on how much she enjoyed the screening of the Lucas film at Glen Art on its fortieth anniversary.

Executive Director Smith then gave highlights to upcoming events for the second quarter.

E. Audience Participation

Kathy Slovik, resident and Vice President of the Library Board, spoke about the Glen Ellyn Public Library's "Library of Things." She explained its purpose, contents, and how residents could utilize it. She said residents should visit Resources tab of the Library website to see all items that could be borrowed.

Trustee Bhagwakar asked if she could donate her daughter's American Girl dolls.
Ms. Slovik replied.

F. Consent Agenda - The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

RESULTS:	**APPROVED [5 to 0]**
MOVER:	**Trustee Thompson [Items 1 – 11]**
SECONDER:	**Trustee Kalinich**
AYES:	**Thompson, Kalinich, Bhagwakar, Duncan, Simon**
NAYS:	

Motion to approve the following items including Payroll and Vouchers totaling $1,668,632.45. These agenda items have been reviewed by the Executive Team (Trustee Thompson).

1) Total Expenditures (Payroll and Vouchers) - $1,668,632.45
2) Approve Village Board April 13, 2026 Meeting Minutes
3) Approve Village Board April 13, 2026 Closed Executive Session Minutes
4) Consent to President Burket's Appointment of Anne Payne as a Member of the Community Relations Commission with a Term Ending July 31, 2028
5) Adopt Resolution No. 26-44, A Resolution Authorizing the Submittal of an Application with the Audubon Council of Illinois to Recognize the Village of Glen Ellyn as an Illinois Bird City (Village Manager Franz)
6) Adopt Resolution No. 26-41, A Resolution for Maintenance of Streets and Highways by the Village of Glen Ellyn Under the Illinois Highway Code as Required by the Illinois Department of Transportation for Calendar Year 2024 in the Amount of $602,803.38 for the Expenditure of Motor Fuel Tax (MFT) Funds (Public Works Director Hubsky)
7) Adopt Resolution No. 26-42, A Resolution for Maintenance of Streets and Highways by the Village of Glen Ellyn Under the Illinois Highway Code as Required by the Illinois Department of Transportation for Calendar Year 2025 in the Amount of $734,029.41 for the Expenditure of Motor Fuel Tax (MFT) Funds (Public Works Director Hubsky)
8) Adopt Ordinance No. 7273, An Ordinance Declaring Certain Village Vehicles as Surplus Property and Approving Their Disposition Through a Public Auction Process (Public Works Director Hubsky)
9) Adopt Ordinance No. 7274, An Ordinance Approving an Intergovernmental Agreement Between the Village of Glen Ellyn and the City of Wheaton Regarding Jurisdictional Boundaries and Authorizing its Execution (Village Manager Franz)

Randy Briasco, resident, wanted to know if the sewer lines would be put in before the development is built. Village Manager Franz replied.

Patrick Duffy, resident, asked questions about the proposed development, mentioning that he did so at this point so the Board could consider these as the approval process moves forward. The developer replied to Mr. Duffy's concerns about water mitigation. Village Manager Franz added additional information.

Trustee Thompson asked about the two houses on Anthony Street proposed to remain in the Village and the possibility of rezoning them. Village Manager Franz replied.

Trustee Kalinich stated she has sought more information on this item. She felt that the number one priority was to help the residents address the water issues.

Trustee Thompson agreed with Trustee Kalinich that the residents should be a priority. He added that he had spoken to many in the neighborhood and encouraged staff and the Board to keep the dialogue open throughout this project.

10) Adopt Ordinance No. 7275-VC, An Ordinance to Amend Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-12 ("Restriction on Number of Licenses") of the Glen Ellyn Village Code to Amend the Number of Permitted Liquor Licenses (Economic Development & Communications Director Hannah)

11) Adopt Resolution No. 26-43, A Resolution in Support of the Glenbard Wastewater Authority Entering into a Contract for Design-Build Services with Trotter and Associates, Inc. for the Final Clarifier Improvements Project (Public Works Director Hubsky)

G. Other Business

H. Reminders

1) Village Board Meeting Monday, May 11, 2026
2) Village Workshop Monday, May 11, 2026, prior to the Board Meeting

I. Adjourn – 7:37 P.M.

Mover: Trustee Simon; Second: Trustee Thompson. Unanimous vote to adjourn.

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Economic Development and Communications
Department Head: Meredith Hannah
Category: Special Event
Prepared By: Grant Paplauskas

AGENDA ITEM (ID # 2026-363)

DOC ID: 2026-363

Adopt a Motion Approving a New Special Event: The Good House Market (Communications Coordinator Paplauskas)

Statement of the Issue:
The Good House is seeking approval to host a monthly retail market at its location at 536 Pennsylvania within its house, garage, and walkway areas.

Analysis:
The Good House seeks to open as a multi-purpose retail and event space featuring curated vintage goods, a liquor-licensed venue, and outdoor markets for local artisans and small businesses. Unlike traditional stores or event halls, The Good House will serve as a community living room — a destination where neighbors can shop curated vintage goods and enjoy market events that promote other local businesses. Their goal is to host a monthly market that is open one Saturday and Sunday per month, with the first being June 27th and 28th. The market would be set up in the garage and cement areas on the property. Future dates: June 27/28, July 24/25, August 29/30, September 26/27, October 24/25, November 21/22, December 11, 12, 13. The initial market will not be in the house until building modifications are made to accommodate required ADA improvements as outlined below.

This evening, the Board is considering a modification to the Class Q Liquor License to allow the sale of alcoholic beverages at the market.

Staff has outlined the following parameters for the event:

- BASSET server training must be obtained.
- Parking will utilize the existing lot with no special adjustments or accommodations.
- Restroom accommodations will be required for patrons of the market per Village special event requirements.
- A building permit is required to improve the garage, which will be part of the open market area, to achieve a 1-hour fire rating.
- To ensure safe egress, the garage door will need to be kept open at all times the market is open for business.
- No portable heaters of any type may be used within the garage space.
- The maximum occupancy for the marking must be kept to no more than 49 people to avoid triggering additional Building Code requirements.

For the main building on the property, any change from the existing office use (to include retail sales, event space, or some combination of the two) would trigger the need for accessible entrance(s) and accessible bathroom facilities. These improvements would require a building permit and would need to be installed and approved prior to any change in use. Retail sales are a permitted use within the C5B District and would not require any additional zoning approvals. However, operating the building as an event space would require an amendment to the Zoning Code to permit those types of uses within the C5B District.

Budget Impact:
$150 special event license. $500 Class Q Liquor License Fee. 1.15% of construction cost building permit fee. No impact or requested services from Village staff.

Contribution to Strategic Plan
Strategic Priority: Development; Initiative: Successful growth & business retention: supporting Village businesses in their efforts

Action Requested:
Adopt the Motion.

Attachments:
1. Map of Event Layout

12:03
App Store
Search here
Home
Restaurants
Coffee
Gas
Kelsey Espos
20 ft
5 m
Glen Ellyn
53°
29 AQI
Explore
You
Contribute
Business

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Other
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2026-376)

DOC ID: 2026-376

Adopt a Motion Approving a Mural Installation at 475 N. Main Street Pursuant to Section 4-5-6(V) of the Glen Ellyn Village Code (Community Development Director Henaghan)

Statement of the Issue:
In honor of the Village's designation as a Monarch Champion through the National Wildlife Federation's Mayors' Monarch Pledge Program, the Village, in partnership with the Alliance of Downtown Glen Ellyn, proposes the installation of a monarch butterfly mural at 475 N. Main Street.

Analysis:
The proposed mural will feature approximately 9-foot-tall butterfly wings painted directly onto the south-facing wall adjacent to The Bookstore of Glen Ellyn. Designed as an interactive public art installation, the mural is intended to encourage photo opportunities and increase engagement within the Downtown area. A depiction of the mural is included in the attached mural application.

The mural will measure approximately 105" x 95" and will be installed in late May or early June 2026, weather permitting. The Alliance of Downtown Glen Ellyn has coordinated the project and obtained permission from the property owner. The installation also supports the Village's ongoing environmental and sustainability initiatives by promoting awareness of pollinator conservation and the Monarch Champion designation.

Murals are exempt from the Village's sign permit requirements pursuant to Section 4-5-6 ("Exempt Signs") of the Glen Ellyn Village Code. Subsection (V) of Section 4-5-6 requires Village Board approval of a mural prior to the commencement of any work.

Budget Impact:
There is no cost to the Village for the mural project.

Contribution to Strategic Plan
Strategic Priority: Development; Initiative: Grow business relationships with economic development partners, including but not limited to, Alliance of Downtown Glen Ellyn, Glen Ellyn Chamber of Commerce, Choose DuPage, College of DuPage, Glen Ellyn Public Library, DuPage Convention and Visitors Bureau, Innovation DuPage, and Business Development Center

Action Requested:

Adopt the Motion.

Attachments:
1. Mural Application

VILLAGE OF GLEN ELLYN

Mural Application Packet

Community Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370

APPLICATION FOR MURAL APPLICATION

Date Filed: 4/24/2026 Application No: 2026-0018

Name of Applicant: Dawn Smith

Address of Applicant: 535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137

Property Interest of Applicant: Contract Purchaser

Name of Owner: Sea Creek LLC

Address of Owner: 475-77 N Main St Glen Ellyn, IL 60137

Contacts:

Type	Name	Address
Petitioner	Dawn Smith	535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137
Web Administrator	Dawn Smith	535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137
Parcel Owner	Sea Creek LLC	475-77 N Main St Glen Ellyn, IL 60137

Property Address: 475 N Main St

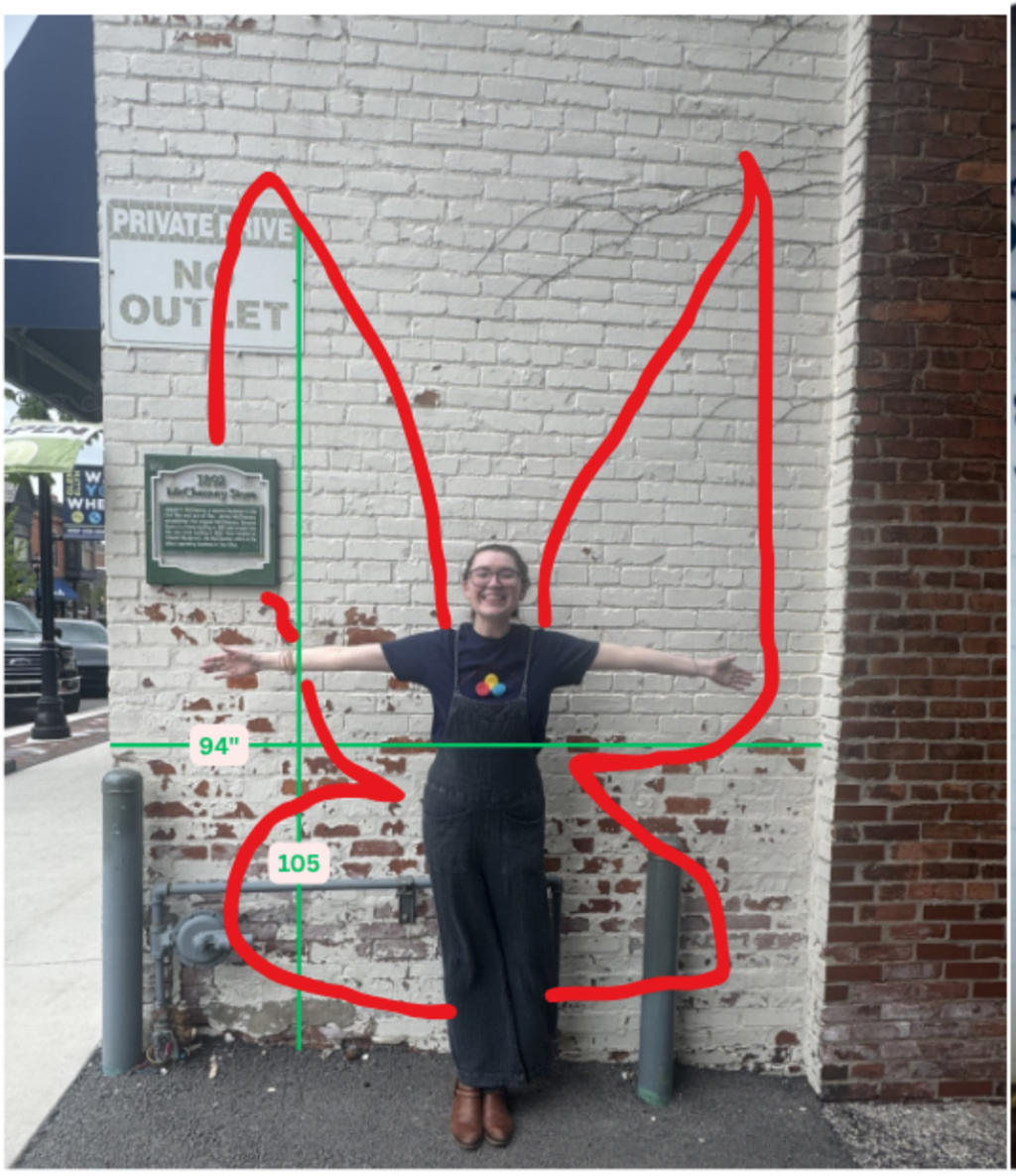
Project Name:

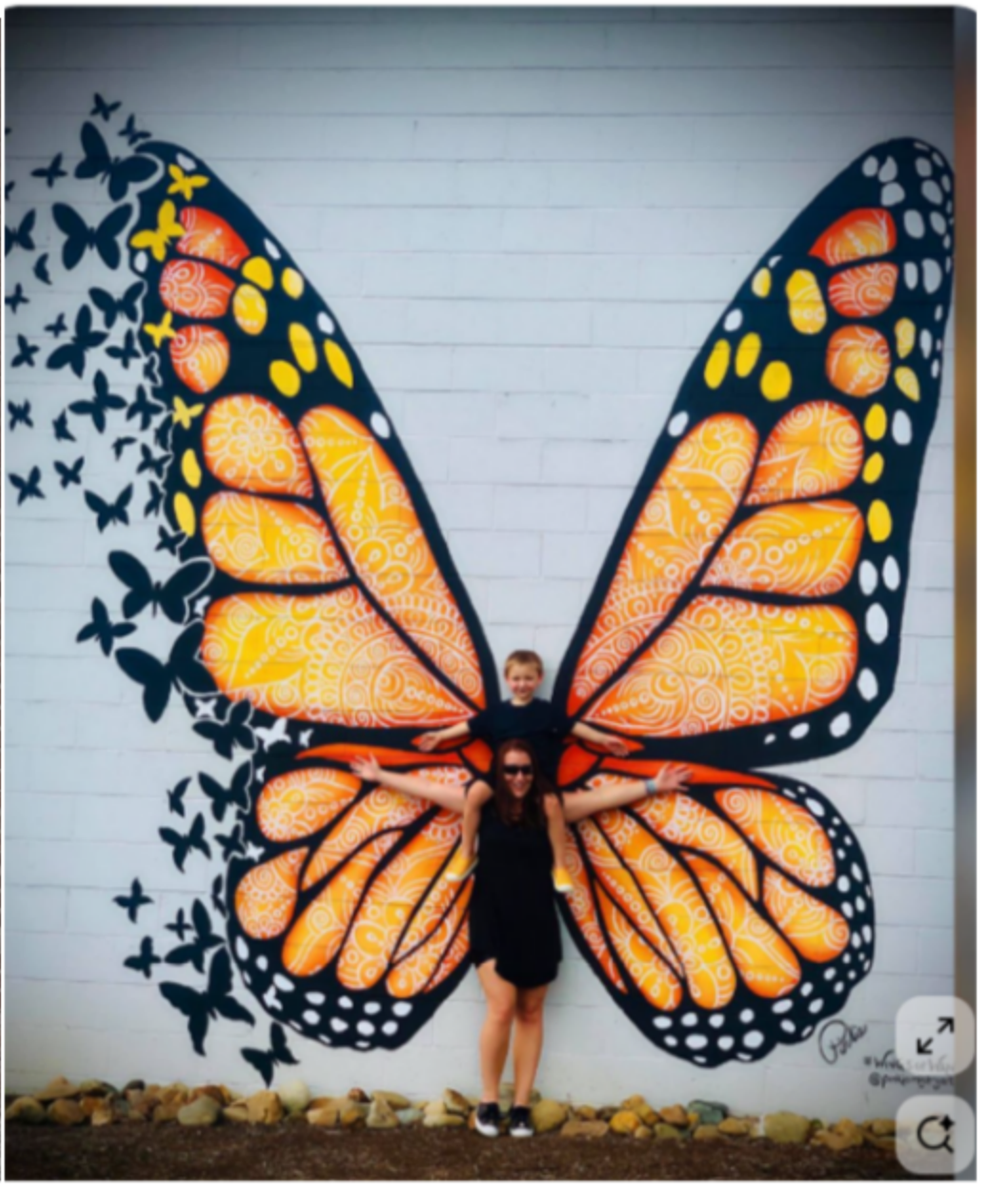
Project Description: Monarch Mural in the ally off Main Street on the side of the bookstore.

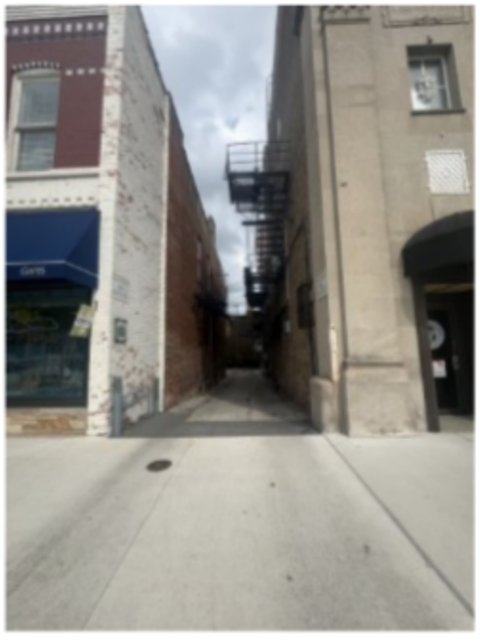
Summer of the Monarch- Glen Ellyn has earned the highest honor in the Mayors' Monarch Pledge program, becoming a Monarch Champion. Out of 55 participating Illinois communities, Glen Ellyn was the only one in the state, and one of just eight nationwide. It's a distinction that reflects both dedication and genuine community pride.

This recognition is the result of many hands working together. The Village of Glen Ellyn Environmental Commission for leading the charge, Go Green Glen Ellyn's collaboration, The Glen Ellyn Park District expanded their nature education, habitat restoration, and demonstration gardens. The Glen Ellyn Public Library launched a Seed Library to support local growth.

The Village's Public Works team strengthened pollinator-friendly landscaping, updated ordinances to support milkweed, and encouraged sustainable yard care through the Conservation Home program. Additionally regional partners, garden clubs, school districts, and dedicated staff all contributed to this shared success.


PRIVATE DRIVE
NO
OUTLET
94"
105





NO
OUTLET
OPEN

Alliance of Downtown Glen Ellyn Monarch Mural Project-

MATERIALS LIST

1. Surface Prep Materials

- **Power wash brick and clean area-** Remove dirt, dust, and debris from the brick surface.
- **Repair materials**- Masonry filler or caulk for cracks or holes.
- **Primer**- Tarp ground, White prime base over existing paint.

2. Paints Designed for Exterior Brick

- **Exterior-grade acrylic or latex paints**

4. Protective Sealants

- **Clear, exterior-grade sealant**

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Other
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2026-377)

DOC ID: 2026-377

Adopt a Motion Approving a Mural Installation at 800 N. Main Street Pursuant to Section 4-5-6(V) of the Glen Ellyn Village Code (Communications Coordinator Paplauskas)

Statement of the Issue:
The Village, in collaboration with the Glen Ellyn Public Art Work Group, proposes the installation of a digitally designed public mural at the Glen Ellyn History Center to commemorate the 250th anniversary of the signing of the Declaration of Independence and celebrate Glen Ellyn's unique history, character, and longstanding tradition of community involvement and public art.

Analysis:
The proposed mural will be installed at the Glen Ellyn Historical Center located at 800 N. Main Street, and will consist of seven individual digital panels, each measuring approximately 8 feet by 8 feet. The mural is intended to serve as a visual historical timeline highlighting elements of Glen Ellyn's identity, history, and community traditions, including references to the Village's Fourth of July celebration and public art initiatives. A representative from the Glen Ellyn Historical Center serves on the Glen Ellyn Public Art Work Group and participated in the artist selection process to help ensure the mural reflects the community's history and character. A depiction of the mural is contained in the attached mural application.

Extensive public outreach was conducted to invite regional artists to present concepts for consideration. These concepts were then presented to the community for feedback through a survey mechanism that was shared through both Village and partner communication channels, including the Village's newsletter and social media accounts. The winning artist was selected not only by the majority of the community, but is also fully recommended by the Public Art Workgroup.

The project is being coordinated by the Glen Ellyn Public Art Work Group as part of a broader effort to expand public art and place-making opportunities throughout the community. The mural will be installed in early June 2026, weather permitting. Murals are exempt from the Village's sign permit requirements pursuant to Section 4-5-6 ("Exempt Signs") of the Glen Ellyn Village Code. Subsection (V) of Section 4-5-6 requires Village Board approval of a mural prior to the commencement of any work.

Budget Impact:
There is no cost to the Village for this project.

Contribution to Strategic Plan

Strategic Priority: Development; Initiative: Grow business relationships with economic development partners, including but not limited to, Alliance of Downtown Glen Ellyn, Glen Ellyn Chamber of Commerce, Choose DuPage, College of DuPage, Glen Ellyn Public Library, DuPage Convention and Visitors Bureau, Innovation DuPage, and Business Development Center

Action Requested:
Adopt the Motion.

Attachments:
1. Mural Application

VILLAGE OF GLEN ELLYN

Mural Application Packet

Community Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370

APPLICATION FOR MURAL APPLICATION

Date Filed: 5/12/2026 Application No: 2026-0027

Name of Applicant: Dawn Smith

Address of Applicant: 535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137

Property Interest of Applicant: Owner Representative

Name of Owner: Village of Glen Ellyn

Address of Owner: 535 Duane St Glen Ellyn, IL 60137

Contacts:

Type	Name	Address
Petitioner	Dawn Smith	535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137
Web Administrator	Dawn Smith	535 Duane Street, Glen Ellyn Alliance of Downtown Glen Ellyn, IL 60137
Parcel Owner	Village of Glen Ellyn	535 Duane St Glen Ellyn, IL 60137

Property Address: 800 N Main St

Project Name:

Project Description: Location: Glen Ellyn Historical Center

Address: 800 Main Street, Glen Ellyn, IL

Format: The mural will be created as seven (7) individual digital panels, each measuring 8 ft x 8 ft, with 8 feet of physical space between each installed panel. The final artwork will be printed and installed by Sign Identity, based on the artist's digital files.

Theme: A historical timeline illustrating Glen Ellyn's evolution, with cohesive visual flow across all seven panels. Each panel should connect stylistically and narratively to the next, creating a unified experience despite the physical spacing.

Required Design Elements:

- A continuous or thematically linked design that flows across all seven panels
- Visual references to the 4th of July and/or the Semiquincentennial (250th anniversary)
- Integration of Glen Ellyn's historical milestones, cultural identity, and community spirit

Artist Responsibilities:

The selected artist will be responsible for all aspects of the digital artwork, including:

- Concept development and final digital design
- Preparing print ready files to Sign Identity specifications
- Project coordination and timeline management
- Collaboration with the Public Art Work Group on revisions
- Delivering final artwork suitable for large scale printing

Installation will be handled by Sign Identity; no onsite painting is required

Glen Ellyn Historical Center Mural (right view)

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Administration
Department Head: Mark Franz
Category: Ordinance
Prepared By: Meredith Hannah

AGENDA ITEM (ID # 2026-385)

DOC ID: 2026-385

Adopt Ordinance No. 7280-VC, An Ordinance Amending Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-11 ("Classification of Licenses") Regarding the Class Q Seasonal Market Liquor License Classification (Village Attorney Stephanides)

Statement of the Issue:
The Village has received a liquor license application for a Class Q, Seasonal Market License. Good Roots has appplied for a liquor license for their new concept, The Good House Market, which will be a seasonal outdoor market to be located at 536 Pennsylvania Avenue.

Analysis:
To accommodate the Good House Market, staff recommends the changes below to the existing Class Q Seasonal Market license. The Class Q License was created to allow for beer and wine sales at the French Market. Good Roots seeks to launch a new business concept, The Good House, a seasonal outdoor market at 536 Pennsylvania Avenue. Below are the recommended changes to the Code provided for in the Ordinance to accommodate the business.

3-19-11. Classification of licenses.

There shall be the following classes of licenses:
* * * *
(Q) *Class Q:*

Class Q ~~Seasonal~~ Outdoor Market liquor license shall authorize the retail sale of beer and wine ~~only~~ in its original package and ~~not~~ the retail sale of beer and wine for consumption only on the specified premises at ~~seasonal markets~~ at an outdoor market during hours that an outdoor market is open for the sale of goods as defined herein ~~provided that samples for tasking may be furnished by the holder of a Class C or Class P license~~. Applicants seeking a Class Q license shall submit a written request for the license to the Village ~~Clerk~~ and the specified premises must be located in the Village's C5A or C5B Zoning Districts. The written request shall specify the location of the market, the dates of the market's operation and describe the licensee's sales area in detail. The Village ~~Clerk~~ may request additional information as deemed necessary. ~~The Village Clerk may approve the Class Q license if the Class C or Class P licensee proves all required information and is in good standing. If the Class C or Class P licensee is not in good standing, the Class Q license may only be approved by the local liquor commissioner.~~ An outdoor market is a temporary outdoor market at which the sale

of goods occurs, which may include the sale of food products and home décor and apparel items, and shall be subject to Village permits, codes and regulations.

3-9-12. Restriction on number of licenses.

The Local Liquor Control Commissioner shall not issue more than the number of licenses set forth herein below for each class.

* * * *

Class Q ~~None (0) permitted~~ No more than one (1)

* * * *

3-19-13. License fees.

(A) After an initial application fee of $500.00 for all classes, the annual license fee for all classes shall be as follows:

Licensee Fee Renewal Fee

* * * *

Class Q ~~$50.00~~ $500.00

* * * *

The liquor license application has been reviewed and processed accordingly. Any additions or reductions in the number of Village liquor licenses require the Village Board to adopt an ordinance. Both the Village Attorney and the Liquor Commissioner have reviewed the applications and are in agreement with the amendments and the issuance of the liquor license to the Applicant.

Budget Impact:

The Applicant has paid the $500 application fee. In addition, the new fee for a Q Liquor License is $500. The business will also pay food and beverage sales tax revenue to the Village once they are in operation.

Contribution to Strategic Plan

Strategic Priority: Development; Initiative: Implement Economic Development strategy focused on overall commercial vitality, equalized assessed value (EAV) growth and sales tax growth; Action: Liquor license management assists in projecting sales tax revenue

Action Requested:

Adopt the Ordinance.

Attachments:

1. Class Q Liquor License Ordinance

Village Of Glen Ellyn

Ordinance No. xxxx-VC

An Ordinance Amending Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-11 ("Classification of Licenses") Regarding the Class Q Seasonal Market Liquor License Classification

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Adopted by the
Village President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This 26th Day of May, 2026

Published in pamphlet form by the authority of the
Village President and Board of Trustees
of the Village of Glen Ellyn, DuPage County,
Illinois, this _____ day of May, 2026.

Ordinance No. xxxx-VC

An Ordinance Amending Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-11 ("Classification of Licenses") Regarding the Class Q Seasonal Market Liquor License Classification

WHEREAS, the Village of Glen Ellyn ("Village") is a home rule unit of government as provided by the provisions of Article VII, Section 6 of the Illinois Constitution of 1970; and

WHEREAS, as a home rule unit of government, the Village is expressly empowered to perform any function pertaining to its government and affairs, including, but not limited to the power to regulate for the protection of the public health, safety, morals and welfare; and

WHEREAS, pursuant to the Illinois Liquor Control Act, 235 ILCS 5/1-1 *et seq.*, and the Village's home rule powers, the Village has established various classes of liquor licenses for the retail sale of alcoholic liquor in the Village and the number of permitted licenses within each class, as set forth in Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code") of the Village Code of the Village of Glen Ellyn; and

WHEREAS, the Board of Trustees of the Village of Glen Ellyn deem it to be in the best interest of the Village to periodically review and update the Liquor Control Code of the Village and to amend the definitions, types of classifications and number of permitted liquor licenses in various classifications as part of the Liquor Control Code; and

WHEREAS, the Board of Trustees have determined that it is in the best interest of the Village to amend the Village's Class Q Seasonal Market liquor license classification as more fully set forth herein; and

WHEREAS, the Village President serving as the Local Liquor Control Commissioner is in support of this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, in the exercise of their home rule powers, as follows:

Section 1. Findings and Conclusions Incorporated. The findings of fact and conclusions set forth above are hereby adopted by the President and Board of Trustees as the findings of fact and conclusions of the corporate authorities of the Village of Glen Ellyn and are incorporated herein by reference as though fully set forth.

Section 2. Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-11 ("Classification of Licenses") of the Glen Ellyn Village Code is amended by deleting the overstricken language and adding the underlined language to read as follows:

3-19-11. Classification of licenses.

There shall be the following classes of licenses:

* * * *

(Q) *Class Q:*

Class Q ~~Seasonal~~ Outdoor Market liquor license shall authorize the retail sale of beer and wine ~~only~~ in its original package and ~~not~~ the retail sale of beer and wine for consumption only on the specified premises at ~~seasonal markets~~ at an outdoor market during hours that an outdoor market is open for the sale of goods as defined herein ~~provided that samples for tasking may be furnished by the holder of a Class C or Class P license~~. Applicants seeking a Class Q license shall submit a written request for the license to the Village ~~Clerk~~ and the specified premises must be located in the Village's C5A or C5B Zoning Districts. The written request shall specify the location of the market, the dates of the market's operation and describe the licensee's sales area in detail. The Village ~~Clerk~~ may request additional information as deemed necessary. ~~The Village Clerk may approve the Class Q license if the Class C or Class P licensee proves all required information and is in good standing. If the Class C or Class P licensee is not in good standing, the Class Q license may only be approved by the local liquor commissioner.~~ An outdoor market is a temporary outdoor market at which the sale of goods occurs, which may include the sale of food products and home décor and apparel items, and shall be subject to Village permits, codes and regulations.

Section 3. Village Code Amended. Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-12 ("Restriction on Number of Licenses") of the Glen

Ellyn Village Code is amended by deleting the overstricken language and adding the underlined language to read as follows:

3-9-12. Restriction on number of licenses.

The Local Liquor Control Commissioner shall not issue more than the number of licenses set forth hereinbelow for each class.

* * * *

Class Q	~~None (0) permitted~~ No more than one (1)

* * * *

Section 4. Village Code Amended. Title 3 ("Business Regulations"), Chapter 19 ("Liquor Control Code"), Section 3-19-13 ("License Fees") of the Glen Ellyn Village Code is amended by deleting the overstricken language and adding the underlined language to read as follows:

3-19-13. License fees.

(A) After an initial application fee of $500.00 for all classes, the annual license fee for all classes shall be as follows:

Licensee	Fee	Renewal Fee
*	* *	*
Class Q	~~$50.00~~ $500.00	
*	* *	*

Section 5. Severability and Repeal of Inconsistent Ordinances. If any section, paragraph, clause, or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance. All ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 6. Effective Date. This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

Passed by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois, this __ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Operations
Department Head: John Hubsky
Category: Award
Prepared By: Justin Ross

AGENDA ITEM (ID # 2026-379)

DOC ID: 2026-379

Adopt Resolution No. 26-51, A Resolution Approving a Purchase Price Agreement with Compass Minerals America Inc. for the Purchase of Bulk Rock Salt in a Not-To-Exceed Amount of $133,794.00 to be Expensed to the Motor Fuel Tax Fund, Waiving the Village's Bid Process for the Agreement Pursuant to Section 1-10-7 of the Glen Ellyn Village Code and Authorizing the Agreement's Execution (Public Works Director Hubsky)

Statement of the Issue:
Maintaining safe driving conditions during winter weather is a critical responsibility of the Public Works Department. Bulk road salt is a vital material used to support effective snow and ice control operations.

Analysis:
Since 2015, the Village has purchased 100% of its annual rock salt through a cooperative procurement agreement with DuPage County. This joint contract allows the Village to order up to 150% of its standard allocation, providing flexibility during severe winters and eliminating the need for a separate emergency salt bid process.

For the 2026-2027 winter season, DuPage County reviewed the market and exercised a renewal with Compass Minerals America, Inc., resulting in a 5% price adjustment. The unit price for the upcoming season is $74.33 per ton, representing a $3.54 per ton increase compared to the 2025-2026 rate of $70.79 per ton. The Village' participation includes a commitment of 300 tons of early purchase salt, 1,000 tons of standard seasonal salt, and up to 1,500 tons including emergency supply if needed.

The Public Works Department stores approximately 450 tons of salt across three covered bays, with an additional 1,600 ton capacity at the Churchill facility. Staff plans to place an early order for 300 tons prior to December 1 to begin filling the Public Works bays. For the 2026-2027 season, the Village will have approximately 3,370 tons of salt available. Over the past 10 years, the Village has averaged 1,754 tons of salt usage per winter, with a max used of 3,300 tons in the 2013-2014 season.

Budget Impact:
Based on bid quantities, Public Works estimates salt expenditures for the 2026-2027 season will range between $81,763.00 and $133,794.00, depending on usage. All expenses will be charged to the

Motor Fuel Tax Fund (21000-530215).

The fiscal year 2026 budget includes $125,652.00 for salt purchases. The remaining FY2026 balance available for the October - December 2026 purchase is approximately $80,000.00. Historically, October - December orders average approximately 800 tons; at the current bid price, this equates to an estimated cost of $59,464.00, which is within the available budget.

Contribution to Strategic Plan
Strategic Priority: Infrastructure; Initiative: Safe and reliable roads and utilities

Action Requested:
Adopt the Resoluton.

Attachments:
1. Resolution
2. Purchase Price Agreement
3. Price Proposal

Village of Glen Ellyn

Resolution No. 26-xx

A Resolution Approving a Purchase Price Agreement with Compass Minerals America Inc. for the Purchase of Bulk Rock Salt in a Not-To-Exceed Amount of $133,794.00 to be Expensed to the Motor Fuel Tax Fund, Waiving the Village's Bid Process for the Agreement Pursuant to Section 1-10-7 of the Glen Ellyn Village Code and Authorizing the Agreement's Execution

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Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This 26th Day of May, 2026

Resolution No. 26-xx

A Resolution Approving a Purchase Price Agreement with Compass Minerals America Inc. for the Purchase of Bulk Rock Salt in a Not-To-Exceed Amount of $133,794.00 to be Expensed to the Motor Fuel Tax Fund, Waiving the Village's Bid Process for the Agreement Pursuant to Section 1-10-7 of the Glen Ellyn Village Code and Authorizing the Agreement's Execution

BE IT RESOLVED by the Village President and Board of Trustees of the Village of Glen Ellyn, DuPage County, State of Illinois ("Village"), in the exercise of their home rule powers, that the Purchase Price Agreement ("Agreement") with Compass Minerals America Inc. for the purchase of bulk rock salt in a total not-to-exceed amount of $133,794.00 to be expensed to the Motor Fuel Tax Fund is approved, the Village's bid process is waived for the Agreement pursuant to Section 1-10-7 of the Glen Ellyn Village Code, and the Village Manager is authorized to execute the Agreement in substantially the form attached subject to the review and approval of the Village Attorney.

THIS RESOLUTION shall be in full force and effect from and after its adoption and approval as provided by law.

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

PURCHASE PRICE AGREEMENT

THIS PURCHASE PRICE AGREEMENT (hereinafter referred to as the "Agreement") is entered onto on the 26th day of May, 2026, between the Village of Glen Ellyn (hereinafter referred to as the "Village"), an Illinois home rule municipal corporation and Compass Minerals America Inc., a Delaware corporation authorized to conduct business in the State of Illinois (hereinafter referred to as the "Contractor"). The Village and the Contractor may also be referred to as a "Party" or collectively as the "Parties."

1. PRICE

The Village participated in the DuPage County Salt bid to secure competitive pricing for the purchase of rock salt. Upon the closing of the bid process, the Contractor was selected as a supplier of rock salt (hereinafter referred to as the "Materials"). The DuPage County Division of Transportation provided the Village with 2026 pricing for the materials as set forth in its email dated March 12, 2026 (hereinafter referred to as the "Proposal"), attached hereto and incorporated herein by reference. The Village accepts the prices set forth in the Proposal and agrees to purchase from the Contractor the Materials at the prices set forth in the Proposal for a total amount not to exceed $133,794.00.

2. TAX EXEMPT/TARIFFS AND DUTIES

The Village as a local governmental entity is exempt from the payment of State of Illinois sales tax or retailer's occupation taxes. The Contractor agrees that its invoices will not include any amount for such sales taxes or retailer's occupation taxes. The Contractor's prices for the Materials provided pursuant to this Agreement are firm, fixed, and not subject to adjustment based on any changes in tariffs, duties, or other governmental charges. The Contractor expressly assumes all risk of any new or increased tariffs being imposed during the term of this Agreement and may not pass these costs on to the Village.

3. PAYMENT

The Village will pay all undisputed portions of invoices within sixty (60) days of approval.

4. TERM OF AGREEMENT

This Agreement is valid for purchases through May 30, 2027.

5. GOVERNING LAW AND VENUE

This Agreement is governed by the laws of the State of Illinois without regard to conflicts of law principals. Any action brought to enforce this Agreement must be brought in the Circuit Court of DuPage County, Illinois.

6. CONFLICT

In case of a conflict between any provision(s) of this Agreement and the Contractor's Proposal, this Agreement shall control to the extent of such conflict.

7. DISPUTE RESOLUTION

The Village does not agree to the mandatory arbitration of any dispute. In the event any action is brought to enforce this Agreement or to collect any unpaid amount from the Village, each Party hereto shall bear the responsibility of paying its own attorneys' fees and costs.

8. BINDING AUTHORITY; PDF/EMAIL SIGNATURES

The individuals executing this Agreement on behalf of the Parties represent that they have the legal power, right and actual authority to bind their respective Party to the terms and conditions of this Agreement. A pdf/email copy of this Agreement and any signatures thereon will be considered for all purposes as an original.

THE PARTIES TO THIS AGREEMENT by their signatures acknowledge they have read and understand this Agreement and intend to be bound by its terms.

VILLAGE OF GLEN ELLYN	**COMPASS MINERALS AMERICA INC.**
_____	_____
By: Mark Franz	By: _____
Is: Village Manager	Its: _____
Dated: _____, 2026	Dated: _____, 2026
ATTEST	**ATTEST**
_____	_____
By: Caren Cosby	By: _____
Its: Village Clerk	Its: _____
Dated: _____, 2026	Dated: _____, 2026

From: Figuray, Mike
Sent on: Thursday, March 12, 2026 12:29:20 PM
To: Figuray, Mike
CC: Travia, Stephen; Eidson, William
Subject: 2026-27 DuPage County Salt Bid
Attachments: Executed Contract 25-0SALT-02-MS.pdf (5.4 MB)

Follow up: Follow up
Start date: Wednesday, March 11, 2026 7:00:00 PM
Due date: Wednesday, March 11, 2026 7:00:00 PM

[EXTERNAL EMAIL]
Good morning,

Based on a review of the market, DuPage County will recommend to our County Board that we renew the current bulk rock salt contract with Compass Minerals.

Compass Minerals has agreed to renew for the 2026-27 season with a 5% price increase, as permitted by the contract, while maintaining all other existing terms and conditions. The new pricing will increase from $70.79 per ton to **$74.33 per ton**. I've attached a copy of last year's executed contract for your convenience.

The next step in the renewal process is to provide Compass Minerals with an updated list of each entity's shipping/billing locations and quantities. I have included a survey link below. If you plan to participate again this year, please fill out the form no later than **March 27, 2026.** Once the form has been submitted, you should receive a copy of your responses via email. If you do not receive the responses or need to make edits, please email me directly.

As a reminder, each agency is responsible for making an independent determination on whether to renew the current contract. The agency will be responsible for obtaining the required approvals from its boards, establishing the new contract, and placing its own orders with the selected contractor. That determination and commitment must be made within 90 days of the county board's approval of the renewal option. I will reach out with a reminder once we have approval.

The online form can be found here: DuPage County Salt Bid

If I can answer any questions or provide assistance through this process, feel free to call or email me directly.

Thank you,

Mike Figuray
Manager of Highway Operations
DuPage County Division of Transportation
140 N County Farm Rd, Wheaton, IL 60187
Main: (630) 407-6920 Office: (630) 407-6924
Michael.Figuray@DuPageCounty.Gov

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Other
Prepared By: Steven Warner, Richard Daubert

AGENDA ITEM (ID # 2026-387)

DOC ID: 2026-387

Adopt a Motion to Direct Village Staff to Not Construct the Sidewalk Along the South Side of Cottage Avenue between Main Street and Forest Avenue as part of the 2026 Utility and Roadway Improvements Project (Public Works Director Hubsky)

Statement of the Issue:
The purpose of this agenda item is for the Board to adopt a motion that the Village should not construct a sidewalk along the south side of Cottage Avenue between Main Street and Forest Avenue. This block of Cottage Avenue is being resurfaced as part of the Village's 2026 Utility and Roadway Improvements project. Consistent with the Village's Complete Streets Policy, staff evaluates sidewalk gaps within the project for sidewalk installation during the design process. A unanimous motion was passed by the Capital Improvements Commission (CIC) to recommend that the Village Board approve construction of the sidewalk. The item was later discussed at the May 11, 2026 Village Board Special Workshop meeting and the consensus of the Board was to not proceed with the construction.

Analysis:
Design Process
As part of the 2026 Utility and Roadway Improvements project's design process, staff proposed a 5-foot-wide sidewalk on the south side of Cottage Avenue, installed immediately behind the curb to minimize impacts to adjacent landscaping and property. Staff notes that if spatial limitations did not exist, it would have specified for the sidewalk to be 6-feet in width to provide additional separation from the roadway for snow removal and overall pedestrian safety. The design includes partial driveway replacement work, relocation of one fire hydrant and three no-parking signs, and removal of three parkway trees. Relevant plan sheets from the roadway project plans are included as an attachment to this memorandum.

Public Outreach and Feedback
Staff completed its typical public outreach for the project, which included offering a public meeting to review the scope of the project and seek input regarding the design. The sidewalk improvements were mentioned in the meeting invitation letter and specifically discussed at the public meeting held on December 11, 2025. Multiple residents from the block and area were in attendance. Staff summarized the improvements and potential impacts before fielding several questions and concerns regarding the work. One of the three fronting residents supports the sidewalk installation, while two are opposed to the sidewalk. Aside from the three parkway tree removals, one resident was deeply concerned about the impact on a large (47-inch diameter) Village-owned burr oak tree adjacent to

the work near 552 Forest. The 250+ year old tree is approximately 13 feet from the proposed sidewalk and has a history of large falling branches as recently as 2024. As a result of the feedback at this meeting, staff distributed a letter to approximately 45 adjacent properties inviting them to share their opinions of the sidewalk and attend the February CIC meeting where it would be appropriate for a recommendation regarding the sidewalk to be made.

Capital Improvements Commission Review and Recommendation

At the February CIC meeting, approximately 15 residents attended and shared extensive feedback regarding the design, mostly focused on potential impacts to two large oak trees in front of 552 Forest Avenue. The CIC later directed staff to provide more information regarding the current health of the large bur oak tree in front of 552 Forest Avenue and associated measures that could be taken to minimize any impacts from construction. Accordingly, the topic was tabled to be brought to the March CIC meeting. At the March CIC meeting, staff provided an update for various tree-related items. Approximately 15 residents were in attendance and an opportunity for "new" comments (since the February CIC meeting) was provided. After deliberation by the CIC, a unanimous motion was passed recommending that the Village approve construction of the sidewalk while incorporating the aforementioned tree protection and preservation measures.

May 11, 2026 Village Board Special Workshop

The topic was discussed by the Board at a May 11, 2026 workshop meeting. Staff gave a presentation summarizing the improvement, which was followed by a presentation by the resident at 552 Forest Avenue. The consensus of the Board was that the sidewalk was not supported. Staff has prepared this motion to direct staff to not construct the sidewalk.

Budget Impact:

Based on awarded unit pricing from the roadway project's contract, this sidewalk installation corresponds with approximately $42,200 in costs that could be omitted from or remain in the project. This amount includes sidewalk installation, concrete drive approach replacement, sodding, and relocation of one fire hydrant. The costs of the additional treatments for the large bur oak tree at 552 Forest Avenue are excluded from this amount, but would likely be negotiated with the contractor, or paid for by tracking time and materials. Material costs for the CU-Structural soil would be approximately $7,200 while the air spade work and cambistat treatments would be completed in-house by the Forestry Division. Sign relocations and tree removals were also assumed to be completed in-house by the Glen Ellyn Public Works.

Contribution to Strategic Plan

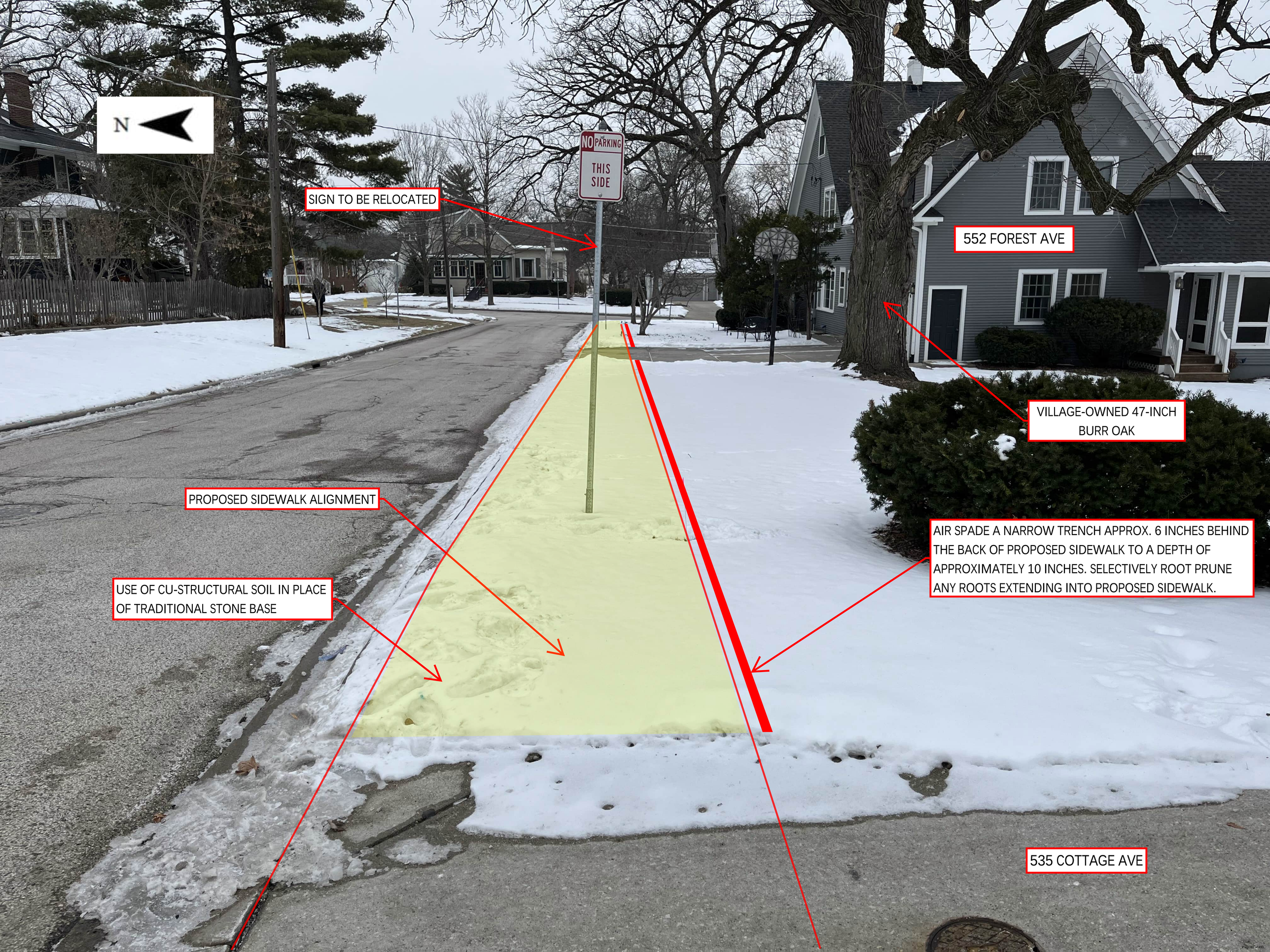
N/A

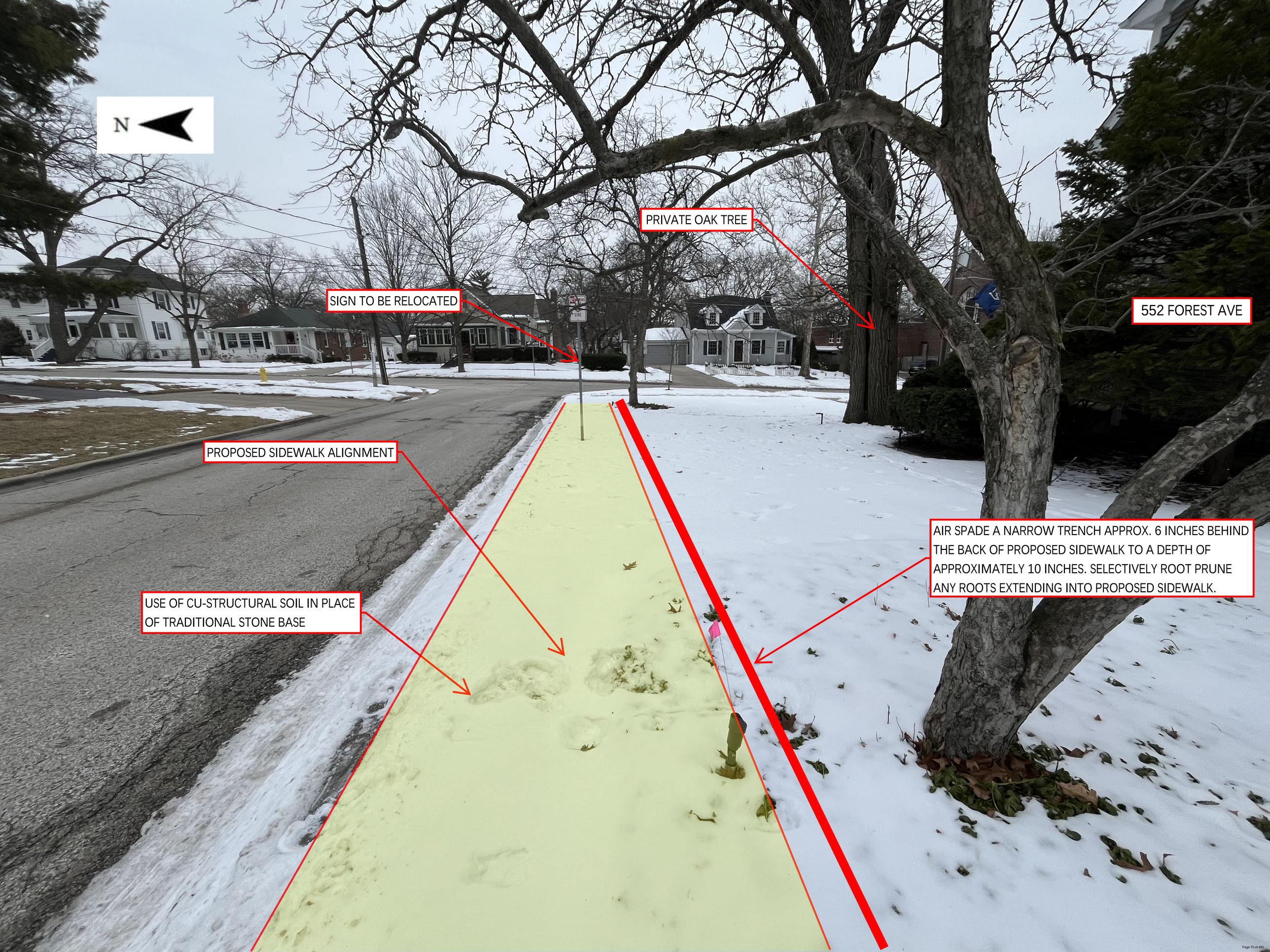
Action Requested:

Adopt the motion.

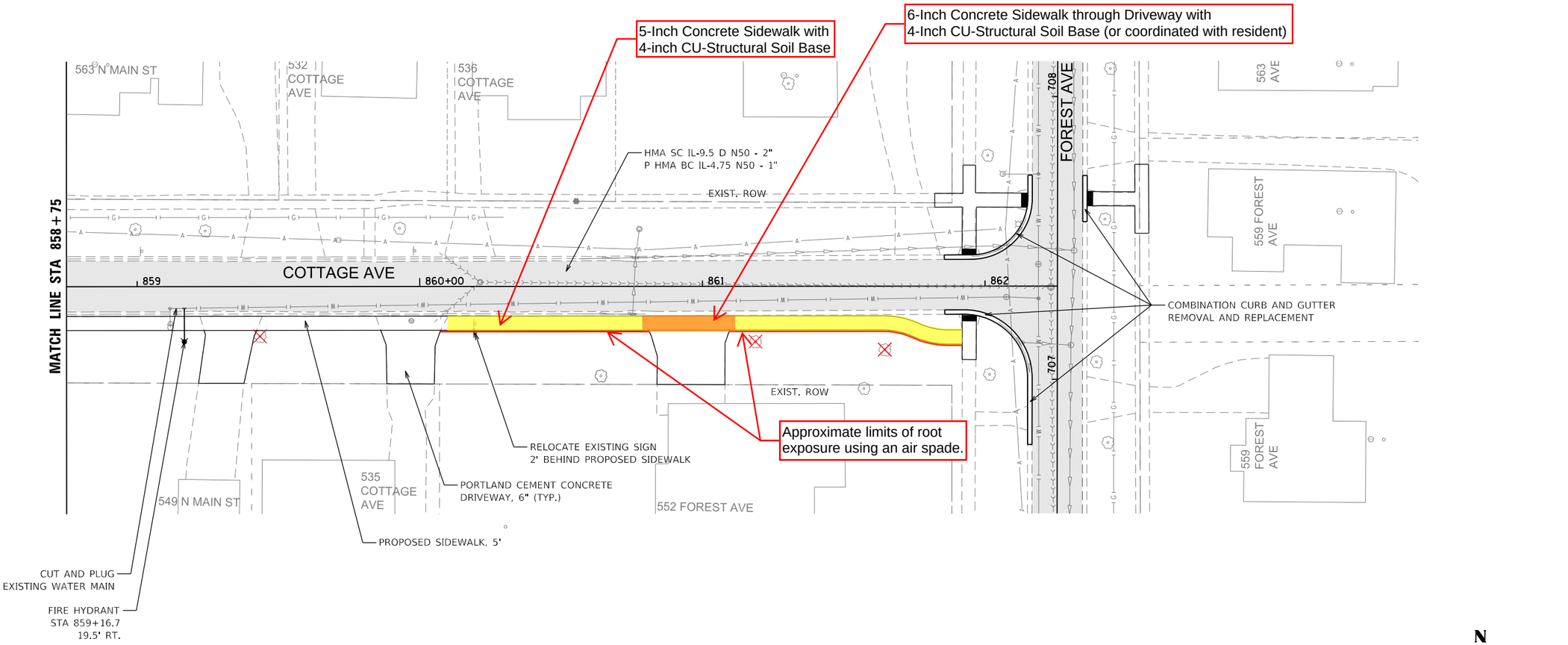
Attachments:

1. Photo Exhibit of Protective Tree Measures
2. Plan Sheet Exhibit of Protective Tree Measures


N
SIGN TO BE RELOCATED
NO PARKING
THIS SIDE
552 FOREST AVE
VILLAGE-OWNED 47-INCH BURR OAK
PROPOSED SIDEWALK ALIGNMENT
USE OF CU-STRUCTURAL SOIL IN PLACE OF TRADITIONAL STONE BASE
AIR SPADE A NARROW TRENCH APPROX. 6 INCHES BEHIND THE BACK OF PROPOSED SIDEWALK TO A DEPTH OF APPROXIMATELY 10 INCHES. SELECTIVELY ROOT PRUNE ANY ROOTS EXTENDING INTO PROPOSED SIDEWALK.
535 COTTAGE AVE


N
PRIVATE OAK TREE
SIGN TO BE RELOCATED
552 FOREST AVE
PROPOSED SIDEWALK ALIGNMENT
USE OF CU-STRUCTURAL SOIL IN PLACE OF TRADITIONAL STONE BASE
AIR SPADE A NARROW TRENCH APPROX. 6 INCHES BEHIND THE BACK OF PROPOSED SIDEWALK TO A DEPTH OF APPROXIMATELY 10 INCHES. SELECTIVELY ROOT PRUNE ANY ROOTS EXTENDING INTO PROPOSED SIDEWALK.

NOTE: EXISTING INLET AND CATCH BASIN STRUCTURES LOCATED WITHIN 100 FEET OF THE CONSTRUCTION/WORK LIMITS SHALL BE PROTECTED WITH INLET FILTER BASKETS.



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AECOM
650 WARRENVILLE ROAD
SUITE 350
LISLE, IL 60532
TEL. 312-373-7700

USER NAME = nolan.hicks	DESIGNED - NRH	REVISED -	REVISED -
	DRAWN - NRH	REVISED -	REVISED -
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VILLAGE OF GLEN ELLYN, ILLINOIS
2026 UTILITY AND ROADWAY IMPROVEMENTS

COTTAGE AVENUE
PLAN

DATE: 1/15/2026
JOB NO:
SHEET 59 OF 119

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Other
Prepared By: Steven Warner, Richard Daubert

AGENDA ITEM (ID # 2026-394)

DOC ID: 2026-394

Adopt a Motion to Direct Village Staff to Not Construct a Parking Lane Along the South Side of Cottage Avenue between Pleasant Avenue and Main Street as part of the 2026 Utility and Roadway Improvements Project (Public Works Director Hubsky)

Statement of the Issue:
The purpose of this item is for the Board to adopt a motion that the Village not proceed with installing a parking lane on the south side of Cottage Avenue just west of Main Street in front of First Presbyterian Church. There was no motion made by the Capital Improvements Commission (CIC) regarding the parking lane, but the CIC's general observation was that area residents did not want the lane. The item was subsequently discussed at the May 11, 2026 Village Board Special Workshop meeting, and the consensus of the Board was to not proceed with the installation.

Analysis:
Design Process
As part of the 2026 Utility and Roadway Improvements project's design process to incorporate the requested improvements, staff proposed a 7.5-foot-wide parking lane to be built in the existing parkway in front of First Presbyterian. The lane would begin just west of Main Street and extend to the western church entrance on Cottage (approximately 240 feet). The lane consists of six striped parallel parking stalls, as shown in the plan sheet included as an attachment to this memorandum. The parking lane installation would require removing four parkway trees but leaves enough space for replanting parkway trees in a 10-foot-wide parkway adjacent to the new parking stalls.

Public Outreach and Feedback
Staff completed its typical public outreach for the roadway project, which includes offering a public meeting to review the scope of the project and seek input regarding the design. The parking lane installation was mentioned in the meeting invitation letter and specifically discussed at the public meeting held on December 11, 2025. The residents in attendance shared a variety of concerns with both the existing and proposed conditions. Most of the opposition to the proposed lane was related to the overall widening of a residential street to three lanes, the associated loss of green space, and how parking restrictions would be enacted and enforced. As a result of the feedback at this meeting (and the February CIC meeting discussing a separate sidewalk installation on Cottage Avenue), staff distributed a letter to the residents on Cottage Avenue between Pleasant Avenue and Main Street inviting them to share their opinions of the parking lane. The letter also invited residents to attend this March CIC meeting where it would be appropriate for a recommendation regarding the installation to be made.

CIC and Board Discussions

Staff presented the item to the CIC at its March meeting. Several Cottage Avenue area residents attended the meeting and were opposed to the installation. A representative from First Presbyterian attended and claimed that the church receives frequent phone calls from residents complaining about traffic issues during pick-up and drop-off, but no specific examples were shared or noted by staff during public outreach efforts. Although no recommendation or motion was made at this meeting, the general thought was that the CIC would not support the parking lane installation as it was not desired by adjacent residents. The item was later discussed at the May 11, 2026 Village Board Special Workshop. At this meeting, the consensus of the Board was to not proceed with the installation. As a result, staff prepared this motion to direct staff to not construct the parking lane.

Budget Impact:

Based on awarded unit pricing from the roadway project's contract, this parking lane installation corresponds with approximately $25,000 in costs that could be omitted or remain in the project scope, depending on Board direction. This amount includes additional excavation and pavement areas, storm sewer items, and removal of four parkway trees. Any associated "no parking" sign replacements or relocations would be completed in-house by the Streets Division.

Contribution to Strategic Plan

N/A

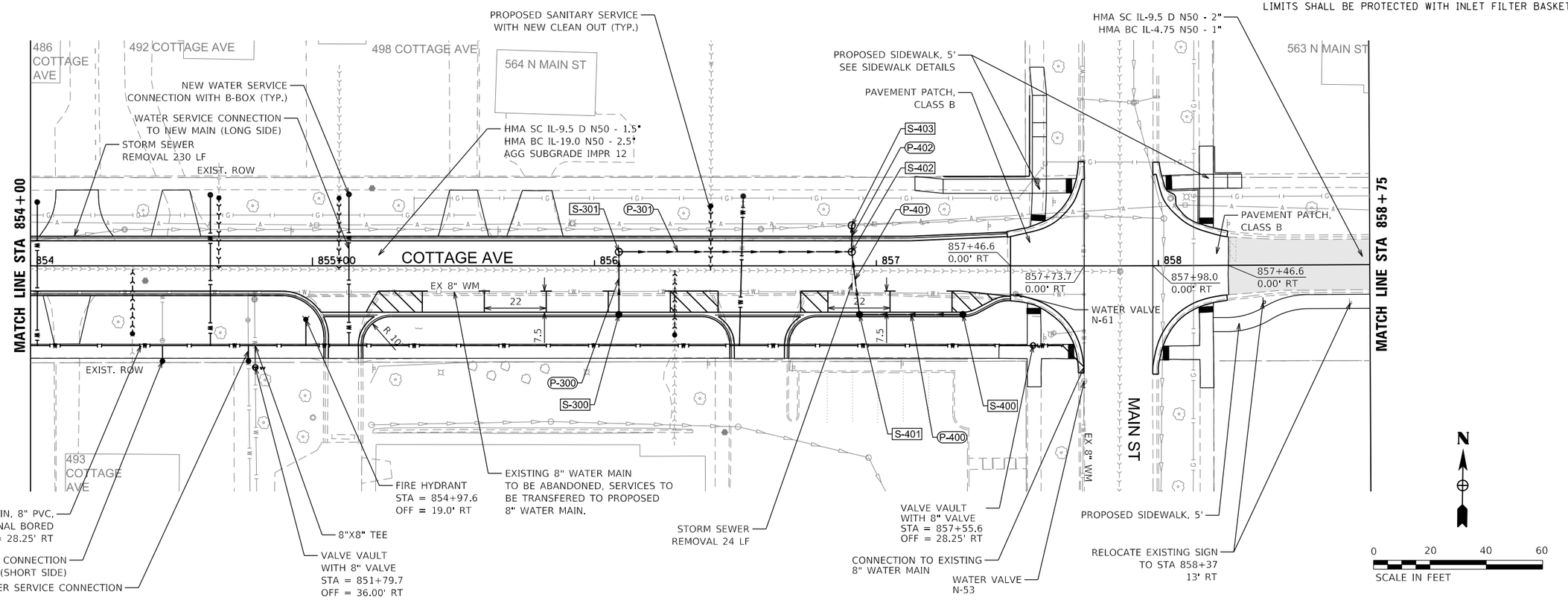
Action Requested:

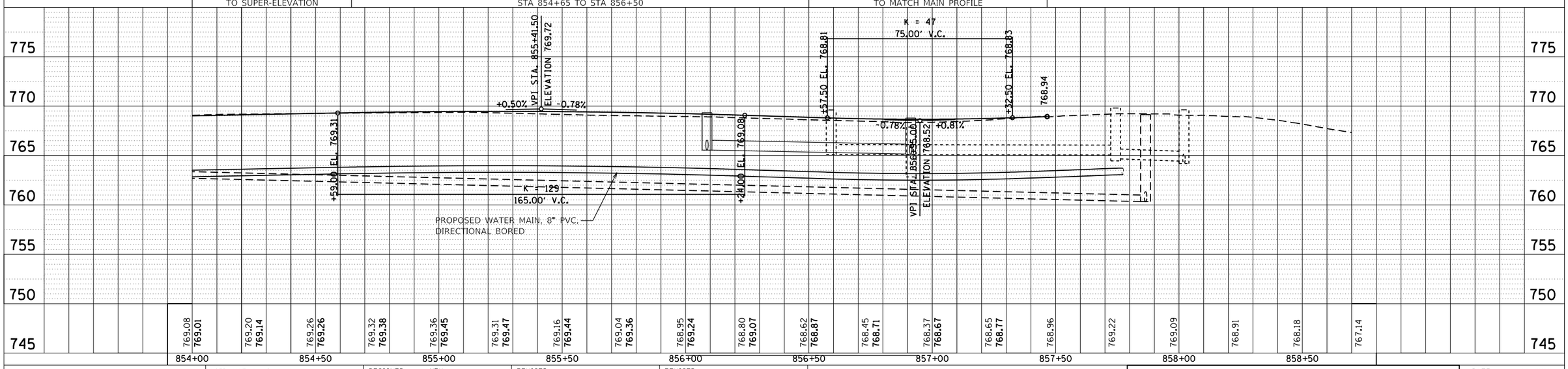
Adopt the motion.

Attachments:

1. Cottage Avenue Parking Lane Plan Sheet
2. Revised Cottage Avenue Plan Sheet without Parking Lane

NOTE: EXISTING INLET AND CATCH BASIN STRUCTURES LOCATED WITHIN 100 FEET OF THE CONSTRUCTION/WORK LIMITS SHALL BE PROTECTED WITH INLET FILTER BASKETS.





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PROFILE — SURVEYED; PLOTTED; GRADES CHECKED; BM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

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AECOM
650 WARRENVILLE ROAD
SUITE 350
LISLE, IL 60532
TEL. 312-373-7700

USER NAME = nolan.hicks	DESIGNED - NRH	REVISED -	REVISED -
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VILLAGE OF GLEN ELLYN, ILLINOIS
2026 UTILITY AND ROADWAY IMPROVEMENTS

COTTAGE AVENUE
PLAN

DATE: 1/15/2026
JOB NO:
SHEET 58 OF 119

NOTE: EXISTING INLET AND CATCH BASIN STRUCTURES LOCATED WITHIN 100 FEET OF THE CONSTRUCTION/WORK LIMITS SHALL BE PROTECTED WITH INLET FILTER BASKETS.

PROPOSED SANITARY SERVICE WITH NEW CLEAN OUT (TYP.)

HMA SC IL-9.5 D N50 - 2"
HMA BC IL-4.75 N50 - 1"

PROPOSED SIDEWALK, 5' SEE SIDEWALK DETAILS

PAVEMENT PATCH, CLASS B

486 COTTAGE AVE

492 COTTAGE AVE

498 COTTAGE AVE

564 N MAIN ST

563 N MAIN ST

NEW WATER SERVICE CONNECTION WITH B-BOX (TYP.)

WATER SERVICE CONNECTION TO NEW MAIN (LONG SIDE)

STORM SEWER REMOVAL 230 LF

EXIST. ROW

HMA SC IL-9.5 D N50 - 1.5"
HMA BC IL-19.0 N50 - 2.5"
AGG SUBGRADE IMPR 12

S-403
P-402
S-402

S-301
P-301

MATCH LINE STA 854+00

MATCH LINE STA 858+75

854 | 855+00 | 856 | 857 | 858

COTTAGE AVE

857+46.6
0.00' RT

857+73.7
0.00' RT

857+98.0
0.00' RT

857+46.6
0.00' RT

PAVEMENT PATCH, CLASS B

WATER VALVE N-61

EX. 8" WM

R 15'

R 25'

P-300
S-300

2

S-401
P-401
P-400
S-400

EXIST. ROW

493 COTTAGE AVE

MAIN ST

EX. 8" WM

FIRE HYDRANT
STA = 854+97.6
OFF = 19.0' RT

EXISTING 8" WATER MAIN TO BE ABANDONED, SERVICES TO BE TRANSFERED TO PROPOSED 8" WATER MAIN.

VALVE VAULT WITH 8" VALVE STA = 857+55.6 OFF = 28.25' RT

PROPOSED SIDEWALK, 5'

WATER MAIN, 8" PVC, DIRECTIONAL BORED OFFSET = 28.25' RT

8"X8" TEE

VALVE VAULT WITH 8" VALVE STA = 851+79.7 OFF = 36.00' RT

WATER SERVICE CONNECTION TO NEW MAIN (SHORT SIDE)

3" WATER SERVICE CONNECTION

CONNECTION TO EXISTING 8" WATER MAIN

WATER VALVE N-53

RELOCATE EXISTING SIGN TO STA 858+37 13' RT

N

0 20 40 60

SCALE IN FEET

NORMAL CROWN TRANSITIONING TO SUPER-ELEVATION

SUPER-ELEVATED, 2.5% STA 854+65 TO STA 856+50

SUPER-ELEVATION TRANSITIONING TO MATCH MAIN PROFILE

K = 37
90.00' V.C.

+50.00 EL. 768.55

+40.00 EL. 768.84

768.94

VPI STA. 855+27.50
ELEVATION 769.65

+0.50%

-0.90%

+45.00 EL. 769.24

+0.00 EL. 768.91

-0.90%

+1.53%

VPI STA. 856+35.00
ELEVATION 768.15

K = 118
165.00' V.C.

PROPOSED WATER MAIN, 8" PVC, DIRECTIONAL BORED

775 770 765 760 755 750 745

769.08 769.01 | 769.20 769.14 | 769.26 769.26 | 769.32 769.35 | 769.36 769.38 | 769.31 769.37 | 769.16 769.30 | 769.04 769.17 | 768.95 769.00 | 768.80 768.78 | 768.62 768.55 | 768.45 768.41 | 768.37 768.44 | 768.65 768.64 | 768.96 | 769.22 | 769.09 | 768.91 | 768.18 | 767.14

854+00 854+50 855+00 855+50 856+00 856+50 857+00 857+50 858+00 858+50

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TEL. 312-373-7700

USER NAME = nolan.hicks	DESIGNED - NRH	REVISED - 2 4/13/2026	REVISED -
	DRAWN - NRH	REVISED -	REVISED -
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VILLAGE OF GLEN ELLYN, ILLINOIS
2026 UTILITY AND ROADWAY IMPROVEMENTS

COTTAGE AVENUE
PLAN

DATE: 4/13/2026
JOB NO:
SHEET 58 OF 119

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Amendment
Prepared By: Richard Daubert

AGENDA ITEM (ID # 2026-397)

DOC ID: 2026-397

Adopt Resolution No. 26-52, A Resolution Approving Amendment Number 1 to the Village's Joint Funding Agreement with the State of Illinois for the Riford Road Federal Aid Resurfacing Project and Authorizing Its Execution (Public Works Director Hubsky)

Statement of the Issue:
This agenda item serves to secure Village Board approval of Amendment Number 1 to the Village's Joint Funding Agreement with the State of Illinois for the Riford Road Federal Aid Resurfacing Project. The amendment increases the Federal Funding for the Construction Contract as well as for the Construction Engineering Services Agreement, therein reducing the Village's share of the project costs by approximately $68,962.

Analysis:
Due to Federal Funding, the construction contract portion of the project was competitively bid, awarded, and contracted by the State through the Illinois Department of Transportation (IDOT). IDOT will pay the contractor for the work using the Federal Funds and invoice the Village for the balance of the construction costs. In addition, the State holds the Federal Funding for the project's Construction Engineering Services and will reimburse those federal funds to the Village as it pays the Consultant Engineer. Due to this arrangement, the Village entered into a Joint Funding Agreement (JFA) with the State prior to the competitive bidding of the project.

The JFA and Construction Engineering Services Agreement were approved by the Village Board on September 22, 2025. At the time, it was communicated to the Village Board that the total estimated cost for construction and construction engineering was $681,700 with the grant covering $338,788 and the Village's being responsible for the balance of $342,912.

Bids for the project were subsequently opened by IDOT on November 7, 2025. The total of the construction bid and the construction engineering services agreement came in above the prior noted $681,700 with the total being $684,875.13.

As it has done in the past, staff then formally requested additional Federal Funding for the Construction Contract and Construction Engineering Services Agreement. DuPage Mayors and Manager's Conference Transportation Technical Committee reviewed and ultimately approved staff's request. The grants were maximized to 60% funding for the construction contract and construction engineering services. This effectively added $72,137 in Federal Funding for the project.

A tabular summary is as follows:

September 26, 2025 Board Meeting Amounts (Prior to Project Bidding)			
Item	**Total Cost**	**Federal Share**	**Village Share**
Construction Contract	$600,000	$310,815	$289,185
Construction Engineering	$81,700	$27,973	$53,727
Total	**$681,700**	**$338,788**	**$342,912**

May 26, 2026 Board Meeting Amounts (Following Securing Additional Federal Funding)				
Item	**Total Cost**	**Federal Share**	**Village Share**	**Change in Village Share**
Construction Contract	$603,175.13	$361,905	$241,270.13	-$47,914.87
Construction Engineering	$81,700	$49,020	$32,680	-$21,047
Total	**$684,875.13**	**$410,925**	**$273,950.13**	**-$68,961.87**

Staff prepared the attached Amendment Number 1 to the JFA which includes a new funding resolution. Village Board approval of these items is required to commemorate the additional funding with the State.

While duplicative in nature on the surface, a resolution authorizing the use of the Village's Motor Fuel Tax Funds for the Village's share of the above project costs is required and follows this item.

Budget Impact:

Item	**Fund**	**Amount Budgeted for Village Share**	**Amount Required**	**Budget Surplus**
Construction Contract	Motor Fuel Tax	$300,000	$273,950.13	$26,049.87
Construction Engineering	Capital Projects	$42,912	$0	$42,912
Totals		**$342,912**	**$273,950.13**	**$68,961.87**

Staff notes that the final construction contract and engineering agreement amounts will deviate from those specified above. Should the Village share for construction and/or construction engineering exceed the amounts required above, the applicable resolution(s) will be brought back to the Village Board for consideration of approval.

Contribution to Strategic Plan

Strategic Priority: Infrastructure

Initiatives:
- Develop the Capital Improvement Plan (CIP)
- Safe and reliable roads and utilities

Action Requested:
Adopt the Resolution.

Attachments:
1. Resolution 26-XX - Riford Road Federal Aid Resurfacing Project - JFA Amendment Number 1
2. Amendment 1 for Riford Road Federal Aid Resurfacing Project JFA sans instructions

Local Public Agency	Section Number	State Job Number	Project Number
Village of Glen Ellyn	24-00087-00-RS	C9121825	FJ9N(571)

SCHEDULE NUMBER 3

Resolution No. _____

A Resolution for:

Section Number 24-00087-00-RS

State Job Number C-91-218-25

Project Number FJ9N(571)

WHEREAS, the Village of Glen Ellyn is proposing to Complete the Riford Road Roadway Resurfacing Project

WHEREAS, the above stated improvement will necessitate the use of funding provided through the Illinois Department of Transportation (IDOT); and signee

WHEREAS, the use of these funds requires a joint funding agreement (AGREEMENT) with IDOT; and

WHEREAS, the improvement requires matching funds; and

NOW, THEREFORE, be it resolved by the Village of Glen Ellyn

Section 1: The Village of Glen Ellyn hereby appropriates $273,950.13 or as much as may be needed to match the required funding to complete the proposed improvement from local funds and furthermore agree to pass a supplemental resolution if necessary to appropriate additional funds for completion of the project.

Section 2: The Village President is hereby authorized to execute an AGREEMENT with IDOT for the above-mentioned project.

Section 3: This resolution will become Attachment 3 of the AGREEMENT.

Section 4: The Village Clerk of Glen Ellyn is directed to transmit 2 (two) copies of the AGREEMENT and Resolution to IDOT District 1 Bureau of Local Roads and Streets.

I, Caren Cosby (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees (Governing Body Type) of Glen Ellyn (Name of Local Public Agency) at a meeting held on _____ (Date)

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year) ..

(SEAL)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Illinois Department of Transportation

Local Public Agency Amendment # 1

LOCAL PUBLIC AGENCY

Local Public Agency	County	Section Number
Village of Glen Ellyn	DuPage	24-00087-00-RS

Fund Type	ITEP, SRTS, HSIP Number(s)	MPO Name	MPO TIP Number
STU	N/A	CMAP	08-24-0040

☒ Construction on State Letting ☐ Construction Local Letting ☐ Day Labor ☒ Local Administered Engineering ☐ Right-of-Way

Construction		**Engineering**		**Right of Way**	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-218-25	FJ9N(571)	C-91-218-25	FJ9N(571)		

Reason for modification of original Agreement

Revised division of costs amounts for construction and construction engineering

This amended Agreement, hereinafter referred to as "**Amendment**" is made and entered to in between the above local public agency, hereinafter referred to as the "**LPA**" and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "**STATE**". The **LPA** and **STATE** agree to revise the original Agreement by execution of this **Amendment**.

LOCATION

Local Street/Road Name	Key Route	Length	Stationing From	Stationing To
Riford Road	FAU 2995	0.56 MI	0.00	00.56

Location Termini

St Charles Road to Crescent Blvd

Current Jurisdiction	Existing Structure Number(s)	
Village of Glen Ellyn	N/A	Add Location / Remove

LOCAL PUBLIC AGENCY APPROPRIATION

For Amendments Increasing the LPA share: By execution of this **Amendment**, the LPA attests that additional moneys have been appropriated or reserved by resolution or ordinance to fund the additional share of **LPA** project costs. A copy of the resolution or ordinance is attached as an addendum (**required for increases to state-let contracts only**).

SCHEDULE

Additional information and/or stipulations are hereby attached and identified below as being a part of this **Amendment**.

X	1.	Location Map
X	2.	Division of Cost
X	3.	Resolution

BE IT MUTUALLY AGREED that all remaining provisions of the original agreement not altered by the **Amendment** shall remain in full force and effect and the **Amendment** shall be binding upon the inure to the benefit of the parties hereto, their successor and assigns.

The **LPA** further agrees as a condition of payment, that it accepts and will comply with the application provisions set forth in this **Amendment** and all addenda indicated above.

APPROVED

Local Public Agency

Name of Official (Print or Type Name)

James Burket

Title of Official

Village President

Signature & Date

The above signature certifies the agency's TIN number is

366005897 conducting business as a Governmental Entity.

DUNS Number 076856988 UEI ZKKCDY3X1BL3

APPROVED

State of Illinois
Department of Transportation

Omer Osman, P.E., Secretary of Transportation Signature & Date

By:

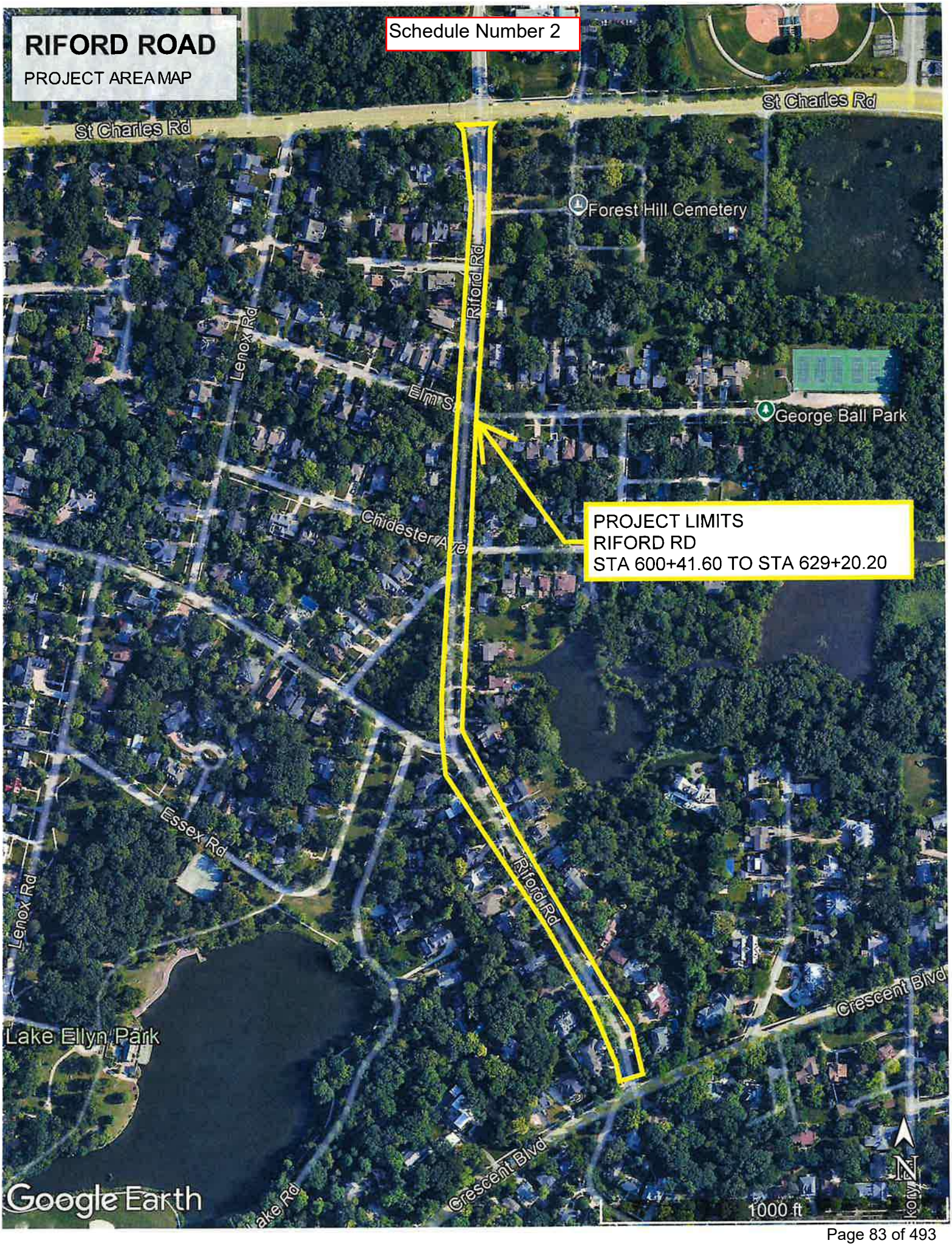
George A. Tapas, P.E., S.E., Engineer of Local Roads & Streets Signature & Date

Stephen M. Travia, P.E., Director of Highways PI/Chief Engineer Signature & Date

Michael Prater, Chief Counsel Signature & Date

Vicki Wilson, Chief Fiscal Officer Signature & Date

NOTE: if the LPA signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.


RIFORD ROAD
PROJECT AREA MAP
Schedule Number 2
St Charles Rd
St Charles Rd
Forest Hill Cemetery
Riford Rd
Lenox Rd
Elm St
George Ball Park
Chidester Ave
PROJECT LIMITS
RIFORD RD
STA 600+41.60 TO STA 629+20.20
Essex Rd
Lenox Rd
Riford Rd
Crescent Blvd
Lake Ellyn Park
Crescent Blvd
Google Earth
1000 ft
N

SCHEDULE NUMBER 2

Local Public Agency	County	Section Number
Village of Glen Ellyn	DuPage	24-00087-00-RS

Construction		Engineering		Right of Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-218-25	FJ9N(571)	C-91-218-25	FJ9N(571)		

ORIGINAL DIVISION OF COST (ODC)

	Federal Funds			State Funds			Local Public Agency Funds			
Type of Work	Fund Type	Amount	%	Fund Type	Amount	%	Fund Type	Amount	%	Totals
Participating Construction	STU	$310,815.00					Local	$201,210.00		$512,025.00
Construction Engineering	STU	$27,973.00					Local	$18,649.00		$46,622.00
ODC Federal Funds		$338,788.00	ODC State Funds			ODC LPA Funds		$219,859.00	Total	$558,647.00

AMENDMENT # 1

	Federal Funds			State Funds			Local Public Agency Funds			
Type of Work	Fund Type	Amount	%	Fund Type	Amount	%	Fund Type	Amount	%	Work Totals
Participating Construction	STU	$51,090.00					Local	$40,060.13		$91,150.13
Construction Engineering	STU	$21,047.00					Local	$14,031.00		$35,078.00
Federal Funds Amendment # 1		$72,137.00	State Funds Amendment # 1			LPA Funds Amendment # 1		$54,091.13	Total	$126,228.13

Add Amendment | Remove Amendment

Total Federal Funds	$410,925.00	**Total State Funds**		**Total LPA Funds**	$273,950.13	**TOTAL**	$684,875.13

CUMULATIVE DIVISION OF COST (CDC)

	Federal Funds			State Funds			Local Public Agency Funds			
Type of Work	Fund Type	Amount	%	Fund Type	Amount	%	Fund Type	Amount	%	Totals
Participating Construction	STU	$361,905.00					Local	$241,270.13		$603,175.13
Construction Engineering	STU	$49,020.00					Local	$32,680.00		$81,700.00
CDC Federal Funds		$410,925.00	CDC State Funds			CDC LPA Funds		$273,950.13	Total	$684,875.13

If funding is not a percentage of the total place an asterisk (*) in the space provided for the percentage and explain below:

NOTE: The costs shown in the Division of Cost table are approximate and subject to change. The final **LPA** share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

Local Public Agency	Section Number	State Job Number	Project Number
Village of Glen Ellyn	24-00087-00-RS	C9121825	FJ9N(571)

SCHEDULE NUMBER 3

Resolution No. _____

A Resolution for:

Section Number 24-00087-00-RS

State Job Number C-91-218-25

Project Number FJ9N(571)

WHEREAS, the Village of Glen Ellyn is proposing to Complete the Riford Road Roadway Resurfacing Project

WHEREAS, the above stated improvement will necessitate the use of funding provided through the Illinois Department of Transportation (IDOT); and signee

WHEREAS, the use of these funds requires a joint funding agreement (AGREEMENT) with IDOT; and

WHEREAS, the improvement requires matching funds; and

NOW, THEREFORE, be it resolved by the Village of Glen Ellyn

Section 1: The Village of Glen Ellyn hereby appropriates $273,950.13 or as much as may be needed to match the required funding to complete the proposed improvement from local funds and furthermore agree to pass a supplemental resolution if necessary to appropriate additional funds for completion of the project.

Section 2: The Village President is hereby authorized to execute an AGREEMENT with IDOT for the above-mentioned project.

Section 3: This resolution will become Attachment 3 of the AGREEMENT.

Section 4: The Village Clerk of Glen Ellyn is directed to transmit 2 (two) copies of the AGREEMENT and Resolution to IDOT District 1 Bureau of Local Roads and Streets.

I, Caren Cosby (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees (Governing Body Type) of Glen Ellyn (Name of Local Public Agency) at a meeting held on _____ (Date)

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year) ..

(SEAL)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Resolution
Prepared By: Richard Daubert

AGENDA ITEM (ID # 2026-398)

DOC ID: 2026-398

Adopt Resolution No. 26-53, A Resolution Authorizing the Appropriation of Motor Fuel Tax Funds for the Riford Road Federal Aid Resurfacing Project (Public Works Director Hubsky)

Statement of the Issue:
Per the prior agenda item for Amendment Number 1 to the Joint Funding Agreement for the Riford Road Federal Aid Resurfacing Project, the attached resolution appropriates $273,950.13 in Motor Fuel Tax Funds which will be used to reimburse the State of Illinois for the Village's share of the construction contract as well as to compensate Primera Engineers for construction engineering services.

Analysis:
Please see the prior agenda item regarding Amendment Number 1 to the Joint Funding Agreement for the Riford Road Federal Aid Resurfacing Project.

Budget Impact:
Please see the prior agenda item regarding Amendment Number 1 to the Joint Funding Agreement for the Riford Road Federal Aid Resurfacing Project.

Contribution to Strategic Plan
Please see the prior agenda item regarding Amendment Number 1 to the Joint Funding Agreement for the Riford Road Federal Aid Resurfacing Project.

Action Requested:
Adopt the Resolution. Please have the Village President sign five (5) copies of the Resolution.

Attachments:
1. MFT Resolution 26-53 sans instructions

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		24-00087-00-RS

BE IT RESOLVED, by the President and Board of Trustees (Governing Body Type) of the Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Riford Road	0.56	FAU 2995	St Charles Road	Crescent Boulevard

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Roadway resurfacing of Riford Road from St Charles Road to Crescent Boulevard. Project improvements also include concrete cub and gutter replacement, sidewalk repairs, and replacement of traffic signal detector loops.

2. That there is hereby appropriated the sum of two hundred seventy three thousand nine hundred fifty and 13/100 Dollars ($273,950.13) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Caren Cosby (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees (Governing Body Type) of Glen Ellyn (Name of Local Public Agency) at a meeting held on May 26, 2026 (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Resolution
Prepared By: Richard Daubert

AGENDA ITEM (ID # 2026-399)

DOC ID: 2026-399

Adopt Resolution No. 26-54, A Resolution Authorizing the Appropriation of Motor Fuel Tax Funds for the Lambert Road Federal Aid Resurfacing Project (Public Works Director Hubsky)

Statement of the Issue:
The attached resolution appropriates $800,000 in Motor Fuel Tax Funds which will be used to reimburse the State of Illinois for the Village's share of the construction contract as well as to compensate Primera Engineers for construction engineering services for the Lambert Road Federal Aid Resurfacing Project.

Analysis:
Due to Federal Funding, the construction contract portion of the project was competitively bid, awarded, and contracted by the State through the Illinois Department of Transportation (IDOT). IDOT will pay the contractor for the work using the Federal Funds and invoice the Village for the balance of the construction costs. In addition, the State holds the Federal Funding for the project's Construction Engineering Services and will reimburse those federal funds to the Village as it pays the Consultant Engineer. Due to this arrangement, the Village entered into a Joint Funding Agreement (JFA) with the State prior to the competitive bidding of the project.

The JFA and Construction Engineering Services Agreement were approved by the Village Board on September 22, 2025. At the time, it was communicated to the Village Board that the total estimated cost for construction and construction engineering was $2,226,244 with the grant covering $1,201,306 and the Village's being responsible for the balance of $1,024,938.

Bids for the project were subsequently opened by IDOT on November 7, 2025. The total of the construction bid and the construction engineering services agreement came in below the prior noted $2,226,244 with the total being $1,885,552.62. Staff notes that the low bid was $173,467.73 below the second low bid.

While the grant for the project was previously noted to be $1,201,306, the grant cannot exceed 60% of the cost of the construction contract nor the construction engineering services agreement. Based on the aforementioned total of $1,885,552.62, the grant is effectively reduced to $1,131,331.57. This means the Village's share for construction and construction engineering as bid will be $754,221.05 with Staff proposing for this local share to be funded out of the Village's Motor Fuel Tax Fund. Staff does recommend for this project that the Village Board appropriate up to $800,000 in Motor Fuel Tax Funds as to allow for some flexibility in additional quantities. Based on the ongoing field layout, some items such as curb & gutter replacement are tracking slightly above plan quantity.

Budget Impact:

Item	Fund	Amount Budgeted for Village Share	Amount Required	Budget Surplus
Construction Contract	Motor Fuel Tax	$1,000,000	$800,000	$200,000
Construction Engineering	Capital Projects	$24,938	$0	$24,938
Totals		**$1,024,938**	**$800,000**	**$224,938**

Staff notes that the final construction contract and engineering agreement amounts will deviate from those specified above. Should the Village share for construction and/or construction engineering exceed the amounts required above, the applicable resolution(s) will be brought back to the Village Board for consideration of approval.

Contribution to Strategic Plan
Strategic Priority: Infrastructure

Initiatives:
• Develop the Capital Improvement Plan (CIP)
• Safe and reliable roads and utilities

Action Requested:
Adopt the Resolution. Please have the Village President sign five (5) copies of the Resolution.

Attachments:
1. MFT Resolution for Resolution 26-54 sans instructions

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		24-00086-00-RS

BE IT RESOLVED, by the President and Board of Trustees (Governing Body Type) of the Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Lambert Road	1.52	FAU 2576	S of Roosevelt Road(IL38)	Glen Ellyn South Limit

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Roadway resurfacing of Lambert Road from the south Village Limit up to 50' south of Roosevelt Road (IL Rte 38). Project improvements also include concrete curb and gutter replacement, sidewalk repairs, and replacement of traffic signal detector loops.

2. That there is hereby appropriated the sum of eight hundred thousand and 00/100 Dollars ($800,000.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Caren Cosby (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Glen Ellyn (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees (Governing Body Type) of Glen Ellyn (Name of Local Public Agency) at a meeting held on May 26, 2026 (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Economic Development and Communications
Department Head: Mark Franz
Category: Resolution
Prepared By: Meredith Hannah

AGENDA ITEM (ID # 2026-401)

DOC ID: 2026-401

Adopt Resolution No. 26-55, A Resolution Authorizing the Appropriation of $35,000 from the Corporate Reserve Fund to the Glen Ellyn Independence Day Foundation Inc. to Support Glen Ellyn's Fourth of July Celebration: Stars & Stripes Over Glen Ellyn - 250 Years of American Spirit (Economic Development & Communications Director Hannah)

Statement of the Issue:
The Glen Ellyn Independence Day Foundation Inc. is coordinating Glen Ellyn's Fourth of July festivities this year including both the parade and fireworks display. The group is actively fundraising for the events and has asked the Village for additional financial support this year.

Analysis:
The Glen Ellyn Independence Day Foundation Inc. is a new all-volunteer group managing Glen Ellyn's Fourth of July festivities this year. This group of volunteers have come together to organize, fund, and support Glen Ellyn's Independence Day parade, fireworks, and related community celebrations. The Foundation is governed by a volunteer Board of Directors and exists exclusively for charitable and educational purposes. Providing this additional funding helps the Foundation with expanding their offerings at the fireworks and parade.

Budget Impact:
The Village Board approved a $10,000 contribution to this effort with the adoption of the 2026 Budget. This request is in addition to the $10,000 and is not a budgeted item. Staff recommends funding this $35,000 request from the Corporate Reserve Fund since it is a one-time expenditure.

Contribution to Strategic Plan
Strategic Initiative: Effective Governance; Initiative: A well-informed and engaged community

Action Requested:
Adopt the Resolution.

Attachments:
1. Resolution - 4th of July

Village of Glen Ellyn

Resolution No. 26-XX

A Resolution Authorizing the Appropriation of $35,000 from the Corporate Reserve Fund to the Glen Ellyn Independence Day Foundation, Inc. to Support Glen Ellyn's Fourth of July Celebration: Stars & Stripes Over Glen Ellyn - 250 Years of American Spirit

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Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This 26th Day of May, 2026

Resolution No. 26-XX

A Resolution Authorizing the Appropriation of $35,000 from the Corporate Reserve Fund to the Glen Ellyn Independence Day Foundation, Inc. to Support Glen Ellyn's Fourth of July Celebration: Stars & Stripes Over Glen Ellyn - 250 Years of American Spirit

BE IT RESOLVED by the Village President and Board of Trustees of the Village of Glen Ellyn, DuPage County, State of Illinois ("Village"), in the exercise of their home rule powers, that the Village is authorized to appropriate $35,000 from the Corporate Reserve Fund to be donated to the Glen Ellyn Independence Day Foundation, Inc. to support Glen Ellyn's Fourth of July Celebration: Stars & Stripes Over Glen Ellyn - 250 of American Spirit and the Village Manager is authorized to execute any documents to effectuate the purpose of this Resolution subject to the review and approval of the Village Attorney.

THIS RESOLUTION shall be in full force and effect from and after its adoption and approval as provided by law.

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Administration
Department Head:
Category: Resolution
Prepared By: Paul Stephanides

AGENDA ITEM (ID # 2026-410)

DOC ID: 2026-410

Adopt Resolution No. 26-56, A Resolution Authorizing the Execution of a Settlement Agreement for the Installation of a Water Main Extension Along Lake Road (Village Attorney Stephanides)

Statement of the Issue:
The attached Resolution authorizes the execution of a Settlement Agreement for the installation of an extension of a water main along Lake Road.

Analysis:
The attached Resolution authorizes the execution of a Settlement Agreement for the installation of an extension of a water main along Lake Road as discussed by the Village Board at the May 18, 2026 closed executive session.

Budget Impact:
There will be a cost to extend the water main and other associated costs as set forth in the Agreement.

Contribution to Strategic Plan
Strategic Priority: Infrastructure; Initiative: Safe & reliable roads & utilities.

Action Requested:
Adopt the Resolution.

Attachments:
1. Resolution

Village of Glen Ellyn

Resolution No. 26-56

A Resolution Authorizing the Execution of a Settlement Agreement for the Installation of a Water Main Extension Along Lake Road

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Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This 26th Day of May, 2026

Resolution No. 26-56

A Resolution Authorizing the Execution of a Settlement Agreement for the Installation of a Water Main Extension Along Lake Road

BE IT RESOLVED by the Village President and Board of Trustees of the Village of Glen Ellyn, DuPage County, State of Illinois ("Village"), in the exercise of their home rule powers, that the Village Manager is authorized to execute a Settlement Agreement for the installation of a water main extension along Lake Road in substantially the form on file with the Village Attorney.

THIS RESOLUTION shall be in full force and effect from and after its adoption and approval as provided by law.

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Change Order
Prepared By: Steven Warner, Richard Daubert

AGENDA ITEM (ID # 2026-400)

DOC ID: 2026-400

Adopt Resolution No. 26-58, A Resolution Approving Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors, Inc. of Schaumburg, Illinois in the Amount of $199,970.50 for Construction of the Village's 2026 Utility and Roadway Improvements Project to be Expensed to the Capital Projects Fund and Authorizing the Change Order's Execution (Public Works Director Hubsky)

Statement of the Issue:
This agenda item serves to recommend Village Board approval of Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors for Construction of the Village's 2026 Utility and Roadway Improvements Project.

Analysis:
Original Contract
On February 23, 2026, the Village Board approved a Contract with A. Lamp Concrete Contractors for the construction of the Village's 2026 Utility and Roadway Improvements Project in the amount of $7,798,962.58. The scope of work included roadway rehabilitation, water distribution system improvements including lead water service line replacement, sanitary sewer repairs, limited storm sewer improvements, and other incidental and collateral work necessary to complete the improvements. In total, approximately 4.7 centerline miles of Village roadways were included in the Construction Contract.

Storm Sewer Extension on Marion Avenue
Marion Avenue was included in the contract and proposed to receive water main replacement (on a portion of the block) and a roadway resurfacing. Since the project was designed and competitively bid, the project team has become aware of residents experiencing a worsening rear yard drainage issue in the vicinity of 347-353 Maple Street. The issue is claimed to be worsening due to recent development on the block which has added impervious surface which is tributary to the rear yard flooding areas. There is currently no storm sewer in the area for the residents to tie in to, but the upcoming roadway project would be an opportunity to extend storm sewer along Marion Avenue. If approved, the Village would extend its storm sewer approximately 300 feet down Marion to a point at which residents could connect as an improvement to their issue. See attached Marion Avenue Storm Sewer Extension Exhibit for reference. The project team has discussed the scope with A. Lamp and received their agreement to do this additional work at the current contract unit

pricing. A corresponding estimate for the cost of this work is $115,258 and included as an attachment.

Additional Repair Quantities

While seeking a change order for the storm sewer extension on Marion, staff thought it would be appropriate to ask for an increase in various contract quantities. As work has progressed in the early stages of the project (specifically the Maryknoll subdivisions and Ott Avenue), several removal and replacement items such as sidewalk, curb, and driveway pavement have been trending higher than the original contract's quantities. Many of these items are usually estimated with percentages during the design process, and then laid out by the construction engineer during construction. Upon completing the layout for the Maryknoll area and Ott Avenue, it was evident that the contract quantities were lower than the project team felt would be necessary to make an improvement consistent with Village expectations. As such, staff is proactively asking for an additional $84,712.50 according to the attached estimate. Although there is a project contingency of $150,000, staff thought it would be better to request additional funding and potentially not need it, as opposed to proceeding and having to ask for it toward the end of the project when much of the work would already be completed, laid out, or committed to. Staff will continue to work with the Contractor and Engineer to control project costs and hopefully not need the full extent of the proposed change order.

The total of these two items results in Change Order 1 amounting to $199,970.50, which would increase the Contract Amount from $7,798,962.58 to $7,998,933.08.

Budget Impact:

A sufficient balance is available in the Capital Projects Fund for Change Order 1. The recommended funding distribution is as follows:

Funding Source	Account No.	Original Contract	Change Order No. 1	Updated Contract
Capital Projects Fund	40000-580160-26001	$4,924,727.08	$199,970.50	$5,124,697.58
Lambert Road Storm Sewer Repairs	40000-580160-23004	$50,000.00	$0.00	$50,000.00
Water Fund	50100-580100-26001	$1,525,621.00	$0.00	$1,525,621.00
Lead Service Line Replacement	50100-580182-26001	$130,000.00	$0.00	$130,000.00
Sanitary Sewer Fund	50200-580100-26001	$1,168,614.50	$0.00	$1,168,614.50
	TOTALS	**$7,798,962.58**	**$199,970.50**	**$7,998,933.08**

Contribution to Strategic Plan
Strategic Priority: Infrastructure; Initiative: Develop the Capital Improvement Plan; Action: Execute the Capital Improvement Plan (CIP) including IT improvements, facility improvements, and equipment replacement annually as well as GWA projects

Strategic Priority: Infrastructure; Initiative: Safe & reliable roads & utilities; Action: Continue to improve streets on a 20-22 year cycle by conducting regular street assessments and executing on approved CIP priorities

Action Requested:
Adopt the Resolution.

Attachments:
1. Resolution - Change Order No. 1
2. Change Order No. 1
3. Marion Avenue Storm Sewer Extension Exhibit

Village of Glen Ellyn

Resolution No. 26-XX

A Resolution Approving Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors, Inc. of Schaumburg, Illinois in the amount of $199,970.50 for Construction of the Village's 2026 Utility and Roadway Improvements Project to be expensed to the Capital Projects Fund and Authorizing the Change Order's Execution

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Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This 26th Day of May, 2026

Resolution No. 26-XX

A Resolution Approving Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors, Inc. of Schaumburg, Illinois in the amount of $199,970.50 for Construction of the Village's 2026 Utility and Roadway Improvements Project to be expensed to the Capital Projects Fund and Authorizing the Change Order's Execution

BE IT RESOLVED by the Village President and Board of Trustees of the Village of Glen Ellyn, DuPage County, State of Illinois ("Village"), in the exercise of their home rule powers, that Change Order Number 1 to the Village's Contract with A. Lamp Concrete Contractors, Inc. of Schaumburg, Illinois in the amount of $199,970.50 for construction of the Village's 2026 Utility and Roadway Improvements Project to be expensed to the Capital Projects Fund is approved and the Village Manager is authorized to execute the Change Order in substantially the form attached subject to the review and approval of the Village Attorney.

THIS RESOLUTION shall be in full force and effect from and after its adoption and approval as provided by law.

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ___ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

CHANGE ORDER

VILLAGE OF GLEN ELLYN SHEET 1 OF 2

CHANGE ORDER NO. 1

PROJECT NAME: 2026 Utility and Roadway Improvements

LOCATION: Various Streets

CONTRACTOR: A. Lamp Concrete Contractors, Inc. DATE: 5/26/2026

I. A. DESCRIPTION OF CHANGES INVOLVED:

1. Storm sewer will be extended on Marion Avenue. This work requires increasing contract quantities for applicable pay items, as well as the creation of an agreed unit price for a storm sewer connection.

2. Contract quantities for are hereby amended to reflect an increase in the anticipated contract work for tree root pruning, tree protection fencing, sodding, non-special waste disposal, driveway pavement removal and replacement, sidewalk removal and replacement, and curb & gutter removal and replacement. Please see attached Change Order No. 1 Exhibit #1 which depicts all changes in tabular format.

B. REASON FOR CHANGE:

1. Storm Sewer Extension on Marion Avenue: Due to a worsening rear yard drainage issue at 347 Maple Avenue/352 Marion Avenue, storm sewer will be extended along Marion Avenue as part of the Contract. This public storm sewer extension will allow private property owners to extend a private rear yard drainage system to the rear yards. This work corresponds with an increase of $115,258.00 to the original contract value.

2. Additional Contract Quantities: Field conditions required changes to the contract quantities, pay items, and costs that were not foreseen at the time that the project was bid and the contract was awarded. An adjustment of the quantities adds $84,712.50 to the contract price, meaning the project is anticipated to use more quantities and dollars than originally estimated.

C. REVISION IN PRICE: The change order will result in the addition of $199,970.50 to the contract price.

II. ADJUSTMENTS IN AMOUNT OF CONTRACT:

1.	Amount of Original Contract Price	$ 7,789,962.58
2.	Net addition due to all previous Change Orders Nos. 0 to 0	$ 0.00
3.	Amount of Contract Price, not including this Change Order	$ 7,789,962.58
4.	Addition to Contract Price due to this Change Order	$ 199,970.50
5.	Amount of Contract Price including this Change Order	$ 7,998,933.08

III. FINDINGS.

Pursuant to the requirements of 720 ILCS 5/33E-9, the undersigned do hereby find that: [check all that are appropriate]

X the circumstances said to necessitate the change in performance were not reasonably foreseeable at the time the contract was signed; and/or

X the change is germane to the original contract as signed; and/or

X the change order is in the best interest of the unit of State or local government

RECOMMENDED FOR ACCEPTANCE:

Village of Glen Ellyn

Date: _____ By: _____
Rich Daubert, Professional Engineer

ACCEPTED:

A. Lamp Concrete Contractors, Inc.

Date: _____ By: _____

Village of Glen Ellyn

Date: _____ By: _____
Mark Franz, Village Manager

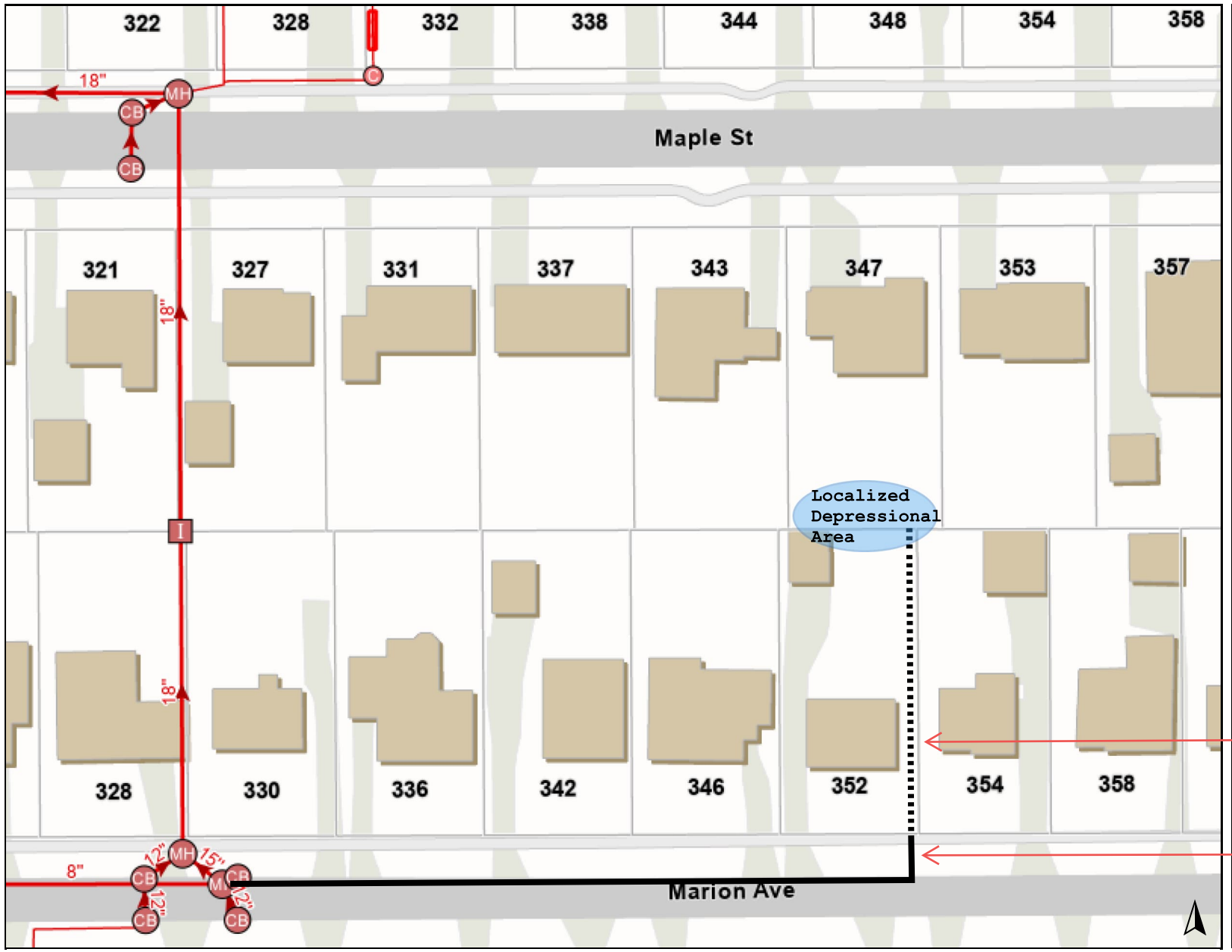
Village of Glen Ellyn
2026 Utility and Roadway Improvements Project

Change Order No. 1 Exhibit # 1

5/14/2026

ITEM NO.	PAY ITEM	UNIT	UNIT PRICE	QTY	Cost
Storm Sewer Extension on Marion Avenue					**$115,258.00**
00000005	TREE ROOT PRUNING	FOOT	$ 15.00	150.00	$2,250.00
00000007	INSTALLATION AND MAINTENANCE OF TEMPORARY PROTECTIVE TREE FENCE	FOOT	$ 6.00	350.00	$2,100.00
00000008	SODDING (SPECIAL)	SQ YD	$ 13.75	930.00	$12,787.50
00000039	DRIVEWAY PAVEMENT REMOVAL	SQ YD	$ 10.50	153.00	$1,606.50
00000041	COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT	FOOT	$ 43.50	320.00	$13,920.00
00000043	SIDEWALK REMOVAL	SQ FT	$ 1.05	100.00	$105.00
00000044	PORTLAND CEMENT CONCRETE SIDEWALK	SQ FT	$ 8.50	100.00	$850.00
00000049	PROTECTIVE COAT	SQ YD	$ 2.00	50.00	$100.00
00000051	PORTLAND CEMENT CONCRETE DRIVEWAY, 6"	SQ YD	$ 86.00	153.00	$13,158.00
00000066	CLASS D PATCHES, TYPE IV, 6"	SQ YD	$ 44.00	189.00	$8,316.00
00000204	STORM SEWERS, 12" RCP, TYPE 2	FOOT	$ 143.00	335.00	$47,905.00
00000207	STORM SEWERS, 6" PVC, TYPE 1	FOOT	$ 122.00	30.00	$3,660.00
00000208	CONNECTION OF 6" STORM SEWER	EACH	$ 575.00	0.00	$0.00
00000209	STORM SEWER SERVICE CLEANOUT	EACH	$ 900.00	1.00	$900.00
00000212	MANHOLES, TYPE A, 4' DIA., WITH FRAME AND CLOSED LID	EACH	$ 5,600.00	1.00	$5,600.00
AUP	Connection to Existing Manhole	EACH	$ 2,000.00	1.00	$2,000.00
					$115,258.00
Additional Contract Quantities					**$84,712.50**
00000005	TREE ROOT PRUNING	FOOT	$ 15.00	750.00	$11,250.00
00000007	INSTALLATION AND MAINTENANCE OF TEMPORARY PROTECTIVE TREE FENCE	FOOT	$ 6.00	750.00	$4,500.00
00000008	SODDING (SPECIAL)	SQ YD	$ 13.75	250.00	$3,437.50
00000014	NON SPECIAL WASTE DISPOSAL	CU YD	$ 90.00	75.00	$6,750.00
00000039	DRIVEWAY PAVEMENT REMOVAL	SQ YD	$ 10.50	100.00	$1,050.00
00000041	COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT	FOOT	$ 43.50	800.00	$34,800.00
00000043	SIDEWALK REMOVAL	SQ FT	$ 1.05	1,500.00	$1,575.00
00000044	PORTLAND CEMENT CONCRETE SIDEWALK	SQ FT	$ 8.50	1,500.00	$12,750.00
00000051	PORTLAND CEMENT CONCRETE DRIVEWAY, 6"	SQ YD	$ 86.00	100.00	$8,600.00
					$84,712.50
Total Change Order					**$199,970.50**

GISConsortium | Marion Avenue Storm Sewer Extension Exhibit



Legend

myGIS Layers

- Storm Catch Basin
- Storm Inlet
- Storm Manhole
- Storm Cleanout
- Storm Lateral
  - Active
- Storm Main
  - Active
- Storm Large Sewer Structure
  - Storm Runoff

Future Rear Yard Drainage System (By Others)

Marion Avenue Storm Sewer Extension (By Village)

0 100 200 ft

Print Date: 5/18/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Finance
Department Head: Patrick Brankin
Category: Ordinance
Prepared By: Patrick Brankin

AGENDA ITEM (ID # 2026-402)

DOC ID: 2026-402

Adopt Ordinance No. 7279, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ended December 31, 2025 (Finance Director Brankin)

Statement of the Issue:
As part of the year end closing process, each fiscal year it is necessary for the Village Board to approve a budget amendment ordinance for any funds that have exceeded the current approved budget.

Analysis:
Forfeiture Fund
The forfeiture program has strict regulations which do not allow for budgeting anticipated receipts. Typically, the Village utilizes available funds for allowable program expenditures and amends the budget to reflect actual activity. During 2025, major eligible expenditures within the Fund included a narcotics analyzer, body-worn cameras, tire deflation devices, license plate reader cameras and software, and the purchase of a new vehicle.

Debt Service Fund
Twice each year, the Village makes debt service payments on all of its outstanding bonds. These payments are made to an intermediary who then remits payment as appropriate to each of the bondholders. The intermediary charges an administrative fee, known as a paying agent fee, for this service. The paying agent fee increased slightly during 2025, causing the actual expenditures within the Debt Service Fund to exceed budget by just under $200.

Parking Fund
At the July 28, 2025 Village Board Meeting, the Village Board approved the 2025 Crescent-Glenwoodf Parking Lot and Median Rehabilitation Project. As noted during that meeting, this project was originally budgeted entirely within the Capital Projects Fund, but staff ultimately recommended allocating eligible portions of this project to the Parking Fund. This allocation resulted in expenses within the Parking Fund exceeding the original budget.

Residential Solid Waste Fund
The Village's monthly refuse service invoices are generally received and then paid 60-90 days after the end of the applicable month. Due to the timing of when these invoices were received and paid for service dates in Q4 2024, as well as the timing of the 2024 audit and related accounting entries, an additional invoice was included in the 2025 total expense. This caused the total expense in the Fund to exceed the budgeted amount. This is solely a timing issue and does not reflect an additional

invoice being paid to the service provider.

Additionally, each year the Village purchases new refuse toters to supplement its inventory on hand at the service provider for use when a toter is damaged or otherwise needs to be replaced, etc. Due to very low inventory on hand in 2025, the Village purchased more toters than was anticipated or included in the 2025 budget.

Finally, due to damage caused by a vehicle, the Village made an unbudgeted replacement of a double "Big Belly" solar-powered refuse receptacle within the Central Business District. A related insurance reimbursement was received and recorded within the Fund's revenues.

Insurance Fund
At the time the 2025 budget was prepared, recent premium increases for the Village's health insurance plans averaged approximately 2.25% for the PPO plan and 0.50% for the HMO plan. The approved 2025 budget included a 3% cost increase estimate for the July 1, 2025 through June 30, 2026 plan year. Ultimately, the actual increases for this plan year far exceeded expectations at 15.7% for the PPO plan and 6.3% for the HMO plan. These increases caused expenses within the Fund to exceed their budgeted amount.

Budget Impact:
The 2025 budget would be amended as detailed on attachment A.

Contribution to Strategic Plan
Strategic Priority: Financial Stability, Initiative: Maintain financial stability and create a financial decision-making framework

Action Requested:
Adopt the Ordinance.

Attachments:
1. Budget Amendment Ordinance
2. Attachment A

Village of Glen Ellyn

Ordinance No. 7279

An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2025

Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

this 26th Day of May, 2026

Published in pamphlet form by the authority of the Village President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 26th day of May, 2026.

Ordinance No. 7279

An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2025

WHEREAS, on November 18, 2024, the Board of Trustees of the Village of Glen Ellyn ("Village") adopted the annual budget for the Village of Glen Ellyn for fiscal year 2025 beginning on January 1, 2025 and ending on December 31, 2025 containing amounts estimated for payment of current obligations; and

WHEREAS, certain expenditures have been identified that were necessary for fiscal year 2025; and

WHEREAS, cash reserves or other revenues are available to be utilized to satisfy these expenditures.

NOW, THEREFORE, BE IT ORDAINED by the Village President and the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of their home rule powers, as follows:

Section 1. Budget Amendment. The budget for the fiscal year ending December 31, 2025, is amended as set forth in Attachment A incorporated herein by reference as though fully set forth.

Section 2. Severability and Repeal of Inconsistent Ordinances. If any section, paragraph, clause, or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance. All ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

ATTACHMENT A

Budget Amendments

Fiscal Year 2025

Account			Account Name	Current Budget	Amendment	Revised Budget
Forfeiture Fund						
2700	480120		State Drug Forfeiture Revenues	-	6,000	6,000
2700	480125		Federal Drug Forfeiture Revenues	-	189,000	189,000
2700	480130		Article 36 Seized Revenues	-	20,000	20,000
				-	**215,000**	**215,000**
27100	520936		Seized Property Expenses	-	40,000	40,000
27200	520931		Federal Drug Forfeiture	-	208,000	208,000
27200	580110		Equipment/Capital Outlay	-	8,000	8,000
27300	580110		Equipment/Capital Outlay	-	8,000	8,000
				-	**264,000**	**264,000**
			Forfeiture Fund Subtotal:		**49,000**	
Debt Service Fund						
30000	520855		Paying Agent Fee	2,200	175	2,375
				2,200	**175**	**2,375**
			Debt Service Fund Subtotal:		**175**	
Parking Fund						
53000	580110	15006	Equipment/Capital Outlay	-	303,000	303,000
				-	**303,000**	**303,000**
			Parking Fund Subtotal:		**303,000**	
Residential Solid Waste Fund						
54000	521080		Refuse Collection	1,772,300	150,000	1,922,300
54000	580110		Equipment/Capital Outlay	5,000	5,000	10,000
54000	580111		Toter Replacement	25,000	10,000	35,000
				1,802,300	**165,000**	**1,967,300**
			Residential Solid Waste Fund Subtotal:		**165,000**	
Insurance Fund						
60000	520895		Insurance-Hospital, Group Life	3,612,600	167,000	3,779,600
				3,612,600	**167,000**	**3,779,600**
			Insurance Fund Subtotal:		**167,000**	

Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 5/26/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Resolution
Prepared By: Derek Peebles

AGENDA ITEM (ID # 2026-395)

DOC ID: 2026-395

Adopt Resolution No. 26-57, A Resolution Approving and Adopting the Village of Glen Ellyn Americans with Disabilities Act Transition Plan for Public Right-of-Way (Assistant Village Engineer Peebles) (Trustee Simon)

Statement of the Issue:
Since November of 2024, the Village has been working with the Chicago Metropolitan Agency for Planning (CMAP) and its consultant, Oates Associates, on the development of an Americans with Disabilities Act (ADA) Transition Plan for applicable public right-of-way infrastructure throughout the Village. After substantial public outreach, the planning process has now concluded and the development of a formal ADA Transition Plan for public right-of-way is complete.

Oates Associates will be providing a brief presentation of the plan at the Capital Improvements Commission meeting. CMAP will also be in attendance. Staff is requesting the Village Board approve the attached resolution adopting the ADA Transition Plan.

Analysis:
Federal ADA regulations require that all local governments with 50 or more employees develop an ADA Transition Plan for achieving compliance with the ADA regulations for accessibility. The Village applied for, and was one of 30 communities out of a pool of 122 applicants, and was awarded a grant of technical assistance from CMAP for the preparation of the public right-of-way component of the required transition plan.

A Resolution approving a Memorandum of Understanding between the Village and CMAP for the technical assistance was approved by the Village Board at its October 28, 2024 Board meeting. The planning effort was launched that November.

Public Outreach
The planning process included substantial involvement of the public, including:
- Public Kickoff Meeting and Public Open House
- Project website with map tool for comments
- Community survey
- Five project steering committee meetings
- In-person interviews with key stakeholders and interested parties
- Formal 30-day public comment period on the draft plan

Village Document Review

As part of the planning process, the project team evaluated Village documents associated with services provided by the Public Works Department to determine whether any modifications were necessary to improve ADA compliance for employees, citizens, and visitors to Glen Ellyn. This review included the Village Code, as well as the Village's current ADA Notice and Grievance Procedure, among other documents. Recommendations are captured in a memorandum included as Exhibit 3 in the ADA Transition Plan.

Pedestrian Facilities and On-Street Parking Assessment

The most substantial element of the planning process consisted of light detection and ranging (LiDAR) surveying and analysis of every sidewalk square and curb ramp within the Village to identify existing deficiencies that represent barriers to accessibility. Pedestrian signals and on-street accessible parking were also evaluated.

Two parallel scoring systems were then employed to help identify which public infrastructure might represent the greater obstacle to overall accessibility, and therefore warrant higher priority as various infrastructure project flexibility allows.

- Accessibility Score – Evaluated the sidewalk segments and curb ramps by the extent of physical barriers (e.g. width, cross slope, vertical displacement, and deterioration).
- Activity Score – Evaluated the sidewalk segments by the likelihood of significant pedestrian traffic, based upon proximity to various pedestrian activity generators (e.g. schools, parks, transit stops, commercial, etc.).

Staff was heavily involved in the fine-tuning of the scoring system, as relevant to staff's perspectives on what particular barriers might carry more weight in Glen Ellyn.

Tables and charts summarizing the deficiencies identified through the assessment are included as Exhibit 4 in the ADA Transition Plan. Prioritization maps based upon the Accessibility and Activity scoring are included as Exhibit 6 of the ADA Transition Plan.

Plan Recommendations

The Plan includes an estimate of approximately $25 million in costs to address all the deficiencies identified through the pedestrian facilities assessment, with a suggested time-frame of 25 years for addressing the bulk of the deficiencies. While the numbers are daunting, the 25-year time frame is a reasonable target based upon the Village's recent levels of annual investment in addressing sidewalk deficiencies through its existing capital improvement programs. These various programs are listed and described in Section 8.2 of the final plan and include the annual roadway improvement program and the annual sidewalk repair and maintenance programs among others.

In addition to continuing the Village's existing infrastructure programs and pursuing grants to further advance sidewalk initiatives, the Transition Plan includes various related recommendations as listed in Section 9.1. Examples of these include the targeted updates of the Village Code, an initiative to remove vegetation obstructions of sidewalks, and examination of best practices related to sidewalk snow clearing policies.

The underlying aim of all the recommendations in this federally required plan is continuous improvement in accessibility throughout the Village.

Capital Improvements Commission Review of Final Plan
The final plan was reviewed by the Capital Improvements Commission at their May 13, 2026 meeting. The CIC approved a motion recommending to the Village Board the adoption of the ADA Transition Plan for Public Right-of-Way.

Budget Impact: In the near term, primary implementation of the ADA Transition Plan will be through the Village's existing capital improvement programs as funded through the Capital Projects Fund. These programs include the annual Roadway Improvement Program, Sidewalk Repair Program and Horizontal Saw Cutting Program.

In recent years, these programs have included an annual average of over a million dollars in pedestrian infrastructure-related improvements, which puts the Village on pace to meet the Plan's proposed 25-year timeline.

Village of Glen Ellyn - Sidewalk Improvement Related Expenditures					
Program	**2023**	**2024**	**2025**	**2026**	**Annual Avg**
Utility and Roadway Improvement Program	$912,200	$1,080,500	$945,000	$790,000	$931,925
Sidewalk and Concrete Street Repair Program	$212,400	$188,525	$147,900	$200,000	$187,206
Utility Pavement Restoration Program	------	$900	$16,240	$10,000	$9,047
Sidewalk Sawing Repair Program	------	$11,728	$35,842	$60,000	$35,857
Future: Village sidewalk sawing/grinding	------	------	------	------	------
Total:	**$1,124,600**	**$1,281,653**	**$1,144,982**	**$1,060,000**	**$1,164,035**

However, as indicated in the Plan, these programs are the subject of the annual fiscal budget development process. Per the Plan, the Village of Glen Ellyn reserves the right to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from people with disabilities, changes in Village programs, ongoing evaluation and funding constraints and opportunities.

Contribution to Strategic Plan Strategic Priority: Infrastructure Initiative:

- Develop the Capital Improvement Plan (CIP)
- Transit-oriented downtown
- Safe and reliable roads and utilities

Action Requested:
Adopt the Resolution.

Attachments:

1. Resolution
2. Glen Ellyn ADA Transition Plan
3. ADA Transition Plan Presentation

Village of Glen Ellyn

Resolution No. 26-xx

A Resolution Approving and Adopting the Village of Glen Ellyn Americans with Disabilities Act Transition Plan for Public Right-of-Way

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Adopted by the

Village President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This 26th Day of May, 2026

Resolution No. 26-xx

A Resolution Approving and Adopting the Village of Glen Ellyn Americans with Disabilities Act Transition Plan for Public Right-of-Way

WHEREAS, the Americans with Disabilities Act of 1990 ("ADA"), as amended, requires local governments to ensure equal participation in and equal benefit of public services, programs, or activities (42 U.S.C. § 12132); and

WHEREAS, Title II of the ADA requires municipalities with 50 or more employees to develop an ADA Transition Plan; and

WHEREAS, the Village of Glen Ellyn ("Village") is a public entity subject to the requirements of the ADA (42 U.S.C. § 12131); and

WHEREAS, the Village recognizes the importance of accessibility in its public rights-of-way; and

WHEREAS, with planning technical assistance from the Chicago Metropolitan Agency for Planning, the Village has developed an ADA Transition Plan for Public Right-of-Way ("ADA Transition Plan"), a copy of which is attached hereto and incorporated herein by reference; and

WHEREAS, the proposed ADA Transition Plan was made available for public comment for a period of thirty (30) days beginning on March 4, 2026; and

WHEREAS, open public meetings were held on February 25, 2025 and March 18, 2026 to provide an opportunity for public input on the ADA Transition Plan; and

WHEREAS, the Village President and Board of Trustees find that adopting the ADA Transition Plan is protective of the health, safety, and welfare of, and in the best interests of the Village, and its residents, property owners, local businesses, and the general public, so that the Village and its residents can achieve greater accessibility for individuals with disabilities and to

ensure the Village's public rights-of-way are reviewed for compliance with ADA standards and guidelines, as such requirements may be published and amended; and

WHEREAS, pursuant to this Resolution, the Village Board approves and adopts the attached ADA Transition Plan.

NOW, THEREFORE BE IT RESOLVED by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of their home rule powers, as follows:

Section 1. **Recitals Incorporated.** The above recitals are incorporated herein as though fully set forth.

Section 2. Approval and Adoption of the ADA Transition Plan. The Village Board approves and adopts the ADA Transition Plan attached hereto and incorporated herein by reference.

Section 3. Severability and Repeal of Inconsistent Ordinances, Resolutions and Motions. If any section, paragraph, clause, or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Resolution. All ordinances, resolutions and motions in conflict herewith are hereby repealed to the extent of such conflict.

Section 4. Effective Date. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

Adopted by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 26th day of May, 2026.

Voting	Ayes	Nays	Abstain	Absent
Desai Bhagwakar				
Christiansen				
Duncan				
Kalinich				
Simon				
Thompson				
Burket (in case of a tie)				

Approved by the Village President of the Village of Glen Ellyn, Illinois this ____ day of May, 2026.

_____
James Burket, Village President

ATTEST

_____
Caren Cosby, Village Clerk

Village of Glen Ellyn
Americans with Disabilities Act
Transition Plan for Public Right-of-Way

May 2026

Chicago Metropolitan Agency for Planning

OATES ASSOCIATES

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EXECUTIVE SUMMARY

The Chicago Metropolitan Agency for Planning (CMAP) and the Village of Glen Ellyn (Village) have prepared this Americans with Disabilities Act (ADA) Transition Plan (the Plan) for Public Right-of-Way (PROW) in accordance with ADA requirements. PROW is considered land that is dedicated for public use and managed by local government. The ADA mandates that all public agencies with more than fifty (50) employees complete a transition plan. The scope of this document is limited to PROW and does not generally include Village owned buildings or parking lots.

This is Glen Ellyn's first Transition Plan and documents the Village's evaluation of its pedestrian facilities and other infrastructure within public right-of-way and outlines long-range strategies to make these facilities accessible to all individuals, including those with disabilities. The Plan includes an assessment of the Village's administrative documents as they relate to accessible facilities in the public right-of-way. During the Plan's development, the public was invited to share comments about the accessibility challenges they face, see **Chapter 3**.

Administrative Documents Review

As part of the ADA Transition Plan effort, there was a review of key administrative requirements that apply to the Village. In coordination with the project consultant, the Village updated its Notice to the Public, **Exhibit 1**, which outlines individuals' rights under the ADA for all programs and services offered by the Village. The Village also updated its formal grievance procedure, **Exhibit 2**, which provides a mechanism for individuals to report discrimination and allows the Village to document complaints and issue responses.

The Village has designated the Communications Coordinator as the ADA Coordinator, who partners with other Village departments and staff to ensure that the ADA needs of the public are met. Since this ADA Transition Plan is focused on public rights-of-way, the Public Works Department will be the lead in implementation and monitoring of the plan, in coordination with the ADA Coordinator.

In addition to reviewing the above required documents and ADA Coordinator role, the plan effort included review of the Village's design standards and prepared documents to assess their level of ADA compliance. A brief synopsis of the results of this evaluation and the proposed changes is discussed further in **Chapter 5** and **Exhibit 3** including the recommendations to increase accessibility.

Pedestrian Facilities Assessment

The self-evaluation of pedestrian facilities within public right-of-way included the inventory and assessment of all Village sidewalks, curb ramps, and pedestrian traffic signals.

The self-evaluation began with assessments of the public right-of-way pedestrian infrastructure within the Village. This field review was conducted through a combination of lidar data

collection and algorithmic analysis of every sidewalk square and curb ramp within the Village. The lidar data collection was supplemented with manual inspection and logging of particular defects for the sidewalks, curb ramps, and pedestrian traffic signals. The data collected related to various defects and deficiencies as identified through ADA guidance as obstacles to access. **Appendix B.2** provides details on the data collected for each type of infrastructure.

Physical Condition Categorization

The next step in the self-evaluation was compiling the collected data, to allow for calculation of an Accessibility Score for each facility. The accessibility score relates to the overall physical condition of the facility, as a synthesis of the various individual deficiencies, and results in a facility categorization of *major barriers, moderate barriers, minor barriers, or significantly compliant*. In the case of sidewalks, this categorization was performed on a segment-by-segment basis, rather than a square-by-square basis. **Chapter 6** and **Appendix B.3** provide more detail on the calculation of the accessibility score and physical condition categorization. Tables summarizing the general findings of the categorization are below.

SIDEWALK - OVERALL CONDITION

Unit	Major Barriers	Moderate Barriers	Minor Barriers	Significantly Compliant	Total
# of Segments	209	430	1,212	991	**2,842**
% of Segments	7.4%	15.1%	42.6%	34.9%	**100.0%**
# of Miles	11.9	25.2	74.8	58.1	**170.0**
% of Miles	7.0%	14.8%	44.0%	34.2%	**100.0%**

Table 1: Summary of Sidewalk Segments

CURB RAMPS - OVERALL CONDITION

Missing Curb Ramp	Major Barriers	Moderate Barriers	Minor Barriers	Significantly Compliant	Total
13	155	589	463	632	**1,852**
0.7%	8.4%	31.8%	25.0%	34.1%	**100.0%**

Table 2: Summary of Curb Ramps

PEDESTRIAN SIGNALS - OVERALL CONDITION

Ownership	Barriers to Access (by quadrant)					
	No Pedestrian Signal Present	Obstruction Present	Major Barriers to Access	Moderate Barriers to Access	Minor Barriers to Access	Significantly Compliant
Village	0	0	5	9	8	1
Illinois Department of Transportation	1	5	13	9	7	1
DuPage County	0	0	11	13	2	0
College of DuPage	0	0	0	2	0	0
Total Quadrants	**1**	**5**	**29**	**33**	**17**	**2**
% of Total	**1.1%**	**5.7%**	**33.3%**	**37.9%**	**19.5%**	**2.3%**

PEDESTRIAN SIGNALS - TOTALS

Ownership	Number of Quadrants with Ped Signals	Intersections (with ped signals)
Village	23	6
Illinois Department of Transportation	36	10
DuPage County	26	7
College of DuPage	2	1
Totals	87	24

Table 3: Summary of Pedestrian Traffic Signals

Activity Categorization

The final step in the pedestrian facilities self-evaluation was calculating an Activity Score for each roadway segment. The Activity score was based upon a Village-wide map identifying locations that have the highest likelihood of significant pedestrian traffic (e.g., schools, parks, transit stops, commercial, etc.). Points were awarded to each sidewalk segment based upon proximity to the various pedestrian activity generators, resulting in a categorization of each sidewalk segment based upon the likelihood of high pedestrian traffic. **Chapter 6** and **Appendix B.6** provide more details on the methodology behind the activity scoring and categorization.

The intent is for data from both the physical condition categorization and the activity categorization to help identify those barriers that have the greatest impact on pedestrians. This will in turn assist the Village with prioritizing future improvement that have the greatest benefit to accessibility. **Appendix B.7** includes mapping of the Activity Score categorization and

Appendix B.5 includes mapping of the barriers to access for a specific element of the sidewalk segment or curb ramp that brings the facility out of compliance.

On-Street Parking Assessment

ADA requires accessible parking spaces to be provided wherever on-street parking is metered or marked by signage or striping. The number of required accessible parking spaces is determined based upon block perimeters. The project team reviewed the Village and identified twenty-four (24) unique block perimeters for evaluation. Of these, eleven (11) block perimeters did not provide the minimum required ADA spaces. These locations were primarily smaller sections of signed on-street parking outside of downtown. **Chapter 7** and **Appendix B.8** provide more detail on the parking assessment.

Recommendations

Chapter 9 of this Plan outlines recommendations and potential challenges for the Village in implementing this plan toward the ultimate goal of full accessibility.

Using the physical condition categorization and activity categorization, along with public input, the Village can prioritize projects that offer the greatest benefit to the community. By listing these priorities in the Plan, the Village establishes a clear vision for expanding its transportation network and improving infrastructure. These projects serve as a blueprint for community development, encouraging local leaders to actively participate in implementation and providing an actionable roadmap for next steps.

1.0 REGULATORY REQUIREMENTS

The Americans with Disabilities Act Transition Plan for Public Right-of-Way, (referred to as "the Plan") documents the Village's pedestrian facilities and develops objectives for making those facilities accessible for all people including those with disabilities. The Plan focuses on sidewalks, curb ramps, pedestrian signals, and parking spaces located within public right-of-way. Public right-of-way is typically land dedicated for transportation and utility purposes and does not generally include buildings. The Village prepared the Plan in accordance with the ADA, which requires all public agencies with more than fifty (50) employees to complete a transition plan.

1.1 AMERICANS WITH DISABILITIES ACT

Congress enacted the Americans with Disabilities Act (ADA) on July 26, 1990, as a comprehensive civil rights law that prohibits discrimination based on disability. The ADA consists of five titles, each addressing specific areas of public life (summarized below).

All five titles are applicable to the Village of Glen Ellyn due to its size, with more than fifty (50) employees. However, this current Plan focuses specifically on **Title II**, which applies to public entities and governs programs, services, and activities that affect public right-of-way. Title II requires state and local governments to ensure that all services and infrastructure, including pedestrian facilities, are accessible to individuals with disabilities.

- Title I – Employment: This title aims to eliminate barriers that prevent individuals with qualified disabilities from accessing the same employment opportunities and benefits as those without disabilities. Employers must provide reasonable accommodation to qualified applicants or employees with disabilities, unless doing so would cause undue hardship. This title prohibits discrimination in all aspects of employment, including hiring, promotion, compensation, training, and termination.

- **Title II - Public Services: This title prohibits public entities from discriminating against individuals based on disability. It requires state and local governments to provide equal access to all programs, services, and activities they offer. The Village of Glen Ellyn must ensure that its infrastructure and operations, including those affecting public right-of-way, are accessible to individuals with disabilities.**

This plan focuses on public pedestrian facilities, including sidewalks and curb ramps located on public right-of-way

- Title III - Public Accommodations: This title prohibits private entities from discriminating against individuals with disabilities in places of public accommodation. These entities must ensure that their facilities are accessible and provide equal access to goods, services, and activities. Examples of places of public accommodation include hotels, restaurants, theaters, retail stores, golf courses, and other commercial establishments.

- Title IV – Telecommunications: This title requires telephone companies to establish interstate and intrastate telephone relay services in every state. These services enable individuals with hearing or speech disabilities to communicate over the telephone using text telephones (TTYs) or other assistive technologies. The Federal Communications Commission (FCC) oversees the implementation of these relay services to ensure equal access to telecommunications.

- Title V - Miscellaneous Provisions: This title includes a variety of provisions that support and clarify the law's implementation. It addresses the ADA's relationship with other federal and state laws, outlines how the ADA affects insurance coverage and benefits, and includes provisions related to retaliation and attorney's fees. This title ensures that the ADA works in harmony with existing legal frameworks and protects individuals who assert their rights under the Act.

1.2 DEFINITIONS IN TITLE II OF THE ADA

Title II of the ADA prohibits discrimination based on disability by public entities, which include any state or local government. It requires these entities to ensure that no person is excluded from participating in, denied the benefits of, or subjected to discrimination under any program, service, or activity they provide. The Village of Glen Ellyn must comply with these requirements, as sidewalks and curb ramps are considered part of a "program" under Title II. Therefore, the Village must ensure that these facilities meet ADA accessibility standards.

According to Section 12102 of Chapter 126 of Title 42 of the United States Code (ADA of 1990), the term "disability" refers to:

(a) A physical or mental impairment that substantially limits one or more major life activities.
(b) A record of such an impairment; or
(c) Being regarded as having such an impairment.

The ADA does not list every covered impairment but provides detailed guidance on which conditions qualify or are excluded. For example, a transitory impairment, one with an actual or expected duration of six months or less, is excluded from the definition of disability.

1.3 ADA REQUIREMENTS OF THE VILLAGE

The Americans with Disabilities Act (ADA) outlines specific actions that the Village of Glen Ellyn, and any public entity, must take to achieve compliance. The project team used the *NCHRP 20-7 (232), ADA Transition Plans: A Guide to Best Management Practices* as a reference when developing this public right-of-way Plan. This guide outlines the following key steps:

- Inventory existing sidewalk conditions.
- Develop a grievance procedure.
- Provide public notice about ADA requirements.
- Appoint an ADA Coordinator to oversee Title II compliance.

- Create a transition plan if structural changes are necessary to ensure program accessibility.
- Maintain all grievances and ADA compliance checklists for at least three years.

The Plan outlines the steps and actions the team will take to comply with the requirements for ADA compliance.

Administrative Requirements

The Village is responsible for ensuring inclusive access to all properties, services, and programs it offers. In addition to public right-of-way facilities covered by this Plan, the Village also owns several buildings and maintains a website that supports various departmental programs and services, both of which are subject to ADA compliance regulations but are outside of the scope of this Plan.

> (The village) must establish a process for the public to submit a complaint about ADA accessibility.

The Village must publicly communicate residents' rights regarding access to these properties, services, and programs. It must also establish a process for the public to submit complaints about ADA accessibility. Although achieving full compliance across all buildings and facilities will take time, the Village remains responsible for modifying existing programs to accommodate all users.

Sidewalk, Curb Ramp & Pedestrian Signals Inventory Requirements

The sidewalks, curb ramps and pedestrian signals inventory must be available for inspection online through the Village website as well as at the Village Hall and also be available in alternative format (e.g., flash drive, large print, Braille) by request. This inventory identifies physical barriers in public right-of-way under the jurisdiction of the Village. This inventory will serve as a guide to help schedule repairs that have a higher priority and greater impact on the public. **See Appendix B** for the respective inventories.

2.0 STEPS TO A COMPLIANT TRANSITION PLAN

The Village of Glen Ellyn must take steps called out in Title II (Public Services) of the ADA to achieve ADA compliance. Steps include appointing an ADA Coordinator to oversee Title II compliance, providing public notice about ADA requirements, developing a grievance procedure, developing internal standards and specifications, assigning personnel for development of the plan and collect data, approve a schedule and budget for the plan, and monitor the implementation of the plan creating a transition plan to ensure accessibility for all. Those steps are detailed below.

2.1 DESIGNATING AN ADA COORDINATOR

The Village has appointed the Communications Coordinator as the ADA Title II Coordinator, serving as the primary point of contact for all ADA accessibility issues within the Village of Glen Ellyn. This individual oversees the requirements outlined in the ADA public notice and the

grievance procedure. The ADA Title II Coordinator answers questions from both the public and Village employees regarding accommodation for individuals with disabilities and Title II of the ADA. The ADA Coordinator partners with other Village departments and staff to ensure that the ADA needs of the public are met.

All written requests can be sent to the address below. The most current phone and email contact information for the ADA Coordinator is available from the Village ADA webpage at: www.glenellyn.org/812/Americans-with-Disabilities-Act or by calling the Village's general phone number at 630-469-5000 and asking for the ADA Coordinator.

Attn: ADA Coordinator
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

2.2 NOTICE TO THE PUBLIC ABOUT ADA REQUIREMENTS

People with disabilities and the outreach groups that represent them in the public participation process were actively included in the development of the Plan. Because these groups are especially sensitive to pedestrian travel, they raised specific concerns that often differ from those of the general population. The Village also engaged officials and members of the public in the process. See **Chapter 3** for documentation of the Village's public outreach effort. The Village developed a public notice about ADA requirements, which should be posted in all Village buildings and on the Village website. **Exhibit 1** contains a copy of this notice.

> The Plan actively included people with disabilities and the outreach groups that represent them in the public participation process.

2.3 DEVELOPING A GRIEVANCE PROCEDURE

The ADA Coordinator ensures the Village follows the grievance procedure and keeps records for at least three years. The Village previously developed a grievance procedure. The team reviewed the previously established grievance procedure and determined it met ADA requirements. **Exhibit 2** provides a copy of the grievance procedure and form. As per regulatory requirements and the language included in the Village's grievance procedure, all grievances and ADA compliance checklists should be retained for at least three years.

The Village also maintains a SeeClickFix reporting tool that offers the ability for residents to report a variety of non-emergency requests including sidewalk concerns (SeeClickFix Reporting Tool | Glen Ellyn, IL). Residents can submit requests through links available on the Village website, or directly via the SeeClickFix website or mobile app. Concerns received through SeeClickFix are logged within the SeeClickFix system. While technically grievances do not require the additional step of transferring all data to the grievance form, appeals,

communication, and other coordination should be handled based on the grievance procedure established in **Exhibit 2**.

2.4 DEVELOPING INTERNAL DESIGN STANDARDS, SPECIFICATIONS & DETAILS

The Village establishes standards for sidewalk construction in Title 8 (Public Ways and Property), Chapter 1 (Streets and Sidewalks) of the *Code of Ordinances of the Village of Glen Ellyn, Illinois*. The project team reviewed the codes, and it is recommended to add references to the relevant ADA statutes, codes, guidelines, and standards as detailed in **Chapter 4** of this plan. The Village also needs to adhere to design standards established by the state and the county that lie within the Village boundaries.

2.5 ASSIGNING PERSONNEL FOR THE DEVELOPMENT OF THE PLAN

Chicago Metropolitan Agency for Planning (CMAP) contracted with Oates Associates (Oates) to inventory Glen Ellyn's existing facilities, including sidewalks and curb ramps within Village right-of-way, identify ADA deficiencies, and develop procedures for implementing and scheduling work to create an ADA-compliant program.

Oates completed the inventory for sidewalks and curb ramps using the DeepWalk system which involves walking and collecting scans of every sidewalk in the Village using lidar technology available in certain models of the iPhone. The lidar data is processed to identify deficiencies (including cracking, rough surface, vertical deflection, excessive cross-slope, excessive running slope, width, and horizontal obstructions) on a square-by-square basis. The data is stored in a Geographic Information System (GIS) database which allows for review and analysis of the identified deficiencies. The Village will integrate this GIS database into its existing GIS system and periodically update it as improvements are made throughout the Village.

2.6 APPROVING A SCHEDULE AND BUDGET FOR THE PLAN

By adopting this Plan, the Village will create an implementation procedure to identify the most critical sidewalk sections and curb ramp locations. Although the Plan prioritizes pedestrian facility improvements throughout the Village, the Village will logically group projects to improve construction efficiency and reduce costs. If the Village identifies projects eligible for federal or state funding, it will pursue those projects regardless of their prioritization rank. The implementation procedure helps the Village identify specific sidewalk and ramp projects that it can incorporate into other transportation improvement efforts. **Chapters 8** and **9** address the schedule, priorities, and budget for the improvements identified in this plan.

> The Village Board will determine the final budget for sidewalk and curb ramp improvements each year during the fiscal budget development process.

2.7 MONITORING PROGRESS ON THE IMPLEMENTATION OF THE PLAN

The Village will be responsible for monitoring the progress of the Plan and updating it as projects are completed and as ADA requirements change. Since this Plan is focused on public rights-of-way, the Director of Public Works and their designees within Public Works will be responsible for the implementation and monitoring of the plan, in coordination with the ADA Coordinator. **Chapter 9** provides additional information on how the Village will monitor the Plan's progress.

3.0 PUBLIC OUTREACH DURING PLAN DEVELOPMENT

The ADA requires public entities to make information about the formation of the Plan available to all applicants, participants, residents, and other interested parties. The Village aimed to actively seek input from all interested parties, including individuals with disabilities and the organizations that represent them.

The project team offered various opportunities and methods to engage the public. They established a project website (The Village of Glen Ellyn Accessible Communities Plan | Engage with CMAP), advertised events on the Village's website and social media platforms, and displayed flyers in prominent local gathering areas around Glen Ellyn. The team also sent invitations to representatives of the disability community, school districts, and parks and recreation centers, encouraging them to involve their constituents in the process. The team reached out to as many residents as possible to ensure everyone felt heard and demonstrated its commitment to improving infrastructure in the public right-of-way. The outreach included:

- Public Kickoff Meeting and Public Open House
- Project website with map tool for comments
- Community survey
- Five project steering committee meetings (offered in person and virtually)
- In-person interviews with key stakeholders and interested parties (offered in person and virtually)
- Public review and comment

A summary map of public comments that were received during the public outreach process can be found in **Exhibit 6A.** All comments that referenced a specific location were included on the map regardless of the impact on accessibility, including the possibility that the comment in question may not be an accessibility issue.

3.1 PUBLIC MEETINGS

A project kick-off public meeting was held on February 25, 2025, at Glen Ellyn Village Hall from 6-8 pm. Village staff, CMAP, and Oates introduced the concept of the ADA Plan and explained why the Village was pursuing it. They offered attendees opportunities to provide feedback in person and through comment forms. The project team provided maps of the Village so

attendees could identify specific locations where they experienced challenges. Six residents attended the meeting.

A Fire Station Open House was held in downtown Glen Ellyn on October 4, 2025, and the project team was there to promote the ADA Transition Plan. The annual event is very popular with families and many people stopped by the table and learned about the ADA Transition Plan effort. The team handed out postcards with QR codes that took them to the project website and the survey. Fact sheets and comment forms were also on hand for anyone to take with them. **Appendix A.1** includes copies of the documents provided at the public meeting and the Fire Station Open House.

3.2 PROJECT WEBSITE

A project website was developed to educate the public about the goals of the ADA Transition Plan, to provide updates through the course of the planning process, and to provide the public with another opportunity to offer feedback on barriers to access. The project website is located at, [The Village of Glen Ellyn Accessible Communities Plan | Engage with CMAP].

The website offered a virtual tool that allowed interested parties to "Tell Us Where Your Challenges Are." The tool included a map of the Village of Glen Ellyn and users could select the applicable *barriers to access; missing sidewalk, missing curb ramp, no pedestrian crossing provided, inaccessible sidewalk-obstruction, inaccessible sidewalk-vertical separation* and others. Users could provide a description of the challenge and provide pictures if available. A total of 32 unique locations were identified by the public through the website, and these locations were mapped on **Exhibit 6A** and listed in **Appendix A.6**. These locations were also provided to Village staff for their review and use.

3.3 COMMUNITY SURVEY

The project team developed and actively distributed a community survey which proved to be a highly effective tool for gathering input. The Village launched the survey on the Village of Glen Ellyn's homepage in March 2025 and closed it in November 2025. The Village promoted the survey through its e-newsletter, distributed flyers around town, asked community partners to share it, and provided hard copies at Village Hall, the library, and Park District headquarters.

> There is "no sidewalk between 941 Glenbard Road to 901 Glenbard Road. There is a bus stop at the corner of Jonathan and Glenbard Rd that requires children to walk on the narrow street."

The survey presented several scenarios where faulty sidewalk components, such as trip hazards, steep slopes, or missing segments, could create barriers for pedestrians, and asked respondents to identify specific problem locations around the Village. A total of 148 people completed the survey, providing vital information that helped the project team determine where the Village should focus its efforts.

Of the 148 people who completed the survey, all but one use the sidewalks in Glen Ellyn in some capacity and 68% use them on a daily basis. The top three reasons people used the sidewalk were:

- for exercise/health/pleasure
- to access entertainment, goods, or services
- travel to school/church/public facilities

Of the people who completed the survey, 91% lived in Glen Ellyn, 70% were between the ages of 36-65 years old, and 42% either had a disability or cared for someone with a disability. Nineteen percent (19%) of those with a disability needed assistance to navigate the Village. These respondents most commonly used the following devices:

- walkers/canes
- wheelchairs
- rolling walkers
- electric scooters

Residents walk in various areas throughout the Village. The most common places include:

- Downtown
- Library
- Parks
- Schools
- Post office
- In their neighborhood
- Trails
- Bus stops
- Roosevelt Road

Downtown Glen Ellyn

The survey asked residents about the challenges they face when getting around the Village. When asked whether certain places were inaccessible, leaving people to walk in the street, respondents mentioned the following locations:

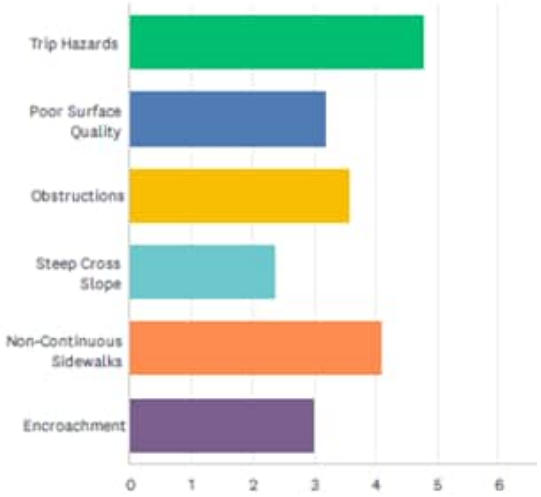
- Baker Hill Drive
- Bloomingdale Road
- Buena Vista Drive
- Butterfield Road
- Crescent Boulevard
- Duane Street
- Geneva Road
- Glenbard Road – between Sunnybrook Road and Jonathan Court
- IL 53
- Main Street
- Roosevelt Road
- Roslyn Road

Respondents mainly cited the following reasons:

- Cars in driveways blocking sidewalk
- Tree/bush encroachment
- Snow/ice
- Poor condition of sidewalks
- Missing sidewalks
- No curb ramps
- New construction blocking access to sidewalks

The survey asked participants to rank specific examples of obstacles affecting walking, wheeling, and ramp use from most to least important. Respondents identified trip hazards and poor surface conditions as the biggest challenges for walking and wheeling. For ramp use, they most frequently cited standing water, debris, and the lack of curb ramps as major barriers to access.

Walking/wheeling around:



Ramp difficulties:

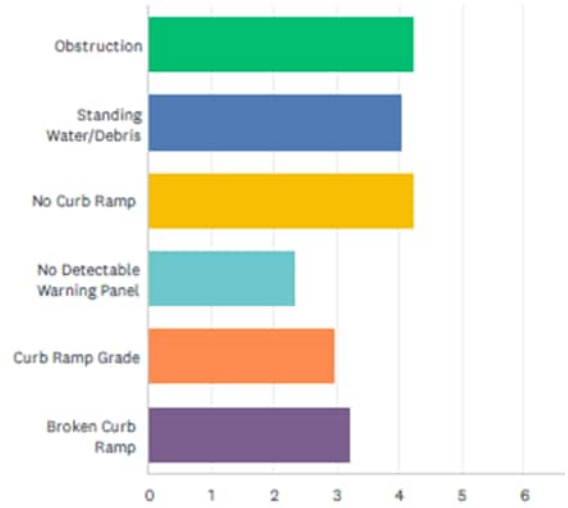


Figure 1: Difficulty of obstacles by rank

The Community Survey is included in **Appendix A.2**.

3.4 FORMATION AND ROLE OF STEERING COMMITTEE

Community members know firsthand where challenges exist in their neighborhoods. The project team invited residents to join the committee through its website, at the public meeting, during the survey launch, and by reaching out to schools, advocacy groups, and personal contacts for recommendations.

Over a six-month period, the project team held five committee meetings, with 5 to 7 members attending each. Although no individuals with disabilities joined the committee, many advocates and caregivers participated. The project team presented agendas to guide the investigation process. Residents worked together to share their knowledge and experiences, which played a key role in identifying issues within Glen Ellyn's sidewalk network. **Appendix A.3** includes minutes to each of those meetings.

Shops in Glen Ellyn

3.5 INDIVIDUAL INTERVIEWS

The project team met with fourteen residents who expressed interest in sharing their experiences traveling around the Village. Each meeting lasted between 30 minutes and one hour. The team offered participants the option to meet virtually or in person, depending on their availability and preferences. Attendees represented a range of community organizations, geographic areas within the Village, and members of the disability community.

These discussions allowed the project team to explore individual experiences in depth and better understand the challenges and opportunities residents encounter. To encourage honest dialogue, the team kept these meetings anonymous. Through these conversations, the team gained valuable insight into the daily struggles faced by individuals with disabilities and their caregivers while navigating Glen Ellyn's sidewalk network.

Common themes from the interviews included:

- Lack of sidewalk access during construction
- Cars blocking sidewalks when parked in their driveways
- Garbage containers blocking sidewalk
- Not enough accessible parking downtown
- Lack of access to the forest preserve and other parks around the Village
- Lack of sidewalk in newer subdivisions

Residents frequently mentioned the difficulty of crossing Roosevelt Road, and IL 53. And some other location specific concerns were:

- Intersection of N Ellyn Avenue and Crescent Boulevard - feels unsafe
- Prairie Path at Main Street - the railroad track leg does not have a stop sign and drivers are not mindful that the pedestrians have the right of way.

Several participants also highlighted the lack of enforcement for the use of e-bicycles. Users, who are typically middle school aged kids, do not obey the rules of the road, and with the speed that e-bicycles can generate, residents feel they are dangerous.

A summary of the individual interviews can be found in **Appendix A.4.**

3.6 PUBLIC REVIEW AND COMMENT PERIOD

The ADA requires public entities to make the Plan available for public review during a citizen review period. The Plan was made available for public review and comment from March 4th to April 10th on the project website, The Village of Glen Ellyn Accessible Communities Plan | Engage with CMAP. The Village provided links to the Plan, posted on social media, and a community meeting was held on March 18th to allow interested parties to provide in-person comments to the project team and Village staff. Although the public comment period has ended, any resident or visitor who wishes to provide feedback on pedestrian accessibility in the Village can contact the ADA Coordinator or the Public Works Department at any time.

A total of 8 comments were received. Response to the comments can be found in **Appendix A.5.**

4.0 ADA DESIGN STANDARDS

The project team developed this Plan using the following statutes, codes, guidelines, and standards. If new statutes, codes, or standards become applicable after the Plan's adoption, the Village should plan to incorporate them—provided they are more restrictive or exceed existing standards.

(a) The U.S. Access Board published the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)* on August 8, 2023. These guidelines now serve as the federal standards for accessibility compliance in public right-of-way, and the project team used them as the guiding federal standards for this Plan.

(b) The Illinois Department of Transportation issued *Revision 228 - Complete Highway Standards*, effective January 1, 2025. These standard plans reflect the most current state standards, which the project team incorporated into the Plan.

(c) The project team referenced The Illinois Department of Transportation *Bureau of Local Roads and Streets Manual*, latest edition.

(d) The project team referenced the *Municipal Code – Village of Glen Ellyn, Code of Ordinances*, current through Ordinance 1247, passed on March 11, 2025.

(e) The project team referenced the 2010 *ADA Standards for Accessible Design*.

(f) The project team referenced the most current version of the *Illinois Accessibility Code*.

The ADA Codes and Standards outlined in this section apply to all construction within Village right-of-way. This includes all new construction—both private and public—as well as any construction conducted under the Plan.

In addition to the above standards, see **Appendix B.1** for definitions used throughout the Plan.

5.0 ADMINISTRATIVE DOCUMENTS

5.1 VILLAGE DOCUMENTS

The project team evaluated Village documents associated with services provided by the Public Works Department to determine whether any modifications were necessary to improve ADA compliance for employees, citizens, and visitors to Glen Ellyn. **Exhibit 3** details the findings and recommendations, which include the following. Note that the Notice and Grievance Procedure recommendations are already in place:

- Posting the Notice Under the Americans with Disabilities Act at all public buildings and on the Village website
- Posting the Grievance Procedure on the Village's website and also making it available upon request.
- Adding accessibility language to various documents such as permits and public meeting agendas
- Providing Village documents in alternative formats as requested by the user. The appropriate format will be based on conversations with the user, and which format works best for the user. For example, for someone who is low vision reasonable accommodation may be:
    - Village staff completes the document with the user.
    - Providing the document in a pdf format that can be used by the user with a screen reader or other technology.
    - Providing the document in large print.
    - Providing the document in braille. The Illinois Department of Human Services maintains a resource list of suppliers who offer transcription services for the blind, IDHS: Resources of Transcription Services.
- Revising the Village Code to use updated accessibility language and reference accepted standards

5.2 ALTERATIONS AND UNDUE BURDEN

The Village should ensure that all staff are prepared to fully accommodate individuals with disabilities and provide the services needed. The Village should also provide all employees with reminders about the ADA requirements and any information on changes to ADA law.

The Village shall implement alterations to programs and services, provided those changes do not cause an undue burden. An undue burden is generally defined as an action requiring significant difficulty or expense. For example, relocating a program to a handicap-accessible meeting room qualifies as a feasible alteration. If the Village determines that an alteration is necessary, it is not required to proceed if the change would fundamentally alter the program, create a hazardous condition, or impose an undue burden.

6.0 PEDESTRIAN FACILITIES ASSESSMENT

6.1 INVENTORY METHODOLOGY

Self-inventory of pedestrian facilities is one of the requirements for any public entity according to the ADA. The Village has created a comprehensive GIS database from the inventory information gathered as part of the development of this plan and the data will be used by the Village staff for future endeavors. All pedestrian facilities located on Village-owned public right-of-way were inventoried.

The project team collected data on sidewalks, curb ramps, and pedestrian signals using the DeepWalk system which involves walking every block of pedestrian accommodation within the Village. They obtained the data through visual inspection and measurements using a mobile

GIS data collection device. Staff entered information related to observed deficiencies directly into the device. They received training in current ADA guidelines and field procedures to ensure accurate data collection. The team gathered the data and analyzed it using a scoring system, which they adjusted as needed to align with the Village's goals for prioritizing repairs.

6.2 SIDEWALK DATA COLLECTED

The project team conducted the sidewalk inventory in segments based on Village blocks. They defined a sidewalk segment as a continuous length of sidewalk between termini points set at intersecting roadways. See **Appendix B.2(a)** for the detailed summary of sidewalk data collected.

6.3 CURB RAMP DATA COLLECTED

Because the ADA includes comprehensive requirements for curb ramps, the team took detailed measurements at each curb ramp. For a breakdown of the types of data collected, see **Appendix B.2(b).**

6.4 PEDESTRIAN SIGNAL DATA COLLECTED

Because the ADA outlines comprehensive requirements for pedestrian signals, the team took detailed measurements at each signal. For a summary of the types of data collected, see **Appendix B.2(c).**

6.5 SCORING AND RANKING

The project team developed a criteria system to prioritize ADA compliance based on both physical condition and proximity to pedestrian traffic generators. They included location as a key factor, following guidance from the *Department of Justice Title II Technical Assistance Manual*, which allows public entities to prioritize sidewalk and curb ramp improvements based on location. To determine the value of each component, the team relied on technical expertise and gathered input from Steering Committee members and Village staff to identify which components were most important.

The physical condition assessment was used to calculate *accessibility scores*, which were then used to generate *Accessibility Score Prioritization Maps*. The proximity to pedestrian generators assessment was used to calculate *activity scores*, which were then used to generate *Activity Score Prioritization Maps*. The combination of these two maps is intended to aid the Village with prioritizing future improvements that have the greatest benefit to accessibility.

A description of the physical condition scoring system and the proximity to pedestrian generators scoring system is presented below.

Accessibility Score Prioritization Maps (physical condition)

The project team developed a scoring system to evaluate the physical condition of each sidewalk segment and curb ramp. They used this system to prioritize the severity of deficiencies. During the sidewalk and curb ramp inventory, they assigned scores to each

component of the ADA compliance criteria based on how much it impeded accessibility and the severity of obstructions along the route.

Sidewalk Accessibility Score

Two key factors determine the sidewalk segment accessibility score: the physical condition of the sidewalk segment and the presence of obstructions. The team assessed the condition by evaluating components such as sidewalk width, cross slope, and running slope, assigning each a value based on its priority level. They then examined obstructions, like vertical displacements, entrances, utility poles, and fire hydrants that limit usability. A point value was given to each factor, see **Appendix B.3(a)** for a detailed list of the scoring system.

Running slope was excluded for the final scoring because the level of accessibility for running slope is determined in association with the running slope of the adjacent roadway. For example, the sidewalk adjacent to Lombard Avenue between Spring Avenue and Grove Avenue has a running slope exceeding 10%. However, since this matches the running slope of Lombard Avenue this sidewalk is technically in compliance although the running slope exceeds the maximum running slope of 5% as listed in the PROWAG. This is commonly known as the "road grade exception."

Sidewalk Score = (Width Score + Cross Slope Score + Vertical Displacement Score + Deterioration Score)

A maximum score of 13 represents a sidewalk segment that meets all thresholds established for compliance. A minimum score of 4 represents a sidewalk segment that has the most significant barriers to access. Most sidewalk segments fall within these two extremes. To provide clarity, the sidewalk segments were divided into four groups based on similar levels of physical sidewalk deficiencies. The four groups, with the highest priority listed first, are:

1	Major Barriers to Access Found	Score of 4-9
2	Moderate Barriers to Access Found	Score of 10
3	Minor Barriers to Access Found	Score of 11-12
4	Significantly Compliant	Score of 13

A summary map of the prioritization of sidewalk segments in the Village based on the scoring system established herein can be found in **Exhibit 6B.** A grid map with accompanying larger scale maps, showing the prioritization of sidewalk segments throughout the Village can be found in **Appendix B.4(d).**

Curb Ramp Accessibility Score

The project team established the accessibility score for curb ramps by assigning a value to each component that affects overall compliance. For example, they gave higher priority to a 3' wide curb ramp than to one without detectable warning panels. They then summed the values of each component to calculate the total curb ramp accessibility score. The scoring

was completed within the DeepWalk software with custom values and scoring weight added based on Village priorities and feedback from the public. See **Appendix B.3(b)** for a detailed list of the scoring system.

Curb Ramp Score = (Width Score + Detectable Warning Score + Cross Slope Score + Running Slope Score + Vertical Displacement Score)

After calculating the scores, they categorized each location into one of five groups based on similar levels of physical curb ramp deficiencies. The five groups, with the highest priority being listed first, are:

1	Missing Curb Ramp	Highest Priority
2	Major Barriers to Access Found	Score greater than 150
3	Moderate Barriers to Access Found	Score of 50-150
4	Minor Barriers to Access Found	Score of 10-50
5	Significantly Compliant	Score of less than 10

A summary map of the prioritization of curb ramps in the Village based on the scoring system established herein can be found in **Exhibit 6C.** A grid map with accompanying larger scale maps, showing the prioritization of curb ramps throughout the Village can be found in **Appendix B.4(d).**

Pedestrian Signal Accessibility Score

The project team established the accessibility score for pedestrian signals by labeling each component as either "compliant" or "non-compliant." If the component was "non-compliant" it received a score of 1 and if the component was "compliant" it received a score of 5. The components were added together to get the final Pedestrian Signals Score. It is anticipated that pedestrian signals will be upgraded by the intersection. See **Appendix B.3(c)** for a detailed list of the pedestrian signal components evaluated.

Pedestrian Signals Score **=** *(Distance From Curb Line Score + Push Button Height Score + Detector Score + Non-Visual Aids Score + Clear Space Widths Score + Clear Space Slopes Score + Distance from Push Button to Crosswalk Score + Push Button Proximity Score + Operating Force Score + Obstructions Score + Side Reach Range Score + Push Button Parallel to Crosswalk Score)*

After calculating the scores, they categorized each location into one of five groups based on similar levels of pedestrian signal deficiencies. The five groups, with the highest priority being listed first, are:

1	No Detection Present	Highest Priority
2	Obstruction Present	Highest Priority
3	Major Barriers to Access Found	Score less than 51
4	Moderate Barriers to Access Found	Score of 52-55
5	Minor Barriers to Access Found	Score of 56-59
6	Significantly Compliant	Score greater than 60

A summary map of the prioritization of pedestrian signals in the Village based on the scoring system established herein can be found in **Exhibit 6D.** A grid map with accompanying larger scale maps, showing the prioritization of pedestrian signals throughout the Village can be found in **Appendix B.4(d).**

Pedestrian Activity Score Prioritization Map (proximity to pedestrian generators)

Proximity to pedestrian traffic generators was evaluated as the second part of the two-part scoring system. The pedestrian activity prioritization map developed was a heat map to identify locations within the Village that have the highest likelihood of having a high amount of pedestrian traffic. The map considers these pedestrian traffic generators and predicts the likelihood of pedestrian usage based on eight distinct categories:

- K-12 schools
- Parks
- Walking trails
- Government buildings
- Pace bus stops
- Metra rail stops
- Commercial districts
- Street classifications
- High-density housing
- Traffic signals
- Crossing guards

The prioritization map sums up the activity scores for comparison throughout the Village. For visual clarity, the map is broken into four groups. The highest priority locations are shown in red, and the lowest priority areas are shown in green. The highest priority locations are those in close proximity to multiple pedestrian traffic generators. Meanwhile, a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

(1) **Red: Highest Likelihood of Pedestrian Traffic** (Score of 69-145)
(2) **Blue: Second Highest Likelihood of Pedestrian Traffic** (Score of 49-68)
(3) **Magenta: Third Highest Likelihood of Pedestrian Traffic** (Score of 29-48)
(4) **Green: Lowest Likelihood of Pedestrian Traffic** (Score of 1-28)

See **Appendix B.5** for a detailed description of the activity scores of different traffic generators within the Village. A summary map of the pedestrian activity prioritization in the Village based on the scoring system established herein can be found in **Exhibit 6E.** A grid map with accompanying larger scale maps showing the prioritization of pedestrian activity throughout the Village can be found in **Appendix B.6.**

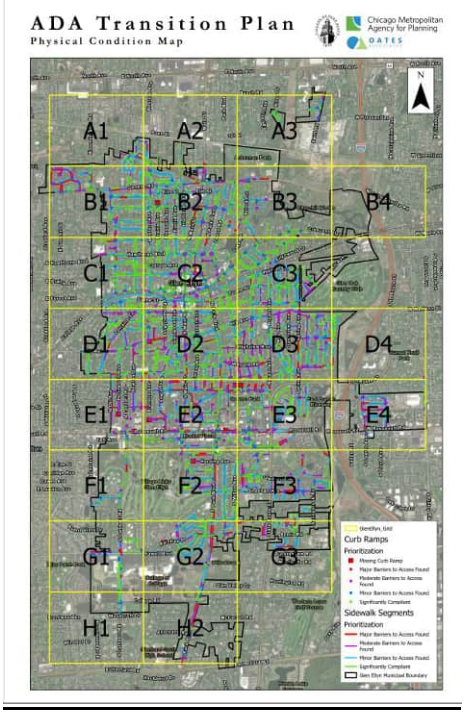


Figure 2: Accessibility Score Overview Map

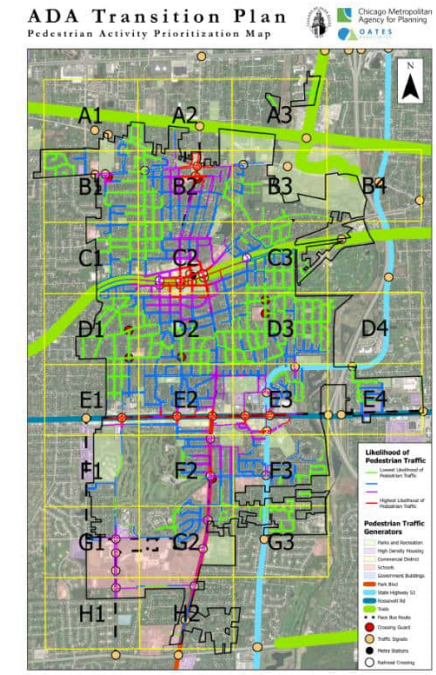


Figure 3: Activity Score Overview Map

7.0 ON-STREET PARKING ASSESSMENT

7.1 EXISTING CONDITIONS

The Village allows on-street parking on all streets except where signage prohibits it. While most streets in the Village permit on-street parking, signed and striped spaces, which are subject to ADA standards, are primarily but not exclusively within the downtown area.

For the ADA Transition Plan, the project team evaluated the on-street ADA parking supply within the downtown District and six other locations within the Village, to assess compliance and identify locations where additional accessible spaces may be warranted.

The Village-owned parking lots are subject to separate ADA requirements and were not evaluated as part of the Plan. It is recommended that the Village assess these facilities to determine whether modifications are needed to meet applicable standards.

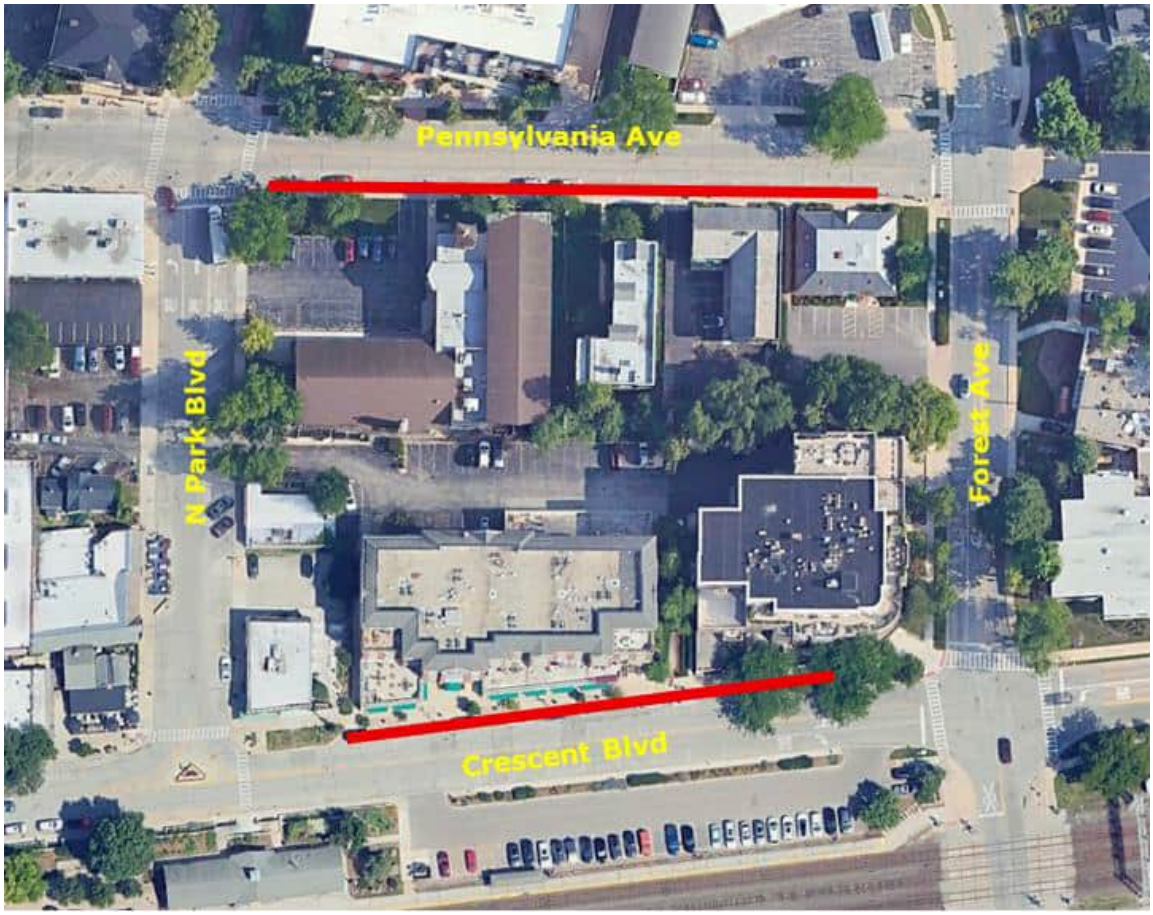


Image 1: Example Block location

7.2 REQUIREMENTS REGARDING ON-STREET PARKING

According to the 2023 Public Right-of-Way Accessibility Guidelines (PROWAG), ADA requirements for on-street parking are triggered when parking is either metered or designated with signs or pavement markings. These requirements apply to newly constructed or altered parking spaces in the public right-of-way.

Exceptions to On-Street Parking Requirements under PROWAG:

1. If on-street parking is not marked or signed (i.e., informal, or undesignated curbside parking), ADA requirements for accessible spaces do not apply.

2. If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided.

3. In cases where compliance is technically infeasible due to site constraints (e.g., steep slopes, limited right-of-way), exceptions may be granted, though the Village must still comply to the maximum extent feasible.

4. On-street parking spaces designated exclusively as residential parking shall not be counted for the purpose of determining the required number of parking spaces.

5. On-street parking spaces designed exclusively for commercial deliveries, or law enforcement vehicles shall not be counted for the purpose of determining the required number of parking spaces.

During field visits, the project team did not observe any dedicated residential, commercial, or law enforcement on-street parking. As a result, no exceptions were applied when determining ADA parking requirements.

Required Supply of Spaces under PROWAG

In accordance with PROWAG, the project team determined the need for on-street ADA parking based on the number of parking spaces provided along a block perimeter. See **Figures 4 and 5** for reference.

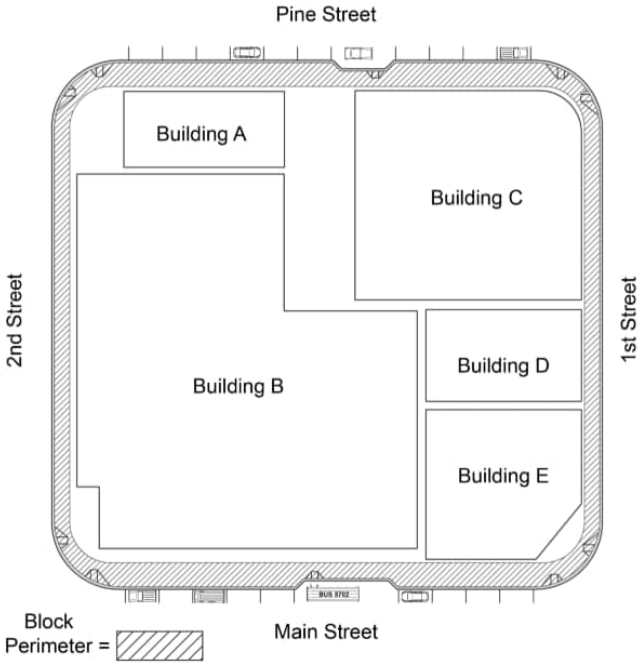


Figure 4: Figure R211.1 Parking on block perimeter of the PROWAG

The project team calculated the number of accessible on-street parking spaces required by adding up all parking spaces along the block perimeter. When individual parking spaces are not striped, the project team counts each 20 feet of designated street parking as one parking space. The number of required accessible spaces on that block perimeter is then determined using Table R211 of the 2024 PROWAG standards. See **Figure 5** for a visual reference for this table.

Based upon PROWAG, each block perimeter is evaluated independently and must have its own supply of ADA parking spaces. Providing extra ADA spaces on a neighboring block perimeter does not satisfy the need for the minimum required number of ADA parking spaces on a block perimeter.

Total Number of Metered or Designated Parking Spaces	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 70	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Figure 5: Table R211 On-Street Parking Spaces

7.3 RESULTS OF BLOCK-BY-BLOCK ANALYSIS

The project team assessed each block based on its block perimeter. For each block, the project team identified metered or designated parking—marked by signage or striping—and indicated these areas with a red line in the analysis. Parking along the block perimeter that did not meet the threshold for requiring accessible spaces was excluded from the evaluation.

In all, twenty-four (24) unique block perimeters were evaluated within the Village. Of these, eleven block perimeters did not provide the minimum required ADA spaces. These locations were primarily smaller sections of signed on-street parking outside of downtown. If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided.

The following blocks were found to be short of the required number of ADA spaces:

Block 11

Block 11 is located in the Central Business District as is generally bounded by Duane Street, Main Street, Crescent Boulevard, and Prospect Avenue. There are 46 marked spaces along Duane Street and Crescent Boulevard in the block. There was 1 existing ADA parking space along Duane Street, but an additional ADA parking space is required to meet the minimum standards. The recommendation is to provide an ADA parking space along Crescent Boulevard.

Block 12

Block 12 is located in the Central Business District as is generally bounded by Duane Street, Park Boulevard, Crescent Boulevard, and Main Street. There are 42 marked spaces along Duane Street and Crescent Boulevard in the block. There was 1 existing ADA parking space along Duane Street, but an additional ADA parking space is required to meet the minimum standards. The recommendation is to provide an ADA parking space along Crescent Boulevard.

Block 16

Block 16 is located south of the Central Business District as is generally bounded by Hillside Avenue, Glenwood Avenue, Phillips Avenue, and Main Street. There are 12 marked spaces

along Hillside Avenue in front of Glen Ellyn Bible Church. There are no existing ADA parking spaces along Hillside Avenue, and one ADA parking space is required to meet the minimum standards. The recommendation is to provide an ADA parking space along Hillside Avenue closest to Main Street.

Block 17

Block 17 is located south of the Central Business District as it is generally bounded by Greenfield Avenue, Newtown Avenue, Turner Avenue, and Regent Street. There are 60 marked spaces along Greenfield Avenue in front of Abraham Lincoln School. The parking spaces provided represent the only available parking for staff, teachers, and visitors alike. There is currently 1 ADA parking space located closest to the primary entrance to the school. The recommendation is to provide 2 ADA parking spaces along Greenfield Avenue in front of the main entrance. The recommendation is to provide these parking spaces as soon as possible as these spaces were eliminated as part of past improvements along Greenfield Avenue.

Block 18

Block 18 surrounds Sunset Park and the community pool. The block is generally bounded by Fairview Avenue, Main Street, Roosevelt Road, and Sunset Avenue. There are 55 marked spaces along Sunset Avenue and Fairview Avenue. There is currently no ADA parking space along the block, and 3 total ADA parking spaces are required. There is ADA spaces located within a public parking lot within the block, but these spaces only meet the requirements for public parking inside the parking lot. As accessible parking is already provided closer to the community pool it is recommended to space out the new ADA spaces throughout the park.

Block 19

Block 19 is located south of Roosevelt Road and includes a small on-street parking area that serves Lambert Lake. The block is generally bounded by Taft Avenue, Lambert Road, Orchard Land and Lorraine Road. The on-street parking area has 6 marked spaces along Taft Avenue. There are currently no ADA spaces along the block, and 1 total ADA parking space is required. The on-street parking area provides access to a natural area that is not accessible and does not have clearly marked trails from the parking area. It is recommended that when trail access from the parking lot is upgraded the accessible parking space should be installed at that time.

Block 20

Block 20 is located south of Roosevelt Road as it is generally bounded by Sheehan Avenue, State Route 53, Marston Avenue, and Milton Avenue. There are 65 marked spaces along Greenfield Avenue in front of Glen Crest Middle. These parking spaces are in addition to off-street parking lots that serve the school. There is currently 1 ADA parking space located near the westernmost entrance to the school and an additional 2 spaces are required. It was unclear during our assessment how these parking spaces are utilized and further conversation with the school district is warranted to determine the proper placement of the ADA parking spaces.

Block 21

Block 21 is located west of the Central Business District as is generally bounded by Pennsylvania Avenue, Kenilworth Avenue, Anthony Street, and Western Avenue. There are 34 marked spaces along Pennsylvania Avenue in the block, and no ADA parking spaces exist. Two ADA parking spaces are required. The recommendation is to provide an ADA parking spaces at multiple locations along Pennsylvania Avenue.

Block 22

Block 22 is located west of the Central Business District as is generally bounded by Pennsylvania Avenue, Kenilworth Avenue, Anthony Street, and the western village limits. There are 12 marked spaces along Pennsylvania Avenue in the block, and no ADA parking spaces exist. One ADA parking spaces are required. The recommendation is to provide an ADA parking space near the side street, Pennsylvania Avenue.

Block 23

Block 23 is located along Lenox Road and provides on-street parking for Lake Ellyn Park and Lake Ellyn Boathouse. There are no off-street parking lots at Lake Ellyn Park and therefore this block provides the primary access for accessible parking users to the wide variety of events offered at the park. The on-street parking is located along Lenox Road between Hawthorne Boulevard and Essex Road and includes 65 marked parking spaces including 2 accessible parking spaces. The recommendation is to provide the additional accessible parking space either immediately north or south of Linden Street to provide an accessible parking space located at the closest possible space to Lake Ellyn Boathouse.

Block 24

Block 24 is located south of Geneva Road as it is generally bounded by Elm Street, Main Street, Oak Street, and Highland Avenue. There are 48 marked spaces, including 1 ADA parking space, along Elm Street and Highland Avenue that serve as the staff, teacher, and visitor parking spaces for Forest Glen Elementary School. There is a small off-street parking lot accessed from Main Street that includes staff parking spaces, including 1 ADA space. These parking spaces are not included in the count for overall parking spaces or are included in the requirements for on-street ADA parking spaces. An additional ADA parking space is required and recommended to be added next to the existing ADA parking space along Elm Street.

See **Appendix B.8** for the Block-Specific Parking Analysis.

8.0 TRANSITION PLAN FOR PEDESTRIAN FACILITIES

8.1 PRIORITIZATION OF PROJECTS

Based upon the comprehensive inventory and self-evaluation of the Village's pedestrian facilities in the public right-of-way, it has been estimated that full implementation of all improvements will cost on the order of $25,000,000 in 2025 dollars. The table below provides a breakdown of the estimated costs by facility type.

FACILITY TYPE	COUNT	UNIT COST	TOTAL COST[1]
Sidewalk (panels) [2]			**$16,400,000**
Vertical Displacement (1/4" – 1-1/2")	12,500	$90	$1,125,000
Vertical Displacement (greater than 1-1/2")	2,500	$1,250	$3,125,000
Cross Slope Correction	27,000	$450	$12,150,000
Curb Ramps (corners) [3]	**1,220**		**$8,116,000**
Missing Curb Ramp	13	$10,000	$130,000
Major Barriers	155	$7,000	$1,085,000
Moderate Barriers	589	$7,000	$4,123,000
Minor Barriers	463	$6,000	$2,778,000
Significantly Compliant	632	$0	$0
Pedestrian Signals (intersections)[4]	**6**		**$360,000**
	6	$60,000	$360,000
TOTAL			**$24,876,000**

Table 4: 2025 Cost Estimates for Compliance

[1] 2025 Dollars.
[2] For vertical displacement up to 1-1/2", horizontal saw cutting assumed.
For vertical displacement greater than 1-1/2" full removal and replacement of square and each adjacent square assumed.
For cross slope issues, removal and replacement assumed plus 10% factor for adjacent squares replaced for slope transition.
[3] Higher costs for missing curb ramp and major/moderate barriers reflect potential additional earthwork and potential side curb or retaining walls.
[4] Only Village-owned traffic signals are included in this estimate, except for the addition of the Lambert/Ped signal. The Taylor Underpass intersection does not have ped signals. Cost is derived from preliminary Traffic Signal Modernization design for the intersections and averaged over the 6 subject intersections.

Because of the scale of bringing all pedestrian facilities into compliance—and the changing condition of sidewalks and curb ramps, the assessment process includes a prioritization framework based on an Accessibility Score and an Activity Score. This framework helps identify and rank improvements based on need and pedestrian activity levels.

The Plan suggests prioritizing implementation with **Major Barriers to Access** (shown in **red)**, which represent the most urgent needs. **Moderate or Minor Barriers** (shown in **magenta** and **blue**) follow in priority. While **Significantly Compliant** facilities (shown in **green)** are the lowest priority for initial implementation. The table and map in **Exhibit 6F** provide a snapshot of some potential priority corridors for consideration as the Capital Program is developed and as opportunities for additional funding arise.

While the Plan includes a clear prioritization framework, the Village will need to group projects logically to improve construction efficiency and achieve cost savings. Additionally, if any segments or curb ramps become eligible for federal, state, or developer funding, the Village will

pursue those opportunities regardless of their prioritization rank.

The Village of Glen Ellyn reserves the right to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from people with disabilities, changes in Village programs, ongoing evaluation and funding constraints and opportunities.

8.2 IMPLEMENTATION: VILLAGE PROGRAMS

The Village intends to address pedestrian facility accessibility barriers through several different Capital Improvement programs:

- **Temporary repairs for reported trip hazards,** historically performed by Public Works-Streets staff using cold mix asphalt. In 2025, Public Works acquired a horizontal saw-cutting machine that will be used for more permanent trip hazard repairs where applicable.
- **Annual Sidewalk Repair Program funded through Capital Projects funds.** The program consists of the removal and replacement of defective sidewalk panels throughout the Village. As with all communities, demands outstrip available funds requiring strategy for where limited funding is applied each year. The prioritizations developed through this plan will assist the Village in targeting the limited funds to the areas most in need, and not suitable for horizontal saw cutting.
- **Annual Horizontal Saw Cutting program funded through Capital Projects funds.** The Village initiated this contracted work in 2023 as a pilot program. Given the cost efficiency and positive public feedback, the program has continued with additional funding applied. However, as with the sidewalk repair program, demand outstrips available funds. Nonetheless, it serves as an important and cost-effective part of the Village's overall sidewalk strategy.
- **Annual Roadway Improvement Program funded through Capital Projects funds, Motor Fuel Tax Funds, and grant funds.** As part of the Village's roadway projects, adjacent sidewalk is reviewed and replaced as warranted to resolve trip hazards and bring it up to standard. Unlike some municipal programs, Glen Ellyn's program involves review of not just the intersection curb ramps, but also mid-block sidewalk for trip hazards or other serious defects.
- **Traffic Signal Modernization Project.** The Village currently owns six traffic signals. There is a program underway to modernize each of the signals over the course of a 3-year span from 2026 to 2028. As part of the modernization, the sidewalk and pedestrian signals at the intersections are being brought up to current ADA standards. The upgrade of non-Village, IDOT and County owned traffic signals is not part of this program.

  The following traffic signals will be upgraded as part of the planned project. Note that the Lambert Road Pedestrian Signal is currently owned by the College of DuPage but is proposed to be transferred to the Village as part of the program.

- Lambert Road and College Road
- Lambert Road and Tallgrass Road
- Lambert Road and Pedestrian Signal (COD)
- Lambert Road and Fawell Boulevard
- Main Street and Elm Street
- Park Boulevard and Sheehan Avenue/Winchell Way
- Taylor Underpass between Walnut Street and Willis Street (no pedestrian traffic signals)

- **Other Stand-Alone Projects.** In addition to the above programs, the Village is active in pursuing grant funding for projects. Below are three recent examples of such funding awards and the Village will continue to pursue funding as opportunities present.
    a. This ADA Transition Plan was made possible through a Planning Technical Assistance grant and support from CMAP.
    b. Design on a significant Downtown Train Station and Pedestrian Underpass project is in Phase 2 design with an anticipated start of construction in 2027. This project is being made possible through significant grant funding and will represent the fourth and final phase of a multi-year overhaul of the downtown pedestrian infrastructure. The combination of projects has improved and is greatly improving pedestrian accessibility and safety throughout the downtown area.
    c. The Village was recently awarded $400,000 in Local Project Funding (LPF) toward the design of sidewalk and lighting improvements along the Roosevelt Road corridor through the Village.

The Village currently funds sidewalk improvements through the Capital Projects fund which is supported by a number of revenue sources, most notably property taxes, food, and beverage tax. The Village also uses various state and federal funding sources to support specific roadway projects, such as Motor Fuel Tax and the competitive Surface Transportation Program funding. The Village Board approves the final budget for the Village's capital improvements each year, through the annual fiscal budget development process.

8.3 IMPLEMENTATION: PRIVATE DEVELOPMENT OPPORTUNITIES

Every private development project in the Village represents an opportunity to improve accessibility within the individual development and in the adjacent public right-of-way. The Village reviews each of these developments for potential improvements. One admirable outcome of these reviews has been the provision of accessible routes from the public sidewalk to the front entrances of commercial developments along the commercial Roosevelt Road corridor. While a logical provision, these access routes through parking lots are all too commonly overlooked throughout the region.

8.4 IMPLEMENTATION: COORDINATION WITH EXTERNAL AGENCIES

The Village maintains positive working relationships with external agencies such as the Illinois

Department of Transportation, DuPage County, and its neighboring municipalities.

The Village should continue to coordinate with IDOT and DuPage County officials regarding increasing accessibility along their routes throughout Glen Ellyn. These routes represent some of the highest priority routes in the Village and improving accessibility along these corridors is in the best interest of not only the Village but IDOT and DuPage County.

IDOT has jurisdiction over the following routes within the Village limits:

- Roosevelt Road
- Illinois Route 53

DuPage County has jurisdiction over the following routes with the Village limits:

- St. Charles Road
- Geneva Road
- Swift Road between St. Charles Road and the northern Village limits
- Park Boulevard between southern Village limits and Raintree Boulevard
- Main Street between St. Charles Road and northern Village limits
- Bloomingdale Road between Geneva Road and the northern Village limits

Similarly, the Village will continue to coordinate with neighboring communities that border their limits, to manage any proposed roadway projects where jurisdiction and maintenance are shared. Coordination with the park and school districts is also a priority.

9.0 OVERALL RECOMMENDATIONS

9.1 RECOMMENDATIONS BEYOND THE PEDESTRIAN INFRASTRUCTURE

In addition to implementation of programs to address the sidewalk, curb ramp, and pedestrian signal accessibility barriers covered in **Chapter 8**, there are other measures that the Village should take to achieve the goal of complete accessibility. The measures below are referenced earlier in the Plan and/or derived from the public outreach aspect of the planning process.

- **ADA Transition Plan –** Post adopted ADA Transition Plan to the Village website where it is easily accessible to the public.

- **Sidewalk Vegetation Obstructions –** Work with Community Development and Public Works-Forestry to address the specific vegetation obstructions identified through the sidewalk self-evaluation. For private property related vegetation, letters can be sent to the adjacent property owners notifying them of the issue and providing a timeline for adjusting the vegetation (e.g., trimming, relocation, or removal). For public property adjacent issues, a list of locations can be given to the Public Works Forestry Division to be addressed.

- **Public Outreach Comments** – Review all public outreach comments received through the Steering Committee, community survey, website mapping, and individual interviews

for actionable items. Review these items through the Village's Traffic Work Group. See **Exhibit 6A** for a map showing the location of comments from various engagement efforts.

- **Village Code Updates –** See **Exhibit 3** Memorandum on Review of City Documents for ADA Inclusion for specific proposed Code changes.

- **Documentation of Design Exceptions** – See **Exhibit 3** for draft forms to document when compliance is not feasible. Draft forms are provided for exceptions identified during the design process and construction.

- **Sidewalk Gap Mapping and Prioritization –** As part of the sidewalk assessment, a Village-wide Sidewalk Gap Map was developed and is included as **Exhibit 6G**. The Village should reference the map and look for opportunities to provide new sidewalk through the existing capital improvement programs and any funding opportunities that may arise. The Activity Score Prioritization Map can help with identifying target locations for new sidewalk.

  For the purposes of the Plan gaps in the sidewalk network are small gaps, less than 200 feet, within a larger sidewalk network. Entire Village blocks where sidewalk does not currently exist are not considered a gap for the purpose of the ADA Transition planning. Nonetheless, providing sidewalk where it is absent may still be a Village priority depending upon local conditions and the general goal of providing pedestrian connectivity throughout the Village.

- **Review of Construction Practices affecting Pedestrian Accessibility –** See **Exhibit 3** for a discussion on how pedestrian accessibility can be increased during construction operations.

- **Sidewalk Snow Clearing Policies –** The Village currently does not have any ordinance in regard to snow clearing for sidewalks and curb ramps throughout the Village. See **Exhibit 3** for a discussion on potential Village policy revisions to address snow clearing policies along with examples from other agencies.

- **On-Street Accessible Parking Spaces –** As per **Appendix B.7**, the twenty-four block perimeters were evaluated, with eleven of those locations not meeting the minimum required number of accessible spaces. Evaluate the eleven locations and add accessible spaces as opportunities permit.

- **Downtown Railroad Crossings** – During the public outreach process there were comments about intersections near the railroad crossings where one leg of the intersection is not stop controlled and the remainder of the legs are stop controlled. It was noted that these intersections are challenging for pedestrians, specifically those who are visually impaired. While technically compliant, based on community feedback it is recommended to investigate intersection improvements to improve pedestrian safety. Below is the list of intersections where this condition applies:

- Duane St and Prospect Ave (SB Prospect Ave is not stop controlled)
- Duane St and Main St (SB Main St is not stop controlled)
- Crescent Blvd and Main St (NB Main St is not stop controlled)
- Crescent Blvd and Park Blvd (NB Park Blvd is not stop controlled)
- Pennsylvania Ave and Prospect Ave (NB Prospect Ave is not stop controlled)
- Pennsylvania Ave and Park Blvd (NB Park Blvd is not stop controlled)

In addition to the above intersections, there were also comments about confusion over right-of-way between vehicles and pedestrians/cyclists at the downtown Prairie Path crossings adjacent to the railroad crossings. These crossings are located at Prospect Avenue, Main Street and Park Boulevard.

- **Other Village Responsibility under the ADA** – Accessible pedestrian facilities on public right-of-way represents one element of the Village's obligation under the ADA. While outside the scope of this project the Village should continue to identify barriers to access and plan for the elimination to these barriers across all policies, programs, and services. Examples of other policies, programs, and services include the Village website, Village-owned buildings, and the Village Links.

The above recommendations are summarized in the Recommendations Table in **Exhibit 5**.

9.2 CHALLENGES OF IMPLEMENTATION

The Plan has identified challenges that may impact the feasibility of implementing priority sidewalk improvements.

Example of RR tracks' proximity to streets downtown

One significant issue is the location of the railroad tracks in proximity to the streets crossing them, the streets parallel to them, as well as the Prairie Path parallel to them. Much of the public feedback included concern regarding the safety issue this poses. Many residents commented that a stop sign should be placed on the south leg of the intersection of Crescent Boulevard and S. Park Boulevard, and to a lesser degree, the south leg of the intersection of Crescent Boulevard and S. Main Street. But should the cars be expected to stop on that leg, it would introduce the possibility of cars stopping on the tracks, which is a bigger safety concern than not stopping at all.

Second, immovable obstacles, such as utility poles, present both logistical and financial challenges. When relocation is necessary, the Village must determine suitable new locations for

these objects. Utility poles, in particular, represent some of the most impactful and costly obstacles to relocate.

The Village developed these priorities based on identified needs; however, there are unknown challenges that may affect the feasibility of constructing certain improvements throughout the entirety of the Village. Where implementation proves technically infeasible, the Village should pursue alternative projects that achieve the same overarching goals, such as improving accessibility, safety, and connectivity for all users. At a minimum, these locations will be documented along with the technical infeasibility and filed by Village staff to document the reason for the infeasibility.

9.3 POTENTIAL FUNDING SOURCES/PROGRAMMING

The Village currently funds sidewalk improvements through the Village budget and through active efforts to secure grant funding where available. The Village should continue to incorporate sidewalk improvements into broader transportation projects throughout the community.

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 include specific restrictions that must be reviewed to ensure compliance with the proposed project.

The programs detailed below are not an exhaustive list of available state and federal funding programs. The Village should continue to actively monitor funding opportunities and pursue them as they arise to support the goals and objectives outlined in this ADA Transition Plan. Staying informed about new and evolving programs will help the Village secure resources needed to implement accessibility improvements efficiently and effectively.

(a) **Surface Transportation Program (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 is a viable option for eligible roadways within the Village. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the Village can be found at IROADS - Illinois Roadway Analysis Database System. "Transportation enhancements" including historic preservation, alternative non-motorized transportation, and landscaping are also funded using STP funds. STP funds can be used for a wide variety of improvements including road improvements with accompanying pedestrian accommodation as well as new construction and reconstruction of sidewalk and curb ramps. CMAP currently administers STP funds for the Chicago 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 is a viable option for eligible roadways within the Village. Eligible roadways

are functionally classified by CMAP. A map showing the functionally classified roadways within the Village can be found at IROADS - Illinois Roadway Analysis Database System. Pedestrian accommodations including accessible pedestrian signals can be included with CMAQ projects to improve pedestrian safety at intersections. CMAP currently administers CMAQ funds for the Chicago 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).

(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 and bicycle facilities including on-road and off-road facilities and sidewalks, rails to trails, and streetscapes.

9.4 FORMAL ADOPTION OF ADA TRANSITION PLAN

This ADA Transition Plan is anticipated to be formally adopted by the Village of Glen Ellyn. The resolution for this adoption can be found as **Exhibit 8** of this Plan.

9.5 CONTINUATION AND MONITORING OF THE PLAN

- **Incorporate inventory data into Village's GIS and Asset Management Software** – After acceptance of the ADA Transition Plan all GIS data created during the development of the ADA Transition Plan will be incorporated into the Village's existing GIS network. All collected data must match the format of the existing inventory to ensure consistency and integration with the scoring system. If construction replaces an existing sidewalk or curb ramp, the Village shall overwrite the previous data to maintain an up-to-date record. For expansion to the pedestrian network, Village staff shall add the new data to the GIS system.
- **Assessment of new pedestrian facilities** – The Village should inspect all sidewalks, curb ramps, crosswalks, pedestrian traffic signals, and any other improvements to pedestrian facilities on public right-of-way prior to acceptance. The inspection should be completed by someone familiar with ADA requirements. Upon acceptance, Village staff should add new pedestrian assets into the existing GIS system.
- **Monitoring and tracking the plan** – As the Village completes improvements these improvements shall be reflected in the GIS database. These improvements should be updated based on a schedule and process as developed by Village staff but at a frequency recommended to be no less than once per year.
- **Potential Priority Sidewalk Segments Map –** The priority projects identified in this Plan, see **Exhibit 6F,** are intended to serve as a guide for Village staff in continuing long-term efforts to improve accessibility. As projects are completed, the Village shall add new projects to the list to maintain momentum.

- **Updating the self-evaluation of pedestrian facilities -** As part of the Plan, the project team assessed all sidewalk and curb ramps currently within Village limits. This assessment represents a snapshot in time (Spring 2025). Pedestrian facilities that are compliant with the development of the ADA Transition Plan may fall out of compliance in the future.

  To maintain ongoing accessibility, the Village should implement a seven-year rotation schedule to reassess all sidewalks. The next round of assessments is recommended to begin in 2027.

This Plan recognizes that working toward full accessibility in the public right-of-way is a long-term commitment. Some existing pedestrian facilities in Glen Ellyn are technically infeasible to upgrade to meet ADA standards. In such cases, the Village shall improve alternative routes to serve residents effectively.

Based upon the Village's recent sidewalk and curb ramps spending levels, and the estimated costs table in Chapter 8, it is reasonable to project that the bulk of the accessibility barriers identified can be addressed within a 25-year time frame. However, it is anticipated that facilities that are compliant today will not be compliant in the future. The Village's obligation to provide accessible routes is in-perpetuity as is the Village's commitment to improving the quality of life of the citizens of Glen Ellyn.

EXHIBIT 1
NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

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

Employment: The Village of Glen Ellyn 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 Village of Glen Ellyn will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Village of Glen Ellyn'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 Village of Glen Ellyn 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 Village of Glen Ellyn 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 Village of Glen Ellyn, should contact Grant Paplauskas, Communications Coordinator and ADA Coordinator, (630) 547-5204, gpaplauskas@glenellyn.org as soon as possible but no later than 5 days before the scheduled event.

The ADA does not require the Village of Glen Ellyn 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 Village.

Complaints that a program, service, or activity of the Village of Glen Ellyn is not accessible to persons with disabilities should be directed to Grant Paplauskas, Communications Coordinator and ADA Coordinator, (630) 547-5204, gpaplauskas@glenellyn.org.

The Village of Glen Ellyn 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 PROCEDURE AND FORM

Village of Glen Ellyn
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 based on disability in the provision of services, activities, programs, or benefits by the Village of Glen Ellyn ("Village"). The Village's Personnel Manual governs employment related disability complaints.

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 the complainant's designee to the ADA Coordinator as soon as possible but no later than sixty (60) calendar days after the alleged violation to the Village's ADA Coordinator as follows:

Grant Paplauskas, ADA Coordinator
535 Duane Street
Glen Ellyn, IL 60137
Email: gpaplauskas@glenellyn.org

Within fifteen (15) calendar days after receipt of the complaint, the ADA Coordinator or the Coordinator's designee will meet with the complainant to discuss the complaint and a possible resolution. Within fifteen (15) calendar days of the meeting, the ADA Coordinator or the Coordinator's 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 Village's position and offer options for substantive resolution of the complaint.

If the Village's response does not satisfactorily resolve the complaint, the complainant may appeal the decision in writing within fifteen (15) calendar days after receipt of the response to the Village Board. The appeal shall be field with the ADA Coordinator.

Within fifteen (15) calendar days after receipt of the appeal, the Village President or the President's designee will meet with the complainant to discuss the complaint and a possible resolution. Within fifteen (15) calendar days after the meeting, the Village Board will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or the Coordinator's designee, appeals to the Village Board, and responses from these two offices will be retained by the Village for at least three (3) years.

Village of Glen Ellyn
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:
Grant Paplauskas, ADA Coordinator, 535 Duane Street, Glen Ellyn, IL 60137
Email: gpaplauskas@glenellyn.org

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

Contact Grant Paplauskas, ADA Coordinator, 535 Duane Street, Glen Ellyn, IL 60137
Phone: (630) 547-5204
Email: gpaplauskas@glenellyn.org

EXHIBIT 3
MEMORANDUM ON REVIEW OF 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: 3/2/2026 **Project #:** 224124
Time: 10:00 AM

To: John Hubsky, Public Works Director, Village of Glen Ellyn
From: Travis Helmkamp
Subject: Review of Village Documents for ADA Inclusion

Mr. Hubsky,

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

During our assessment it was noted that the Village uses standard language “Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting” on Board meeting agendas. This language should be used for any agenda or public meeting notice prepared by the Village regardless of Village department. The language was not found on recent agendas for the Environmental Commission Meeting agenda, Recreation Commission Meeting agenda, and Zoning Board of Appeals Meeting agenda (different language).

The documents reviewed, and all other permits, applications, and any other printed materials offered by the Village of Glen Ellyn, 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 Village staff for any accommodations.”

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 Village of Glen Ellyn by Oates Associates, Inc.:

MEMORANDUM

1.) Glen Ellyn, Illinois – Code of Ordinances
2.) Move Glen Ellyn – Active Transportation Plan
3.) Sidewalk Replacement Program
4.) Notice Under the Americans with Disabilities Act
5.) Grievance Procedures Under the Americans with Disabilities Act

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

Glen Ellyn, 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:

- Title 6 – Police Regulations
  - 6-3.4
- Title 8 – Public Ways and Property
  - 8-5.3
- Title 9 – Traffic
  - 9-2.3
  - 9-2.6
  - 9-2.9
  - 9-5.7
  - 9-5.13
- Title 10 – Zoning Code
  - 10-2.2
  - 10-5.8
  - 10-5.15
  - 10-5.16

Definitions – The definition for "Disability" to be provided in the Code of Ordinances 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

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

- *8-6.14 (Traffic Control)* and *9-1.18 (Pedestrian Control Signals)* - Inclusion of design specifications for traffic control devices.
- *9-5.13 (Schedule M)* – 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."
- *9-2 (Stopping, Standing, Parking*) - Add a statement at the beginning of chapter 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 were reviewed for design specifications and code. 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. We suggest the following revisions:

- *Title 4: Building Regulations*
  - *4-1.3 (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.
  - *4-5 (Sign Code)* – Add a statement that no sign shall become a protruding object as defined in Section R402 of the Public Right-of-Way Accessibility Guidelines (PROWAG).
- *Title 8: Public Ways and Property*
  - *8-1 (Streets and Sidewalks)* contains pertinent information related to sidewalk construction on public streets. The following potential modifications to the section were identified to improve accessibility:
    - Add a construction requirement for a 4" minimum aggregate base under sidewalk on collector and arterial routes.
    - Add a requirement that all sidewalks, curb ramps, pedestrian traffic signals, and bus stops will be assessed to ensure compliance with

MEMORANDUM

applicable ADA requirements prior to the certificate of compliance being issued.

- *8-1-20 (Duty to install sidewalks) (H) – Recommend revising the sum of money to be paid by the property owner to $55.00 per linear foot of sidewalk to be more in line with current construction prices.*
- *8-1-20 (Duty to install sidewalks) (H) – Recommend revising the requirement that the funds shall be used within one mile of the property owner's lot to reference that the funds shall be used to further the goals of the ADA Transition Plan.*
- *8-6 (Construction of Utility Facilities in Rights-Of-Way*) – Add a statement that utilities and aboveground facilities shall not limit the clear width of any public sidewalk to less than 4 feet in width.
- *8-6.2 (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.
- *8-6.13 (General Construction Standards)* – Include ADA requirement codes in standards and principles section.
- *8-6-17 (Vegetation Control)* – Add a requirement that any vegetation that interferes with ADA requirements should be controlled or removed.

- *Title 11: Subdivision Regulations*
  - *11-4 (Design Standards)* – Inclusion of design specifications for public use facilities outlined in the ADA requirements, including, but not limited to, roads, streets, and sidewalks (*11-4.4, 11-4.7)*.

The following additions are suggested to the Code of Ordinances:

<u>New Construction on New Alignment</u>
The expectation is that all newly designed and constructed facilities located on Village property or right-of-way comply with all applicable ADA standards. For pedestrian facilities constructed on state right-of-way within the Village, improvements shall follow the requirements outlined by IDOT standards. For pedestrian facilities constructed on County right-of-way within the Village shall comply with applicable County standards.

<u>New Construction on Existing Alignment</u>
The Village shall ensure that each addition on Village property or right-of-way complies with all applicable ADA standards, except as modified below.

<u>Alterations to Existing Facilities on Existing Alignment</u>
When proposed improvements alter existing components located on Village property or right-of-way, improvements that impact each altered component shall comply with all applicable

MEMORANDUM

ADA standards, including PROWAG and other standards listed in the Village Code of Ordinances, except as modified below:

(a) Exception: If compliance with applicable provisions is technically infeasible during alterations, the improvements shall meet the standards to the maximum extent possible without placing undue burden on the Village.

(b) Exception: When new sidewalk ties into an existing component that does not meet ADA standards at a project terminus, the improvements shall ensure that all sidewalk panels—except the one directly adjacent to the existing component—comply with applicable ADA standards. The transition panel shall not reduce accessibility. Examples of reduced accessibility include cross or running slopes that exceed the slopes of either the new or existing sidewalk panels.

(c) Prohibited Reduction in Access: The improvements shall not implement any alteration that decreases accessibility for the general public on public right-of-way, site arrival points to buildings or facilities adjacent to the proposed adjustments, or to rooms within buildings. All alterations must meet or exceed the requirements for new construction at the time of the alteration.

Approval Procedures for Exceptions and Technically Infeasible Conditions

A written request to the applicable Village department is required for all determinations regarding exceptions and technical feasibility. However, any member of the public may appeal determination according to the procedures outlined in the ADA Grievance Procedures.

Dimension and Grades Tolerances

All work within the Village shall treat all dimensions and numerical requirements in these standards—and in applicable local, state, and federal codes or statutes— as absolute. These requirements account for construction practices and constraints, and no dimensional or slope tolerances beyond the stated maximum or minimum are allowed. The person responsible for construction operations shall ensure proper calibration of all equipment. For contracted work, the Village reserves the right to require removal and reconstruction of any construction that does not meet the listed standards, at no cost to the Village.

Private Developers

Private development can directly impact the adjacent public right-of-way. To address this, the Village should consider amending its ordinances to require sidewalk construction along public right-of-way as a condition for issuing building permits. The Village should also update its ordinances, as detailed in **Exhibit 3**, to clarify requirements for constructing pedestrian facilities within public right-of-way.

MEMORANDUM

For larger development projects, especially those involving new intersections with traffic signals, the Village should consider requiring developers to include pedestrian accommodations. These may include, but are not limited to:

- Curb ramps
- Marked crosswalks
- Pedestrian signals
- Accessible pedestrian devices

Move Glen Ellyn – Active Transportation Plan

It was noted that there is not reference to accessibility or obligations under the Americans with Disabilities Act and PROWAG in the Plan. All improvements identified and constructed as part of the long-term execution of this Plan will need to incorporate accessibility as appropriate.

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 practical.

Notice Under the Americans with Disabilities Act

A Notice Under the Americans with Disabilities Act has been developed and posted on the Village's website. A copy of the Notice Under the Americans with Disabilities Act can be found in **Exhibit 1.**

Grievance Procedure Under the Americans with Disabilities Act

A draft Grievance Procedure Under the Americans with Disabilities Act has been developed and posted on the Village's website. A copy of the Grievance Procedure Under the Americas with Disabilities Act can be found in **Exhibit 2.**

There are several documents or policies that have been identified could be adopted by the Village to increase accessibility on public right-of-way throughout the Village. The following documents are recommended for further review to determine if adoption is warranted:

1.) ADA Construction Concurrence Form
2.) Design State ADA Statement of Maximum Extent Practical Form
3.) Snow Removal Policy

MEMORANDUM

ADA Construction Concurrence Form

For pedestrian facilities that cannot be constructed fully compliant and for which there is no approved Design Stage ADA Statement of Maximum Extent Practical, check off area(s) of non-compliance, discuss barriers to compliance and proposed construction to achieve ADA compliance to the maximum extent practical.

Exhibit 3-7

MEMORANDUM

ADA Construction Concurrence

For pedestrian facilities that cannot be constructed fully compliant and for which there is no approved Design Stage ADA Statement of Maximum Extent Practicable, check off area(s) of non-compliance, discuss barriers to compliance and proposed construction to achieve ADA compliance to the maximum extent practical. Return the form to the Director of Public Works for concurrence on proposed construction.

Job Number	Contract Number

Street Name	Section

Intersection / Station	Quadrant

- ☐ Curb ramp running slope
- ☐ Curb ramp cross slope
- ☐ Curb ramp width
- ☐ Gutter counter slope
- ☐ Landing/turning space dimensions
- ☐ Landing / turning space cross slope
- ☐ Truncated dome orientation
- ☐ Grade break orientation
- ☐ Pedestrian push button reach range
- ☐ Pedestrian push button clear space, min. 2.5’x4’
- ☐ Pedestrian push button height
- ☐ Other

Discussion of barrier(s) to full ADA compliance and identified maximum extent practicaL design

Resident Engineer / Technician	Date Submitted	Director of Public Works	Date Concurred

Exhibit 3-8

MEMORANDUM

Design Stage ADA Statement of Maximum Extent Practical Form

This form is intended to be used during the design stage, preconstruction, to note where full accessibility cannot be provided.

Exhibit 3-9

MEMORANDUM

Design Stage ADA Statement of Maximum Extent Practical

Route	Street	Marked	Contract #	Project Job #

Project Limits

Project Length

Estimate of Cost	Type of Project (e.g. SMART, 3R, Reconstruction)

Brief Project Description

DOCUMENTATION OF MAXIMUM EXTENT PRACTICAL (MEP)

Location(s) where MEP is Requested

Design Element for which MEP is Requested and Proposed Design Value

Design Element Policy Value	Coordination Meeting Date	Prepared By	Date

Specify and Explain Reason(s) why Full Compliance is Infeasible

☐ Structural (e.g. bridge beams, buildings, basements, foundations)

☐ Historic Preservation (e.g. historic buildings, districts, monuments)

☐ Topography (e.g. steep existing road grade exceeds ADA compliant maximum)

☐ Utilities (Project scope would not otherwise require utility relocation)

☐ Right-of-Way (Project scope would not otherwise require R.O.W.)

☐ Other

Discuss Alternatives Considered (Attach supporting documentation, e.g. plan and profile sheets, photos)

APPROVAL/DISAPPROVAL

Director of Public Works	Director Approval Date	Director Disapproval Date

Director Comments on Disapproval

Exhibit 3-10

MEMORANDUM

Snow Removal Policy

The Village of Glen Ellyn currently has no snow removal policy regarding pedestrian facilities on public right-of-way. A snow removal policy establishes expectations, responsibilities, and clear consequences for adjacent property owners. A draft snow removal policy is provided below. The draft policy is based on current policies for the Town of Arlington, Massachusetts and City of Blacksburg, Virginia.

Draft Snow Removal Policy

Within twenty-four (24) hours after a snowfall, each property owner shall remove the snow from the sidewalk abutting his or her property. Only so much of said sidewalk that shall afford a space wide enough to accommodate the passage of two pedestrians shall be required. Properties that abut a curb ramp, defined as a sloped transition that connects sidewalks to streets, shall also remove the snow from the curb ramp. If the property is rented, the tenant shall remove the snow.

Snow Removal – Residences
The owner or occupant of any residentially zoned land abutting a paved sidewalk in the Village shall cause all snow and ice to be removed from said sidewalk by plowing, shoveling, scraping or otherwise to not damage such sidewalk, and within the time constraints established herein.

Violation of this section shall be punishable by a fine of $25 per day that the snow and ice are not so removed. The Board is authorized to promulgate rules and regulations consistent with this section relative to the ticketing procedures to be utilized, the Board is also authorized to exempt citizens upon petition showing demonstrable extreme hardship due to a combination of health and financial duress. Failure to comply with the requirements of this section may result in the Village causing removal of snow and ice at its expense and assessing the cost of that removal against the owner or occupant who failed to comply, in addition to or in place of any applicable fines.

Snow Removal – Apartments/Condominiums
Any owner of any residential property utilized for apartment house or multi-unit condominium use that abuts a paved sidewalk in the Village shall cause all snow and ice to be removed from such sidewalk. Such snow and ice shall be removed by ploughing, shoveling, scraping or otherwise so as not to damage such sidewalk, and within the time constraints established herein.

Violation of this section shall be punishable by a fine of $50 per day that the snow and ice are not so removed. The Board is authorized to promulgate rules and regulations consistent with this section relative to the ticketing procedures to be utilized. Failure to comply with the

requirements of this section may result in the Village causing removal of snow and ice at its expense and assessing the cost of that removal against the owner or occupant who failed to comply, in addition to or in place of any applicable fines.

Snow Removal – Businesses
The owner or occupant of any land abutting upon a sidewalk of a public way in the Village, which said property is used for business purposes other than farm business, shall cause all snow and ice to be removed from such sidewalk. Such snow and ice shall be removed by ploughing, shoveling, scraping or otherwise so as not to damage such sidewalk, and within the time constraints established herein.

Violation of this section shall be punishable by a fine of $50 per day that the snow and ice are not so removed. The Board is authorized to promulgate rules and regulations consistent with this section relative to the ticketing procedures to be utilized. Failure to comply with the requirements of this section may result in the Village causing removal of snow and ice at its expense and assessing the cost of that removal against the owner or occupant who failed to comply, in addition to or in place of any applicable fines.

EXHIBIT 4
SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

EXHIBIT 4 – SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

SIDEWALK SEGMENTS

SIDEWALK - OVERALL CONDITION

Unit	Major Barriers	Moderate Barriers	Minor Barriers	Significantly Compliant	Total
# of Segments	209	430	1,212	991	**2,842**
% of Segments	7.4%	15.1%	42.6%	34.9%	**100.0%**

# of Miles	11.9	25.2	74.8	58.1	**170.0**
% of Miles	7.0%	14.8%	44.0%	34.2%	**100.0%**

Sidewalk Segments - Average Width

		<42" (Moderate Barrier)	42"- 48" (Minor Barrier)	> 48" (Significantly Compliant)	Total
		36	40	2,766	**2,842**
		1.3%	1.4%	97.3%	**100.0%**

Sidewalk Segments - Cross Slope

	>5% (Severe)	4%-5% (Moderate)	2.5%-4% (Minor)	<2.5% (Significantly Compliant)	Total
	113	205	853	1,671	**2,842**
	4.0%	7.2%	30.0%	58.8%	**100.0%**

Sidewalk Segments - Vertical Displacement per Foot

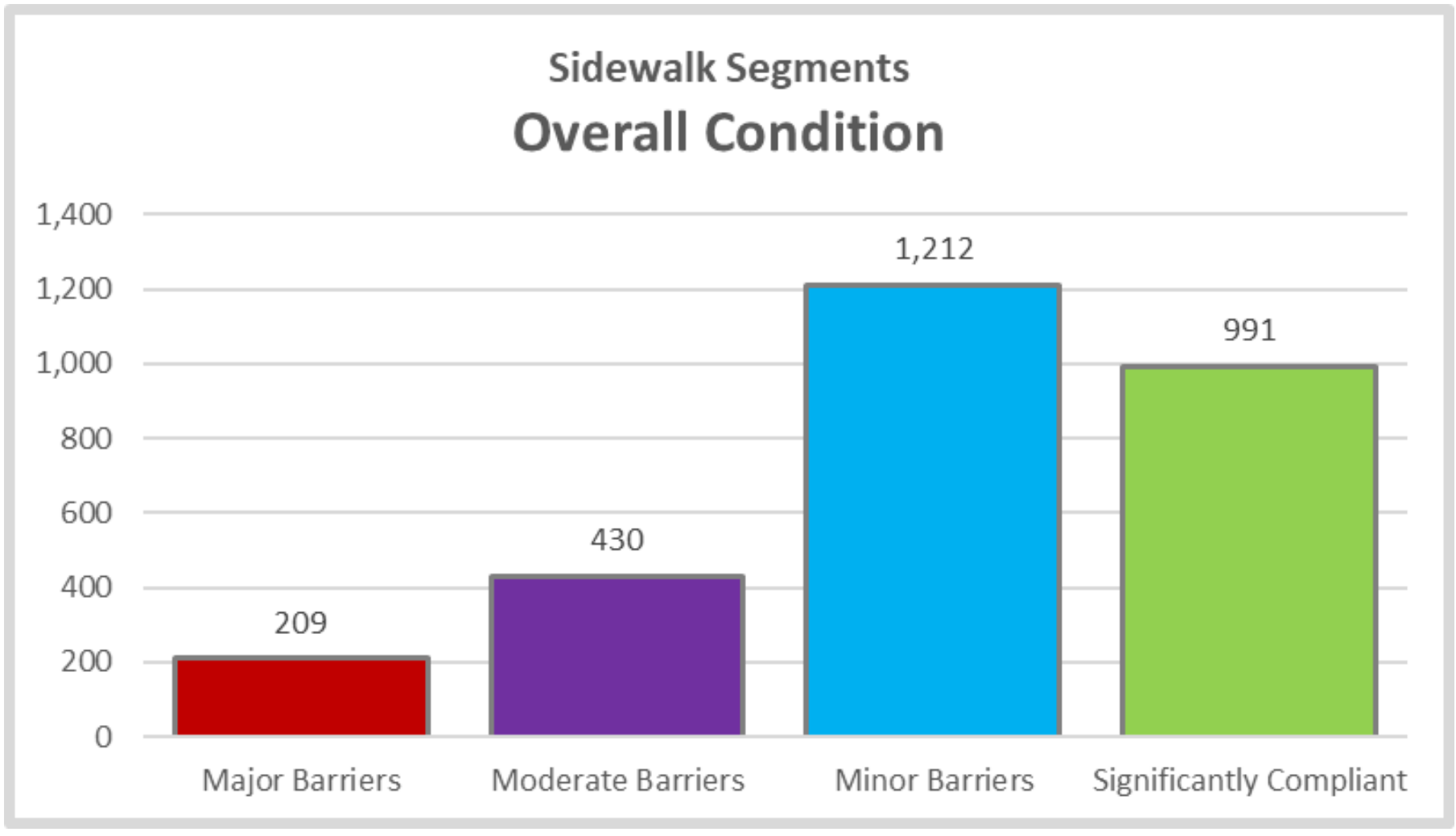
	>0.06 Disp/ft (Severe)	0.02-0.06 Disp/ft (Moderate)	>0.00-0.02 Disp/ft (Minor)	0.00 Disp/ft (Significantly Compliant)	Total
	361	338	363	1,780	**2,842**
	12.7%	11.9%	12.8%	62.6%	**100.0%**

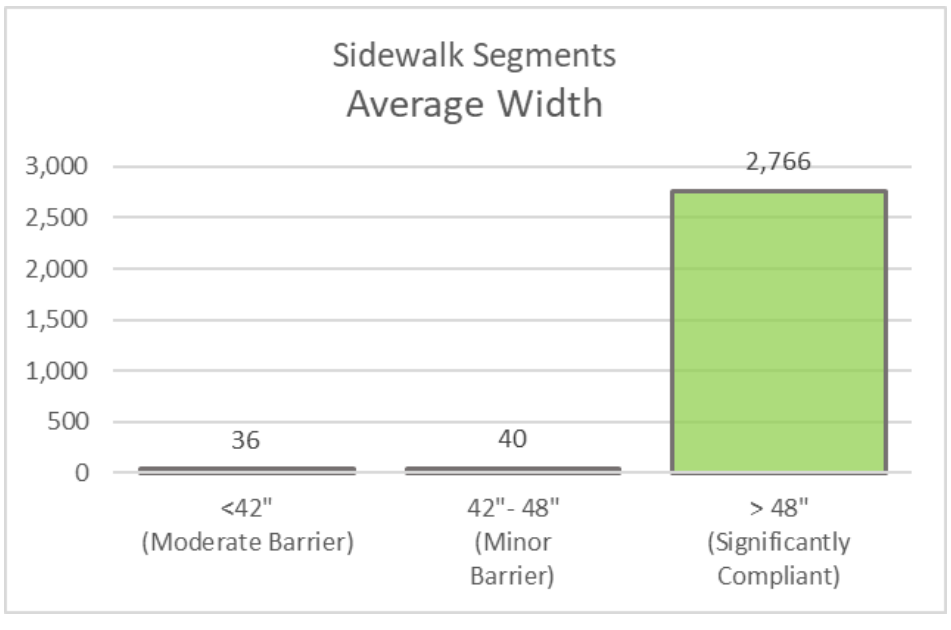
Sidewalk Segments - Deterioration

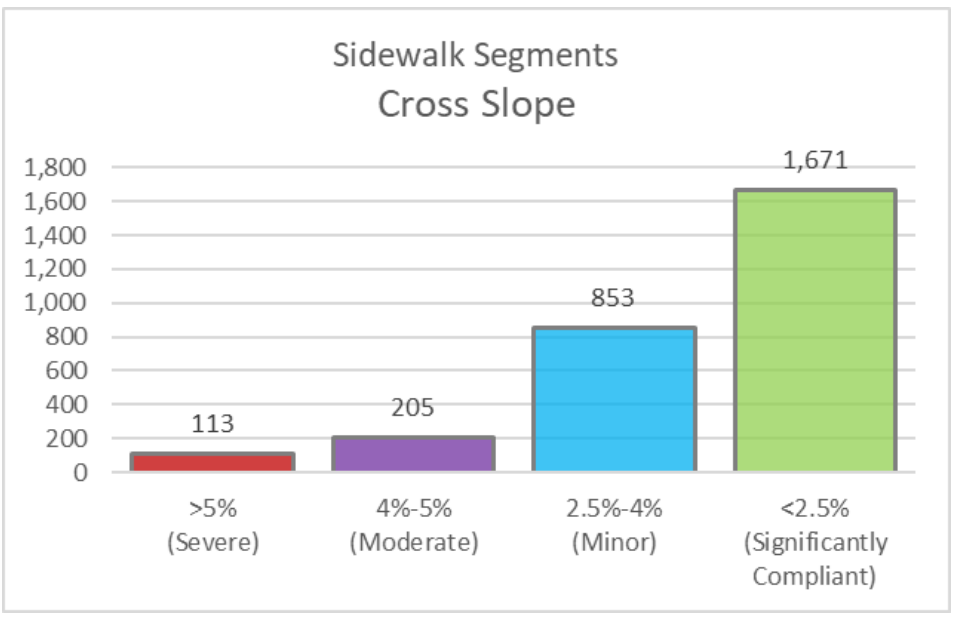
			>5% (Deterioration Present)	<5% (No Deterioration)	Total
			42	2,800	**2,842**
			1.5%	98.5%	**100.0%**

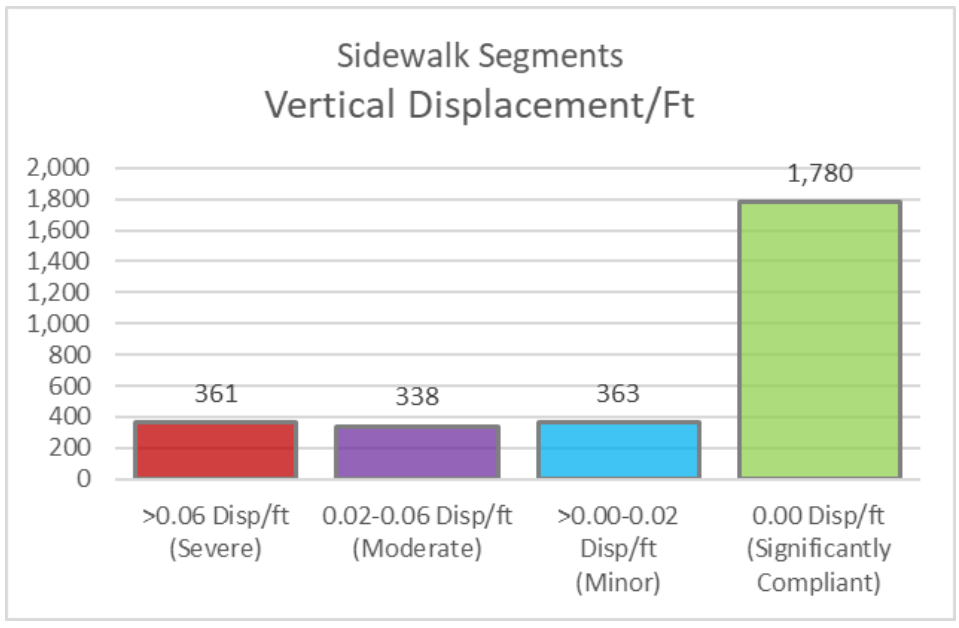
EXHIBIT 4 – SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

SIDEWALK SEGMENTS









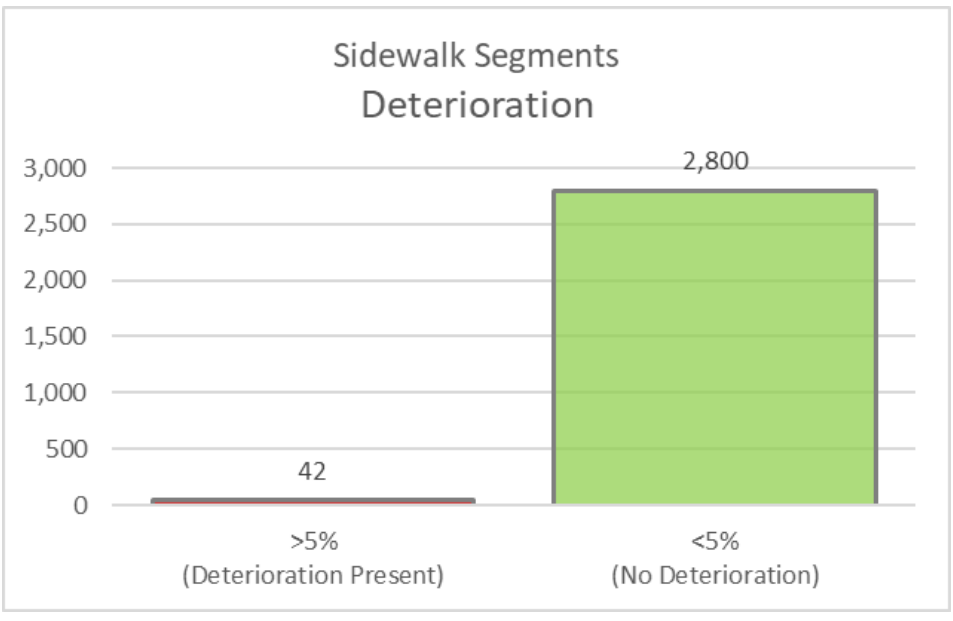


Exhibit 4-2

EXHIBIT 4 – SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

CURB RAMPS

CURB RAMPS - OVERALL CONDITION

Missing Curb Ramp	Major Barriers	Moderate Barriers	Minor Barriers	Significantly Compliant	Total
13	155	589	463	632	**1,852**
0.7%	8.4%	31.8%	25.0%	34.1%	**100.0%**

Curb Ramps - Curb Ramp Width

<24" (Extreme)	24"- 36" (Severe)	36"- 42" (Moderate)	42"- 48" (Minor)	>48" (Significantly Compliant)	Total
5	24	49	182	1,576	**1,836**
0.3%	1.3%	2.7%	9.9%	85.8%	**100.0%**

Curb Ramps - Detectable Warning Panels

			No Detectable Warning Panels Present	Detectable Warning Panels Present	Total
			491	1,352	**1,843**
			26.6%	73.4%	**100.0%**

Curb Ramps - Maximum Cross Slope

>6% (Extreme)	4%-6% (Severe)	3%-4% (Moderate)	2.5%-3% (Minor)	<2.5% (Significantly Compliant)	Total
318	553	421	215	292	**1,799**
17.7%	30.7%	23.4%	12.0%	16.2%	**100.0%**

Curb Ramps - Maximum Running Slope

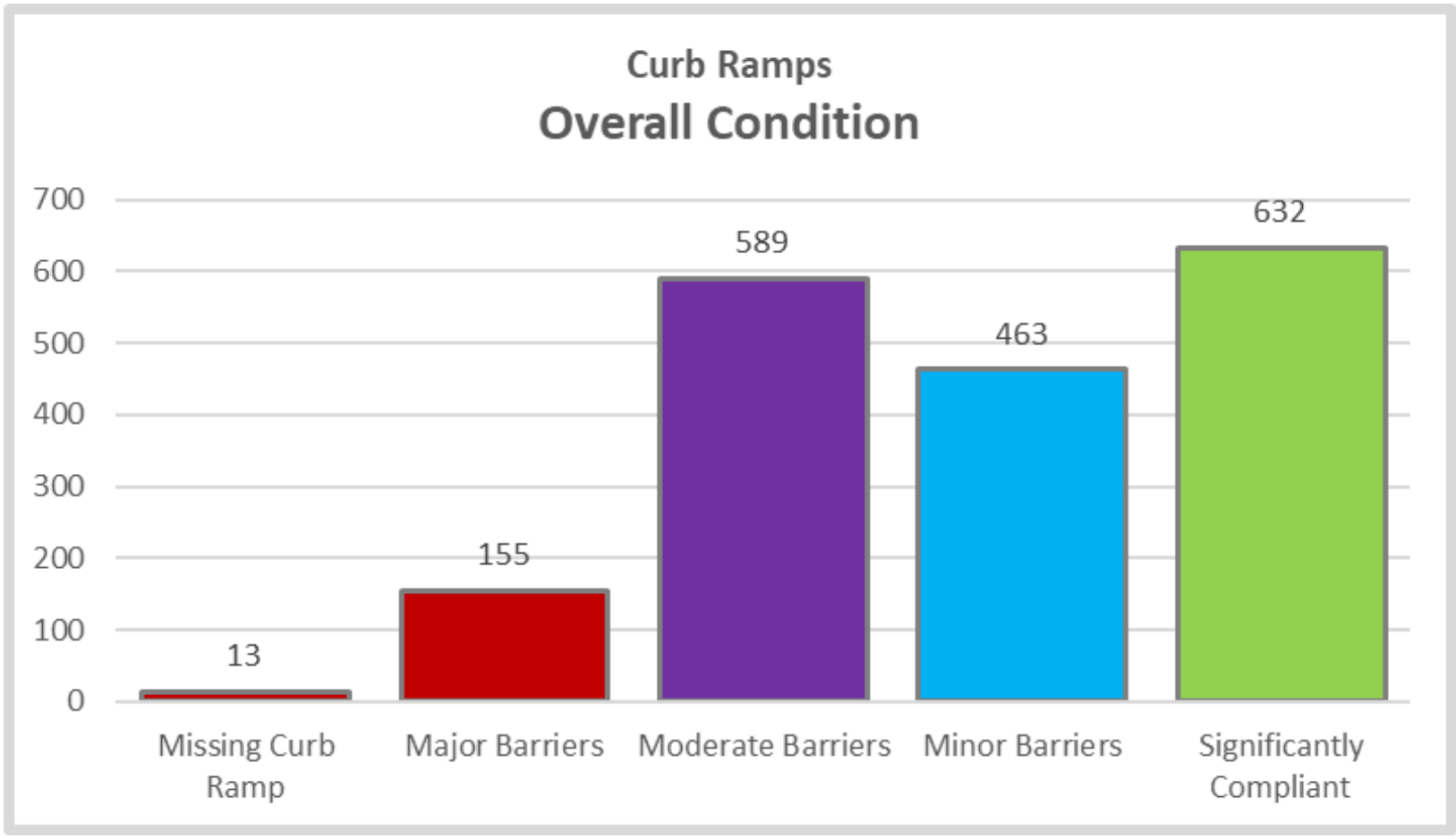
>12% (Extreme)	10%-12% (Severe)	9%-10% (Moderate)	8.3%-9% (Minor)	<8.3% (Significantly Compliant)	Total
86	111	99	143	1,413	**1,852**
4.6%	6.0%	5.3%	7.7%	76.3%	**100.0%**

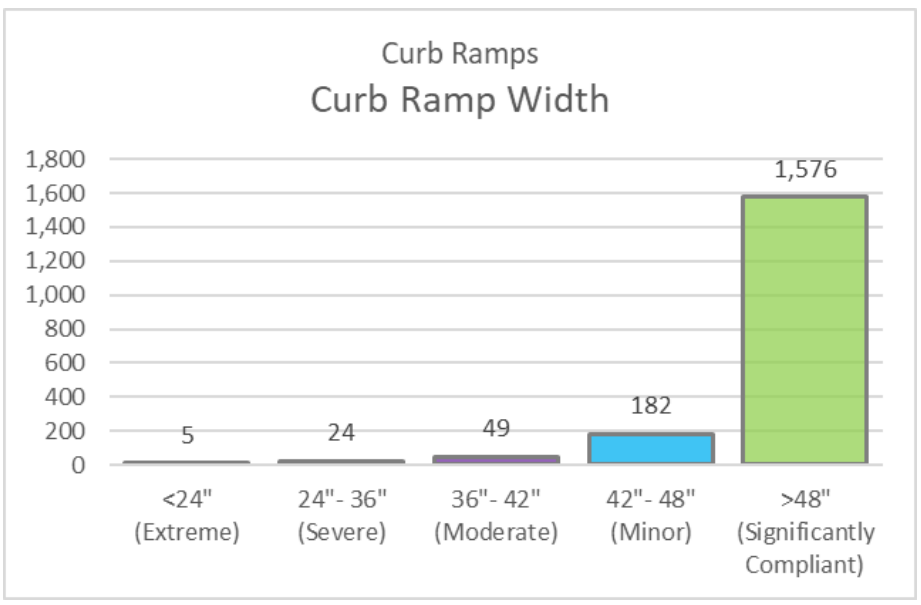
Curb Ramps - Vertical Displacements

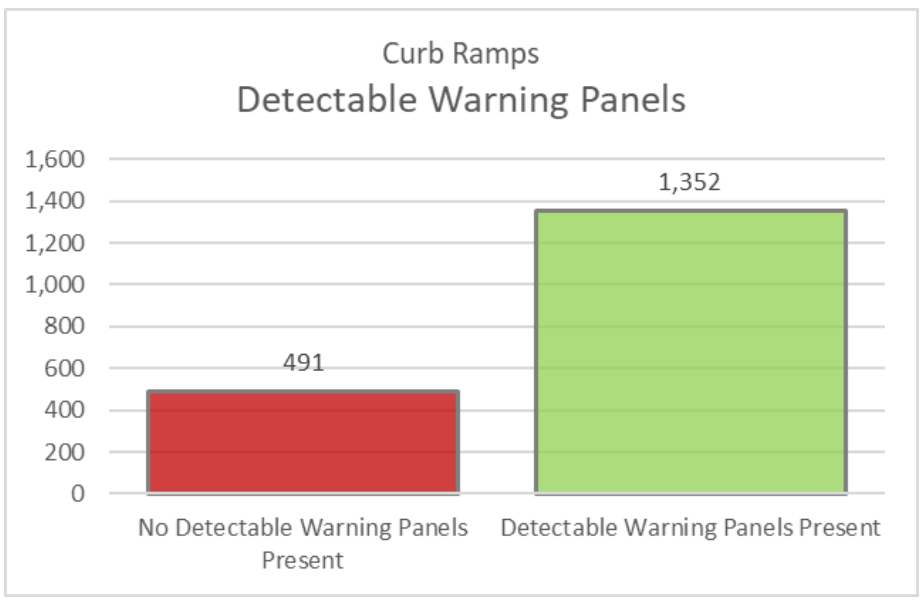
	>1-1/2" (Severe)	1/2"- 1-1/2" (Moderate)		<1/2" (Significantly Compliant)	Total
	216	340		1,288	**1,844**
	11.7%	18.4%		69.8%	100.0%

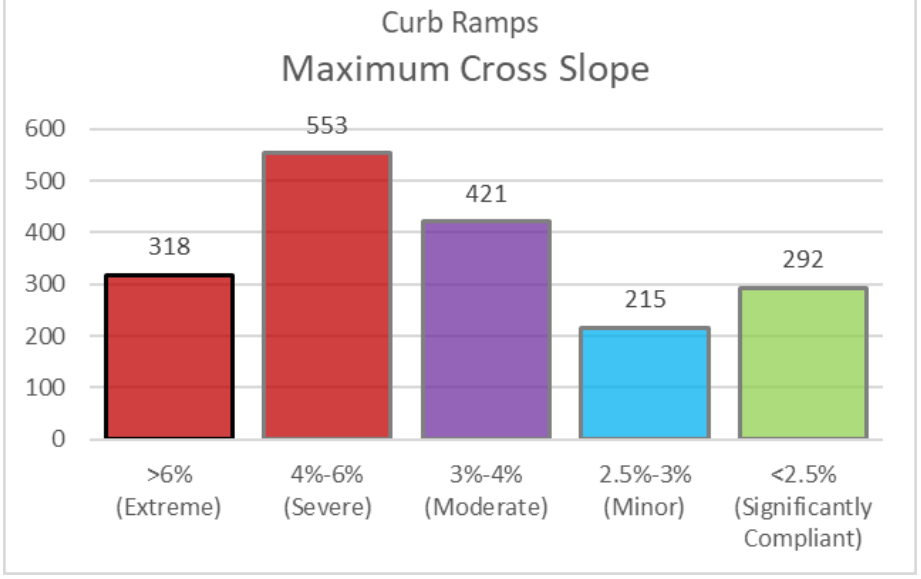
EXHIBIT 4 – SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

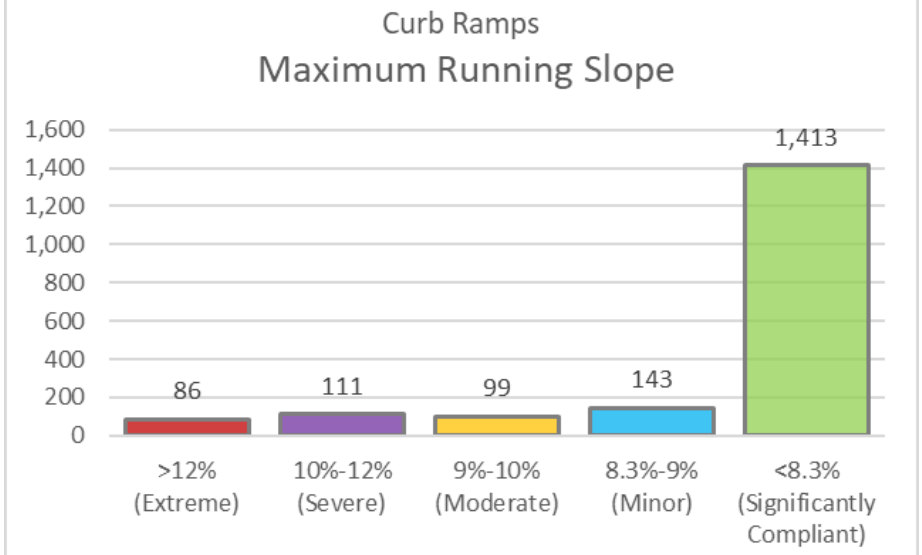
CURB RAMPS











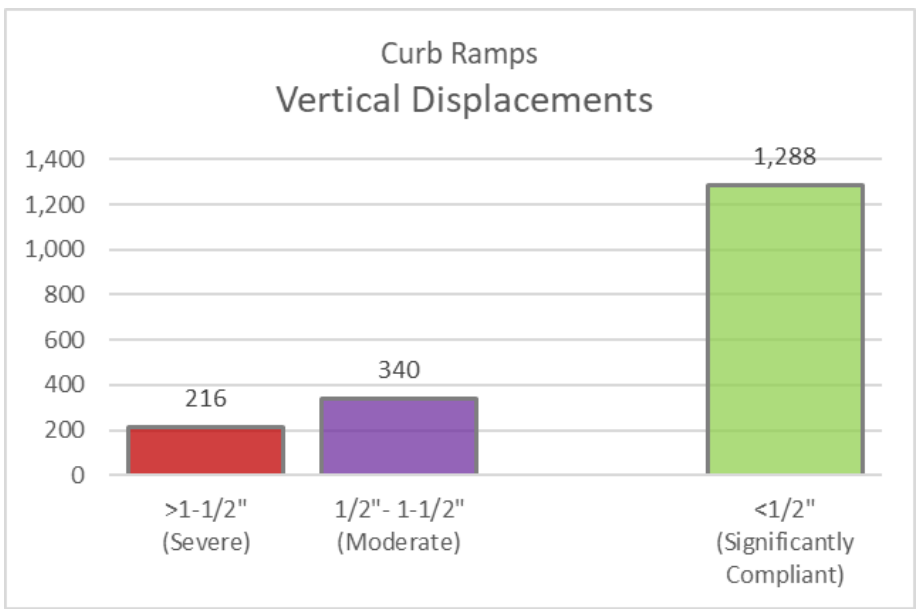


Exhibit 4-4

EXHIBIT 4 – SUMMARY TABLE OF DEFICIENCIES IDENTIFIED

PEDESTRIAN SIGNALS

PEDESTRIAN SIGNALS - OVERALL CONDITION

Ownership	Barriers to Access (by quadrant)						Total	
	No Pedestrian Signal Present	Obstruction Present	Major Barriers to Access	Moderate Barriers to Access	Minor Barriers to Access	Significantly Compliant	Number of Quadrants with Ped Signals	Intersections (with ped signals)
Village	0	0	5	9	8	1	**23**	**6**
Illinois Department of Transportation	1	5	13	9	7	1	**36**	**10**
DuPage County	0	0	11	13	2	0	**26**	**7**
College of DuPage	0	0	0	2	0	0	**2**	**1**
Total Quadrants	**1**	**5**	**29**	**33**	**17**	**2**	**87**	**24**
% of Total	**1.1%**	**5.7%**	**33.3%**	**37.9%**	**19.5%**	**2.3%**	-----	-----

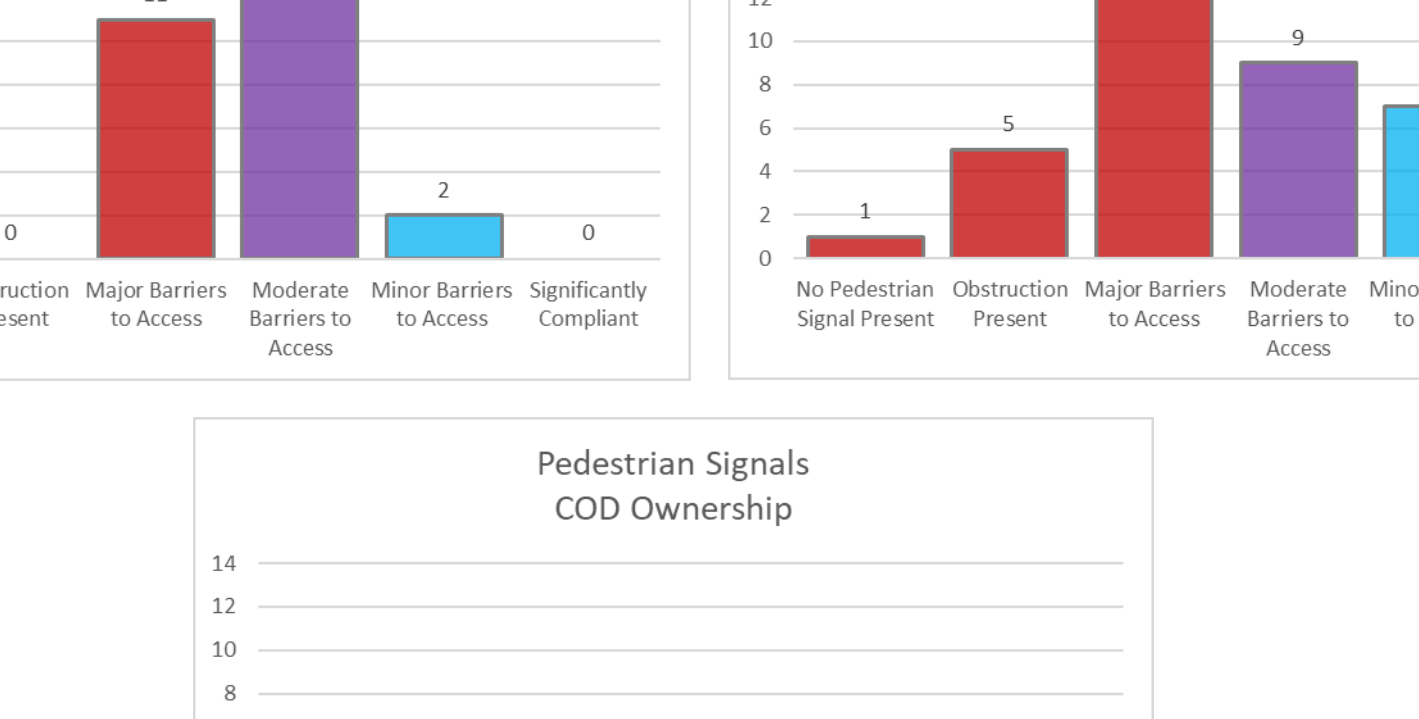


Exhibit 4-5

EXHIBIT 5
SUMMARY OF RECOMMENDATIONS

Village of Glen Ellyn - ADA Transition Plan for Public Right-of-Way

Exhibit 5 - Summary of Recommendations

ID	Item	Timeline	ADA Plan Section	Action
1	**ADA Transition Plan**	Year 1	9.1	Post adopted ADA Transition Plan to the Village website where it is easily accessible to the public.
2	**Incorporate inventory data into Village's GIS and Asset Management Software**	Year 1	9.6	Incorporate ADA Transition Plan inventory data into the Village's existing GIS network in a form that allows for future updates.
3	**Sidewalk Vegetation Obstructions**	Year 1	9.1	Work with Community Development and Public Works-Forestry to address the specific vegetation obstructions identified through the sidewalk self-evaluation.
4	**Public Outreach Comments**	Year 1	9.1	Review public outreach comments received through the Steering Committee, community survey, website mapping, and individual interviews for actionable items. Actionable items to be reviewed through Traffic Work Group.
5	**Updating the self-evaluation of pedestrian facilities updates**	Year 1	9.6	To account for always changing conditions and maintain ongoing accessibility, the Village should implement a seven-year rotation schedule to reassess all sidewalks. The next round of assessments is recommended to begin in 2026.
6	**Village Code Updates**	Year 1 and ongoing	9.1	Review and advance specific changes recommended in Exhibit 3 - Memorandum on Review of City Documents. Some changes will require longer term effort.
7	**Implementation of Village Capital Improvement Programs**	Annual	8.2	Continue addressing pedestrian facility accessibility barriers through the several different Capital Improvement programs.
8	**Implementation: Private Development Opportunities**	Ongoing	8.3	Continue review of all private developments with reference to ADA and improving overall accessibility within the community.
9	**Implementation: Coordination with External Agencies**	Ongoing	8.4	Continue coordination with other agencies (e.g. IDOT, DuPage County) and neighboring communities on projects that improve accessibility throughout the community.
10	**Documentation of Design Exceptions**	Ongoing	9.1	Begin documentation of instances where ADA standards cannot practicably be met at specific locations on a project, through the design stage and construction stage forms included in Exhibit 3.
11	**Sidewalk Gap Mapping and Prioritization**	Ongoing	9.1	Reference the Village Sidewalk Gap Map for opportunities to provide new sidewalk through the existing capital improvement programs and any funding opportunities that may arise. The Activity Score Prioritization Map can help with identifying target locations for new sidewalk.
12	**Review of Construction Practices affecting Pedestrian Accessibility**	Ongoing	9.1	Reference IDOT standard details and Exhibit 3 in relation to improving pedestrian accessibility during construction operations.
13	**Sidewalk Snow Clearing Policies**	Ongoing	9.1	The Village currently does not have any ordinance in regard to snow clearing for sidewalks and curb ramps throughout the Village. Continue discussion on potential policies or ordinances. Exhibit 3 includes a draft policy based upon typical practices in some other communities.
14	**On-Street Accessible Parking Spaces**	Ongoing	9.1	Evaluate the eleven locations where minimum number of accessible spaces is not currently in place and add accessible spaces as opportunities permit or as part of next construction project in the locations.

15	**Downtown Railroad Crossings**	Ongoing	9.1	Continue monitoring conditions at the railroad crossing adjacent intersections through the downtown and keep abreast of latest design guidance and best practices for means to improve safety at these intersections in light of conflicting demands.
16	**Other Village Responsibility under the ADA**	Ongoing	9.1	Continue efforts to achieve full accessibility for facilities and services beyond the Public Right-of-Way covered by this Plan. This includes the Village website, Village-owned buildings, and the Village Links.
17	**Assessment of new pedestrian facilities**	Ongoing	9.6	Continue inspection of all sidewalks, curb ramps, crosswalks, pedestrian traffic signals, and any other improvements to pedestrian facilities on public right-of-way prior to acceptance. The inspection should be completed by someone familiar with ADA requirements. Upon acceptance, Village staff should add new pedestrian assets into the existing GIS system.
18	**Monitoring and tracking the plan**	Ongoing	9.6	Update the Village's GIS database with regard to ADA sidewalk improvements made each year. This can be incorporated into the existing year-end process of updating the overall GIS databas based upon record drawings from the year's CIP projects.
19	**Potential Priority Sidewalk Segments Map**	Ongoing	9.6	As projects are completed from the Potential Priority Segments Map, add new projects to the map/list to maintain momentum.

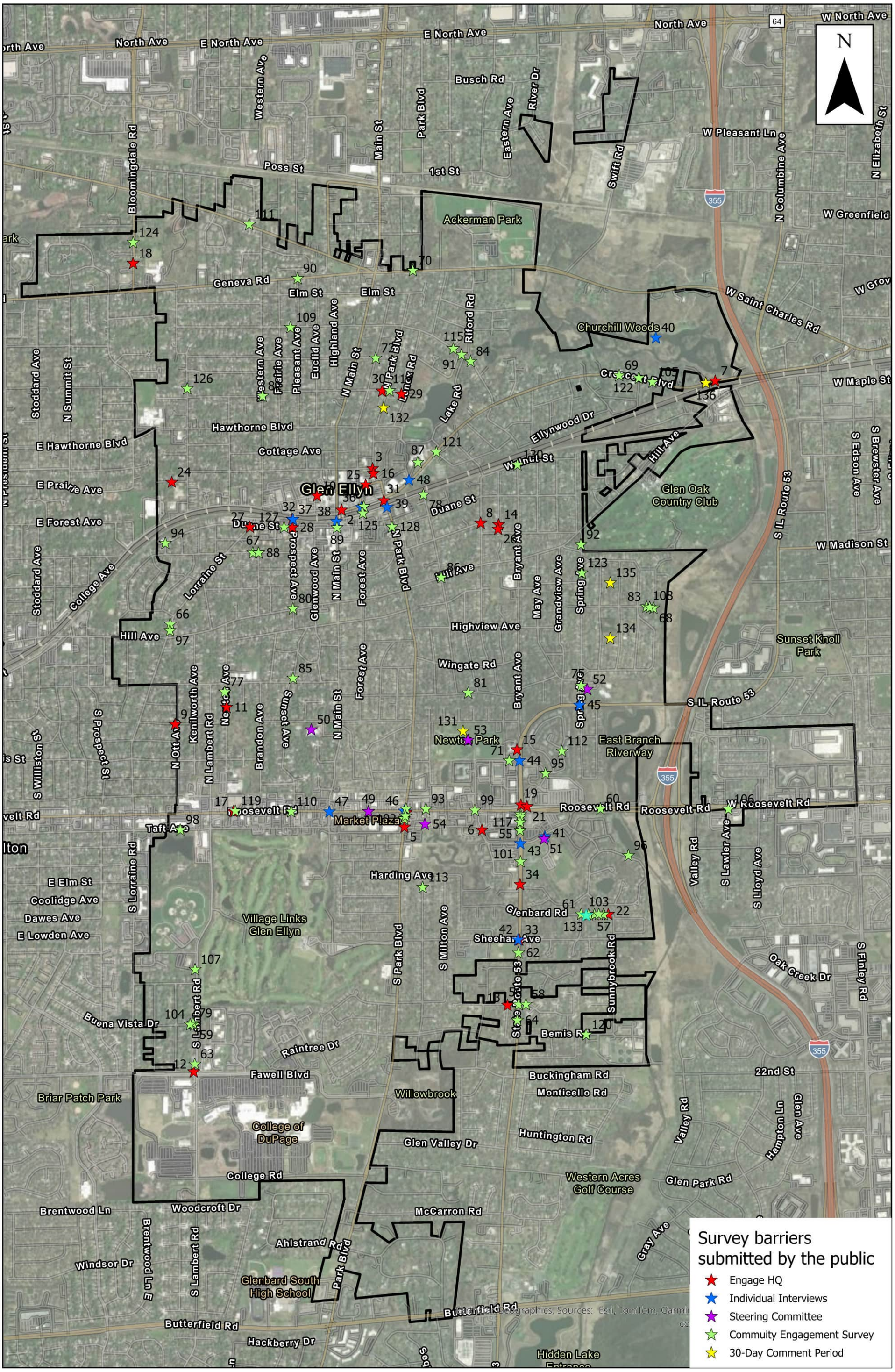
EXHIBIT 6
SUMMARY MAPS

EXHIBIT 6A
PHYSICAL BARRIERS SUBMITTED BY THE PUBLIC

ADA Transition Plan

Physical Barriers Submitted by the Public

Chicago Metropolitan Agency for Planning



Community Engagement Comments		
Comment Number	**Location (if any)**	**Comment**
Engage HQ Comments		
25	568 Pennsylvania Avenue	I use a wheelchair, and have a difficult time parking near the Shear Pandemonia hair salon that I frequent due to no handicap parking available and no wheelchair access for my chair. Also the threshold for the salon is too high for my wheelchair to go over without help.
24	200-282 Anthony Street	Frank Johnson Center construction was just completed and there is a sidewalk that leads to nowhere. This forces individuals to walk in the street.
22	Glenbard Road between Jonathan Court and Sunnybrook Roadk	Please add a portion of missing sidewalk on Glenbard Road between Jonathan Court and Sunnybrook Road. This will ensure all the walkers and children in the neighborhood can safely walk around the block without having to walk in the street. The corner of Sunnybrook Road and Glenbard Road is a blind spot for drivers and walkers. Also several small children live on Glenbard Rd that walk on the street to the bus stop.
21	830 Roosevelt Road	The crossing (Baker Hill and Roosevelt) should have auditory feedback for blind students.
19	State Route 53 underpass under Roosevelt Road	Route 53 underpass going under Route 38 has sidewalks in the middle but no way to reach them from all four directions. Also, it seems like nobody has swept the sidewalks for a long time. There also seems to be run-off issues where mud and debris accumulate.
18	193 Glen Arbor Court	Sidewalk on east side of Bloomingdale between Geneva and St. Charles has multiple mailboxes causing obstruction.
17	352 Roosevelt Road	Sidewalk is discontinuous in front of motor plant. One would have to walk through driveway to navigate north side of Roosevelt in this area.
16	520 Deerpath Road	Bushes encroach on sidewalk.
15	95 Carleton Avenue	Pine tree branches obstruct sidewalk. Need to be trimmed.
14	436 Carleton Avenue	Missing sidewalk from 442 Carleton Ave to Hillside. Dangerous as it forces kids into street.
13	Marston Avenue and Birchbrook Court	This stretch is missing sidewalk making it very dangerous for children of the neighborhood and dog walkers to get in and out of Birchbrook Ct onto or off of Marston due to the Marston Hill and the fast speeds of cars coming off of Route 53. There is a residence there on the corner and the sidewalk only needs to be completed in front of that residence and connect to the sidewalk they already exists. Thank you.
12	400 S Lambert Road	This designated bike path intersection is difficult to negotiate.
11	169 Newton Avenue	The bush are too low over head and also need to be trimmed back.
10	488 Pennsylvania Avenue	The new crosswalk near 2 Hound Red should have a pedestrian sign that blinks while users are in the crosswalk. Views are often obscured by parked cars on Pennsylvania.
9	1921 E Liberty Drive	Sidewalk crossing for Ott.
8	441 Taylor Avenue	While there technically is a pedestrian crossing here, there is often a car parked in front of the place where you would cross, and it's also in a blind spot for cars coming up over the hill from the tunnel. Better signage or a better location, as well as parking enforcement, would help make this spot much more safe.
7	Crescent Boulevard between Glen Ellyn and Lombard	Documenting a request received verbally from a resident...Request for new sidewalk to close the existing sidewalk gap along Crescent Boulevard between Glen Ellyn and Lombard. Notes:--The specific gap is between 21W325 Crescent Blvd at the west and the Crescent Blvd bridge over the E. Branch DuPage River at the east. --The existing west sidewalk is the on the south side of Crescent, while the existing east sidewalk is on the north side of Crescent.)--Part of this area is unincorporated
6	Roosevelt Road and Nicoll Way	No pedestrian crossing from Taft/Kingsbrook Glen to CVS/Panera, and no sidewalks to navigate the parking lots. Pedestrians forced to jaywalk and walk in traffic.
5	638 Taft Avenue	No safe crosswalk from Taft Ave across Park to shopping center. This is the site of MANY car accidents and is unsafe for current residents as well as future residents of Full Circle Communities Housing Development.
4	631 Roosevelt Road	Utility box makes it difficult to safely cross with a wheelchair or bicycle. Obstructed sidewalk.
3	533 N Park Boulevard	Cars speed around this hill with no visibility due to bushes and a curve. I've had multiple close occurrences with cars. A stop sign should be installed

2	522 Crescent Boulevard	Not the best spot for a hot dog vendor. There's nowhere to walk through when 1-2 people are in line.
26	766 Hillside Avenue	Missing sidewalk along 3 houses
27/28	398 Duane Street	While there is a walkway here, cars from Lorraine and Prospect are often travelling above the speed limit and it never feels safe to cross here or at Prospect/Duane or Duane/Lorraine.
29	621 Linden Street	Sidewalk gap be filled on the south side of Linden between Lenox and Park Boulevard. Located across the street from Lake Ellyn Park and near Glenbard West H.S. and the Central Business District
30	646 N Park Boulevard	Sidewalk gap be filled on the south side of Linden between Park Boulevard and Forest. Located across the street from Lake Ellyn Park and near Glenbard West H.S. and the Central Business District
31	499 N Park Boulevard	Vehicles don't stop for pedestrians and it's dark at night near the train station.
32	457 Prospect Avenue	Vehicles don't stop for pedestrians andthis is along the train path and bike path near the library.
33	172 Macintosh Court	There is a school here along a state route and there are no sidewalks. The road was just resurfaced and no accommodations for pedestrian were included.
34	State Route 53	I see people frequently walking or riding on the shoulder of IL 53 - a high volume road - and there are no pedestrian accommodations. Very unsafe.
35	551 Crescent Boulevard	Trains frequently block this intersection and I see residents and students trying to cross as trains are coming. Safety improvements are needed - an underpass to commuters and students would be a huge benefit.
Individual Interview Comments		
Comment Number	**Location (if any)**	**Comment**
36	Glen Ellyn Station	Accessibility around Glen Ellyn Station is lacking.
37/38/39	Park Boulevard and Prairie Path / Main Street and Prairie Path / Prospect Street and Prairie Path	The crossings at the Prairie Path and side street near the railroad tracks are confusing with some vehicles stopping and some vehicles having no stop conditions.
40	Churchill Woods	Pedestrian access to the Forest Preserve
41	Maryknoll Park	Pedestrian access to Maryknoll Park is lacking.
42/43/44/45	Il Route 53	It is challenging crossing IL Route 53 due to driver attention.
46/47	Roosevelt Road and Main Street / Roosevelt Road and Park Boulevard	It is challenging crossing Roosevelt Road at Main Street and Park Boulevard. Prefer to cross at Nichol Way.
48	N Ellyn Road and Crescent Boulevard	Avoides Crescent Boulevard due to sidewalk immediately behind the curb.
Steering Committee Comments		
Comment Number	**Location (if any)**	**Comment**
49	Roosevelt Road	Roosevelt Road is a high priority corridor due to the high volume of traffic, over 35,000 vehicles per day, proximity of sidewalk, and bus routes.
50/51/52/53	Park facilities	Sidewalks around Sunset Park, Newtown Park, Maryknoll Park, and Spring Avenue Recreation Center are high priorities.
54	640-656 Taft Avenue	Sidewalks around the planned Taft and Exmoor Apartment complex.
Community Engagement Survey Comments		
Comment Number	**Location (if any)**	**Comment**
55	IL Route 53	No sidewalk along IL 53
56	53 and Martson	53 and martson getting to maryknoll park
57	Glenbard Road in Orchard Glen	Yes, Glenbard Rd in Orchard Glen
58	Marston Avenue	Marston Ave
59	Buena Vista Drive	no sidewalk on Buena Vista Dr and have to walk in gravel
60	Roosevelt Road east of Pershing Avenue	Roosevelt east towards 355
61	Jonathan and Glenbard	Jonathan and Glenbard Rd- No sidewalk from corner of GlenbardRd/Sunnybrook to Glenbard/Jonathan. Have to walk on street to bus
62	IL Route 53	53 does not have a through sidewalk and needs one.
63	Lambert Road at Fawell Street	Lambert Rd before Fawell St heading South
64	Il Route 53	Along Route 53
65	Glenbard Road and Sunnybrook Road	Daily. There is no side walk down the end of Glenbard Road where it turns into Sunnybrook Rd. There are several kids that walk to the bus stop on the corner of Glenbard and Jonothan that have to walk on the street. It’s become extremely dangerous because many cars speed down the road, especially when taking the turn from Sunnybrook onto Jonathan. My child and I have

66	S Lorraine Road	S Lorraine Rd
67	Hillside Road	Hillside Ave
68	1021 Roslyn Road	Garbage cans for collection blocking handicap sidewalk crossing at 1021 Roslyn Rd
69	Crescent Boulevard	Crescent Blvd.
70	Geneva Road	Geneva Road
71	DuPage Boulevard	the sidewalk along DuPage blvd
72	Glenbard Road and Sunnybrook Road	Glenbard Road-between Sunnybrook and Jonathan. We are incorporated but don't have sidewalks. Several small elementary age children walk on side of street. Dangerous blind spot at Glenbard and Sunnybrook where pedestrians almost get hit. My 6 year old was almost hit
73	Forest and Maple	Forest and Maple — one of the ramps onto the street isn't connected and causes a huge
74	Il Route 53	By underpass
75	Spring Avenue	Sidewalks between houses by spring Avenue residential neighborhoods
77	184 Newtown Avenue	Newton Ave (184 Newton) floods and freezes
78	Montclair at Metra parkking lot	Montclair on the block leading into the Metra parking lot
79	Buena Vista Road	Buena Vista on north side
80	Hill Avenue and Prospect Avenue	The steep ramp on the corner of Hill and Prospect. I usually cross the street or go a block out of my way. I have not idea why this ramp hasn't been leveled out. It is exremely difficult to walk
81	Revere Road	Revere Rd between park and Bryant
82	Western Avenue	Western ave
83	Roslyn Road	Roslyn Road between Scott/Indian. Sidewalk often blocked by cars or trash cans
84	Riford Road	Riford and Oak, west side of riford, south of Oak
85	207 Sunset Avenue	Yes - big cracked sidewalk at 207 Sunset.
86	Hill Avenue and Montclair Avenue	Hill and Montclair
87	Around Glenbard West	Glenbard west
88	Hillside Avenue and Brandon Avenue	Hillside at Brandon & prospect - berry trees drop staining berries and ruin clothes and shoes
89	Main Street	Along main street outdoor dining [Main to Duane]
90	Pleasant Avenue and Geneva Road	Please give us a crosswalk on Pleasant Ave crossing Geneva Rd-it is so dangerous for pedestrians and our only other option is to walk to Western/Geneva or 5 corners which is
91	Oak Street	By Lake Ellyn on Oak (overgrown hedges)
92	Spring Avenue	no sidewalks to get through Spring Ave neighborhood parks
93	Roosevelt Road	Roosevelt Road - Dangerous
94	Duane Street	yes, duane street curve between lorraine and and hillside
95	Baker Hill Neighborhood	Yes, coming out of Baker Hill on icy days and getting acrossBaker Hilll getting across
96	Maryknolls	From Maryknolls to the Prairie Path
97	Hill Street and Lorraine Avenue	Hill & Lorraine al9ng the retaining wall, but to snow
98	Taft Avene	Taft Ave , no sidewalk on both sides
99	Roosevelt Road and Nicol Way	Entering CVS and Panera Bread from Nicoll Way - no sidewalks or crosswalk
100	IL Route 53	Rte. 53 Underpass under Rte. 38
105	Crescent Avenue	Crescent Ave. near Churchill Woods
106	Roosevelt Road	Roosevelt road walking to masjid uthman
103	Sunnybrook Road	Yes, Sunnybrook in Orchard Glen
104	Buena Vista Drive	Buena Vista Dr
102	Park Boulevard	Sidewalk along park blvd (south of roosevelt) is super uneven
101	IL Route 53	Route 53
107	S Lambert Road	S Lambert Rd, between COD and Roosevelt Rd
108	1021 Roslyn Road	Cars blocking sidewalk on regular basis at 1021 Roslyn Rd.
109	Oak Street	Oak Street (sidewalk against curb blocked by refuse bins)
110	Roosevelt Road	Yes, all sidewalks along Roosevelt Road due to lack of snow removal by businesses
111	St. Charles Road	St Charles Road
112	Baker Hill	in Baker Hill
113	S Ellyn Avenue	S. Ellyn Dr (west side)
114	Linden Street	Linden
115	Oak Street and Grand Avenue	Oak street and Grand, west of grand, south side of Oak
128	Park Boulevard and Duane Street	Park and Duane
116	Glen Ellyn Train Station	Train station
127	Duane Street	Duane in front of library at Melrose needs pedestrian crossing, it's not even painted - kids
117	IL Route 53	Missing sidewalks on Rte. 53 near Health Track Sports Wellness
129	Park Boulevard	Park near Roosevelt - many obstructions in sidewalk by Shell
118	Roosevelt Road and Park Avenue	Intersection of Roosevelt Road and Park Ave on east side has obstructions - ultility box
119	Roosevelt Road	Roosevelt Rd - walk in pkg lots due to missing sidewalk

120	Bemis Road	Getting to neighborhood park by bemis there's missing sidewalk
69	361 Spring Avenue	Cars blocking sidewalk on regular basis at 361 Spring
122	Crescent Boulevard	Crescent Blvd
121	Crescent Boulevard and Park Row	Roundabout near Glenbard West
126	Kenilworth Avenue	Kenilworth
130	Walnut Street and Bryant Avenue	Walnut and Bryant
128	Forest Avenue at Metra Station	There is a curb, no ramp, at Forest and the metro station... why?? Strollers and wheelchairs
129	Bloomingdale Road	Bloomingdale Rd. between Geneva & St. Charles (mailboxes block sidewalk)
Community Engagement Survey Comments (General Comments)		
Comment Number	**Location (if any)**	**Comment**
1		Some streets don't have sidewalks
2		No sidewalk
3		When overgrown landscaping blocks the sidewalk
4		Village GE snow plows that plow huge piles of snow running down the middle of Main street from Hillside to Duane and Crescent to Pennsylvania.
5		When cars block sidewalks
6		When construction vehicles block the sidewalk
7		Sidewalk on one side
8		Around construction sites
9		Construction zones
10		sidewalks that dip creating large pools of water
11		Some residential sidewalks have heaved to cause tripping hazard. They have been patched with blacktop which has not solved the problem
12		Yes, up to and including intersection of Main and Roosevelt Road due to lack of snow removal
13		Yes. Numerous locations. Parkway trees and homeowners trees block access to the
14		Main Street (due to ice)
15		Yes, up to and including intersection of Park and Roosevelt Road due to lack of snow removal
16		Sometimes easier to use private driveways instead of crosswalks
17		Snow clearance is awful! No clearance around bus stops on Roosevelt Road
18		Cars block sidewalk
19		Only when my dog is carrying a stick so wide we need to move into the street
20		Yes. When homeowners block the sidewalk
21		Vehicles blocking sidewalks (anywhere)
22		By metro stops
23		poorly shoveled sidewalks near main street park
24		Entranceways into facilities such as GE Clinic do not have sidewalks from the public ctreet
Community Engagement Survey Comments (Outside of Village limits)		
Comment Number	**Location (if any)**	**Comment**
1		Butterfield
2		Along butterfield road
30-Day Public Comment Period		
Comment Number	**Location (if any)**	**Comment**
131	Newton Park	in the middle of the park. A drop off circle in front of the building with more handicapped parking could help to solve this issue for many grandparents. Parking in general there is

132	westside of Lake Ellyn	We reside on the west side of Lake Ellyn Park, where sidewalk accessibility on several surrounding streets is limited or, in some cases, nonexistent. This area regularly hosts large public and private events, which we value and support. However, during events at the Lake Ellyn Boathouse—including weddings, bike races, Fourth of July celebrations, and other community gatherings—and at Glenbard West High School—such as football games and graduations—the surrounding streets frequently become heavily used for parking and also serve as primary pedestrian routes for residents walking to the school and park from other parts of town. Vehicles commonly line Linden Avenue, Park Boulevard, and Forest Avenue, where pedestrians often have no continuous sidewalk on which to walk. It is particularly concerning that Linden Avenue, the primary entrance to Lake Ellyn Park, has sidewalk access on only one side of the street. In addition, the Village appears to have done a poor job of clearly establishing and maintaining its public right-of-way in this area, resulting in portions of the ROW being effectively absorbed into adjacent private use rather than preserved for pedestrian infrastructure. We are also concerned that the Village's Pedestrian Activity Prioritization Map designates this area as Blue, indicating the lowest likelihood of pedestrian activity. Based on daily experience, this designation does not accurately reflect existing conditions. Lake Ellyn Park experiences significant pedestrian volumes throughout the year, and during certain events, holidays, and peak use periods, pedestrian activity is comparable to—and at times exceeds—that of the downtown area. This level of use appears inconsistent with a "low pedestrian activity" classification and does not align with observed conditions on the ground. In addition to event-related traffic, Glenbard West High School students park daily on and around these streets, further increasing pedestrian activity. On any typical school day, vehicles can be observed parked along the westbound side of Linden Avenue beyond the lake, including on segments without sidewalks. Students walking to and from Glenbard West frequently use these same streets as walking routes and are often forced to cross from one side of the street to the other due to gaps or missing sidewalk infrastructure, creating unnecessary safety risks. We have received numerous complaints from guests and event attendees regarding the lack of safe pedestrian access, particularly from older individuals and those using wheelchairs, strollers, or wagons. Handicap-accessible parking at events in this area is very limited and fills quickly,requiring individuals with mobility challenges to park farther away. As a result, they are often forced to travel within the street due to missing or incomplete sidewalks. In some locations, such as routes from Forest Avenue toward the lake, sidewalk coverage is inconsistent or available on only one side of the street, further compounding accessibility concerns. We strongly support the continued use of Lake Ellyn Park and Glenbard West facilities for community and school events. However, if this level of activity is to continue, it is essential that pedestrian infrastructure and ADA accessibility be reevaluated and upgraded. Improving sidewalk continuity, addressing sidewalk gaps along key pedestrian corridors, reclaiming and preserving the public right-of-way for its intended use, and reassessing pedestrian prioritization in this area would better align Village planning policies with actual usage patterns and help ensure public safety before an incident occurs.
133	Glenbard Road west of Jonathan Court	Please prioritize sidewalk improvements on Glenbard Road between Sunnybrook Road and Jonathan Court. This segment is a major accessibility barrier, as there is no continuous sidewalk and pedestrians—including children (one of which has a disability)—must walk in the street. This condition aligns with the Plan's highest-severity category. The area also has meaningful pedestrian activity, including children accessing a bus stop at Glenbard and Jonathan Court, and regular neighborhood foot traffic. Safety concerns are significant due to speeding vehicles, limited visibility near the curve at Sunnybrook, and reported near-miss incidents. This location has been repeatedly identified in public input, further supporting prioritization. Based on the Plan's criteria—severity of barrier, pedestrian activity, safety risk, and public feedback, this segment should be considered a high-priority improvement and evaluated for near-term implementation.

134	Marie Ulhorn / Presidents Park	To the Glen Ellyn ADA Transition Plan Steering Committee: I am writing in support of the ADA Transition Plan and torequest a specific improvement in the Spring Ave neighborhood. The Plan outlines "long-range strategies to make pedestrian facilities accessible to all individuals," and I believe this request fits directly within that mission. The Request:Please install accessible sidewalk pathways through Glen Oak Park and Marie Ulhorn/Presidents Park to provide direct pedestrian access to the informal cut-through routes that connect this neighborhood to Ben Franklin Elementary School.Without these pathways, residents must navigate around entire double blocks to reach those cut-throughs — adding unnecessary distance and undermining the walkability those routes are meant to provide. The Plan's own Activity Score framework awards priority to sidewalk segments near "pedestrian activity generators" such as schools and parks. This connection links two parks directly to an elementary school — exactly the kind of high-activity corridor the scoring system is designed to prioritize. The Plan also states that "providing sidewalk where it is absent may still be a Village priority depending upon local conditions and the general goal of providing pedestrian connectivity throughout the Village," and that "Coordination with the park and school districts is also a priority." I ask that the Village include these park pathways in the Sidewalk Gap Mapping and Prioritization process (Section 9.1) as it works toward full accessibility. Thank you for your consideration!
135	Glen Oaks Park	To the Glen Ellyn ADA Transition Plan Steering Committee: I am writing in support of the ADA Transition Plan and torequest a specific improvement in the Spring Ave neighborhood. The Plan outlines "long-range strategies to make pedestrian facilities accessible to all individuals," and I believe this request fits directly within that mission. The Request:Please install accessible sidewalk pathways through Glen Oak Park and Marie Ulhorn/Presidents Park to provide direct pedestrian access to the informal cut-through routes that connect this neighborhood to Ben Franklin Elementary School.Without these pathways, residents must navigate around entire double blocks to reach those cut-throughs — adding unnecessary distance and undermining the walkability those routes are meant to provide. The Plan's own Activity Score framework awards priority to sidewalk segments near "pedestrian activity generators" such as schools and parks. This connection links two parks directly to an elementary school — exactly the kind of high-activity corridor the scoring system is designed to prioritize. The Plan also states that "providing sidewalk where it is absent may still be a Village priority depending upon local conditions and the general goal of providing pedestrian connectivity throughout the Village," and that "Coordination with the park and school districts is also a priority." I ask that the Village include these park pathways in the Sidewalk Gap Mapping and Prioritization process (Section 9.1) as it works toward full accessibility. Thank you for your consideration!

136	Crescent Boulevard	I am writing to request that the Plan — or its associated Sidewalk Gap Map (Exhibit 6G) and Capital Improvement Program planning — specifically identify and prioritize the missing sidewalk at the east end of Crescent Boulevard near the Churchill Woods forest preserve parking area. Currently, pedestrians on this stretch of Crescent Boulevard have no sidewalk and are forced onto the road shoulder in an area where drivers are not anticipating foot traffic. This creates a genuine safety hazard and an accessibility barrier — particularly for individuals using mobility devices, who have no compliant surface to travel on. I want to highlight two reasons this location deserves priority attention: 1. Safety. The shoulder of Crescent Boulevard near the Churchill Woods parking area is not designed for pedestrian use. Drivers entering and exiting the parking lot are not expecting pedestrians in the roadway, creating dangerous conflict points that disproportionately affect people with disabilities, seniors, and anyone using a stroller or wheelchair. 2. Connectivity. The Plan notes that residents identified "lack of access to the forest preserve and other parks around the Village" as a common challenge, and that coordination with park districts is a priority. Completing the sidewalk at this location would directly address that gap — it would provide a safe, accessible connection to Churchill Woods and serve as a meaningful link to the Illinois Prairie Path in Lombard, extending the pedestrian and mobility network beyond Village boundaries. The Plan's Sidewalk Gap Map and Activity Score Prioritization Map should be used to evaluate this corridor. I urge the Village to include this location in near-term capital planning and to flag it for any applicable pedestrian infrastructure funding opportunities. Thank you for the opportunity to provide feedback.

30-Day Public Comment Period (General Comments)		
Comment Number	**Location (if any)**	**Comment**
1		The report is thorough but to what end? Now we have a document that describes virtually inch of sidewalk in the village and make recommendations to fix every tiny flaw. The total cost of these changes is monumental and it would be a violation of village leadership to even consider such actions. Thank the consultants for their work, put the report on a shelf, and forget about it. If there is an accessibility issue, resident can bring it to the attention of the village and appropriate action taken. We don't need millions of dollars to handle these issues.
2		Banks, post offices, and municipal buildings should have "accessible" doors.
3		No comment provided.
4		No comment provided.
5		Unable to view the draft plan. It says that it is not available for public viewing.

EXHIBIT 6B
ACCESSIBILITY BARRIERS PRIORITIZATION: SIDEWALKS

ADA Transition Plan

Accessibility Barriers Prioritization

Sidewalk Segments

Chicago Metropolitan Agency for Planning

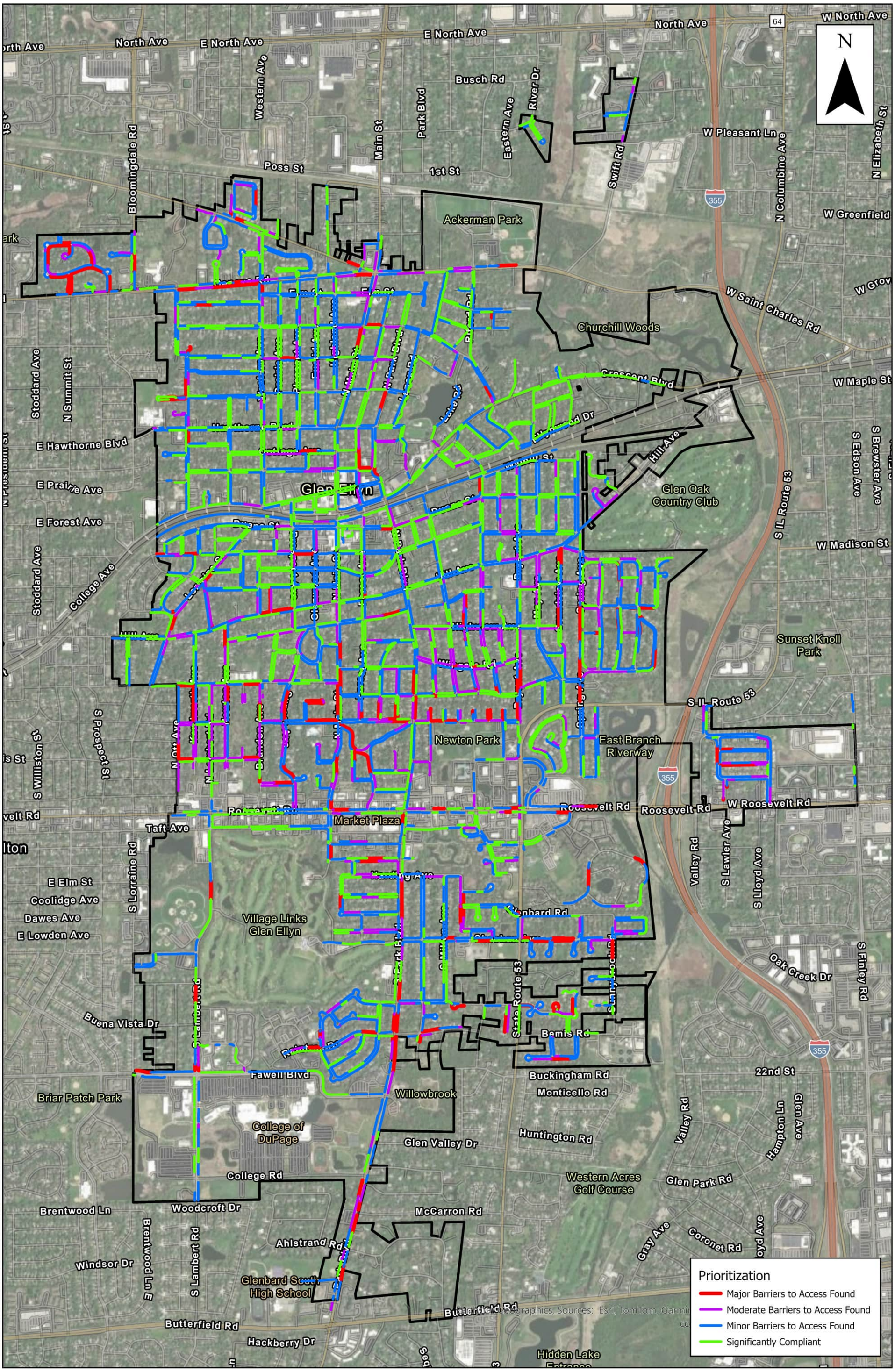


EXHIBIT 6C
ACCESSIBILITY BARRIERS PRIORITIZATION: CURB RAMPS

ADA Transition Plan

Accessibility Barriers Prioritization

Curb Ramps

Chicago Metropolitan Agency for Planning

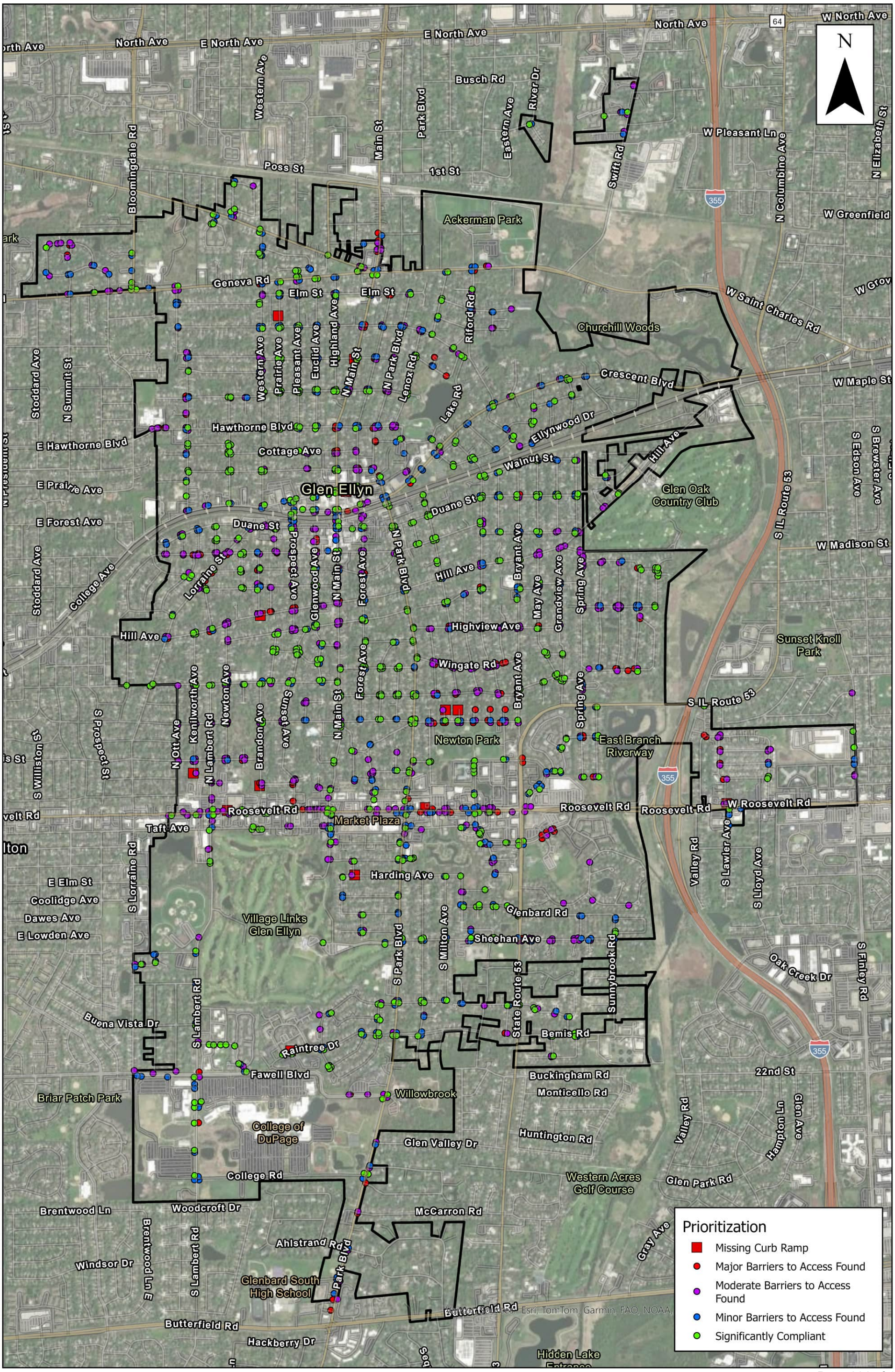


EXHIBIT 6D
ACCESSIBILITY BARRIERS PRIORITIZATION: PEDESTRIAN SIGNALS

ADA Transition Plan

Accessibility Barriers Prioritization

Pedestrian Signals

Chicago Metropolitan Agency for Planning

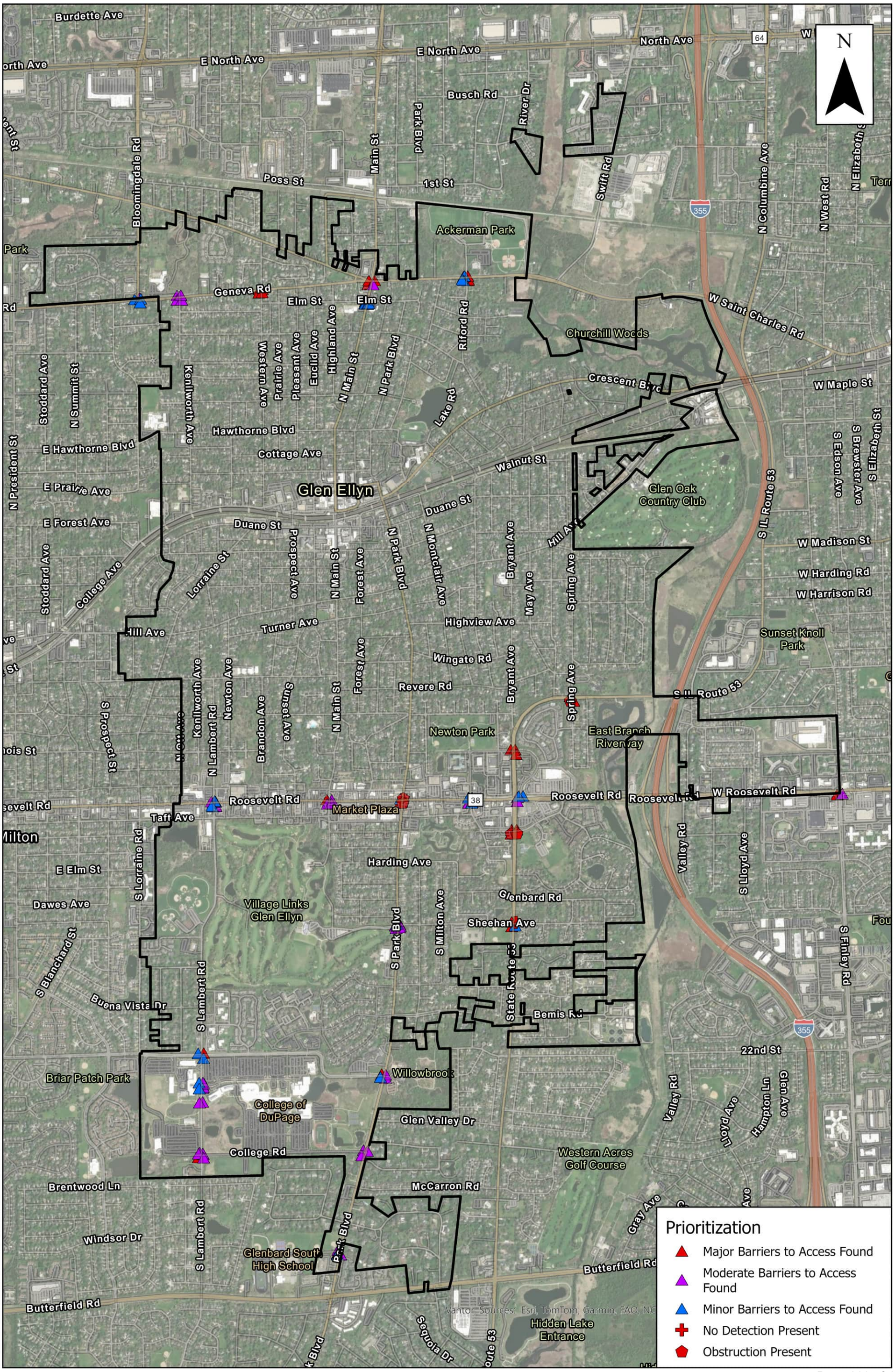


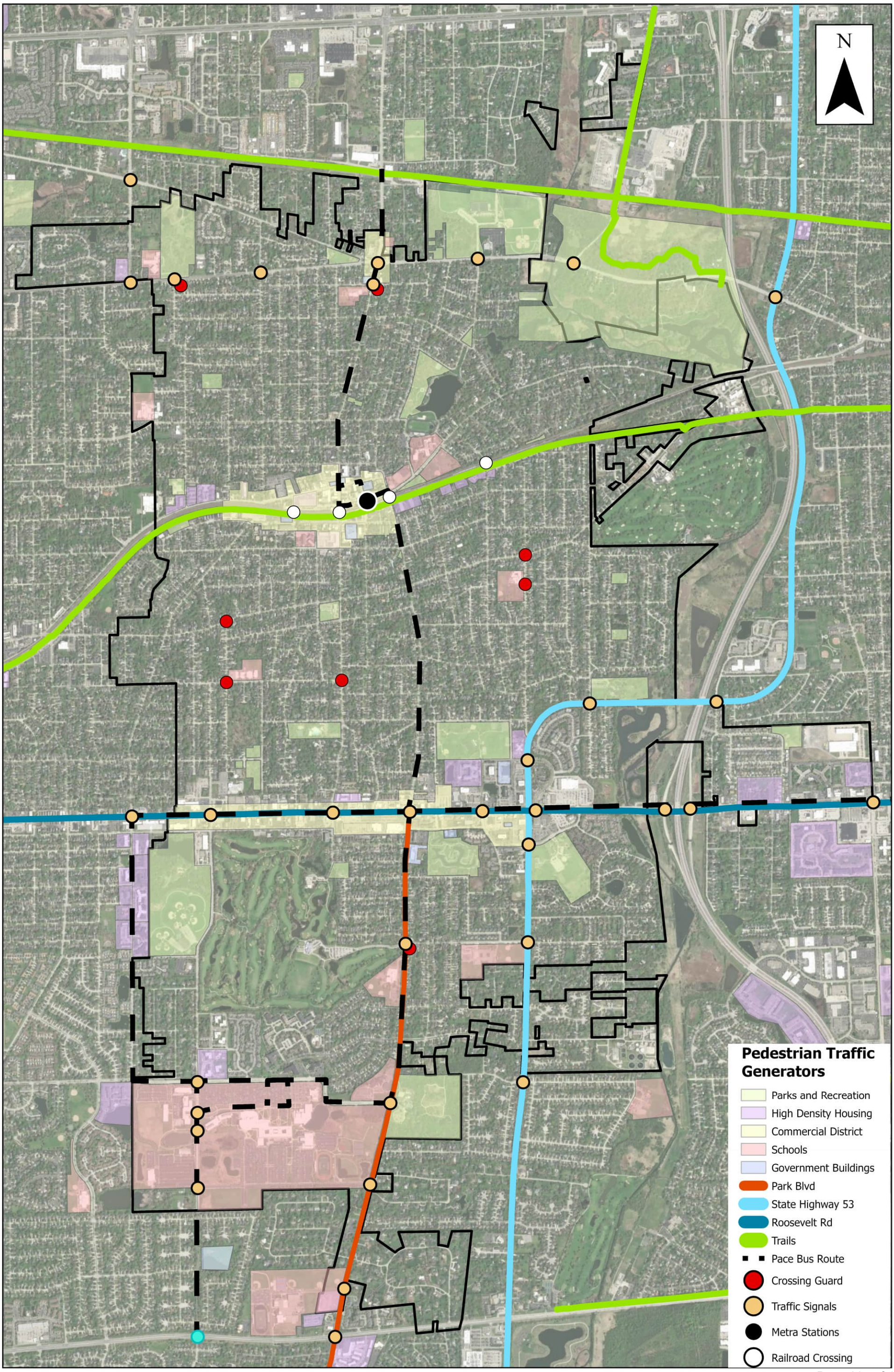
EXHIBIT 6E
PEDESTRIAN ACTIVITY PRIORITIZATION MAPS

ADA Transition Plan

Pedestrian Activity Prioritization Map

Pedestrian Traffic Generators

Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning

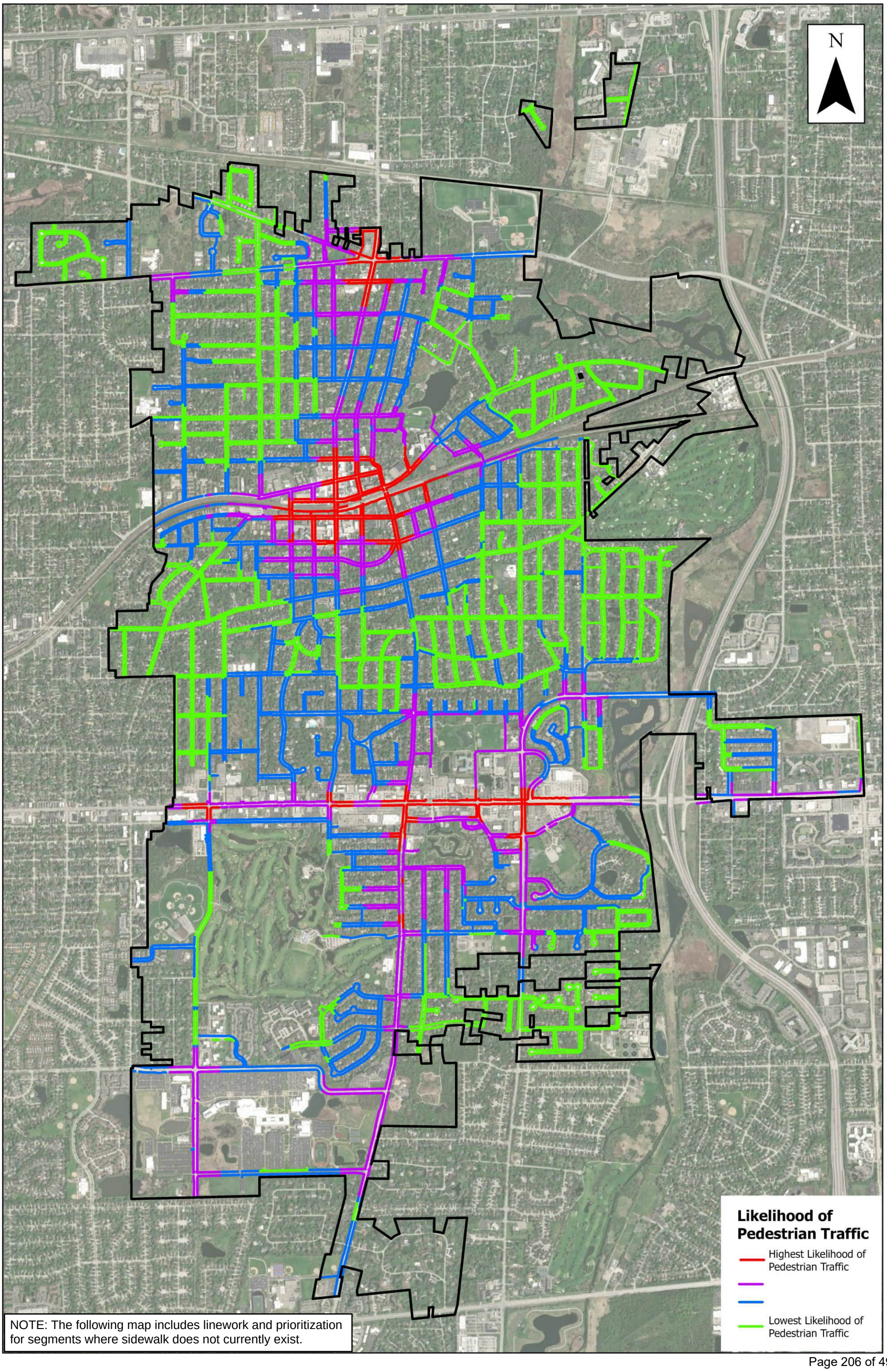


EXHIBIT 6F
POTENTIAL PRIORITY IMPROVEMENT MAP

ADA Transition Plan

Potential Priority Improvements Map

Chicago Metropolitan Agency for Planning

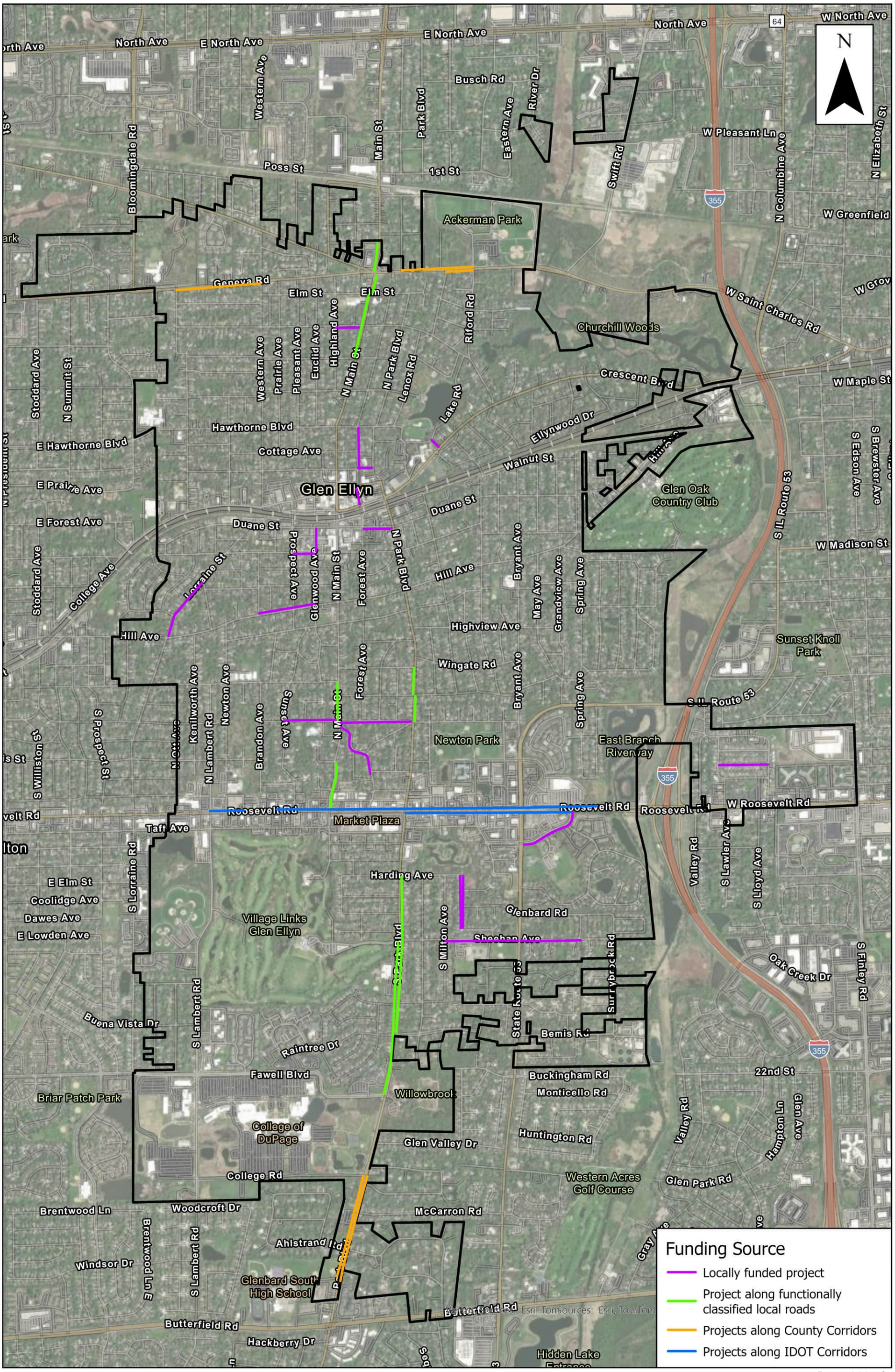


EXHIBIT 6F - POTENTIAL PRIORITY SIDEWALK SEGMENTS

The following projects were identified based on the priorities estalbished in the ADA Transition Plan. Where possibilities exist to pursue federal funds to construct the identified improvements these routes were identified. The timeline and order these projects are completed in will be determined by Village staff and available Village funding. As projects are completed, new projects will be added to the list until the entirety of the village is in compliance. Projects should be removed from the schedule as they are completed.

The distance provided (Segment Length) represents the entirety of the identified project not specifically the amount of reconstruction that will be required to provide access.

Project Name	Project Location	Project Termini	Segment Length	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Potential Federal Funding Projects						
Projects Along IDOT Corridors						
Upgrade sidewalks and curb ramps to eliminate barriers	Roosevelt Road (North side of roadway)	Lambert Road to Newton Avenue	300 feet	Upgrade existing sidewalks to meet ADA standards. The improvements will require complete removal and replacement of the existing pedestrian facilities including an island and several curb ramps.	Medium	High
Construction of new sidewalk	Roosevelt Road (North side of roadway)	Newtown Avenue to Hillcrest Avenue	400 feet	400 feet of new sidewalk in front of 352 Roosevelt Road.	High	High
Construction of new sidewalk	Roosevelt Road (North side of roadway)	650 Roosevelt Road	200 feet	200 feet of new sidewalk in front of 650 Roosevelt Road.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Roosevelt Road (North side of roadway)	Greenwood Street to east of Pershing Avenue	8,900 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 31 commercial entrances. Removal and replacement of existing curb ramps at 12 intersections.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Roosevelt Road (South side of roadway)	Park Boulevard to Pershing Avenue	4,700 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 12 commercial entrances. Removal and replacement of existing curb ramps at 4 intersections.	High	High
Projects Along DuPage County Corridors						
Upgrade sidewalks and curb ramps to eliminate barriers	Park Boulevard (Both sides of roadway)	Raider Lane to College Road	6,000 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 6 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Geneva Road (South side of Roadway)	Kenilworth Avenue to Western Avenue	2,300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Low

Project Name	Project Location	Project Termini	Segment Length	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Upgrade sidewalks and curb ramps to eliminate barriers	Saint Charles Road (South side of Roadway)	Lenox Road to Riford Road	800 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Construction of new sidewalk and upgrade sidewalks and curb ramps to eliminate barriers	Saint Charles Road (North side of Roadway)	Forest Avenue to Riford Road	2,000 feet	1,200 feet of new sidewalk from Forest Avenue to Lenox Road. Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Projects Along Village Corridors						
Upgrade sidewalks and curb ramps to eliminate barriers	Park Boulevard (East side from Fairview to Revere / West side from Revere to High)	Fairview Avenue to High Road	1,500 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 3 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Park Boulevard (West side of roadway)	St. James the Apostle Church to Park View School	4,300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 6 commercial entrances. Removal and replacement of existing curb ramps at 4 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Park Boulevard (East side of roadway)	Harding Avenue to Buena Vista Street	4,300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 4 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Main Street (East side of Roadway)	Roosevelt Road to Joyce Court	1,300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 4 commercial entrances. Removal and replacement of existing curb ramps at 2 intersections.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Main Street (West side of Roadway)	Fairview Avenue to Greenfield Avenue	1,000 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Main Street (West side of Roadway)	Maple Street to Elm Street	1,800 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 1 commercial entrance. Removal and replacement of existing curb ramps at 3 intersections.	High	High

Project Name	Project Location	Project Termini	Segment Length	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Upgrade sidewalks and curb ramps to eliminate barriers	Main Street (East side from Elm Street to Geneva Road / West side from Geneva Road to Village limits)	Elm Street to Village limits	1,400 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 2 commercial entrances. Removal and replacement of existing curb ramps at 3 intersections.	High	High
Locally Funded Projects						
Upgrade sidewalks and curb ramps to eliminate barriers	Pershing Avenue (South side of Roadway)	State Route 53 to Abbey Road	1,300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 1 commercial entrance. Removal and replacement of existing curb ramps at 4 intersections.	High	High
Construction of new sidewalk	Pershing Avenue (South side of Roadway)	Abbey Road to Roosevelt Road	300 feet	300 feet of new sidewalk from Abbey Road to Roosevelt Road.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Duane Street (South side of Roadway)	Forest Avenue to Park Boulevard	800 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Hillside Avenue (South side of Roadway)	Prospect Avenue to Glenwood Avenue	600 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Forest Avenue (West side of Roadway)	Crescent Boulevard to Pennsylvania Avenue	400 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 1 intersection.	High	High
Upgrade sidewalks and curb ramps to eliminate barriers	Glenwood Avenue (East side of Roadway)	Duane Street to Hillside Avenue	600 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Oak Street (South side of Roadway)	Highland Avenue to Main Street	700 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Forest Avenue (East side of Roadway)	Anthony Street to Hawthorne Boulevard	1,200 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Anthony Street (North side of Roadway)	Forest Avenue to Park Boulevard	400 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium

Project Name	Project Location	Project Termini	Segment Length	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Upgrade sidewalks and curb ramps to eliminate barriers	Lake Road (West side of Roadway)	Crescent Boulevard to Glenbard West athletic fields	300 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Montclair Avenue (Both sides of Roadway)	Amber Ridge Avenue to Harding Avenue	2,800 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Fairview Avenue (South side of Roadway)	East Road to Carleton Avenue	2,000 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Medium
Upgrade sidewalks and curb ramps to eliminate barriers	Lorraine Street (East side of Roadway)	Kenilworth Avenue to Hill Avenue	1,800 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 3 intersections. Reconstruction of existing retaining wall north of Hill Avenue.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Hill Avenue (North side of Roadway)	Brandon Avenue to Prospect Avenue	1,600 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 6 intersections.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Sheehan Avenue (South side of Roadway)	Milton Avenue to State Route 53	2,000 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of 3 commercial entrances. Removal and replacement of existing curb ramps at 3 intersections.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Sheehan Avenue (Both sides of Roadway)	State Route 53 to Jonathan Court	1,700 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 4 intersections.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Londonberry Lane (South side of Roadway)	Briar Street to Surrey Drive	1,400 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 2 intersections.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Parkside Avenue (East side from Main to Forest / West side from Forest to Maiden)	Main Street to Maiden Lane	1,500 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 3 intersections.	High	Low
Upgrade sidewalks and curb ramps to eliminate barriers	Fairview Avenue (North side of Roadway)	Sunset Avenue to Main Street	1,700 feet	Upgrade existing sidewalks to meet ADA standards. Removal and replacement of existing curb ramps at 4 intersections.	High	Low

EXHIBIT 6G
SIDEWALK INVENTORY (SHOWING GAPS) MAP

ADA Transition Plan

Sidewalk Inventory Map

Chicago Metropolitan Agency for Planning

OATES ASSOCIATES

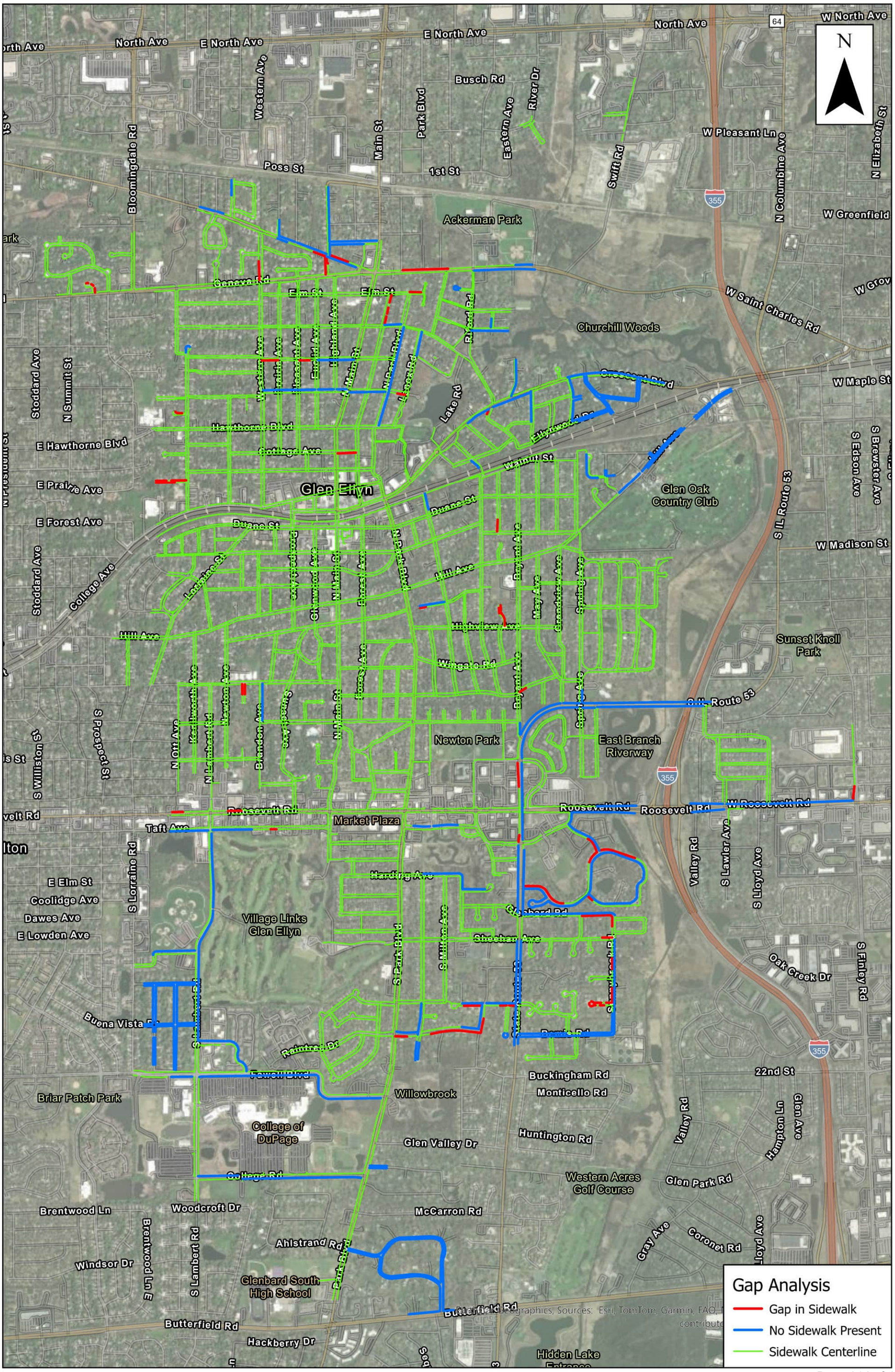


EXHIBIT 7
TRANSITION PLAN AUDIT CHECKLIST

ATTACHMENT TWO: Transition Plan Audit Checklist

The following items must be addressed/included in ADA Self-Evaluation and Transition Plan Projects

	Questions
General Information	
1	Entity Name Village of Glen Ellyn
2	State Illinois
3	Date of the most recent plan/update November 2025
4	First plan or revision First Plan
5	Years of previous plans n/a
6	Was the transition plan done by a consultant? (consultant company logo/name appears on the document or is described) Yes; company name and logo appear on document
Public Participation Opportunities	
7	Is the transition plan available for public inspection? Yes
8	Is the transition plan available on the agency's website? Yes
9	What was the webpage URL? To be determined
10	If not available on website, how was the plan acquired? To be determined
11	Is the website where the transition plan was found accessible to individuals with vision impairments? To be determined
12	Is the transition plan document itself accessible? See: https://helpx.adobe.com/acrobat/using/create-verify-pdf-accessibility.html Yes
13	Were multiple outreach methods used to engage the public as part of the transition planning process? Multiple would be different types of methods (facebook and twitter is one type (social media). NOTE- website can be outreach method, but if used to tell people about the process, not just putting final plan on the website Yes, see Chapter 3, Public Outreach, for the effort put forth.
14	Were targeted methods used to engage people with disability to become involved in the transition planning process? Note - if there was involvement in TP, may be able to infer public outreach Yes
15	Which outreach methods were used? Website, flyers, survey, steering committee, community events
16	Were people with disabilities and other interested individuals and organizations provided an opportunity to review and comment on the transition plan? Yes
17	How were people with disabilities and other interested individuals and organizations involved? (See Ch 3)
Inventory	
18	Was an inventory of PROW completed? Yes
19	Was a description of the inventory procedures included? Yes
20	What kind of sampling was used for the inventory? (How much of the community (city, county etc.) was assessed?) NOTE - may be useful to check maps All PROW was inventoried within the village limits
21	Did the inventory assess whether pedestrian facilities were present (curb-cut is present or not)? Yes
22	Did the inventory assess the compliance of pedestrian facilities that were present using ADA guidelines for PROW? Yes
23	How was compliance of pedestrian facilities assessed? (Mark all that were described) based on PROWAG
24	Which pedestrian facilities were assessed as part of the inventory and transition plan? all facilities on PROW

25	Does the transition plan list the physical barriers that limit the accessibility of services to individuals with disabilities? (results of the evaluation) Yes
26	Which features of the PROW does it list? Sidewalks, curb ramps, cross-walks, traffic signals etc.
27	**Sidewalk** barriers Yes
28	**Curb Ramp** barriers Yes
29	**Cross-walk** barriers (NOTE: May be same as Intersections) Yes
30	**Traffic Signal** barriers (NOTE: may be called pedestrian signals Yes
31	**Other** barriers (if any other's listed - driveways, parking etc.) Yes
Methods and Schedule	
32	Does the plan include a description of the methods to be used to remove PROW barriers and make the facility accessible? It includes priorities for projects that would remove barriers, yes.
33	Does the plan include a schedule of improvements to upgrade accessibility following the plan for each year of the transition period? Yes
34	Does the plan include a schedule for other areas of the PROW beyond curbcuts, such as sidewalks, crosswalks, pedestrian signals? Yes
35	For which areas of the PROW is there a schedule? Where the data showed there is the greatest need
36	Are dates attached to each barrier removal? (note - If any description or table with dates of barrier removal mark yes) There are dates attached to projects that will remove barriers in a specified area.
37	Until what year is barrier removal planned for? There are projects projected out 30 years +
38	Is a description of the prioritization for barrier removal present? Yes
39	What factors were used for prioritization? Several; refer to Ch 6 of the Plan where factors are identified.
40	Which factor were given the highest weight? See Appendix A
41	Were funding sources identified? Yes
42	Will barrier removal be integrated into regular PROW work? (i.e. Is it integrated into the annual budget for public works? Or the Capital Improvement Plan (CIP)) Yes
43	Which **potential** funding sources were identified? city budget, MPO STP & CMAQ , TAP, ITEP
44	Which **actual** funding sources were identified? (actual meaning they list a source that has been designated for barrier removal and funds allocated for it)
45	Is a separate pool of funds identified and set aside?
46	If included in the transition plan, what was the amount of the estimated construction cost for the improvements needed to the PROW?
Who will Implement?	
47	Does the transition plan name an official responsible for the plan's implementation? Yes
48	Is the official in a position of authority? (i.e. was it someone who can be held accountable? some examples are a department head, mayor, lead engineer etc.) The plan has been adopted by the village, so Mayor is responsible
49	What is the responsible official's department and title? Mayor
50	Was an ADA coordinator designated? Yes
51	Was the name and contact information of the ADA coordinator listed in the transition plan? Yes
Monitoring Progress	
52	Does the plan mention how monitoring of progress will take place, such as performance measures/regular reporting measures? For instance does the plan describe the the what, when, who will be involved. Monitoring is suggested, and Public Works and the ADA Coordinator are responsible for performance/reporting measures.

53	How will monitoring take place? Use a 6 year rotation to inventory/repair sidewalk throughout village
54	Does the plan specify how often the plan will be updated (every two years, for example)? NOTE - updated may be different than reviewed. Revised schedule or inventory is considered an 'update' Yes
55	How often the plan will be updated (every two years, for example)? Every 6 years is recommended
56	If there is a plan update, does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? Yes
57	How does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? To Be Determined
58	Does the plan explain how the LPA will address ongoing citizen requests for PROW improvements? (specifically non-grievances) A Grievance procedure has been implemented as part of the plan
59	Describe how the LPA will address ongoing citizen requests for PROW improvements Grievance procedure
60	Does the plan explain how the public can become involved in ongoing PROW issues for planning, prioritization and policy decisions? (NOTE- beyond public comment period, more actively attempted to engage public) Interactive map to inform village of concerns will continue
61	Describe the ongoing public involvement opportunities? To Be Determined
Other	
62	Was a set of accessibility guidelines for pedestrian facilities adopted by the LPA? Yes
63	Which guidelines have they adopted? 2023 PROWAG and IDOT Highway Standards eff. Jan 1, 2025.
64	Is the guideline updated for the 2010 ADAAG or PROWAG? Yes - PROWAG
65	Is there any evidence the transition plan was put into operation by signature, ordinance or other means of adoption? Yes, the Plan was adopted and the resolution is an exhibit in the Plan.
66	Does the Transition Plan describe how the efforts and priorities listed will be incorporated into other pedestrian and transportation planning? Yes
67	If yes, how are the efforts and priorities listed incorporated into other pedestrian and transportation planning? Yes
68	Is the document a scan? No
69	Was the plan intended to assess facilities? No

EXHIBIT 8
RESOLUTION FOR ADA TRANSITION PLAN ADOPTION (TO BE COMPLETED)

APPENDIX A
PUBLIC INVOLVEMENT

APPENDIX A.1
PUBLIC MEETINGS

Chicago Metropolitan Agency for Planning

HELP IMPROVE OUR COMMUNITY

PUBLIC MEETING NOTICE

The Village of Glen Ellyn, Chicago Metropolitan Agency for Planning (CMAP), and Oates Associates are kicking off the development of an **ADA Transition Plan** for the Village to improve pedestrian access.

WHEN: Tuesday, February 25, 2025
From 6pm - 8pm

WHERE: Glen Ellyn Civic Center, Clayton Room
535 Duane Street
Glen Ellyn, IL 60137

WHY: We want to hear from the community on how to improve your community! Scan the QR Code to learn more about the process.

Scan for Details:

engage.cmap.illinois.gov/la-grange-park-ada

Email questions to: glenellynada@oatesassociates.com

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Kick-off Event
Tuesday, February 25th, 2025, 6:00-8:00 PM
Civic Center
Clayton Room (2nd Floor)

NAME	ADDRESS	PHONE OR EMAIL ADDRESS	CHECK TO RECEIVE FUTURE EMAILS	INTERESTED IN STEERING COMMITTEE?

Chicago Metropolitan Agency for Planning

GLEN ELLYN ADA TRANSITION PLAN
PUBLIC COMMENT FORM
FEBRUARY 25, 2025

We encourage you to express your comments and concerns about increasing pedestrian access along streets and roads around Glen Ellyn to aid in our preparation of an ADA Transition Plan. This plan with help the village prioritize areas for improvements, facilitating more accessibility and increasing access to all users. This plan will be completed in late 2025, and we are looking for your input to guide the process.

You can either leave the form with us today or send it to us at one of the addresses provided below. Please send your comments within one week of this meeting to allow for timely consideration.

Mr. Derek Peebles, Senior Engineer
Assistant Village Engineer
30 S Lambert Road
Glen Ellyn, IL 60137
(630) 547-5520
dpeebles@glenellyn.org

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name:_____

Address:_____

City:_____Zip Code:_____

Telephone Number:_____

My comments are:

_____

_____

_____

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Please use the back of the sheet if more space is needed.

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Frequently Asked Questions

Kick-off Informational Meeting
Tuesday, February 25th, 2025, 6:00 to 8:00 PM

Welcome to the kick-off meeting for the ADA Transition Plan. This meeting is the first in a series of community engagement events to gather information about the challenges faced when walking/wheeling around the community, gather information about where residents want to walk/wheel, and help establish a vision for the future of pedestrian travel around the village.

In this open-house format, there will be short presentations at 6pm and 7pm but the project team is available to answer questions throughout the meeting. Exhibits are available to allow attendees to identify existing barriers to access and identify pedestrian destinations. Representatives from the engineering consultant (Oates Associates) Chicago Metropolitan Agency for Planning (CMAP), and village staff are available to discuss the planning process with you.

Why?

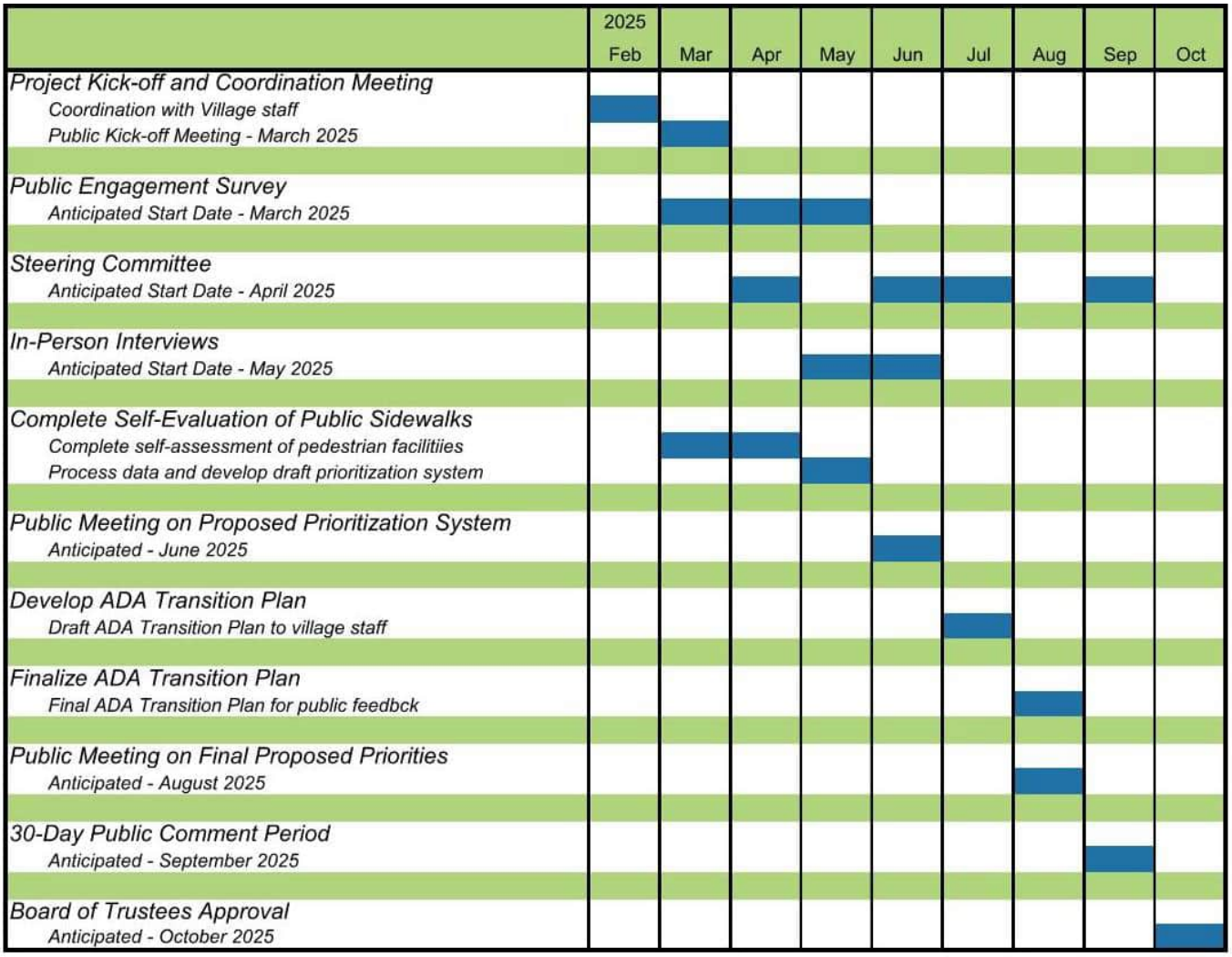
Typical of most every community, there are currently areas of the village's public right-of-way that are not accessible to people with disabilities and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the village's pedestrian network into compliance, the Plan will help prioritize and schedule future improvements. The transition plan serves as a tool to assist the village, building upon our long-standing commitment to improving accessibility throughout the village.

How can you help with the planning process?

- Share your challenges as you travel around the village
- Share your thoughts on priority areas and your destinations throughout the village
- Attend meetings and visit us at local events
- Join the steering committee – Be part of the entire planning project and help guide the final Plan. If you are interested, please email glenellynada@oatesassociates.com.

Project Schedule

The anticipated schedule for this planning process is to complete the assessment of the public right-of-way in Spring 2025, develop priorities in Summer 2025, and present the final plan to the public in late Summer 2025. A more detailed schedule can be found below.



Thank you for attending! If you would like to join the e-mail list to get notifications related to the ADA Transition Plan, please e-mail glenellynada@oatesassociates.com.

Glen Ellyn ADA Transition Plan
Information Sheet

In Partnership with:
Chicago Metropolitan Agency for Planning

Thank you for your interest in learning more about the ongoing planning process for Glen Ellyn's Americans with Disabilities Act (ADA) Transition Plan for Public Sidewalks. This event is the second in a series of community engagement events to gather information about the challenges faced when walking/wheeling around the community, gather information about where residents want to walk/wheel, and help establish a vision for the future of pedestrian travel around the Village.

Representatives from Village staff, the engineering consultant (Oates Associates) and CMAP are available to discuss the planning process with you.

Why?

Typical of every community in the country, there are currently areas of the Village's public right-of-way that are not accessible to all and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the Village's pedestrian network into compliance, the Plan will help prioritize and schedule future improvements. The transition plan will serve as a tool to assist the Village, building upon our long-standing commitment to accessibility throughout the Village.

How can you help with the planning process?

- Share your challenges as you travel around the village
  - See QR code on postcard
- Share your thoughts on priority areas and your destinations throughout the village
  - See QR code on postcard
- Attend meetings and visit us at local events
- If you would like to have a longer conversation with the project team, please reach out at glenellynada@oatesassociates.com.

Project Schedule

The anticipated schedule for this planning process is to finalize priorities in Fall 2025 and present the final plan to the public in late 2025.

Thank you for stopping by!

Glen Ellyn ADA Transition Plan
Public Comment Form

In Partnership with:
Chicago Metropolitan Agency for Planning

We encourage you to express your comments and concerns about increasing pedestrian access along streets and roads around Glen Ellyn to aid in our preparation of an ADA Transition Plan. This plan will help the village prioritize areas for improvements, facilitating more accessibility and increasing access to all users. This plan will be completed in late 2025/early 2026, and we are looking for your input to guide the process.

You can either leave the form with us today or send it to us at one of the addresses provided below. Please send your comments by October 21st to allow for timely consideration. Additionally, comments including locations throughout the Village you face challenges can be provided online through the following QR code:

Mr. Derek Peebles, Assistant Village Engineer
Village of Glen Ellyn
30 S Lambert Road
Glen Ellyn, IL 60137
(630) 547-5520
dpeebles@glenellyn.org

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name:_____

Address:_____

City:_____Zip Code:_____

Telephone Number:_____

My comments are:

_____

_____

_____

Please use the back of the sheet if more space is needed.

Please use the back of the sheet if more space is needed.

SHARE YOUR THOUGHTS

The Village of Glen Ellyn is seeking public feedback on the **Americans with Disability Act Transition Plan for Public Sidewalks**. This plan will help improve access for people of all abilities and ensure ADA compliance. Please scan the QR code below to share your opinion.

Scan for Survey :

In Partnership with:

Chicago Metropolitan Agency for Planning

SHARE YOUR CHALLENGES

The Village of Glen Ellyn invites you to provide feedback on the **Americans with Disability Act Transition Plan for Public Sidewalks**. Scan the QR code below to share the challenges you experience and the improvements you would like to see in your community.

Scan for Survey :

In Partnership with:

Chicago Metropolitan Agency for Planning

Funding Provided by:

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Community Meeting

Wednesday, March 18th, 2026, 6:00-7:30 PM

Civic Center

Galligan Board Room

NAME	ADDRESS	PHONE OR EMAIL ADDRESS

ADA Transition Plan
Frequently Asked Questions

Community Meeting
Wednesday, March 18th, 2026, 6:00 to 7:30 PM

Welcome to the community meeting to present the draft Americans with Disability Act (ADA) Transition Plan. This meeting in intended to provide an opportunity for the public to converse with Village staff and the project team and learn more about the development of the ADA Transition Plan.

In this open-house format, there will be short presentations at 6pm and 7pm but the project team is available to answer questions throughout the meeting. Exhibits are available to allow attendees to review the priority sidewalks, curb ramps and pedestrian traffic signals that were developed during the planning process and provide their feedback. Representatives from the engineering consultant (Oates Associates) and Village staff are available to discuss the planning process with you.

Why?

Typical of almost every community, there are currently areas of the village's public right-of-way that are not accessible to people with disabilities and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the village's pedestrian network into compliance, the Plan helps prioritize and schedule future improvements. The transition plan serves as a tool to assist the village, building upon our long-standing commitment to improving accessibility throughout the village.

How can you help with the planning process?

- The draft copy of the ADA Transition Plan is available for public comment until April 10th
- The draft plan can be view at The Village of Glen Ellyn Accessible Communities Plan | Engage with CMAP or by using the QR code
- All comments are encouraged and will be incorporated into the final planning document

Funding Provided by: Chicago Metropolitan Agency for Planning

Funding Provided by:
Chicago Metropolitan Agency for Planning

GLEN ELLYN ADA TRANSITION PLAN
PUBLIC COMMENT FORM
MARCH 18, 2026

We encourage you to express your comments and thoughts about the draft Americans with Disabilities Act (ADA) Transition Plan. The plan with help the Village prioritize areas for improvements, facilitating more accessibility and increasing access to all users.

The full draft copy of the ADA Transition Plan is available for review at the project's webpage, Glen Ellyn's Plan for Accessible Streets and Sidewalks | Engage with CMAP. The website also provides an opportunity to provide public comments.

You can either leave the form with us today or send it to us at one of the addresses provided below. Please send your comments within one week of this meeting to allow for timely consideration.

Mr. Derek Peebles, Assistant Village Engineer
Village of Glen Ellyn
30 S Lambert Road
Glen Ellyn, IL 60137
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travis.helmkamp@oatesassociates.com

Please print

Name:_____

Address:_____

City:_____Zip Code:_____

Telephone Number:_____

My comments are:

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Please use the back of the sheet if more space is needed.

Please use the back of the sheet if more space is needed.

Glen Ellyn
Public Rights of Way ADA Transition Plan

Community Meeting
Rollout of draft ADA Transition Plan
March 18th, 2026

Funding Provided by: Chicago Metropolitan Agency for Planning

What is the ADA?

- ADA = Americans with Disabilities Act
- ADA protects people with disabilities from discrimination.
- ADA is a law – no need to apply for coverage
- A person with a disability is someone who:
  - Has a physical or mental impairment that substantially limits one or more major life activities (caring for oneself, performing manual tasks, etc.)
  - Has a history or record of such an impairment (i.e., cancer in remission)
  - Is perceived by others as having such an impairment (a person with severe burn scars)

Funding Provided by: Chicago Metropolitan Agency for Planning

Who is the disability community?

- General demographics
- Region

Funding Provided by: Chicago Metropolitan Agency for Planning

Demographics of Disability

- 1 in 4 people have a disability
- 16% of people with disabilities use mobility devices (crutches, canes, wheelchairs, etc.)
  Face greatest # of physical barriers in community
- 49% of people with disabilities have either vision or hearing impairment
- 33% of people with disabilities have major medical condition (Diabetes, Heart Disease, HIV, Seizure Disorder, etc.)
- The majority of disabilities are “invisible”

Funding Provided by: Chicago Metropolitan Agency for Planning

Source: ADA Great Lakes Center

Region Demographics

In the CMAP region, there are

436K people (4.5%)

with a disability that affects mobility

20%

of northeastern Illinoisans aged 65-74 have at least 1 disability

42%

of northeastern Illinoisans aged 75+ have at least one disability

Source: American Community Survey 5-year data, 2021

Funding Provided by: Chicago Metropolitan Agency for Planning

Steps to a Compliant ADA Transition Plan

Funding Provided by: Chicago Metropolitan Agency for Planning

Public Right-of-Way (ROW) ADA Transition Plan

Public entities with 50+ employees:

Plan setting forth the steps necessary to complete such changes to achieve program accessibility

(i) Identify physical obstacles to the public right-of-way, including to entity's facilities that limit the accessibility of its programs or activities

(ii) Describe in detail the methods that will be used to make areas accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance

(iv) Indicate the official responsible for implementation of the plan.

Funding Provided by: Chicago Metropolitan Agency for Planning

Title II of the ADA Municipal Obligations

Five administrative requirements:

1. Notice to public (previously completed)
2. Designate a responsible employee “ADA Coordinator” (previously completed)
3. Grievance procedure (previously completed)
4. Conduct a self-evaluation
5. Develop a transition plan

Funding Provided by: Chicago Metropolitan Agency for Planning

Conduct a Self-Evaluation

Funding Provided by: Chicago Metropolitan Agency for Planning

Completing the Self-Evaluation

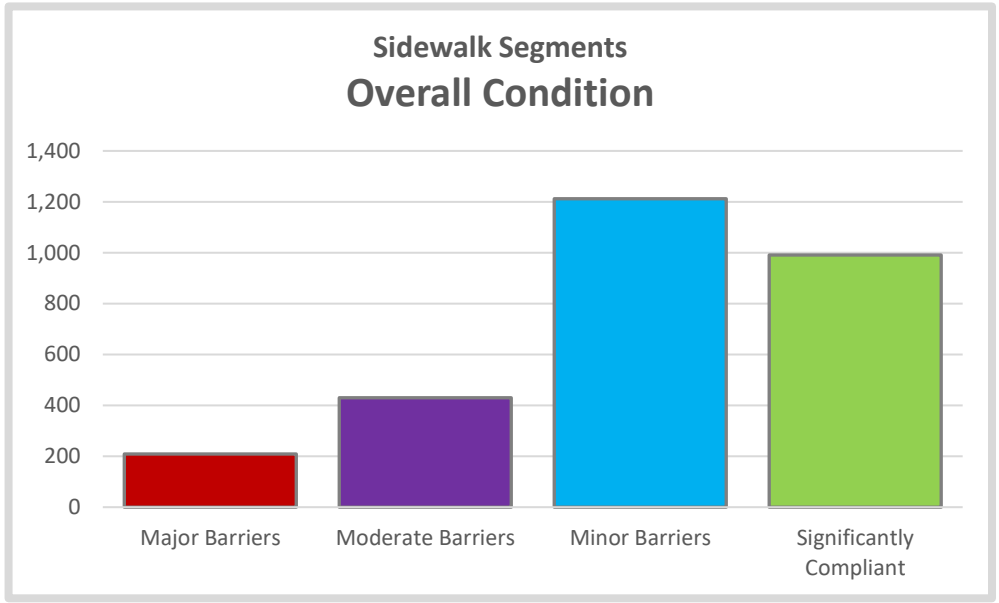
- Assessed entirety of pedestrian network on public right-of-way
  - Sidewalks
  - Curb Ramps
  - Pedestrian Traffic Signals
  - Crosswalks
  - Bus Stops

- Review of Village documents associated with services provided by the Public Works Department

Funding Provided by: Chicago Metropolitan Agency for Planning

Self-Evaluation of Sidewalks

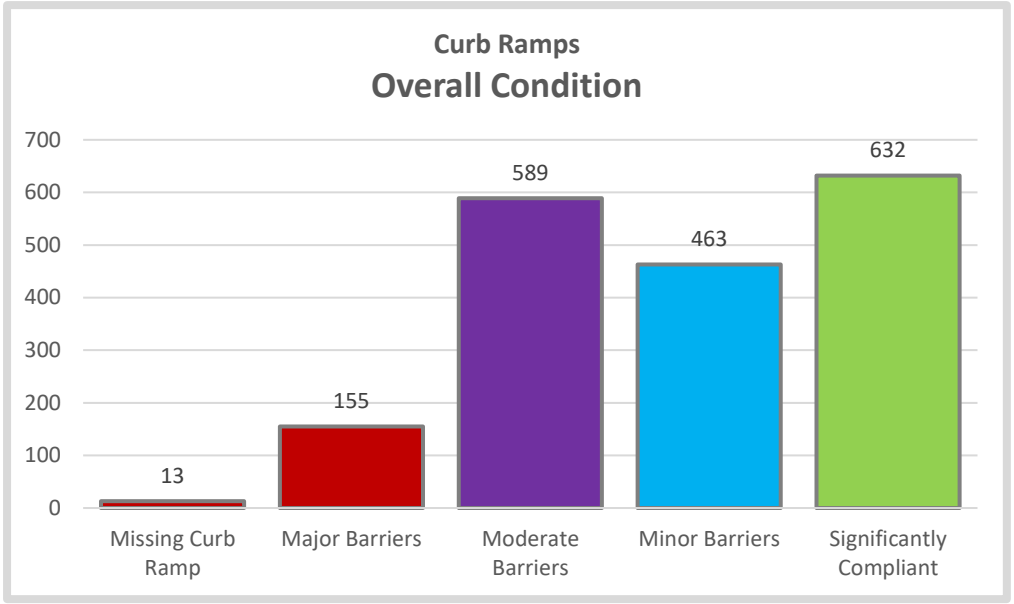
- 170 miles of sidewalk assessed (2,842 segments)
- Data collected
  - Cross slope of sidewalk
  - Average width of sidewalk
  - Displacements (separation at sidewalk joints)
  - Deterioration



Funding Provided by: Chicago Metropolitan Agency for Planning

Self-Evaluation of Curb Ramps

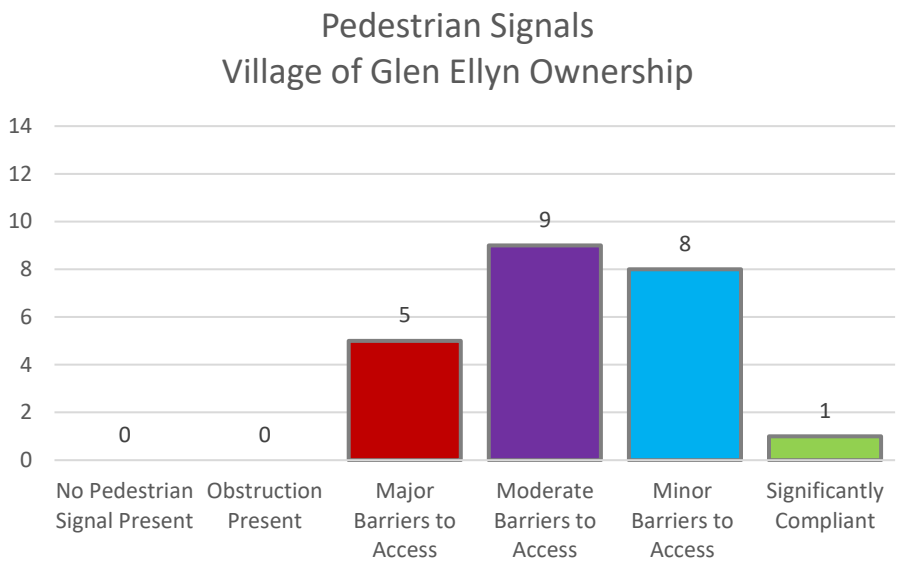
- 1,852 curb ramps
- Data collected
  - Width of curb ramp
  - Detectable warning panels
  - Maximum cross slope
  - Maximum running slope
  - Displacements (separation at sidewalk joints)



Funding Provided by: Chicago Metropolitan Agency for Planning

Self-Evaluation of Pedestrian Traffic Signals

- 24 intersections with pedestrian traffic signals
  - 6 intersections maintained by the Village
- Data collected
  - Proximity of pedestrian push button
  - Countdown timers
  - Operating force to activate push button
  - Etc.



Note: Graph represents quadrants with pedestrian traffic signals

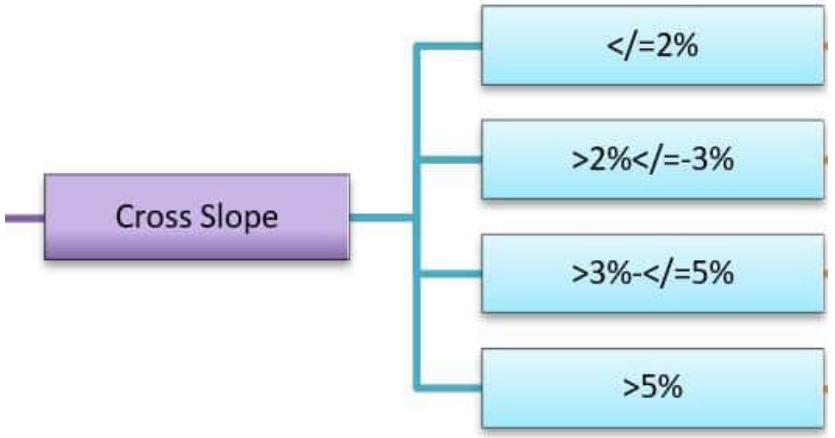
Funding Provided by: Chicago Metropolitan Agency for Planning

Prioritization

Funding Provided by: Chicago Metropolitan Agency for Planning

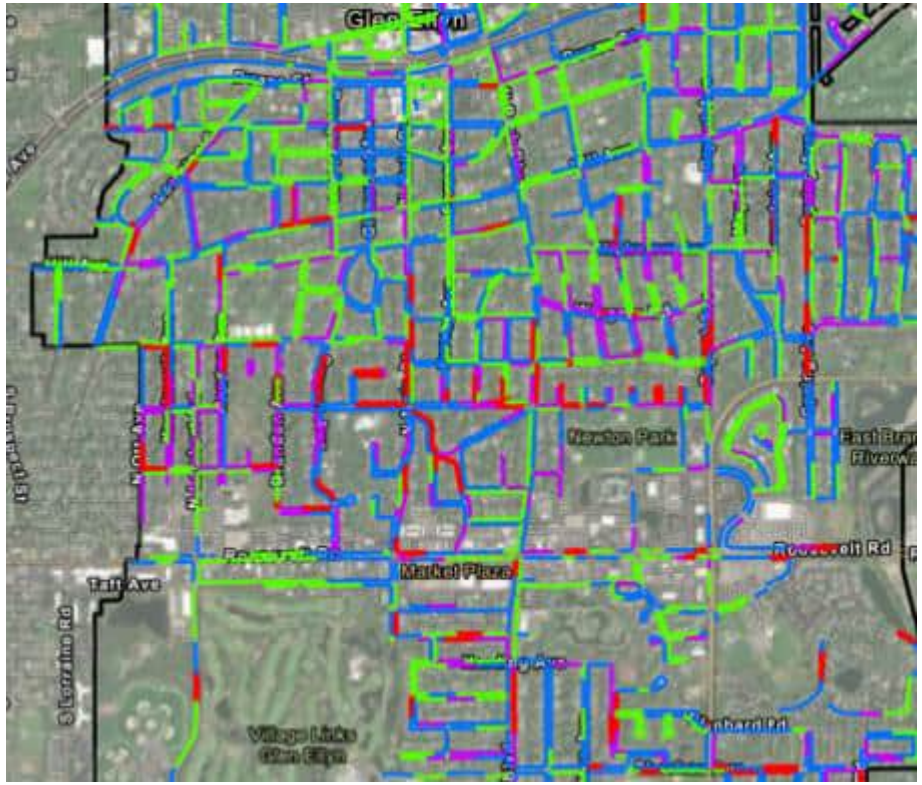
Prioritizing Pedestrian Facilities

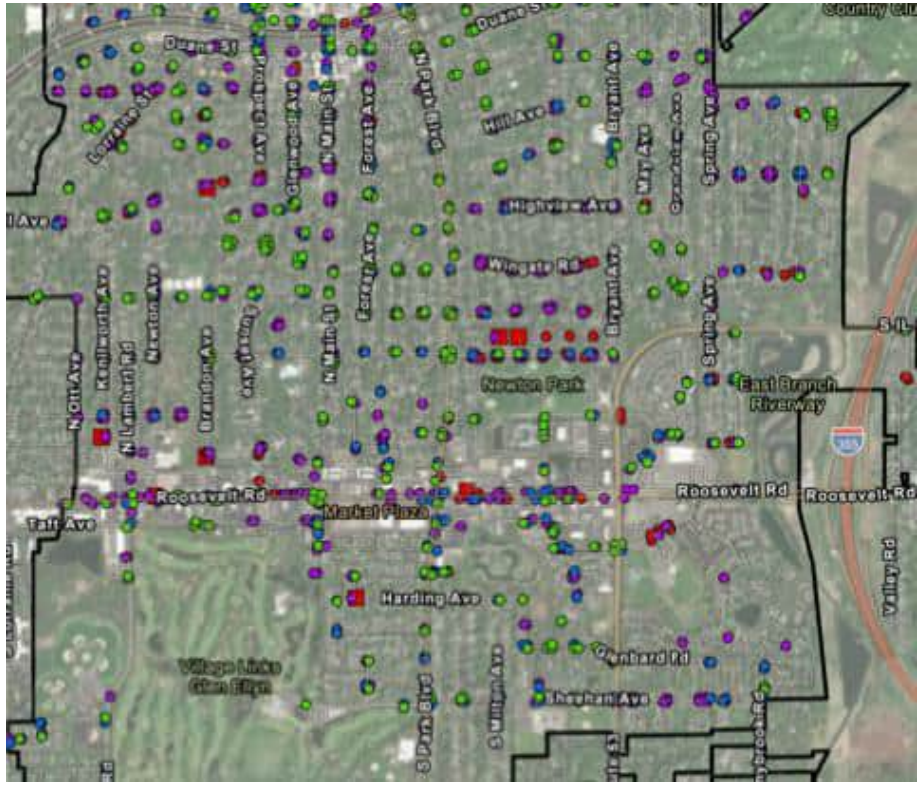
- Scoring the criteria
  - Data score based on a two-part system:
    - Accessibility Score (physical condition)
    - Pedestrian Activity Score (proximity to pedestrian generators)
- Accessibility Score
  - Assign a value for each deficiency
  - Quantify impact of deficiency to pedestrians
- Pedestrian Activity Score
  - Based on proximity to community assets



Funding Provided by: Chicago Metropolitan Agency for Planning

Accessibility Score





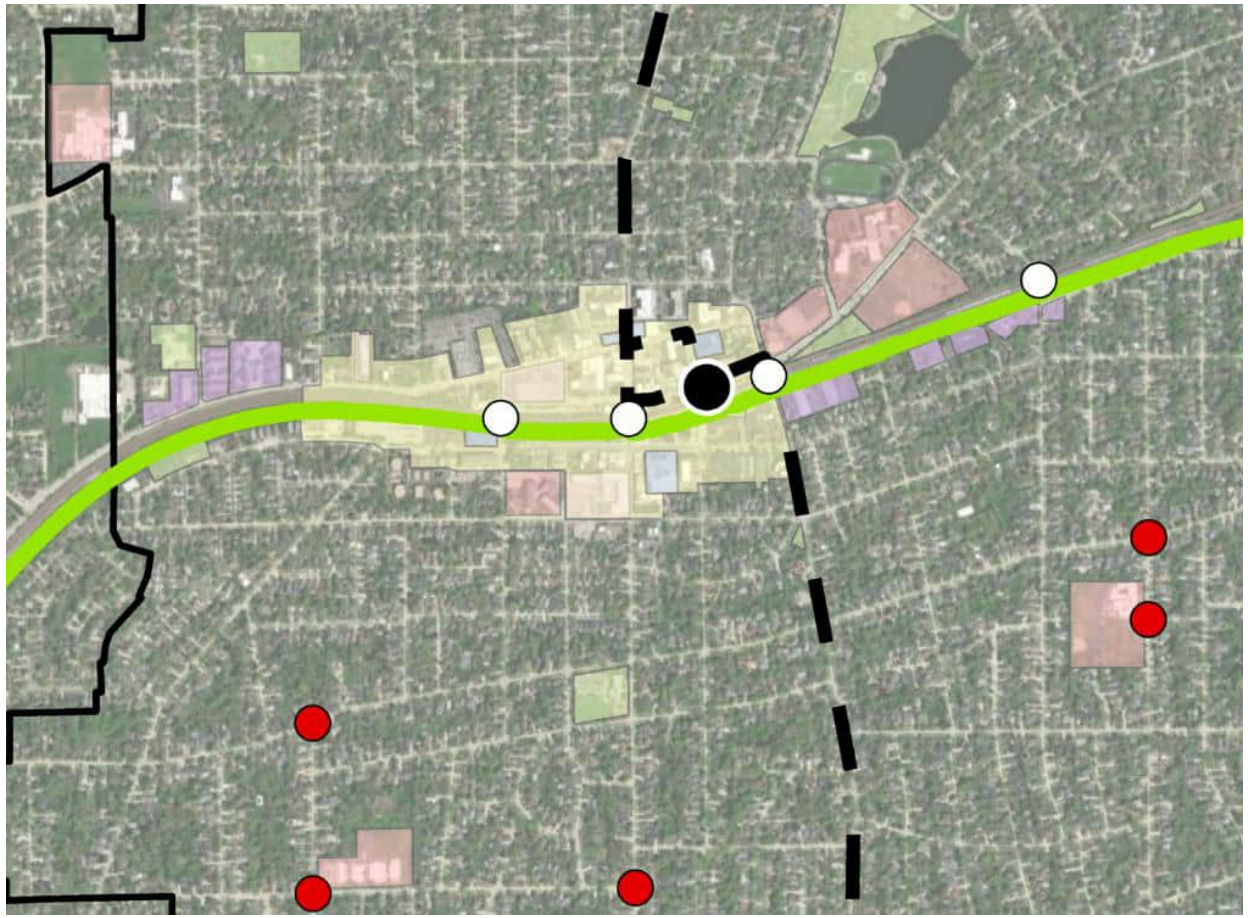
Funding Provided by: Chicago Metropolitan Agency for Planning

Pedestrian Activity Score
Pedestrian Traffic Generators

- Based on proximity to community assets:
  - Parks and Recreation
  - High Density Housing
  - Commercial District
  - Schools
  - Government Buildings
  - PACE Bus Routes
  - High Volume Roadways
  - Traffic Signals
  - Crossing Guards
  - Metra Stations
  - Railroad Crossing

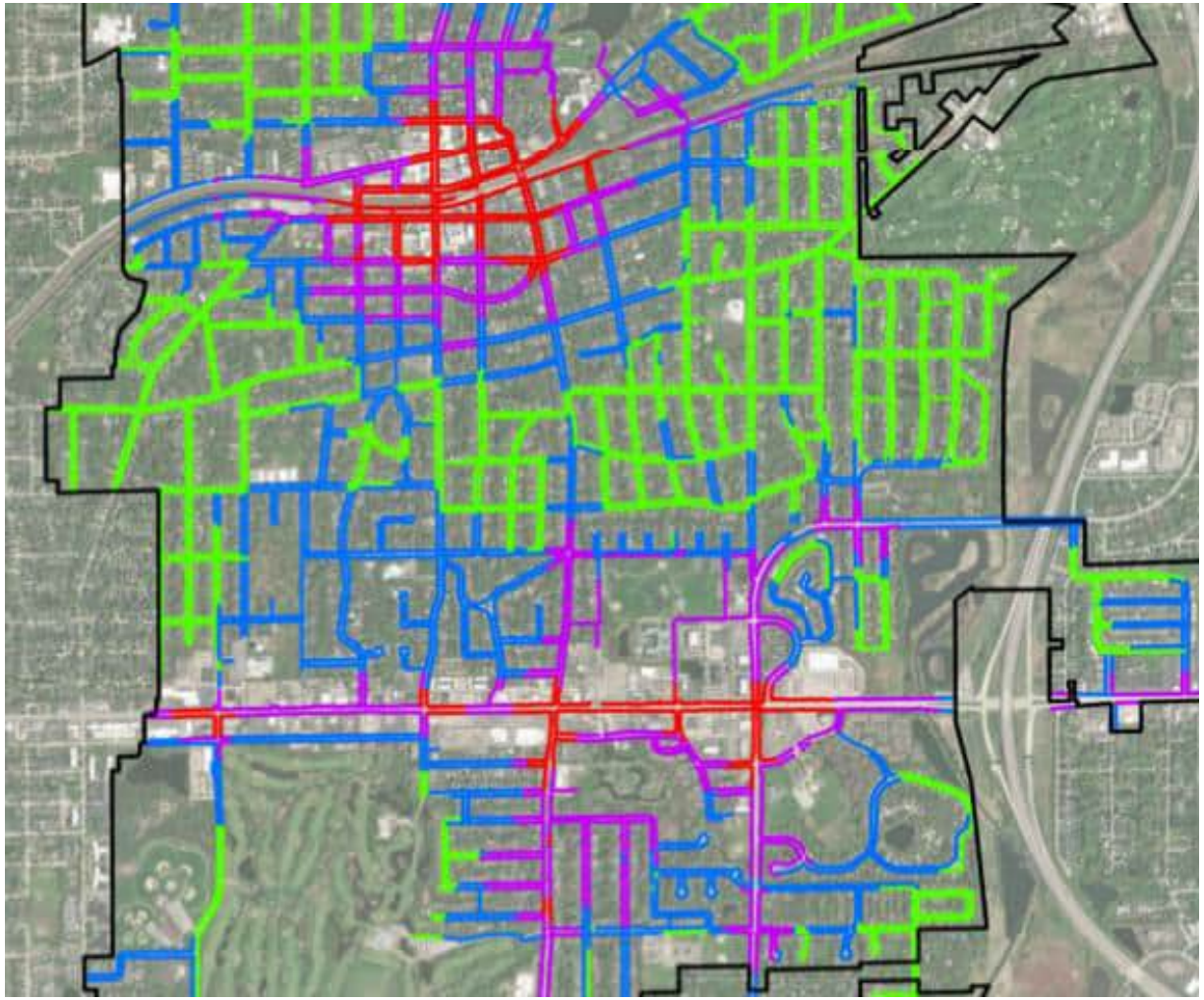
Funding Provided by: Chicago Metropolitan Agency for Planning

Pedestrian Activity Score
Pedestrian Traffic Generators



Funding Provided by: Chicago Metropolitan Agency for Planning

Pedestrian Activity Score Prioritization Map



Funding Provided by: Chicago Metropolitan Agency for Planning

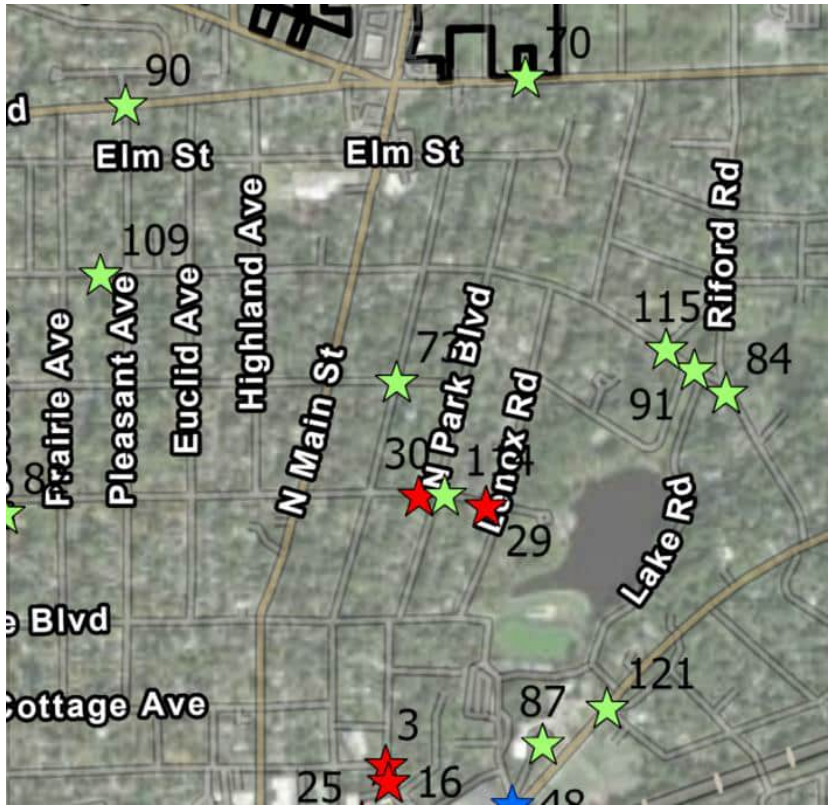
Develop a Transition Plan

Funding Provided by: Chicago Metropolitan Agency for Planning

Develop a Transition Plan

Community Engagement

- Steering committee
  - 4 meetings held over the past year
- Community events
  - 3 events held over the past year
- In-person interviews
- Community engagement survey
- Information gathered used to develop priorities, identify barriers and guide plan development



Funding Provided by: Chicago Metropolitan Agency for Planning

Develop a Transition Plan

Review of Administrative Documents

- Recommend potential revisions to increase accessibility
  - Revisions to Village code
  - Recommendations on updating the duty install sidewalks
  - Discussion on documenting when compliance is technically infeasible
- Sidewalk Replacement Program
- Notice Under the Americans with Disabilities Act
- Grievance Procedure
- Draft Snow Removal Policy

Funding Provided by: Chicago Metropolitan Agency for Planning

ADA Transition Plan Schedule and Budget

- Provides planning level cost estimate to bring the Village into compliance
- Acknowledges the long-term nature of the project
- Provides flexibility for Village staff to prioritize based on Village goals

FACILITY TYPE	COUNT	UNIT COST	TOTAL COST[1]
Sidewalk (panels)[2]			**$16,400,000**
Vertical Displacement (1/4" – 1-1/2")	12,500	$90	$1,125,000
Vertical Displacement (greater than 1-1/2")	2,500	$1,250	$3,125,000
Cross Slope Correction	27,000	$450	$12,150,000
Curb Ramps (corners)[3]	**1,220**		**$8,116,000**
Missing Curb Ramp	13	$10,000	$130,000
Major Barriers	155	$7,000	$1,085,000
Moderate Barriers	589	$7,000	$4,123,000
Minor Barriers	463	$6,000	$2,778,000
Significantly Compliant	632	$0	$0
Pedestrian Signals (intersections)[4]	**6**		**$360,000**
	6	$60,000	$360,000
TOTAL			**$24,876,000**

Table 4: 2025 Cost Estimates for Compliance

Funding Provided by: Chicago Metropolitan Agency for Planning

ADA Transition Plan

On-Street Parking

- Review of on-street public parking around Village
- ADA requirements are triggered by alterations or upgrades
- Accessible parking spaces required based on a block-by-block assessment
- Provides guidance to support future construction efforts

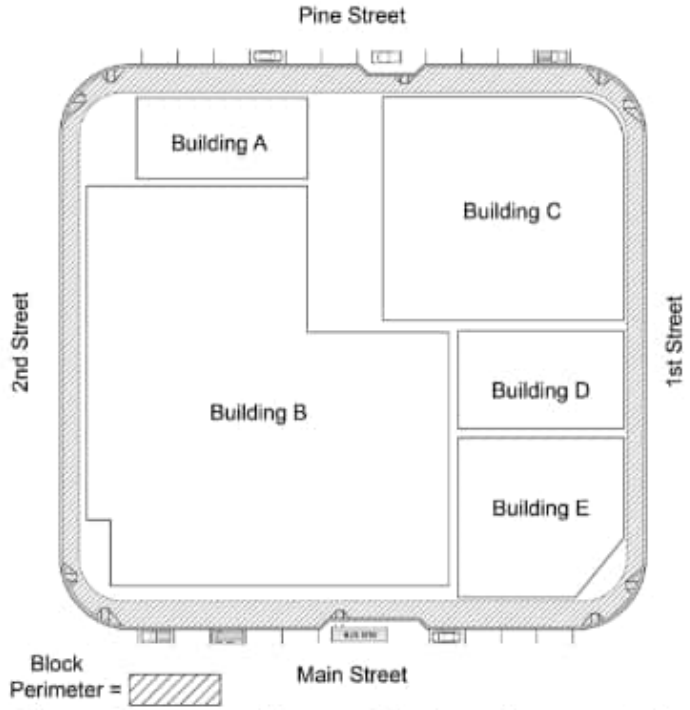


Figure 4: Figure R211.1 Parking on block perimeter of the PROWAG

Funding Provided by: Chicago Metropolitan Agency for Planning

Next Steps

Funding Provided by: Chicago Metropolitan Agency for Planning

ADA Transition Plan

Next Steps

- Public comment period is open until April 10th
- Address comments and finalize ADA Transition Plan for Capital Improvements Commission meeting in May 2026
- Anticipate Board approval in late May 2026

Funding Provided by: Chicago Metropolitan Agency for Planning

Accessibility in the Village

Next Steps

- Continue on-going efforts to increase accessibility throughout the Village
- Use information collected in the ADA Transition Plan to guide future improvements
- Continue to address community grievances as they are received
- Reassess sidewalks and curb ramps in future years to capture new barriers to access

Funding Provided by: Chicago Metropolitan Agency for Planning

Thank you!

Derek Pebbles
Assistant Village Engineer
dpeebles@glenellyn.org

Travis Helmkamp
Project Manager, Oates Associates
glenellynada@oatesassociates.com

Funding Provided by: Chicago Metropolitan Agency for Planning

APPENDIX A.2
COMMUNITY SURVEY

Public Engagement Survey

The Village of Glen Ellyn is in the process of creating an ADA Transition Plan related to sidewalk and curb ramp facilities along roadway and streets throughout the Village. The plan is mandated by Title II of the American with Disabilities Act (ADA) passed into law on July 26, 1990, for every public entity with over fifty (50) employees. The plan will provide guidance on future construction needs to make the Village accessible to all residents.

The Public Engagement Survey is intended to get public input on the pedestrian routes and travel habits of our residents and visitors. Please answer based on your experiences and challenges you face when traveling around the Village. The data generated by this survey will be used to identify priority routes and gain a better understanding of what barriers to access impact users' ability to walk/roll around the Village.

The survey can also be completed online at Glen Ellyn's Plan for Accessible Streets and Sidewalks.

Please complete the form and either drop it off at the Civic Center or mail to:

Civic Center
535 Duane Street
Village of Glen Ellyn, IL 60137
Phone: (630) 469-5000
Email: glenellynada@oatesassociates.com

1. Which of the following best describes the primary reason that you use Village sidewalks? (Select all that apply and mark with an X)

   _____ To access public transportation (Pace or Metra)
   _____ To access paratransit
   _____ For exercise / health / pleasure
   _____ To access entertainment, goods or services (Downtown Glen Ellyn, dining, groceries, errands, etc.)
   _____ Travel to school / church / public facilities (Village Hall, libraries, etc.)
   _____ Travel to work
   _____ To socialize with friends or family
   _____ To access parks
   _____ To obtain medical care
   _____ Other (please specify) _____

Public Engagement Survey Continued

2. How often do you use Village sidewalks? (Select one and mark with an X)

   ____ Daily
   ____ A few times a week
   ____ Weekly
   ____ Monthly
   ____ Never

3. Would you be more likely to use the Village's sidewalks if the physical condition was improved?

   ____ Yes
   ____ No

4. Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

   ____ Physical disability (e.g., mobility challenges, use of cane, wheelchair or other mobility devices)
   ____ Limb loss/difference
   ____ Visual disability (e.g., blindness, low vision)
   ____ Hearing disability (e.g., deafness, hard of hearing)
   ____ Cognitive or learning disability (e.g., dyslexia, ADHD)
   ____ Mental health condition (e.g., anxiety, depression, PTSD)
   ____ Speech or communication difficulty
   ____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
   ____ Developmental disability (e.g., Down syndrome, cerebral palsy)
   ____ None
   ____ Other (please specify) _____

5. Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

   ____ Physical disability (e.g., mobility disability, use of cane, wheelchair or other mobility device)
   ____ Limb loss/difference
   ____ Visual disability (e.g., blindness, low vision)
   ____ Hearing disability (e.g., deafness, hard of hearing)
   ____ Cognitive or learning disability (e.g., dyslexia, ADHD)
   ____ Mental health condition (e.g., anxiety, depression, PTSD)
   ____ Speech or communication difficulty
   ____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
   ____ Developmental disability (e.g., Down syndrome, cerebral palsy)
   ____ None
   ____ Other (please specify) _____

Public Engagement Survey Continued

6. 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:

   _____

7. Does someone in your household use the sidewalk system to travel to and from school (including using the sidewalk to get to the school bus stop)?

   ____ Yes

   ____ No

   If yes, please list the school that you / your child attends: _____

8. Does someone in your household use the sidewalk system to access public transportation? (Pace or Metra)

   ____ Yes

   ____ No

   If yes, please list the stop or nearest intersection: _____

9. What conditions along Village streets / sidewalks affect your walking habits? (Rank in order from 1-5 with 1 having the greatest impact on your willingness to walk)

   ____ Dangerous drivers / motor vehicles (e.g., sidewalk directly behind back of curb, speeding vehicular traffic)

   ____ Difficult / unsafe street crossings (e.g., lack of pedestrian signals, lack of stop signs)

   ____ Sidewalks in poor condition (e.g., broken sidewalks, vertical separation, grass growing between panels)

   ____ Missing or difficult curb ramps (e.g., no connection between sidewalk and roadway, steep curb ramp, snow piles)

   ____ Obstructions (e.g., light poles, fire hydrants, etc. block pedestrian access)

Public Engagement Survey Continued

10. Prioritize the following types / locations of the Village sidewalks that should be improved first (Rank in order from 1-8 with 1 being the most critical)

    ____ Sidewalks along multi-lane streets (Roosevelt Road, St. Charles Road)

    ____ Sidewalks leading to or from schools

    ____ Sidewalks in commercial areas

    ____ Sidewalks leading to or from Village facilities or parks

    ____ Sidewalks leading to bus stops, Metra station

    ____ Sidewalks along residential streets

    ____ Intersections (curb ramps and crosswalks)

    ____ Pedestrian traffic signals at intersections

11. Where do you frequently walk to within the Village (e.g., Civic Center, library, Downtown Glen Ellyn, College of DuPage, etc.)? Please list three of them that apply. (If you need additional space, please provide additional information on Question 15)

    1. _____

    2. _____

    3. _____

12. Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe three locations where you have that problem. (If you need additional space, please provide additional information on Queston 15)

    1. _____

    2. _____

    3. _____

Public Engagement Survey Continued

13. Please complete the following photographic sidewalk evaluation survey. This question is not asking how prevalent the issue is in the Village but which barrier type would you consider to be the most impactful to your ability to use the sidewalk. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to walk/roll around the Village. Photographic examples provided below.

Most Impact — 1 — 2 — 3 — 4 — 5 — 6 — Least Impact

_____ Trip Hazards (e.g. uneven sidewalk panels)

_____ Poor Surface Quality (e.g. broken sidewalks)

_____ Obstructions (e.g. utility poles, stairs, etc.)

_____ Steep Cross Slope (e.g. sidewalk is not flat)

_____ Non-Continuous Sidewalks (e.g. sidewalk starts and stops)

_____ Encroachment (e.g. trees, bushes etc.)

Public Engagement Survey Continued

14. Please complete the following photographic curb ramp evaluation survey. This question is not asking how prevalent the issue is in the Village but which barrier type would you consider to be the most impactful to your ability to use the curb ramp. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp. Photographic examples provided below.

Most Impact — 1 — 2 — 3 — 4 — 5 — 6 — Least Impact

_____ Obstruction (e.g. utility poles, fire hydrants etc.)

_____ Standing Water/ Debris (e.g. standing water, ice)

_____ No Curb Ramps (e.g. 6 inch drop off the sidewalk)

_____ No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)

_____ Curb Ramp Grades (e.g. steep grade between the roadside sidewalk and the street)

_____ Broken curb ramp (e.g. uneven walking surface)

Public Engagement Survey Continued

15. Please identify any specific difficulties or constraints along the routes you walk. These routes could be routes you take daily or barriers you have observed throughout the Village (e.g., sidewalk to local restaurants, access to park, or route to school):

Public Engagement Survey Continued

The following questions are intended to give us a better understanding of survey participants. All questions are optional. This information is solely for the purpose of verifying that we are reaching the entirety of residents throughout Glen Ellyn.

16. Which of the following statements apply to you? (Select all that apply and mark with an X)

    _____ I am a resident in the Village of Glen Ellyn
    _____ I am a property owner in the Village of Glen Ellyn
    _____ I work in the Village of Glen Ellyn
    _____ I frequently visit Village of Glen Ellyn businesses for entertainment, goods or services
    _____ I frequently visit Glen Ellyn for recreational use (local parks, trails)

17. What is your age? (Select one and mark with an X)

    _____ Under 18 years
    _____ 18 to 35 years
    _____ 36 to 65 years
    _____ 66 to 80 years
    _____ 80+ years

18. If you would like to be kept up to date on the status of the plan or assist the Village in developing priorities by joining the steering committee, please provide your name and best way to contact you and someone will reach out. (optional)

Thank you for your participation!

For more information, contact Grant Paplauskas, Communications Coordinator and ADA Coordinator, at:

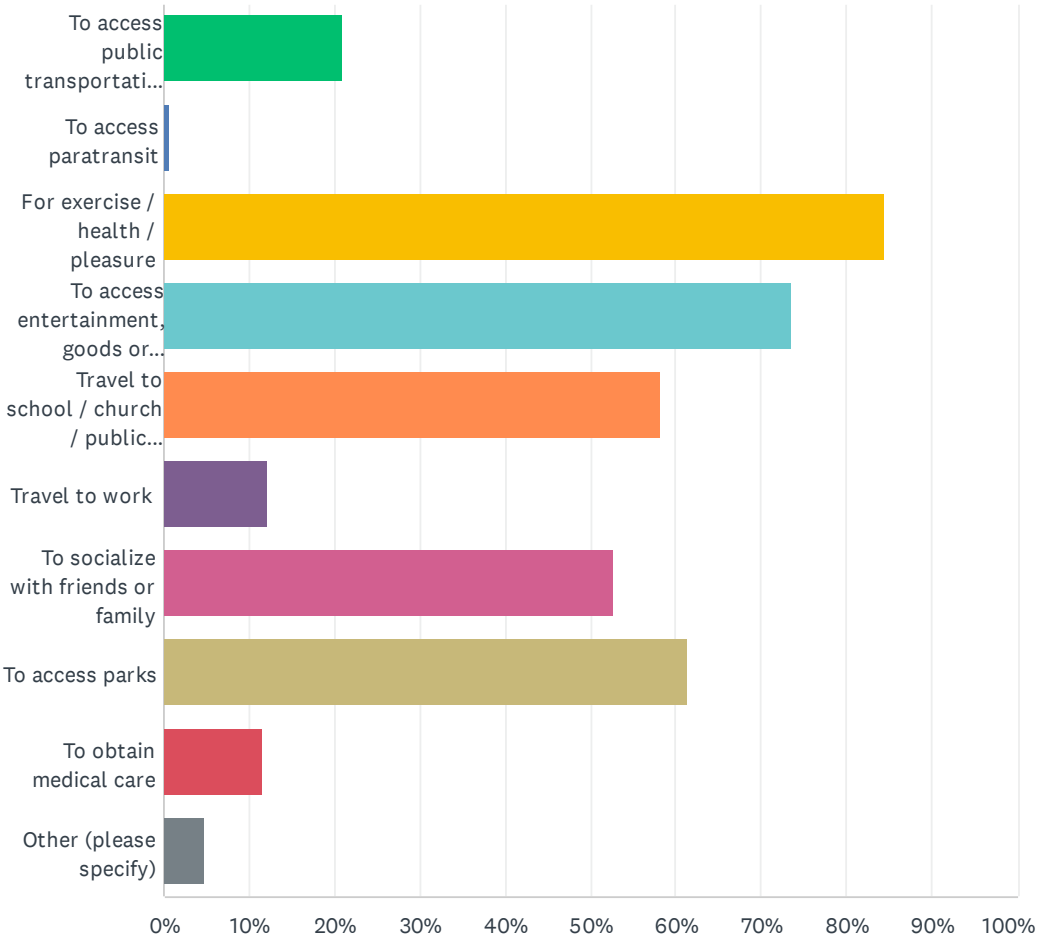
E-mail: gpaplauskas@glenellyn.org
Phone: (630) 257-1550

For assistance filling out the survey, contact Travis Helmkamp, project manager at:

E-mail: travis.helmkamp@oatesassociates.com
Phone: 618-345-2200

Q1 Which of the following best describes the primary reason that you use Village sidewalks? (Select all that apply)

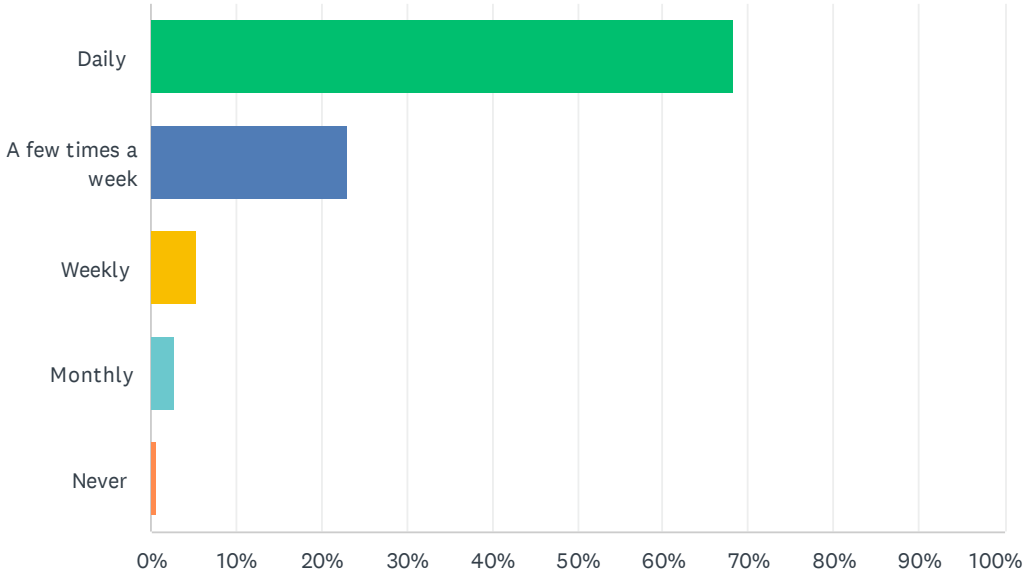
Answered: 148 Skipped: 1



ANSWER CHOICES	RESPONSES	
To access public transportation (Pace or Metra)	20.95%	31
To access paratransit	0.68%	1
For exercise / health / pleasure	84.46%	125
To access entertainment, goods or services (Downtown Glen Ellyn, dining, groceries, errands, etc.)	73.65%	109
Travel to school / church / public facilities (Village Hall, libraries, etc.)	58.11%	86
Travel to work	12.16%	18
To socialize with friends or family	52.70%	78
To access parks	61.49%	91
To obtain medical care	11.49%	17
Other (please specify)	4.73%	7
Total Respondents: 148		

Q2 How often do you use Village sidewalks? (Select one)

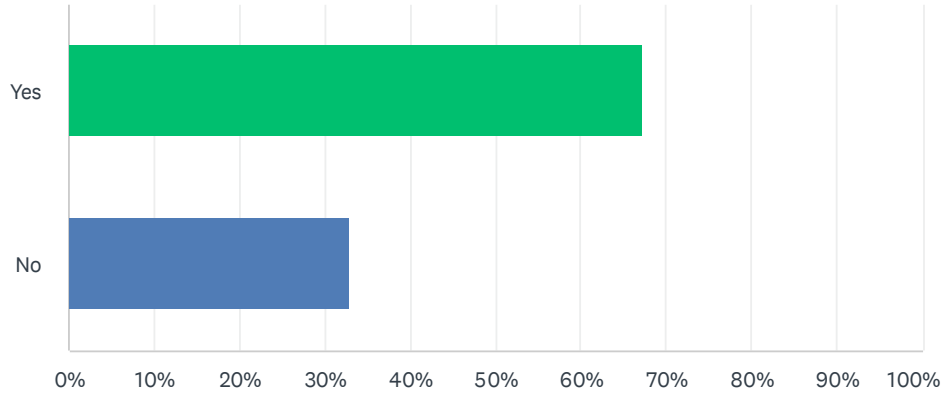
Answered: 148 Skipped: 1



ANSWER CHOICES	RESPONSES	
Daily	68.24%	101
A few times a week	22.97%	34
Weekly	5.41%	8
Monthly	2.70%	4
Never	0.68%	1
TOTAL		148

Q3 Would you be more likely to use the Village's sidewalks if the physical condition was improved?

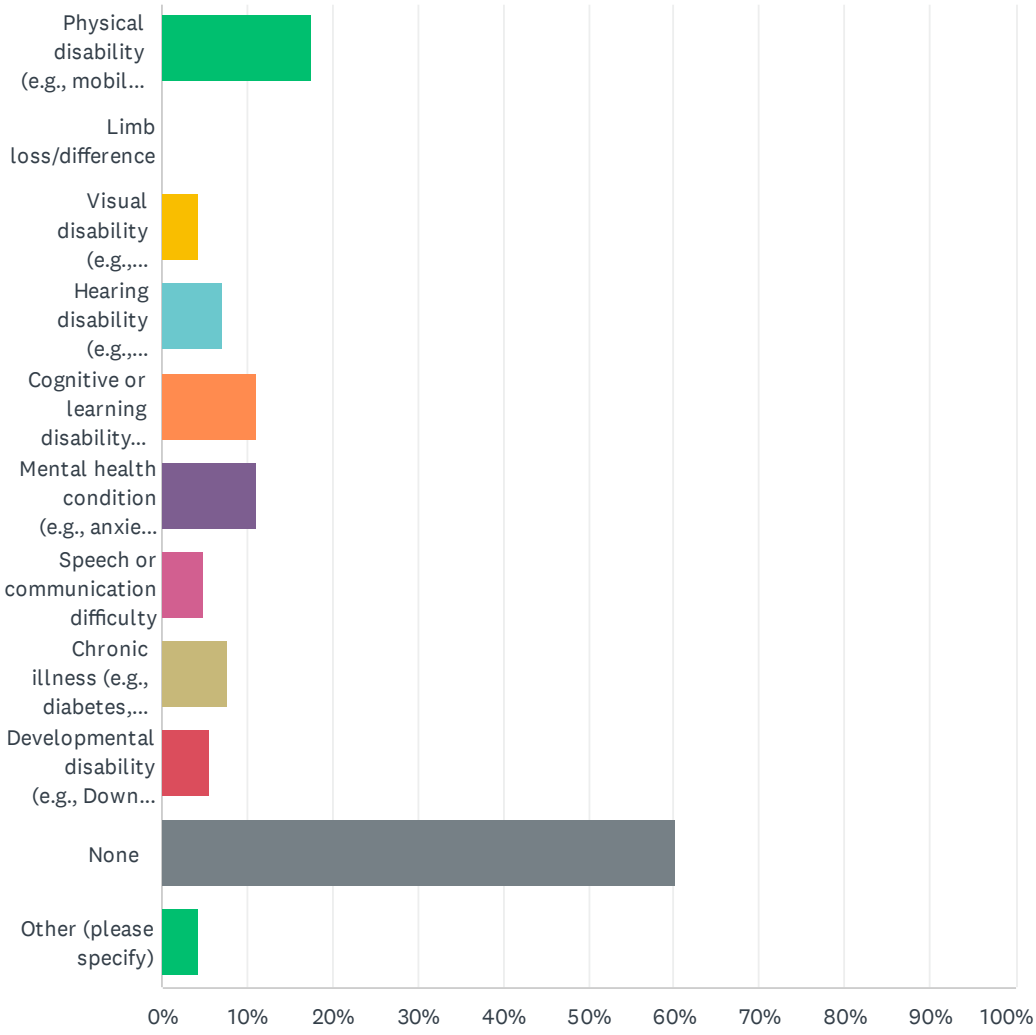
Answered: 146 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	67.12%	98
No	32.88%	48
TOTAL		146

Q4 Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply)

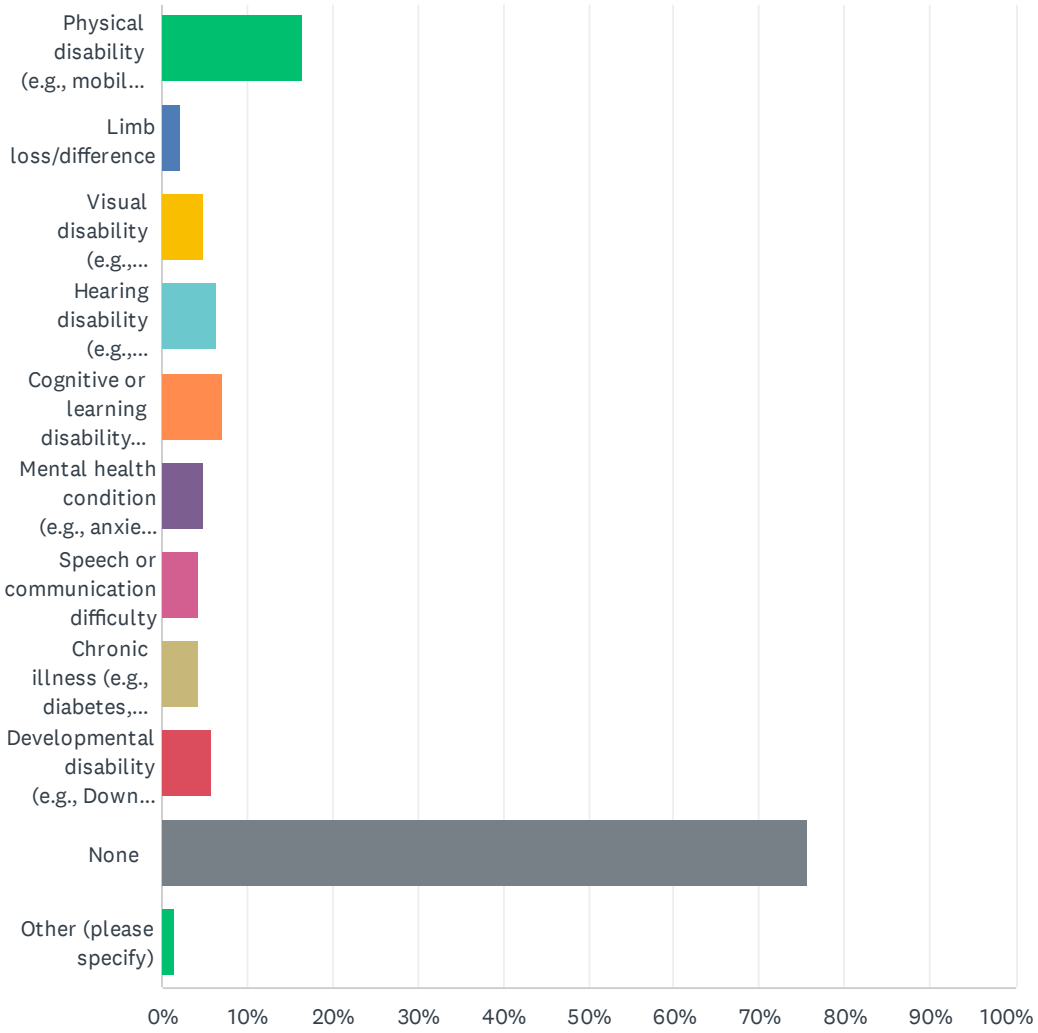
Answered: 143 Skipped: 6



ANSWER CHOICES	RESPONSES	
Physical disability (e.g., mobility challenges, use of cane, wheelchair or other mobility devices)	17.48%	25
Limb loss/difference	0.00%	0
Visual disability (e.g., blindness, low vision)	4.20%	6
Hearing disability (e.g., deafness, hard of hearing)	6.99%	10
Cognitive or learning disability (e.g., dyslexia, ADHD)	11.19%	16
Mental health condition (e.g., anxiety, depression, PTSD)	11.19%	16
Speech or communication difficulty	4.90%	7
Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)	7.69%	11
Developmental disability (e.g., Down syndrome, cerebral palsy)	5.59%	8
None	60.14%	86
Other (please specify)	4.20%	6
Total Respondents: 143		

Q5 Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply)

Answered: 140 Skipped: 9



ANSWER CHOICES	RESPONSES	
Physical disability (e.g., mobility disability, use of cane, wheelchair or other mobility device)	16.43%	23
Limb loss/difference	2.14%	3
Visual disability (e.g., blindness, low vision)	5.00%	7
Hearing disability (e.g., deafness, hard of hearing)	6.43%	9
Cognitive or learning disability (e.g., dyslexia, ADHD)	7.14%	10
Mental health condition (e.g., anxiety, depression, PTSD)	5.00%	7
Speech or communication difficulty	4.29%	6
Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)	4.29%	6
Developmental disability (e.g., Down syndrome, cerebral palsy)	5.71%	8
None	75.71%	106
Other (please specify)	1.43%	2
Total Respondents: 140		

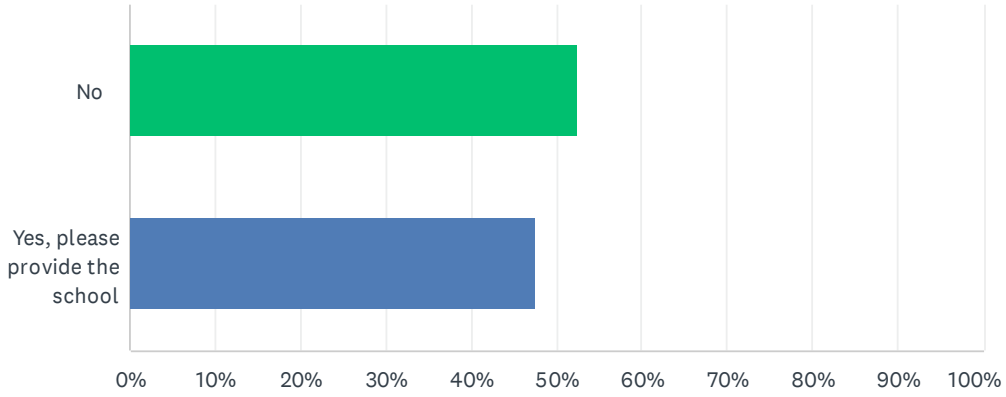
Q6 If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you:

Answered: 20 Skipped: 129

#	RESPONSES	DATE
1	None	8/29/2025 4:50 PM
2	Manual wheelchair	8/26/2025 3:14 PM
3	cane my body nothing else helping my grandpa my dads dad uncles dad	7/24/2025 10:02 AM
4	N/A	7/10/2025 9:29 PM
5	N/A	7/10/2025 9:13 PM
6	Na	7/10/2025 6:50 PM
7	no	7/10/2025 6:33 PM
8	My son uses a power wheelchair	6/29/2025 2:50 PM
9	Crossing streets support, wheelchair accessible doors to businesses,	6/19/2025 8:57 AM
10	when I use the wheelchair I need to put it together and push my mother. When she uses the walker with wheels is opening the walker up and making sure she is steady on her feet to use it on a flat surface	6/18/2025 2:02 PM
11	Sometimes use a cane	6/17/2025 10:31 AM
12	Wheelchair	6/17/2025 10:01 AM
13	N/A	6/11/2025 1:20 PM
14	Occasionally I will act as caregiver for my mother when she visits-she has mobility issues and does require handicapped parking since she cannot walk very far. She sometimes will use a mobility scooter; extra space around the vehicle to load and unload the scooter is helpful.	6/9/2025 6:35 PM
15	None	6/1/2025 6:47 AM
16	Stroller for children	5/28/2025 7:24 PM
17	Wheelchair	5/28/2025 5:55 PM
18	NONE	5/28/2025 2:34 PM
19	N/A	5/28/2025 2:02 PM
20	Cane	5/27/2025 10:10 AM

Q7 Does someone in your household use the sidewalk system to travel to and from school (including using the sidewalk to get to the school bus stop)?

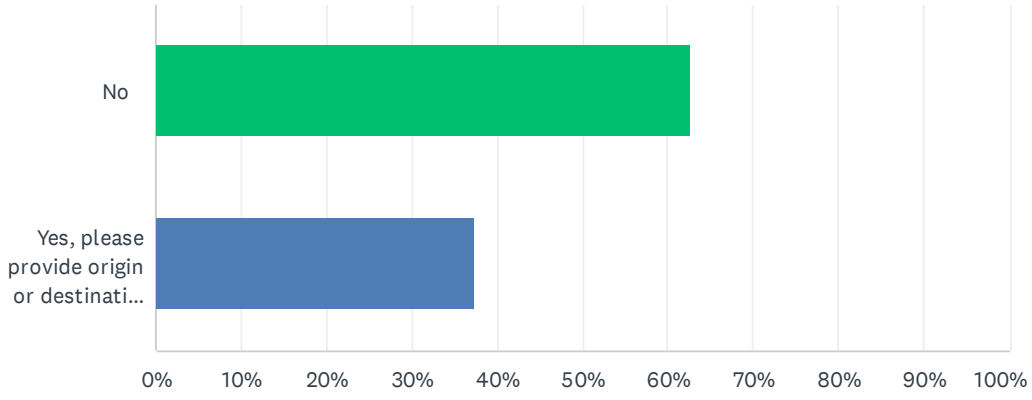
Answered: 118 Skipped: 31



ANSWER CHOICES	RESPONSES	
No	52.54%	62
Yes, please provide the school	47.46%	56
TOTAL		118

Q8 Does someone in your household use the sidewalk system to access public transportation? (Pace or Metra)

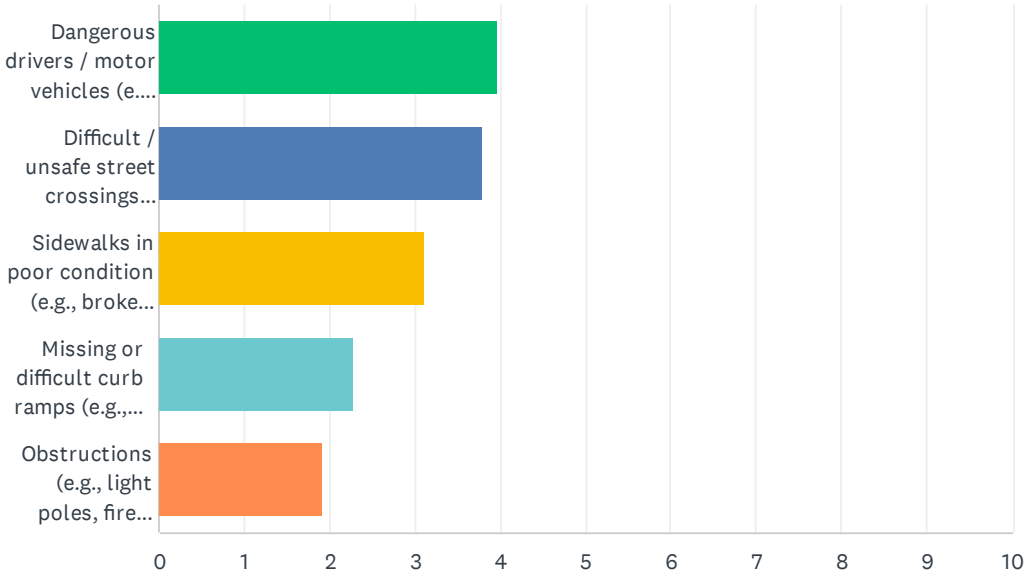
Answered: 118 Skipped: 31



ANSWER CHOICES	RESPONSES	
No	62.71%	74
Yes, please provide origin or destination of trips.	37.29%	44
TOTAL		118

Q9 What conditions along Village streets / sidewalks affect your walking habits? (Rank in order from 1-5 with 1 having the greatest impact on your willingness to walk)

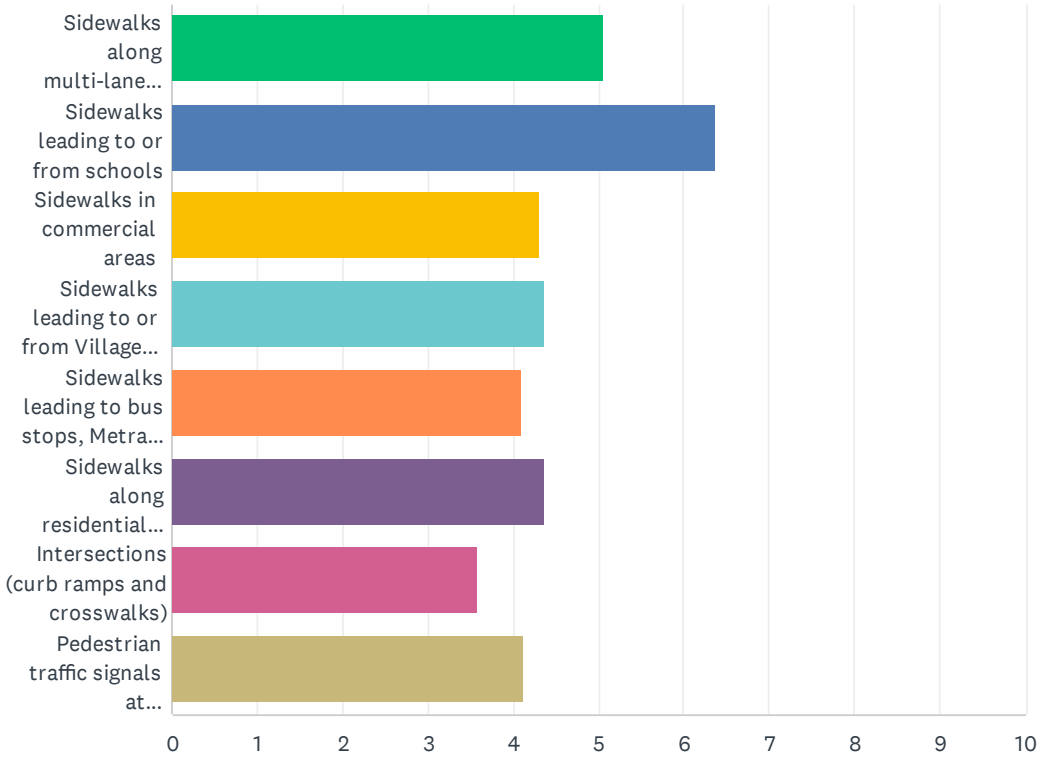
Answered: 118 Skipped: 31



	1	2	3	4	5	TOTAL	SCORE
Dangerous drivers / motor vehicles (e.g., sidewalk directly behind back of curb, speeding vehicular traffic)	47.71% 52	25.69% 28	11.93% 13	4.59% 5	10.09% 11	109	3.96
Difficult / unsafe street crossings (e.g., lack of pedestrian signals, lack of stop signs)	20.91% 23	50.00% 55	18.18% 20	10.00% 11	0.91% 1	110	3.80
Sidewalks in poor condition (e.g., broken sidewalks, vertical separation, grass growing between panels)	20.00% 22	11.82% 13	39.09% 43	17.27% 19	11.82% 13	110	3.11
Missing or difficult curb ramps (e.g., no connection between sidewalk and roadway, steep curb ramp, snow piles)	8.11% 9	9.01% 10	17.12% 19	34.23% 38	31.53% 35	111	2.28
Obstructions (e.g., light poles, fire hydrants, etc. block pedestrian access)	6.14% 7	2.63% 3	14.04% 16	31.58% 36	45.61% 52	114	1.92

Q10 Prioritize the following types / locations of the Village sidewalks that should be improved first. (Rank in order from 1-8 with 1 being the most critical)

Answered: 115 Skipped: 34



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Sidewalks along multi-lane streets (Roosevelt Road, St. Charles Road)	28.44% 31	11.93% 13	5.50% 6	14.68% 16	7.34% 8	10.09% 11	5.50% 6	16.51% 18	109	5.05
Sidewalks leading to or from schools	37.61% 41	21.10% 23	14.68% 16	10.09% 11	9.17% 10	2.75% 3	0.00% 0	4.59% 5	109	6.37
Sidewalks in commercial areas	6.31% 7	10.81% 12	18.02% 20	10.81% 12	16.22% 18	13.51% 15	12.61% 14	11.71% 13	111	4.31
Sidewalks leading to or from Village facilities or parks	0.91% 1	8.18% 9	19.09% 21	24.55% 27	17.27% 19	13.64% 15	10.00% 11	6.36% 7	110	4.38
Sidewalks leading to bus stops, Metra station	2.70% 3	10.81% 12	10.81% 12	16.22% 18	19.82% 22	13.51% 15	19.82% 22	6.31% 7	111	4.09
Sidewalks along residential streets	13.39% 15	10.71% 12	11.61% 13	9.82% 11	10.71% 12	18.75% 21	11.61% 13	13.39% 15	112	4.37
Intersections (curb ramps and crosswalks)	1.83% 2	11.01% 12	10.09% 11	8.26% 9	13.76% 15	15.60% 17	23.85% 26	15.60% 17	109	3.59
Pedestrian traffic signals at intersections	12.61% 14	16.22% 18	11.71% 13	5.41% 6	3.60% 4	9.91% 11	15.32% 17	25.23% 28	111	4.12

Q11 Where do you frequently walk to within the Village (e.g., Civic Center, library, Downtown Glen Ellyn, College of DuPage, etc.)? Please list three of them that apply. (If you need additional space, please provide additional information on Question 15)

Answered: 106 Skipped: 43

ANSWER CHOICES	RESPONSES	
1.	100.00%	106
2.	97.17%	103
3.	84.91%	90

#	1.	DATE
1	Downtown	11/12/2025 6:06 PM
2	Maryknoll park	10/1/2025 5:22 PM
3	Along route 53 between Roosevelt and Butterfield - lacking sidewalks and safety	10/1/2025 9:28 AM
4	Metra station	9/30/2025 10:01 PM
5	Pan Fish Park	9/30/2025 9:14 AM
6	parks	9/29/2025 11:43 AM
7	Downtown Glen Ellyn	9/29/2025 9:37 AM
8	Panfish Park	9/28/2025 9:38 PM
9	Police department	9/28/2025 7:47 PM
10	South Park Blvd	9/28/2025 7:38 PM
11	Panfish Park	9/28/2025 7:35 PM
12	Trader Joe’s/Starbucks	9/28/2025 10:40 AM
13	Bus stop Jonathon and Glenbard	9/27/2025 8:50 AM
14	Glen Crest Middle School	9/27/2025 7:54 AM
15	Glen Crest	9/26/2025 9:45 PM
16	College of DuPage	9/26/2025 6:22 PM
17	Downtown glen ellyn	9/20/2025 4:27 AM
18	Park View	9/19/2025 5:46 PM
19	Downtown Glen Ellyn	8/29/2025 6:57 PM
20	Orchard Glen Park	8/16/2025 5:52 AM
21	Library	8/12/2025 12:19 PM
22	home	8/6/2025 8:47 AM
23	College of Dupage	8/2/2025 1:39 PM
24	Downtown	7/28/2025 10:37 AM
25	Downtown	7/25/2025 8:08 PM

26	Downtown	7/23/2025 11:27 AM
27	Train station	7/22/2025 9:33 PM
28	Library	7/21/2025 6:53 PM
29	Metra station	7/20/2025 4:25 PM
30	Downtown Glen Ellyn	7/20/2025 10:50 AM
31	Post office	7/19/2025 5:02 PM
32	My walking is in my neighborhood for health issues, i.e post-op cardiac exercise	7/18/2025 2:05 PM
33	Downtown Glen Ellyn	7/17/2025 10:26 PM
34	Lake Ellyn	7/17/2025 6:26 PM
35	Downtown Glen Ellyn	7/16/2025 9:20 PM
36	Downtown Glen Ellyn	7/16/2025 8:58 PM
37	Parks	7/16/2025 7:34 PM
38	Shops	7/16/2025 4:16 PM
39	Restaurants on main street etc	7/15/2025 8:33 AM
40	Anthony st	7/15/2025 7:29 AM
41	College of DuPage	7/14/2025 12:25 PM
42	Downtown Glen Ellyn	7/14/2025 10:18 AM
43	Philip J. Rock Center and school	7/14/2025 10:07 AM
44	Downtown Glen Ellyn	7/14/2025 9:49 AM
45	Downtown	7/14/2025 8:23 AM
46	Bus stop at Jonathan and Glenbard	7/14/2025 7:57 AM
47	St. Mark’s Episcopal Church	7/13/2025 8:00 PM
48	Lake Ellyn	7/13/2025 3:59 PM
49	library	7/11/2025 11:00 AM
50	Ben Franklin Elementary	7/10/2025 9:35 PM
51	Library	7/10/2025 9:29 PM
52	Metra station	7/10/2025 9:18 PM
53	Downtown Glen Ellyn	7/10/2025 7:54 PM
54	Residential neighborhoods	7/10/2025 7:46 PM
55	Neighbor homes	7/10/2025 6:56 PM
56	Parkview Elementary	7/10/2025 6:51 PM
57	Downtown	7/10/2025 6:39 PM
58	Downtown GE	7/10/2025 4:06 PM
59	library	7/10/2025 3:37 PM
60	Library	7/10/2025 3:20 PM
61	Library	7/10/2025 2:28 PM
62	Downtown Starbucks	7/10/2025 2:01 PM
63	West of Longfellow Avenue	7/10/2025 1:44 PM

64	Metra	7/10/2025 1:17 PM
65	Library	7/4/2025 9:13 AM
66	Civic Center	6/29/2025 2:59 PM
67	Train station	6/19/2025 9:02 AM
68	downtown area to restaurants and shopping southside	6/18/2025 2:08 PM
69	Downtown Glen Ellyn	6/18/2025 12:42 PM
70	Downtown businesses (dentist, Duly, restaurants, shops)	6/17/2025 11:15 AM
71	Civic Center	6/17/2025 10:34 AM
72	Downtown	6/12/2025 8:19 AM
73	Starbucks	6/11/2025 1:23 PM
74	Glen Ellyn Library	6/9/2025 6:41 PM
75	Crescent	6/1/2025 6:53 AM
76	Glenbard West	5/30/2025 9:43 AM
77	downtown Glen Ellyn	5/29/2025 2:49 PM
78	Roosevelt rd shops	5/28/2025 9:57 PM
79	Library	5/28/2025 8:57 PM
80	downtown	5/28/2025 8:02 PM
81	Downtown	5/28/2025 7:02 PM
82	Neighborhoods	5/28/2025 6:17 PM
83	USPS	5/28/2025 4:26 PM
84	Prairie path	5/28/2025 4:21 PM
85	grocery (Pete's, Jewel, aldi, Trader Joe's)	5/28/2025 3:09 PM
86	Panfish park	5/28/2025 2:37 PM
87	Civic Center	5/28/2025 2:05 PM
88	Downtown core businesses	5/28/2025 2:03 PM
89	school	5/28/2025 1:55 PM
90	Downtown Glen Ellyn	5/28/2025 1:44 PM
91	Phillip J. Rock Center	5/27/2025 2:09 PM
92	Downtown Glen Ellyn	5/27/2025 11:42 AM
93	Downtown Glen Ellyn	5/27/2025 10:14 AM
94	Downtown	5/26/2025 12:19 PM
95	Train station	5/26/2025 7:51 AM
96	Downtown Glen Ellyn	5/25/2025 7:01 PM
97	Downtown	5/25/2025 3:49 PM
98	Schools	5/25/2025 8:52 AM
99	Library	5/24/2025 9:49 PM
100	Abe Lincoln School	5/24/2025 9:29 PM
101	Abe Lincoln School	5/24/2025 9:14 PM

102	Downtown Glen Ellyn	5/24/2025 3:48 PM
103	Panera Bread and Roosevelt Road grocery stores	5/24/2025 2:40 PM
104	Roosevelt Road Businesses	5/23/2025 10:28 AM
105	Starbucks	5/23/2025 6:30 AM
106	Downtown Glen Ellyn	5/19/2025 10:44 AM
#	**2.**	**DATE**
1	Schools	11/12/2025 6:06 PM
2	Walmart	10/1/2025 5:22 PM
3	Glenbard Rd in Orchard Glen - sidewalks don't continue down entire street	10/1/2025 9:28 AM
4	Abraham Lincoln Elementary School	9/30/2025 10:01 PM
5	Park View School	9/30/2025 9:14 AM
6	schools	9/29/2025 11:43 AM
7	Glen Crest	9/29/2025 9:37 AM
8	Glen Crest Middle School	9/28/2025 9:38 PM
9	Glen Crest	9/28/2025 7:47 PM
10	College of DuPage	9/28/2025 7:38 PM
11	Glen Crest	9/28/2025 7:35 PM
12	Panfish Park	9/28/2025 10:40 AM
13	Maryknoll park	9/27/2025 8:50 AM
14	Park View Elementary School	9/27/2025 7:54 AM
15	Library	9/26/2025 9:45 PM
16	Lambert Rd	9/26/2025 6:22 PM
17	Library	9/20/2025 4:27 AM
18	Roosevelt Rd stores	9/19/2025 5:46 PM
19	Metra Station	8/29/2025 6:57 PM
20	Maryknoll Park	8/16/2025 5:52 AM
21	Downtown Glen Ellyn	8/12/2025 12:19 PM
22	glen ellyn theater	8/6/2025 8:47 AM
23	Library	8/2/2025 1:39 PM
24	Lake Ellyn	7/28/2025 10:37 AM
25	Neighborhood streets north of tracks	7/25/2025 8:08 PM
26	Library	7/23/2025 11:27 AM
27	Restaurants	7/22/2025 9:33 PM
28	Downtown shops	7/21/2025 6:53 PM
29	Lake Ellyn	7/20/2025 4:25 PM
30	Library	7/20/2025 10:50 AM
31	Manor Park	7/19/2025 5:02 PM
32	Lake Ellyn	7/17/2025 10:26 PM

33	Downtown	7/17/2025 6:26 PM
34	Lake Ellyn	7/16/2025 9:20 PM
35	Neighborhood	7/16/2025 8:58 PM
36	Downtown restaurants	7/16/2025 7:34 PM
37	Restaurants	7/16/2025 4:16 PM
38	Stored on Main Street etc	7/15/2025 8:33 AM
39	Pennsylvania ave	7/15/2025 7:29 AM
40	Library	7/14/2025 12:25 PM
41	Library	7/14/2025 10:18 AM
42	library	7/14/2025 10:07 AM
43	Metra Station	7/14/2025 8:23 AM
44	Maryknoll Park	7/14/2025 7:57 AM
45	Glen Ellyn Library	7/13/2025 8:00 PM
46	Downtown Glen Ellyn	7/13/2025 3:59 PM
47	downtown Glen Ellyn	7/11/2025 11:00 AM
48	Presidents Park	7/10/2025 9:35 PM
49	Downtown	7/10/2025 9:29 PM
50	Downtown Glen Ellyn	7/10/2025 9:18 PM
51	Dog Park/Spring Ave	7/10/2025 7:54 PM
52	Downtown Glen Ellyn	7/10/2025 7:46 PM
53	School	7/10/2025 6:56 PM
54	Willowbrook (back entrance off buena vista)	7/10/2025 6:51 PM
55	Clinic, dentist office and eye doctor	7/10/2025 6:39 PM
56	Ben franklin	7/10/2025 4:06 PM
57	downtown	7/10/2025 3:37 PM
58	Downtown Glen Ellyn (Shopping)	7/10/2025 3:20 PM
59	Glenbard West	7/10/2025 2:28 PM
60	Lake Ellyn	7/10/2025 2:01 PM
61	North & south around Longfellow	7/10/2025 1:44 PM
62	Newton PArk	7/10/2025 1:17 PM
63	Residential	7/4/2025 9:13 AM
64	GE Library	6/29/2025 2:59 PM
65	COD	6/19/2025 9:02 AM
66	library	6/18/2025 2:08 PM
67	Neighbor's homes	6/18/2025 12:42 PM
68	Library	6/17/2025 11:15 AM
69	Main Street	6/17/2025 10:34 AM
70	Metra	6/12/2025 8:19 AM

71	Beer Cellar	6/11/2025 1:23 PM
72	Geneva/St. Charles roads near Stacy Park	6/9/2025 6:41 PM
73	Main	6/1/2025 6:53 AM
74	near Panfish Park	5/29/2025 2:49 PM
75	Downtown	5/28/2025 9:57 PM
76	Downtown Glen Ellyn	5/28/2025 8:57 PM
77	parks	5/28/2025 8:02 PM
78	Library	5/28/2025 7:02 PM
79	Downtown	5/28/2025 6:17 PM
80	Coffee shops and restaurants.	5/28/2025 4:26 PM
81	Lake ellyn	5/28/2025 4:21 PM
82	Panfish Park	5/28/2025 3:09 PM
83	Jewel	5/28/2025 2:37 PM
84	Downtown	5/28/2025 2:05 PM
85	St. Mark's	5/28/2025 2:03 PM
86	library	5/28/2025 1:55 PM
87	Lake Ellyn	5/28/2025 1:44 PM
88	Pete's Fresh Market	5/27/2025 2:09 PM
89	Library	5/27/2025 11:42 AM
90	College of DuPage	5/27/2025 10:14 AM
91	COD	5/26/2025 12:19 PM
92	To Lake Ellyn Park	5/26/2025 7:51 AM
93	Lake Ellyn	5/25/2025 7:01 PM
94	Neighborhoods	5/25/2025 3:49 PM
95	Downtown	5/25/2025 8:52 AM
96	Chase Bank on Roosevelt	5/24/2025 9:49 PM
97	Sunset Park	5/24/2025 9:29 PM
98	Sunset Park	5/24/2025 9:14 PM
99	Sunset Pool	5/24/2025 3:48 PM
100	Parks (Maryknoll, Newton Park, Panfish Park)	5/24/2025 2:40 PM
101	Downtown	5/23/2025 10:28 AM
102	Einsteins	5/23/2025 6:30 AM
103	Roosevelt Rd businesses	5/19/2025 10:44 AM
#	**3.**	**DATE**
1	Library	11/12/2025 6:06 PM
2	College of dupage	10/1/2025 5:22 PM
3	Sunnybrook Rd -- sidewalks don't continue down entire street	10/1/2025 9:28 AM
4	Starbucks (downtown location)	9/30/2025 10:01 PM

5	Jewel	9/30/2025 9:14 AM
6	residential	9/29/2025 11:43 AM
7	Park View	9/29/2025 9:37 AM
8	Park View Elementary	9/28/2025 9:38 PM
9	Jewel	9/28/2025 7:47 PM
10	Downtown Glen Ellyn	9/28/2025 7:38 PM
11	Maryknoll Park	9/28/2025 7:35 PM
12	DuPage Wildlife Conservation Center	9/28/2025 10:40 AM
13	Walking path in downtown	9/27/2025 8:50 AM
14	Roosevelt Road businesses	9/27/2025 7:54 AM
15	Drip Yoga	9/26/2025 9:45 PM
16	Fawell St	9/26/2025 6:22 PM
17	Residential streets	9/20/2025 4:27 AM
18	Village Green	9/19/2025 5:46 PM
19	Library	8/29/2025 6:57 PM
20	Lake Ellyn	8/12/2025 12:19 PM
21	Metra station	8/2/2025 1:39 PM
22	Parks	7/28/2025 10:37 AM
23	Lake Ellyn	7/25/2025 8:08 PM
24	Residential Areas	7/23/2025 11:27 AM
25	Shopping	7/22/2025 9:33 PM
26	Church	7/21/2025 6:53 PM
27	Downtown	7/20/2025 4:25 PM
28	Civic Center	7/20/2025 10:50 AM
29	College Ave	7/19/2025 5:02 PM
30	Library	7/17/2025 10:26 PM
31	Neighborhood	7/17/2025 6:26 PM
32	Residential along Lorraine St.	7/16/2025 9:20 PM
33	Parks	7/16/2025 8:58 PM
34	Library	7/16/2025 7:34 PM
35	Village Hall	7/16/2025 4:16 PM
36	Duane st	7/15/2025 7:29 AM
37	Pete's Fresh Market	7/14/2025 12:25 PM
38	Metra station	7/14/2025 10:18 AM
39	newton park	7/14/2025 10:07 AM
40	Within my neighborhood	7/14/2025 8:23 AM
41	Blue park on Sheehan	7/14/2025 7:57 AM
42	Main Street Recreation Center	7/13/2025 8:00 PM

43	To/from Prairie Path	7/13/2025 3:59 PM
44	Civic Center	7/11/2025 11:00 AM
45	Spring Avenue facility	7/10/2025 9:35 PM
46	Lake Ellyn	7/10/2025 9:29 PM
47	Post office on Nicoll	7/10/2025 9:18 PM
48	Town	7/10/2025 6:56 PM
49	Pan fish park	7/10/2025 6:51 PM
50	Library	7/10/2025 6:39 PM
51	Gbw	7/10/2025 4:06 PM
52	lake ellyn	7/10/2025 3:37 PM
53	Civic Center	7/10/2025 3:20 PM
54	Lake Ellyn	7/10/2025 2:28 PM
55	Forest Glen	7/10/2025 2:01 PM
56	East of Longfellow	7/10/2025 1:44 PM
57	Downtown	7/4/2025 9:13 AM
58	Friends houses	6/29/2025 2:59 PM
59	Library	6/19/2025 9:02 AM
60	same as #1 but north side	6/18/2025 2:08 PM
61	Prairie Path	6/18/2025 12:42 PM
62	Parks (lake Ellyn, MSRC)	6/17/2025 11:15 AM
63	Busy Bee Barber Shop	6/11/2025 1:23 PM
64	Downtown Glen Ellyn	6/9/2025 6:41 PM
65	Duane	6/1/2025 6:53 AM
66	Library	5/28/2025 9:57 PM
67	Lake Ellyn	5/28/2025 8:57 PM
68	library	5/28/2025 8:02 PM
69	Friends houses	5/28/2025 7:02 PM
70	Lake Ellyn Park	5/28/2025 6:17 PM
71	Visiting friends	5/28/2025 4:26 PM
72	Ackerman	5/28/2025 4:21 PM
73	COD	5/28/2025 3:09 PM
74	Library	5/28/2025 2:05 PM
75	Library	5/28/2025 2:03 PM
76	Medical Offices	5/28/2025 1:44 PM
77	CVS Glen Ellyn	5/27/2025 2:09 PM
78	Lake Ellyn Park	5/27/2025 11:42 AM
79	Mary Knolls	5/27/2025 10:14 AM
80	To downtown Glen Ellyn	5/26/2025 7:51 AM

81	Library	5/25/2025 7:01 PM
82	Library	5/25/2025 8:52 AM
83	Jewel Osco on Roosevelt	5/24/2025 9:49 PM
84	Downtown	5/24/2025 9:29 PM
85	Blackberry Market	5/24/2025 9:14 PM
86	Prairie Path	5/24/2025 3:48 PM
87	Healthtrack Sports Center	5/24/2025 2:40 PM
88	Five Corners	5/23/2025 10:28 AM
89	DD	5/23/2025 6:30 AM
90	Neighborhoods	5/19/2025 10:44 AM

Q12 Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe three locations where you have that problem. (If you need additional space, please provide additional information on Question 15)

Answered: 64 Skipped: 85

ANSWER CHOICES	RESPONSES	
1.	100.00%	64
2.	50.00%	32
3.	23.44%	15

#	1.	DATE
1	IL 53 - no sidewalks	11/12/2025 6:06 PM
2	53 and martson getting to maryknoll park	10/1/2025 5:22 PM
3	Yes, Glenbard Rd in Orchard Glen	10/1/2025 9:28 AM
4	Marston Ave	9/30/2025 9:14 AM
5	no sidewalk on Buena Vista Dr and have to walk in gravel	9/29/2025 9:37 AM
6	Roosevelt east towards 355	9/28/2025 7:47 PM
7	Jonathan and Glenbard Rd- No sidewalk from corner of GlenbardRd/Sunnybrook to Glenbard/Jonathan. Have to walk on street to bus	9/27/2025 8:50 AM
8	53 does not have a through sidewalk and needs one.	9/26/2025 9:45 PM
9	Lambert Rd before Fawell St heading South	9/26/2025 6:22 PM
10	Along Route 53	9/1/2025 1:25 PM
11	Daily. There is no side walk down the end of Glenbard Road where it turns into Sunnybrook Rd. There are several kids that walk to the bus stop on the corner of Glenbard and Jonothan that have to walk on the street. It's become extremely dangerous because many cars speed down the road, especially when taking the turn from Sunnybrook onto Jonathan. My child and I have been almost hit a few times. Also, it's difficult for a school bus and a car to pass each other especially when there are pedestrians walking on the side of the road.	8/16/2025 5:52 AM
12	S Lorraine Rd	8/2/2025 1:39 PM
13	No	7/28/2025 10:37 AM
14	No	7/23/2025 11:27 AM
15	Hillside Ave	7/20/2025 4:25 PM
16	Yes. Numerous locations. Parkway trees and homeowners trees block access to the sidewalk.	7/19/2025 5:02 PM
17	Garbage cans for collection blocking handicap sidewalk crossing at 1021 Roslyn Rd	7/18/2025 2:05 PM
18	Main Street (due to ice)	7/17/2025 10:26 PM
19	Crescent Blvd.	7/17/2025 6:26 PM
20	Yes, up to and including intersection of Park and Roosevelt Road due to lack of snow removal by businesses.	7/14/2025 12:25 PM
21	Geneva Road	7/14/2025 10:18 AM

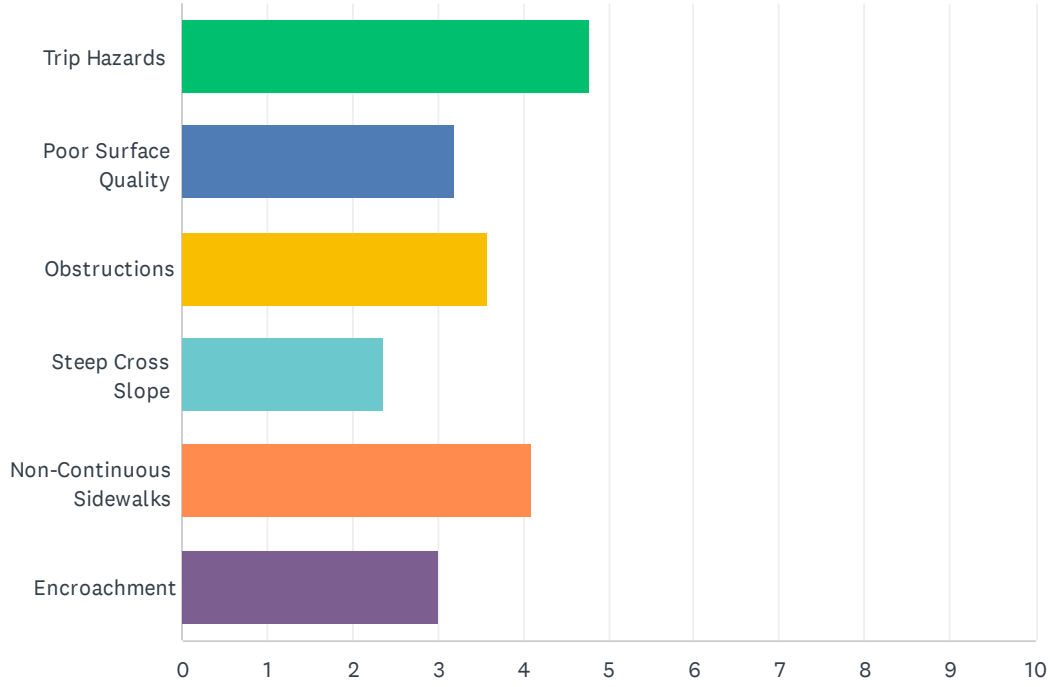
22	the sidewalk along DuPage blvd	7/14/2025 10:07 AM
23	N/a	7/14/2025 8:23 AM
24	Glenbard Road-between Sunnybrook and Jonathan. We are incorporated but don't have sidewalks. Several small elementary age children walk on side of street. Dangerous blind spot at Glenbard and Sunnybrook where pedestrians almost get hit. My 6 year old was almost hit by a car the other day that was driving too fast and cutting the corner. This happens frequently	7/14/2025 7:57 AM
25	Forest and Maple — one of the ramps onto the street isn't connected and causes a huge bump with wheeled teansporation	7/13/2025 8:00 PM
26	By underpass	7/13/2025 3:59 PM
27	Sidewalks between houses by spring Avenue residential neighborhoods	7/10/2025 9:35 PM
28	Newton Ave (184 Newton) floods and freezes	7/10/2025 9:29 PM
29	Montclair on the block leading into the Metra parking lot	7/10/2025 9:18 PM
30	Some residential sidewalks have heaved to cause tripping hazard. They have been patched with blacktop which has not solved the problem	7/10/2025 7:46 PM
31	Buena Vista on north side	7/10/2025 6:51 PM
32	The steep ramp on the corner of Hill and Prospect. I usually cross the street or go a block out of my way. I have not idea why this ramp hasn't been leveled out. It is exremely difficult to walk up, especially if you are pushing something like a stroller or bike!	7/10/2025 6:39 PM
33	Revere Rd between park and Bryant	7/10/2025 4:06 PM
34	Western ave	7/10/2025 3:37 PM
35	Roslyn Road between Scott/Indian. Sidewalk often blocked by cars or trash cans	7/10/2025 3:20 PM
36	Riford and Oak, west side of riford, south of Oak	7/10/2025 2:01 PM
37	Yes - big cracked sidewalk at 207 Sunset.	7/10/2025 1:17 PM
38	Hill and Montclair	7/4/2025 9:13 AM
39	Sometimes easier to use private driveways instead of crosswalks	6/29/2025 2:59 PM
40	Glenbard west	6/19/2025 9:02 AM
41	Hillside at Brandon & prospect - berry trees drop staining berries and ruin clothes and shoes	6/17/2025 11:15 AM
42	No	6/12/2025 8:19 AM
43	Along main street outdoor dining [Main to Duane]	6/11/2025 1:23 PM
44	Please give us a crosswalk on Pleasant Ave crossing Geneva Rd-it is so dangerous for pedestrians and our only other option is to walk to Western/Geneva or 5 corners which is somewhat far on foot.	6/9/2025 6:41 PM
45	No	6/1/2025 6:53 AM
46	NA	5/30/2025 9:43 AM
47	By Lake Ellyn on Oak (overgrown hedges)	5/28/2025 8:57 PM
48	sidewalks that dip creating large pools of water	5/28/2025 8:02 PM
49	no sidewalks to get through Spring Ave neighborhood parks	5/28/2025 7:36 PM
50	Snow clearance is awful! No clearance around bus stops on Roosevelt Road	5/28/2025 4:26 PM
51	Cars block sidewalk	5/28/2025 4:21 PM
52	Roosevelt Road - Dangerous	5/28/2025 2:37 PM
53	Only when my dog is carrying a stick so wide we need to move into the street	5/28/2025 2:05 PM
54	Yes. When homeowners block the sidewalk	5/28/2025 2:03 PM

55	yes, duane street curve between lorraine and and hillside	5/28/2025 1:55 PM
56	no	5/28/2025 1:44 PM
57	Yes, coming out of Baker Hill on icy days and getting acrossBaker Hilll getting across	5/27/2025 2:09 PM
58	Vehicles blocking sidewalks (anywhere)	5/27/2025 11:42 AM
59	From Maryknolls to the Prairie Path	5/27/2025 10:14 AM
60	Hill & Lorraine al9ng the retaining wall, but to snow	5/25/2025 3:49 PM
61	Taft Ave , no sidewalk on both sides	5/24/2025 9:49 PM
62	Entering CVS and Panera Bread from Nicoll Way - no sidewalks or crosswalk	5/24/2025 2:40 PM
63	Rte. 53 Underpass under Rte. 38	5/23/2025 10:28 AM
64	Construction zones	5/19/2025 10:44 AM
#	**2.**	**DATE**
1	Crescent Ave. near Churchill Woods	11/12/2025 6:06 PM
2	Roosevelt road walking to masjid uthman	10/1/2025 5:22 PM
3	Yes, Sunnybrook in Orchard Glen	10/1/2025 9:28 AM
4	Buena Vista Dr	9/30/2025 9:14 AM
5	Sidewalk along park blvd (south of roosevelt) is super uneven	9/29/2025 9:37 AM
6	Route 53	9/28/2025 7:47 PM
7	Along butterfield road	9/1/2025 1:25 PM
8	S Lambert Rd, between COD and Roosevelt Rd	8/2/2025 1:39 PM
9	Used SeeClickFix but it’s no longer available unless you put in your email address. Used to be anonymous but not any longer. Why was that option deleted?	7/19/2025 5:02 PM
10	Cars blocking sidewalk on regular basis at 1021 Roslyn Rd.	7/18/2025 2:05 PM
11	Oak Street (sidewalk against curb blocked by refuse bins)	7/17/2025 10:26 PM
12	Yes, all sidewalks along Roosevelt Road due to lack of snow removal by businesses	7/14/2025 12:25 PM
13	St Charles Road	7/14/2025 10:18 AM
14	in Baker Hill	7/14/2025 10:07 AM
15	By metro stops	7/13/2025 3:59 PM
16	S. Ellyn Dr (west side)	7/10/2025 6:51 PM
17	Linden	7/10/2025 3:37 PM
18	Oak street and Grand, west of grand, south side of Oak	7/10/2025 2:01 PM
19	Park and Duane	7/4/2025 9:13 AM
20	Around construction sites	6/29/2025 2:59 PM
21	Train station	6/19/2025 9:02 AM
22	Duane in front of library at Melrose needs pedestrian crossing, it’s not even painted - kids cross there to access the library	6/17/2025 11:15 AM
23	Never	6/12/2025 8:19 AM
24	poorly shoveled sidewalks near main street park	5/28/2025 8:02 PM
25	Entranceways into facilities such as GE Clinic do not have sidewalks from the public ctreet	5/28/2025 4:26 PM
26	Sidewalk on one side	5/28/2025 4:21 PM

27	When cars block sidewalks	5/28/2025 2:05 PM
28	When construction vehicles block the sidewalk	5/28/2025 2:03 PM
29	Missing sidewalks on Rte. 53 near Health Track Sports Wellness	5/27/2025 11:42 AM
30	Park near Roosevelt - many obstructions in sidewalk by Shell	5/24/2025 9:49 PM
31	Intersection of Roosevelt Road and Park Ave on east side has obstructions - ultility box	5/24/2025 2:40 PM
32	Roosevelt Rd - walk in pkg lots due to missing sidewalk	5/19/2025 10:44 AM
#	**3.**	**DATE**
1	Getting to neighborhood park by bemis there's missing sidewalk	10/1/2025 5:22 PM
2	Butterfield	9/28/2025 7:47 PM
3	Are they going to bring back the anonymous option?	7/19/2025 5:02 PM
4	Cars blocking sidewalk on regular basis at 361 Spring	7/18/2025 2:05 PM
5	Yes, up to and including intersection of Main and Roosevelt Road due to lack of snow removal by businesses	7/14/2025 12:25 PM
6	Crescent Blvd	7/14/2025 10:18 AM
7	Roundabout near Glenbard West	7/13/2025 3:59 PM
8	Kenilworth	7/10/2025 3:37 PM
9	Walnut and Bryant	7/4/2025 9:13 AM
10	There is a curb, no ramp, at Forest and the metro station… why?? Strollers and wheelchairs can cross the street but can’t get up the curb	6/17/2025 11:15 AM
11	Village GE snow plows that plow huge piles of snow running down the middle of Main street from Hillside to Duane and Crescent to Pennsylvani	5/28/2025 8:02 PM
12	Some streets don't have sidewalks	5/28/2025 4:26 PM
13	No sidewalk	5/28/2025 4:21 PM
14	When overgrown landscaping blocks the sidewalk	5/28/2025 2:03 PM
15	Bloomingdale Rd. between Geneva & St. Charles (mailboxes block sidewalk)	5/27/2025 11:42 AM

Q13 Please complete the following photographic sidewalk evaluation survey (see images for reference below). This question is not asking how prevalent the issue is in the Village but which barrier type would you consider to be the most impactful to your ability to use the sidewalk. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to walk/roll around the Village. Photographic examples provided below.

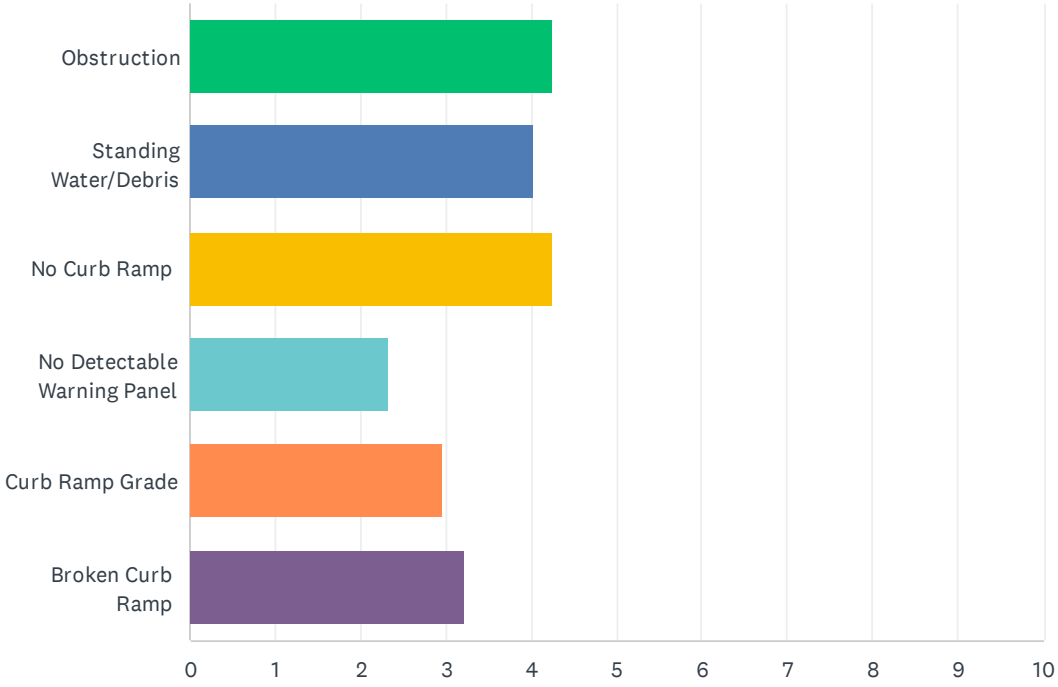
Answered: 108 Skipped: 41



	1	2	3	4	5	6	TOTAL	SCORE
Trip Hazards	41.75% 43	24.27% 25	13.59% 14	12.62% 13	4.85% 5	2.91% 3	103	4.77
Poor Surface Quality	5.77% 6	18.27% 19	17.31% 18	21.15% 22	24.04% 25	13.46% 14	104	3.20
Obstructions	6.73% 7	19.23% 20	29.81% 31	22.12% 23	14.42% 15	7.69% 8	104	3.59
Steep Cross Slope	2.88% 3	3.85% 4	8.65% 9	26.92% 28	25.96% 27	31.73% 33	104	2.36
Non-Continuous Sidewalks	34.29% 36	16.19% 17	13.33% 14	8.57% 9	16.19% 17	11.43% 12	105	4.10
Encroachment	10.38% 11	16.98% 18	16.04% 17	9.43% 10	14.15% 15	33.02% 35	106	3.01

Q14 Please complete the following photographic curb ramp evaluation survey (see images for reference below). This question is not asking how prevalent the issue is in the Village but which barrier type would you consider to be the most impactful to your ability to use the curb ramp. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp. Photographic examples provided below

Answered: 100 Skipped: 49



	1	2	3	4	5	6	TOTAL	SCORE
Obstruction	27.55% 27	28.57% 28	10.20% 10	17.35% 17	7.14% 7	9.18% 9	98	4.24
Standing Water/Debris	27.27% 27	19.19% 19	20.20% 20	9.09% 9	12.12% 12	12.12% 12	99	4.04
No Curb Ramp	23.71% 23	24.74% 24	20.62% 20	17.53% 17	10.31% 10	3.09% 3	97	4.25
No Detectable Warning Panel	5.21% 5	3.13% 3	11.46% 11	15.63% 15	29.17% 28	35.42% 34	96	2.33
Curb Ramp Grade	4.08% 4	11.22% 11	19.39% 19	22.45% 22	27.55% 27	15.31% 15	98	2.96
Broken Curb Ramp	12.24% 12	14.29% 14	18.37% 18	18.37% 18	13.27% 13	23.47% 23	98	3.23

Q15 Please identify any specific difficulties or constraints along the routes you walk. These routes could be routes you take daily or barriers you have observed throughout the Village (e.g., sidewalk to local restaurants, access to park, or route to school):

Answered: 61 Skipped: 88

#	RESPONSES	DATE
1	We need continuous sidewalks, walking signage, and bike lanes.	10/1/2025 5:25 PM
2	Need sidewalk on Roosevelt between Glen Ellyn and Lombard	9/28/2025 7:50 PM
3	The intersection at 53 & Sheehan, the grade on the west side of the crossing dips low and often has standing water, and is also makes it difficult to see pedestrians waiting to cross at the light, as the pedestrians are lower than the street level.	9/28/2025 7:40 PM
4	Lack of pedestrian crossing on south park bvld	9/28/2025 7:39 PM
5	Missing side walk from 901 Glenbard Rd to 941 Glenbard Rd. Several cars speed down this stretch of Glenbard especially when kids are walking to bus stop and walkers are out. Also there is a sharp curve in the road from Glenbard to Sunnybrook creating a dangerous blind spot for walkers, especially kids on bikes and elderly walker with visual/hearing impairment.	9/27/2025 8:54 AM
6	discontinuous sidewalk along Taft	9/27/2025 7:57 AM
7	Lambert Rd before Fawell St heading southbound the sidewalk is very close to the road and the cars fly by you really fast and can easily jump the curb and hit pedestrians.	9/26/2025 6:25 PM
8	There's literally no sidewalks on route 53 or in Vally View.	9/1/2025 1:27 PM
9	There is no crosswalk (boldly painted on the street surface) at Park and Crescent (west side of intersection) and no lighting on the southwest corner of this intersection. Crossing here ton foot to take the Metra train or crossing here on foot after getting off the train (especially at night) is dangerous and dark (no street lighting).	8/29/2025 7:11 PM
10	Previously mentioned-no side walk between 941 Glenbard Road to 901 Glenbard Road. There is a bus stop at the corner of Jonathan and Glenbard Rd that requires children to walk on the narrow street. The corner of Sunnybrook and Glenbard Rd is a dangerous blind spot for drivers who are unable to see pedestrians walking. Cars speed around the corner then floor it down Glenbard Rd. The neighborhood has tons of small elementary age children that are walking on the steer. Please add a side walk here for safety and peace of mind.	8/16/2025 5:57 AM
11	Not enough painted crosswalks along streets toward schools. Cars driving too fast, not fully stopping at stop signs, and not yielding to pedestrians, especially in the downtown area.	8/12/2025 12:23 PM
12	Some sidewalks are too narrow and are hard to ride one's bike on. More bike lanes would be ideal to help with this problem. There are no sidewalks at all for some streets.	8/2/2025 1:43 PM
13	Really think Village should use equipment to clear sidewalks in the winter from downtown to Hawthorne and Main to Glenbard West	7/25/2025 8:11 PM
14	Sidewalks were shaved versus they should have been replaced	7/22/2025 9:35 PM
15	N/a	7/21/2025 6:55 PM
16	Honestly the biggest issue is lack of snow removal and jerks who park their car and obstruct the sidewalk (one particularly annoying culprit on Hillside on the second block east of main	7/20/2025 7:56 PM
17	The most significant issue is homeowners blocking the sidewalks with their vehicles. I know this is not permitted and steps should be taken to cite/ticket those who repeatedly show a lack of consideration to walkers.	7/18/2025 2:09 PM
18	Trip hazards are problematic for children in strollers anywhere in the village. Sidewalks	7/17/2025 10:32 PM

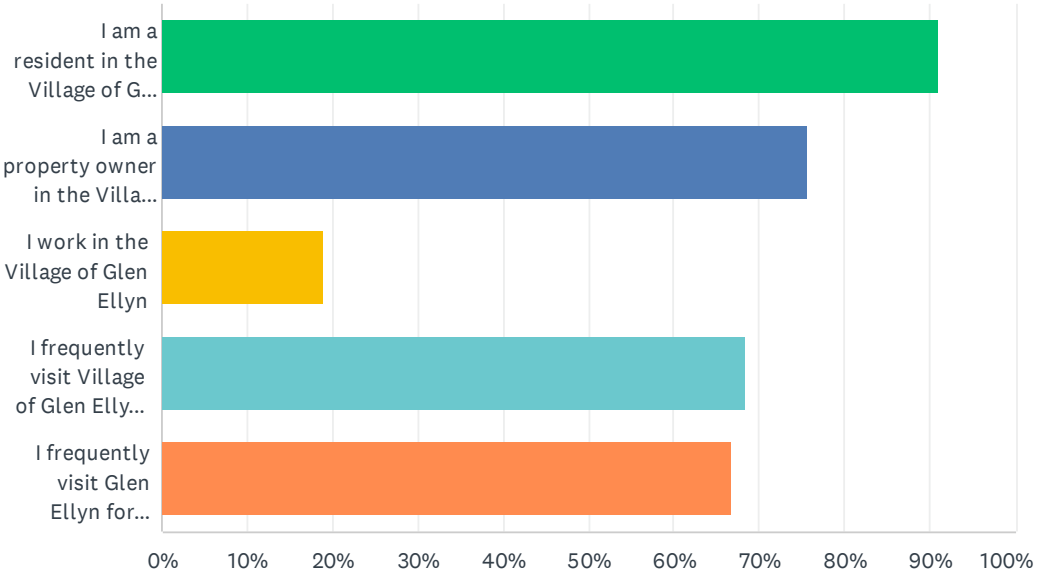
	adjacent to the curb are also highly concerning when used by young children. Broken curb ramps near Forest/Oak are problematic.	
19	Along Cumnor Avenue - Glen Oak Park and President's Park are missing curb ramps to access the parks. This makes these locations difficult to access for small children on bikes/scooters and people with strollers. The Spring Avenue East neighborhood has mid-block sidewalks that are heavily utilized as a route to school. There is a gap in this sidewalk network through Glen Oak park. The spring Avenue East neighborhood has a lot of locations that are missing curb ramps or are located in illogical locations. In particular it is difficult to cross Waverly between Spring and Cumnor. Lastly, there is a gap in the sidewalk network along the East side of Spring Avenue between Waverly and Hill. This section of roadway always feels less safe when riding bikes with kids to access the Prairie Path from our neighborhood.	7/17/2025 1:39 PM
20	Lorraine St. between Hill and Harwarden. Uneven sidewalk.	7/16/2025 9:24 PM
21	Low hanging cottonwood limbs on southwest corner of Brandon and Illinois	7/16/2025 7:41 PM
22	Bicycle and scooter riders usage in the commercial district.	7/16/2025 4:20 PM
23	Sidewalk needs replaced on Anthony between Main st and Forest by the Churchill condos garage door	7/15/2025 7:34 AM
24	Difficulty walking on sidewalks in business areas that do not remove snow immediately after a snow storm especially along sidewalks leading to and along Roosevelt Road.	7/14/2025 12:33 PM
25	See previous response. No continuous sidewalk on Glenbard Rd between Sunnybrook and Jonathan. Several elementary age children walk to bus stop on the side of the road with drivers that are driving too fast. Road is also not wide so two cars passing many times go on side of road to pass when pedestrians are walking. Curve from Sunnybrook to Glenbard has blind spot and difficult for walkers and kids to travel safely	7/14/2025 8:01 AM
26	The temporary, round flower planters in the commercial districts are aesthetically pleasing, but they block the sidewalks at places — especially during outdoor dining season. The three planters placed outside fire & wine at the corner of Duane and Main create a narrow passageway with the outdoor dining table directly across from them. Consider all the families pushing children in strollers (including double strollers) in our family oriented town.	7/13/2025 8:06 PM
27	Drivers do not give pedestrians right of way	7/13/2025 4:01 PM
28	184 Newton resident installed a village approved pump to pour water onto the sidewalk that floods the sidewalk and also freezes in the winter causing school children and residents	7/10/2025 9:32 PM
29	Discontinued sidewalk on Montclair by the Metra lot and Hill Ave by the golf course, various encroachments all around town from bushes and trees, e-bikes and e-scooters	7/10/2025 9:23 PM
30	Whittier Ave has several areas of uneven sidewalk panels. Dangerous for wheel chairs, walking people, and children	7/10/2025 7:55 PM
31	Traffics between hill and Fairview on main - unsafe crossing, needs stop sign or stop light activated by crosswalk button.	7/10/2025 6:59 PM
32	A pedestrian crosswalk sign and signal needs to be installed at Park/Marston. Having GEPD sit there at arrival and dismal is not enough to keep pedestrians crossing safe.	7/10/2025 6:53 PM
33	Corner of Hill and Prospect heading to St. Pets, extremely steep ramp, the other side is better but still not good.	7/10/2025 6:46 PM
34	Tons of trip hazzards…almost several on every block.	7/10/2025 3:41 PM
35	This survey is somewhat rigged. The questions that require ranking assume that a big problem with sidewalks exists. I walk about 4 miles per week in Glen Ellyn and find the sidewalks to be very acceptable. I see sidewalks that are very serviceable marked unnecessary essarily for replacement.	7/10/2025 2:34 PM
36	Trip hazard on Duane St north sidewalk between Bryant & Lowell	7/10/2025 1:46 PM
37	207 Sunset has a huge crack. People walk on parkway, trip all the time, bikes have issues. It is the way to Sunset pool and Lincoln, but the Village doesn't fix it	7/10/2025 1:19 PM
38	Some downtown businesses are inaccessible to anyone in a wheelchair. Not even trying to find a ramp or alternate door to enter. I thought ADA covered all businesses, but apparently it does	6/29/2025 3:05 PM

	not.	
39	5 corners of traffic with train tracks to get from the school to town. Sidewalks that are on an angle to get from town to the park.	6/19/2025 9:06 AM
40	Only shoveling snow to brick area. Then the brick area is harder to get out of the car and get wheelchair or walker out and get the person who needs it up and over the snow	6/18/2025 2:17 PM
41	Outdoor seating does not allow enough room to safely navigate the sidewalks. Some areas do not have the require width or turn around areas.	6/17/2025 10:38 AM
42	This project is a waste of resources. Our sidewalks are perfectly adequate and in substantial compliance with ADA requirements.	6/12/2025 8:24 AM
43	Barriers: no sidewalks/bike paths to destinations (e.g., retail, parks, commerce, etc.)	6/1/2025 11:00 PM
44	The sidewalks are fine and don’t need work	6/1/2025 6:57 AM
45	Very uneven sidewalks on Crescent between Main and Forest on the north side of the street	5/29/2025 2:59 PM
46	The Roosevelt rd sidewalks are poor quality, feel very unsafe, and there are gaps in some places. There is also poor connectivity in some places such as Exmoor which could have a pedestrian entrance to the Binnys/TJ’s shopping center but doesn’t. Also, all neighborhoods north of newton park are cut off from easy foot access because none of the culdesacs connect between Fairview and revere - the village really needs to acquire an easement and build a sidewalk between those two streets. All Roosevelt Rd intersections- institute automatic pedestrian signaling (no button push required) with pedestrian signal leading green light to protect peds from drivers turning right. Pedestrian countdown timers should match when the signals turn yellow.	5/28/2025 10:09 PM
47	a lake forms every time it rains at Glenwood and Arlington - and we've asked the village for years to fix it- nothing	5/28/2025 8:05 PM
48	Spring Ave neighborhood does not have continuous sidewalks to get through the parks from the so-called "secret sidewalks". Very minimal to no access points into parks from the street.	5/28/2025 7:44 PM
49	1)Poor condition of sidewalks along Taylor Ave (north of underpass) along with inadequate lighting. 2) The crescent blvd/park blvd intersection is the most dangerous intersection in GE. Very risky for pedestrians	5/28/2025 6:22 PM
50	While attempting to encourage use of public transportation I see little attention being given to those who must use public transportation in wintertime. Sidewalks along Roosevelt road run through parking lots at times, which adds to the difficulty in attempting to use them. Businesses in the Village should be required to provide a sidewalk from the public sidewalk through their parking lots. (Example - GE Clinic entrance on Western Ave requires you to take your life into your own hands as cars arriving and departing do NOT provide space to walk). There are other examples also.	5/28/2025 4:32 PM
51	In the winter, snowplows block access to sidewalks by piles of snow at the corners.	5/28/2025 3:12 PM
52	People don’t shovel snow and ice from the sidewalks in front of their homes	5/28/2025 2:07 PM
53	Thank you for considering these improvements. It is very difficult and dangerous to cross Lorraine street between Chesterfield and Kenilworth avenue. This is a VERY dangerous, angled road with fast cars, no pedestrian sign, no crosswalk and no stop sign. Multiple children cross this road to go to Lincoln school daily..... we are in the walk zone to school and this area really needs support for our children. Please consider some signage or traffic control for this intersection	5/28/2025 1:59 PM
54	I really don't think we have a problem	5/28/2025 1:46 PM
55	There is no crossing going from the Philip J. Rock Center to the Baker Hill shopping center. I work with deaf blind kids and we are forced to drive them across the street to go to Pete's and Learning Express.	5/27/2025 2:13 PM
56	Newton Ave/Manor Woods: bushes located by the first house where the woods end on the north side need to be trimmed back. Every spring I have trouble walking the side walk because the branches stick out over the side walk at eye level. I have to duck to have them clear my head and pay attention that I don’t get stuck in the eye with them.	5/24/2025 9:37 PM

57	Cars blocking side walks while parked in driveway.	5/24/2025 3:50 PM
58	There should be a safe way to cross nicoll way from Kingsbrook Glen into CVS and Panera Bread as well as sidewalks and walkways through the parking lots. There should be a pedestrian crosswalk across Park Avenue at Taft Avenue for pedestrians to cross safely to Jewel and other shopping.	5/24/2025 2:45 PM
59	Underpass 53 under 38; Sometimes not sure if pushing crossing signal has been registered by the equipment at various lights along Roosevelt.	5/23/2025 10:34 AM
60	Most of the village's sidewalks, no matter where you walk, are in poor condition. Heaving squares from tree roots, uneven, and tons of trip hazards. The walks are too narrow and too close to the roads in many instances.	5/23/2025 6:32 AM
61	Roosevelt Rd is an issue. Gaps and general lack of right-of-way for continuous, comfortable sidewalk along this busy commercial corridor.	5/19/2025 10:52 AM

Q16 Which of the following statements apply to you? (Select all that apply)

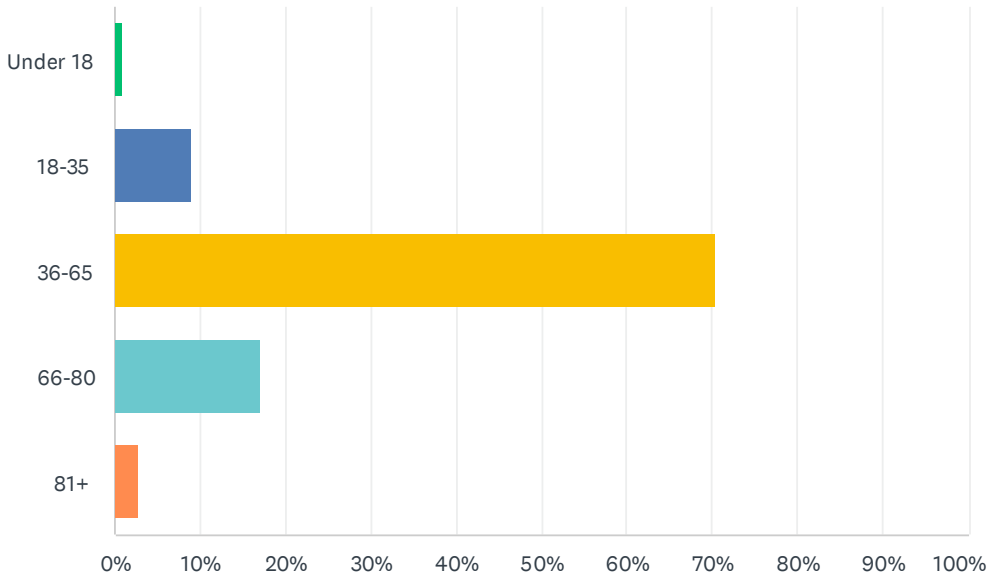
Answered: 111 Skipped: 38



ANSWER CHOICES	RESPONSES	
I am a resident in the Village of Glen Ellyn	90.99%	101
I am a property owner in the Village of Glen Ellyn	75.68%	84
I work in the Village of Glen Ellyn	18.92%	21
I frequently visit Village of Glen Ellyn businesses for entertainment, goods or services	68.47%	76
I frequently visit Glen Ellyn for recreational use (local parks, trails)	66.67%	74
Total Respondents: 111		

Q17 What is your age? (Select one)

Answered: 111 Skipped: 38



ANSWER CHOICES	RESPONSES	
Under 18	0.90%	1
18-35	9.01%	10
36-65	70.27%	78
66-80	17.12%	19
81+	2.70%	3
TOTAL		111

Q18 If you would like to be kept up to date on the status of the plan or assist the Village in developing priorities by joining the steering committee, please provide your name and best way to contact you and someone will reach out. (optional)

Answered: 34 Skipped: 115

ANSWER CHOICES	RESPONSES	
Name	94.12%	32
Company	17.65%	6
Address	91.18%	31
Address 2	11.76%	4
City/Town	91.18%	31
State/Province	91.18%	31
ZIP/Postal Code	91.18%	31
Country	67.65%	23
Email Address	97.06%	33
Phone Number	85.29%	29

APPENDIX A.3
STEERING COMMITTEE MEETING MINUTES

Meeting Minutes

Date: April 17, 2025 **OA Project #:** 224124
Time: 8:00 AM
Location: Virtual
Project: Village of Glen Ellyn ADA Transition Plan
Subject: Kick-off meeting for Steering Committee
Attendees: John MacDonald – Village resident, Commissioner, Glen Ellyn Capital Improvements Commission
Yvonne Houghtaling – Village resident
Ron Beaumont – Village resident for 45 years
Bonnie Jordan – Executive Director, Philip J. Rock Center and School
Dave Buckley – Director of Public Works, Village of Glen Ellyn
Nathan Troia – Director of Planning and Natural Resources, Glen Ellyn Park District
Michael Brynda – Administrative Assistant, AIM-CIL
Chris Rose – Community Relations Representative, PACE Bus
David Evans – Community member, cyclist
Marta McCullough – District Facilities and Transportations Manager, District 87
Grant Paplauskas – ADA Coordinator, Glen Ellyn
Derek Peebles – Assistant Village Engineer, Glen Ellyn
Patricia Mangano – Senior Planner, CMAP
Chris Zimmermann – Oates Associates
Karen Geldert – Oates Associates
Travis Helmkamp – Oates Associates

Discussion:
Thank you for your willingness to assist the village in developing the best possible ADA Transition Plan. This is the first of four (4) planned meetings throughout the planning process to gather feedback and improve the final product. The scope of work of this ADA Transition Plan is limited to sidewalks, curb ramps, etc. on public right-of-way but there will be time allowed at the end of the meeting to discuss any additional talking points regarding accessibility.

Discussion items from the meeting are in bold.

Agenda:
- Overview of the project
  - Goals of the ADA Transition Plan
    - Inventory existing pedestrian facilities along streets and roadways
    - Establish a prioritization system to help guide future improvements
    - Assign value to features that do not meet ADA standards
      - Are there barriers to access that have a greater impact on traveling around the village?
    - Assign greater value to more significant obstructions
      - **Roosevelt Road (IL 38) was mentioned as a major barrier**
    - Prioritize routes used by the public near community assets (pedestrian traffic generators)

- Examples of pedestrian traffic generators
  - Schools
    - **College of DuPage is at the southern edge of the village**
    - **There are three different public school districts we will have to coordinate with**
    - **In addition to the public schools, there are multiple private schools to consider, as well**
  - Parks
    - **There are four main locations listed that will draw the most traffic**
      - **Ackerman Sports and Fitness Center, Western DuPage Special Recreation Association uses this facility**
      - **Main Street Recreation Center**
      - **Spring Avenue Recreation Center**
      - **Maryknoll Park**
    - **Sunset pool will draw pedestrian traffic, as well**
  - Transit stops
    - **Glen Ellyn Metra station**
    - **College Avenue is outside village limits but is the more convenient stop for some residents**
  - Local Government offices
  - Library
  - Commercial districts
  - What pedestrian traffic generators are missing?
    - **Duly Health and Care**
    - **Northwestern Medicine**
      - **Two facilities in Glen Ellyn**
    - **Jewel-Osco grocery store**
- Plan future improvements throughout the village

- Public engagement survey
  - Review questions
    - **Oates will provide the draft public engagement survey once it has been reviewed by CMAP and the village**
  - Timing of rollout
    - **Rollout planned in early May**
  - Strategies to maximize outreach
    - **Post flyers in the windows of downtown businesses**
    - **Have flyers and hard copies in the Civic Center**
      - **Marketing materials for survey will direct residents who desire a hard copy of the survey to contact the Civic Center**
    - **Utilize the mailing lists from the various school districts**
      - **We will reach out directly to Glenbard South High School as their students walk around the village**
    - **Post flyers and have hard copies at both the Main St Recreation Center and Ackerman**
    - **Post flyers in the clubhouse of the Village Links golf course**
    - **Have outreach at the Taste of Glen Ellyn event at College of Dupage**
    - **Participation in Park District events**
      - **Summer Break at the Lake**
      - **Numerous other opportunities**

        - **Outreach at the Touch a Truck event**
        - **Outreach at Public Works Open House**
        - **Use digital signage owned by the Village downtown**
    - Location of hard copies
        - **Oates will coordinate with the Park District and Library to provide hard copies of the survey**
- Open discussion on accessibility throughout the village
    - **The impact construction has on accessibility and how it limits access specifically for those who utilize wheelchairs**
- Future meetings
    - **Next meeting will be in Mid-May**

Action Items:

- Marta will send over the traffic study completed by Glenbard South High School
- Oates will adjust the public website
    - Attempt to turn off the email requirement for the challenges map
        - **Oates researched this option and unfortunately an email needs to be provided. Users can provide a name of "anonymous" if they so desire.**
    - Attempt to direct people to the map tool better
    - Add clearer instructions on how to use the map tool
- Members of the committee will review the website and let Oates know any changes they would like to see

Attachments:

Meeting Agenda

Date: May 14th, 2025 **OA Project #:** 224124
Time: 3:00PM
Location: Virtual
Project: Village of Glen Ellyn ADA Transition Plan
Subject: Meeting #2 for Steering Committee
Attendees:

Committee Member	Attendance
Nate Troia	X
Dave Scarmardo	
Ron Henson	
Marta McCullough	
Bonnie Jordan	X
Michael Brynda	X
Dave Evans	X
Ron Beaumont	X
Lisa Ulm	
Yvonne Houghtaling	
Chris Rose	X
Dan Leahy	X
Dawn Smith	
Claudia Thornton	
John McDonald	
Mark Stauber	
Derek Peebles (Glen Ellyn)	X
Grant Paplauskas (Glen Ellyn)	X
Patti Mangano (CMAP)	
Travis Helmkamp (Oates Associates)	X
Karen Geldert (Oates Associates)	X

Discussion:
Thank you for your willingness to assist the village in developing the best possible ADA Transition Plan. This is the second of four (4) planned meetings throughout the planning process to gather feedback and improve the final product. The scope of work of this ADA Transition Plan is limited to sidewalks, curb ramps, etc. on public right-of-way but there will be time allowed at the end of the meeting to discuss any additional talking points regarding accessibility throughout the village.

Discussion items from the meeting are in bold.

Agenda:

- Status Update
  - Public engagement survey has been rolled out
  - Data collection has been completed – **99% complete; just need to pick up a few spots. Once complete, processing will occur and at the next meeting we will go over the draft data.**
  - Draft pedestrian generators – **no comments**
    - Plan future improvements throughout the village

- Public engagement survey roll-out –**survey will be available for at least 90 days**
  - Discussion on questions
    - **Q4 & 5 read similarly-one focus on person with disability, the other on caregiver – the general agreement was that both are relevant and serve separate groups and should stay as is.**
    - **Q8 – does anyone have concern about having Pace and Metra in same question, or should they have their own? All agreed they could stay combined. Should Paratransit be included? No, since it focuses more on curb to curb instead of intersections on Pace and Metra lines. But could add some blanks for origin and destination trips.**
    - **Q13 & 14 will provide critical data for the team since it will show what the village considers most important to address. Layering this data with the collection data will help the team determine priorities.**
    - **Any questions that weren't on the survey that needs to be? No**
  - Maximizing impact
    - Additional ways to share survey
      - **For anyone interested in helping get the word out – draft language can be provided so that people can use it on Facebook, LinkedIn, Instagram, etc.**
      - **Hard copies should be delivered to the Assisted Living facilities**
      - **After village approval, the flyer will be ready to roll out**
      - **Glen Ellyn puts out a newsletter – info about the survey could be added there**
      - **Large print hard copies should be provided to the two senior centers – one ran by park district (better attended), and one ran by village**
      - **Consider tactile diagrams for outreach**
    - Upcoming community events
  - Assignments to get hard copies throughout the village – **will follow up with Chris, Michael and Dan to get them media to distribute to their networks**
  - **Will meet separately with schools to get their input**

- Draft pedestrian generators
  - Review of pedestrian generator types

  - Schools – **currently, all are treated equally in data. Issue? Village thought may need tweaking because they are aware of some schools with higher population driving to school than others.**
  - **Village Links/Public Works building– considered walking destinations? No.**
    - **Winchell Way – how much maintained by village? Village will investigate**
    - **Southern part of village will have priorities more along routes than destinations**
  - Parks – **currently parks are treated the same – thoughts? Most parks with little parking is by design to encourage walking.**
    - **Spring Avenue Rec Center has summer programs that include kids on bikes; need to have a separate conversation with Nate.**
    - **Ackerman Park and Forest Preserve – any access points from neighborhoods? No.**
    - **Swift Rd into Forest Preserve – parking near there**
    - **St Charles tunnel to Forest Preserve – used for cars and bikes; cars rarely seem to use it**
  - Government buildings
  - Commercial districts **Park District is proposing extension south of Prairie Path Park – plans include year-round attractions; will be high traffic generator**
  - **Tunnel at Taylor is heavily used by pedestrians**
  - **No crossings on the west side of town; westernmost is at Prospect**
  - Public transportation
  - Anything else we are missing **– traffic signal needed at Ackermann Park as it is conduit to other trails**
- Prioritization on different generator types
- Impact of traffic signals and crossing guards - **for downtown, priorities will be placed on traffic signals to encourage ped traffic to them**
- Discussion on high priority routes and future prioritization efforts

- Open discussion on accessibility throughout the village
  - **Discussion on scooters as a means of travel on sidewalks - it is increasing in popularity –village just approved ordinances to include scooters and is in ongoing discussions about what else needs to be done.**

- Future meetings **– anticipated in mid-June**

Exhibits to Follow: **Updated map of draft pedestrian traffic generators**
Sample language to distribute public engagement survey
Flyers and social media information to share public engagement survey

If you require accommodations to participate in the meeting, please contact Travis Helmkamp, project manager at Oates Associates at travis.helmkamp@oatesassociates.com or (618) 975-9133 before the meeting so reasonable accommodations can be discussed.

Meeting Minutes

Date: June 27th, 2025 **OA Project #:** 224124
Time: 9:00AM
Location: Virtual
Project: Village of Glen Ellyn ADA Transition Plan
Subject: Meeting #3 for Steering Committee
Attendees:

Committee Member	Attendance
Nate Troia	
Dave Scarmardo	
Ron Henson	
Marta McCullough	
Bonnie Jordan	
Michael Brynda	X
Dave Evans	X
Ron Beaumont	
Lisa Ulm	
Yvonne Houghtaling	X
Chris Rose	
Dan Leahy	
Dawn Smith	
Claudia Thornton	
John McDonald	X
Mark Stauber	
Richard Daubert (Glen Ellyn)	x
Derek Peebles (Glen Ellyn)	X
Grant Paplauskas (Glen Ellyn)	X
Sarah Kozal (GIS consultant)	X
Ellen McKenna (Glen Ellyn)	X
Steven Warner (Glen Ellyn)	X
George Perkins-Anene (CMAP)	X
Travis Helmkamp (Oates Associates)	X
Karen Geldert (Oates Associates)	X

Discussion:
Thank you for your willingness to assist the village in developing the best possible ADA Transition Plan. This is the third of four (4) planned meetings throughout the planning process to gather feedback and improve the final product. The scope of work of this ADA Transition Plan is limited to sidewalks, curb ramps, etc. on public right-of-way but there will be time allowed at the end of the meeting to discuss any additional talking points regarding accessibility throughout the village.

Discussion items from the meeting are in bold.

Agenda:

- Status Update
  - Public engagement survey has been rolled out
    - **The survey has been shared by the Village through e-newsletter (70% open rate), posted on the Village website, and social media**
    - **The survey will be included in the Village newsletter that will be sent out in mid-July**
    - **In conjunction with the Village newsletter the survey will be readded to the Village website and social media**
    - **Oates will prepare postcards to be sent to targeted individuals where we want to make sure they can respond**
    - **Oates will coordinate with Parks District, Metra, local businesses, etc. to get flyers throughout the community**
      - **Oates will let the Village know the exact timing once it has been finalized**
  - Data collection has been completed
    - **All sidewalks, curb ramps, pedestrian traffic signals, and crosswalk data have been collected.**
    - **DeepWalk is currently processing the sidewalk and curb ramp data (approximately 20% complete)**
    - **Oates will send over a section of processed data to Sarah to test integration and compatibility**
  - Pedestrian generators have been revised
    - **Revised based on guidance from the last steering committee meeting**
  - Draft prioritization has been developed
    - **The draft prioritization scores every asset in the Village equally. It is normal to revise and prioritize particular assets and roadways based on priorities.**

- Revised pedestrian generators
  - Review pedestrian generators based on steering committee feedback

- Draft prioritization
  - Review of the prioritization map
    - **The draft prioritization map is based on past feedback. The prioritization map will continue to evolve as the Village changes.**
  - Current priorities based on draft map
    - **Downtown Lemont**
    - **Stacy's Corner (Main Street and St. Charles Road)**
    - **Roosevelt Road, Main Street and Park Boulevard are priorities but not as high a priority based on previous feedback, a map was presented on results.**
  - Methodology
    - **Oates identified assets throughout the Village that generate pedestrian traffic (either draws pedestrians or has a high volume of pedestrians) Example include:**
      - **Schools**
      - **Parks**
      - **Government buildings (Civic Center, Library, Post Office, etc.)**

        - **A circle, buffer area, was drawn around each asset with scoring assigned to estimate pedestrian traffic may be present around this location.**
            - **For example, 1/10th mile and 1/4th mile circle were drawn around each school. The 1/10th mile buffer area was assigned a score of 10 and the 1/4th mile buffer area was assigned a score of 5 since it is estimated that there will be more pedestrian activity the closer you get to the school.**
        - **All the scores for the various generators and community assets were summed together and represented on a map, see attached, with those areas of the village in yellow representing the highest probability of heavy pedestrian traffic and those areas in blue representing the lowest probability of heavy pedestrian traffic.**
        - **It is anticipated that the prioritization scoring will be revised as part of this meeting.**
    - Steering committee thoughts on prioritization
        - **Roosevelt Road is underrepresented as a priority within the Village. Due to the high volume of traffic, over 35,000 vehicles per day, and the proximity of the sidewalk there is a safety element along Roosevelt Road that is currently not represented in the prioritization map. Oates will revise the scoring system to place a higher priority on Roosevelt Road.**
        - **Add a score for park features to greater prioritize parks that have a key Village asset**
            - **Sunset Park**
            - **Maryknoll Park**
            - **Ackerman Park**
            - **Spring Avenue Recreation Center**
        - **Increase the prioritization of schools**
        - **Oates will investigate more data on PACE bus usage.**
    - Discuss impact of priorities
    - Potential modification to priorities
        - **Oates will revise the prioritization map based on feedback and send out to the steering committee.**
    - Discuss functionality of prioritization map
    - Does this provide a clear vision?
        - **This is the beginning of the conversation. Looking for input to guide the prioritization so that it fits the needs of Glen Ellyn**
    - **A question was asked as to whether the map will consider pins provided by the public on the webpage?**
        - **Yes, they will be incorporated into the map but do not currently drive prioritization.**

- Draft data collection results
    - Review of draft sidewalk and curb ramp assessment
        - **The next steering committee meeting will spend more time with the field data collection and the prioritization associated with that data.**

- Open discussion on accessibility throughout the village
    - **DuPage County recently approved the Safety Action Plan (Safe Streets for All) that identifies roadways that have a high number of Vulnerable**

Road Users (VRU). This data will be incorporated into the plan and prioritization map.
    - **The ADA plan should be sensitive to the improving south of Roosevelt even though there may not be as many generators as north of Roosevelt. There is a perception that this side of the village does not get as much attention to issues as the north part of the village does.**

- Future meetings
    - Next meeting in late July to review draft final priorities

Attachments:

- **Draft Prioritization Map**

Meeting Minutes

Date: November 7th, 2025 **OA Project #:** 224124
Time: 9:00AM
Location: Virtual
Project: Village of Glen Ellyn ADA Transition Plan
Subject: Meeting #4 for Steering Committee
Attendees:

Committee Member	Attendance
Nate Troia	
Dave Scarmardo	
Ron Henson	
Marta McCullough	
Bonnie Jordan	X
Michael Brynda	
Dave Evans	X
Ron Beaumont	
Lisa Ulm	
Yvonne Houghtaling	X
Chris Rose	X
Dan Leahy	
Dawn Smith	
Claudia Thornton	X
John McDonald	X
Mark Stauber	
Maheen Ahmed	X
Bryce Corrigan	X
Richard Daubert (Glen Ellyn)	X
Derek Peebles (Glen Ellyn)	X
Grant Paplauskas (Glen Ellyn)	X
Sarah Kozal (sub to Glen Ellyn)	
Ellen McKenna (Glen Ellyn)	
Steven Warner	
George Perkins-Anene (CMAP)	X
Travis Helmkamp (Oates Associates)	X
Karen Geldert (Oates Associates)	X

Discussion:
Thank you for your willingness to assist the village in developing the best possible ADA Transition Plan. This is the fourth of five (5) planned meetings throughout the planning process to gather feedback and improve the final product. The scope of work of this ADA Transition Plan is limited to sidewalks, curb ramps, etc. on public right-of-way but there will be time allowed at the end of the meeting to discuss any additional talking points regarding accessibility throughout the village.

Agenda:

- Review findings and draft priorities
  - **Not as far as we'd like to be; will be adding a fifth steering committee meeting to present final product**
  - **Intention will be to have you review final plan before it goes out to the public for their review and to the Board for their approval.**
  - **Last month – Oates has met with 15-20 individuals to get one-on-one feedback from residents about their personal experiences; monitored where in the village the residents discussed so that we have a representative sample of the entirety of the village.**
  - **Current survey participant numbers are around 145; 50 people have accessed the website to pin locations with issues – survey is still open**
  - **Feedback on Roosevelt Road is that it does not currently have a lot of pedestrian traffic but feel that the demand is there, but people feel it isn't safe to walk down because the road is busy and the sidewalk is right next to the roadway. Does the committee agree? Yes.**
    - **Maheen witnessed and has ridden herself on a bike down Roosevelt and it is not safe.**
    - **Rich offered that he bikes a lot in the village and walks on Roosevelt and agrees it's not safe. He has noticed that there are long stretches between controlled intersections for crossing.**
    - **Bonnie stated that IDOT currently has sidewalks shut down on Roosevelt by her school and the deaf and blind students aren't able to practice independent transportation while it is. They have to be driven to destinations which defeats the purpose of teaching independent transit and transportation skills. It would be nice for them to be able to access the mall that's across the street in some safe capacity. Staff feels the same way about crossing Roosevelt.**
    - **Chris said that Roosevelt Road is a very important corridor for Pace because Route 301 operates along that corridor. It is a challenge for riders to use that service. Route 301 is a route with higher ridership. Pace has recently increased service hours on the weekends and offered free ridership to ADA paratransit individuals. With all this increase in ridership, it would only make sense that individuals have sidewalk connections to their Pace bus stops.**
    - **Yvonne reminded the group about the circle communities apartments going up and they will be affecting the traffic on Roosevelt Road. Travis agreed and has been accounted for in the data.**
  - **The village has recently secured funding for the preliminary and final design engineering for the whole of Roosevelt Rd within the village limits. It was stressed that this does not mean construction funding.**
  - **Roosevelt Rd will have a large part in the plan, but it will not be the only focus of the plan.**
  - **The three way stops at four legged intersections near the railroad tracks are a safety concern. It would be helpful for the blind or visually impaired students to have some sort of sound system to help them safely cross the street; they have them in Chicago. Drivers need to be educated**

about going through these intersections as well. People have suggested traffic signals at these locations, but the village has investigated this and the proximity of the tracks to the intersection are not conducive.
  - **IDOT has a resurfacing project at Baker Hill Drive and Route 53, and the village has encouraged them to incorporate pedestrian signals there.**
  - **There is a project for the East Branch DuPage River Trail that is investigating providing a 10 ft path on the east side of Route 53 between Roosevelt Road and Butterfield.**
  - **Travis presented the map that the team is currently working on. The map is color coded and sorts out the best and most challenging sidewalk with blue being best and red being most challenging. This information will ultimately go to the village and they can add it to their GIS system to keep a running tab of what gets reconstructed as time goes on.**
  - **Travis emphasized that the plan is to provide guidance to the village about higher priority areas withing the village, but it does not direct the village to spend a specific amount of money on sidewalks every year.**

- Next steps
  - Presentation to village officials
    - **CMAP will see the plan first, then the village, then the steering committee, then the general public**
    - **Most likely Oates will present the project to the Board before coming back for final Board approval**
  - Community meetings – ways to maximize involvement
    - **Maheen was concerned about the low number of people that have taken the survey. Travis said that unfortunately, ADA plans don't draw a lot of participation. But this is a fluid document, and participation is a snapshot in time. Comments before and after have been and will be considered.**
  - Public Comment Period – 30 days
  - Final Board Approval – following 30-day public comment period

- Open discussion on accessibility throughout the village

- Future meetings
  - Meeting in December/January to discuss community feedback and final comments

Attachments:

If you require accommodations to participate in the meeting, please contact Travis Helmkamp, project manager at Oates Associates at travis.helmkamp@oatesassociates.com or (618) 975-9133 before the meeting so reasonable accommodations can be discussed.

APPENDIX A.4
INDIVIDUAL INTERVIEWS SUMMARY

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: 11/18/2025 **Project #:** 224124
Time:

To: George Perkins Anene, CMAP; Grant Paplauskas, Village of Glen Ellyn
From: Travis Helmkamp
Subject: Findings from in-person interviews

As part of the development of the ADA Transition Plan for Public Sidewalks, in-person interviews were sought to provide a citizen's perspective of the quality of existing sidewalks as well as to identify locations that may require sidewalk connections to increase accessibility throughout the city. These interviews were held with 14 different individuals, but their identities and comments by a particular individual will be kept confidential.

Generally, the interviews were similar in that the people were asked variations of the following questions:

1. **Where do you walk?**
2. **What issues have you noticed?**
3. **Have you ever contacted City staff?**
4. **If yes, how was the responsiveness?**
5. **Where do you notice heavy pedestrian traffic?**
6. **Any suggestions for improvements?**

Item 1/Item 5: Generally, the interviewees walked where generators were predicted to be: downtown, Roosevelt Road, train station, the library, Lake Ellyn, on Main north of downtown, forest preserve, schools, Prairie Path, Sunset Park, tunnel, Blackberry Market, Newton Park, Baker Hill, Pennsylvania Avenue.

Item 2: Issues discussed were lack of sidewalk access during construction, not enough accessible parking downtown, vertical displacements, garbage cans on sidewalks, cars parked in driveways block sidewalk, accessible parking at train station is far from entrance, Prairie Path and Main Street is dangerous (no stop sign on south leg), lack of sidewalk in newer subdivisions, access to forest preserve, Maryknoll Park are not good, crossing IL 53 not safe, drivers not being mindful of pedestrians, sidewalks near Park Elementary were fixed but still a problem, hard to cross Roosevelt Road – will avoid Park or Main and choose Nicoll Way, crossing Baker Hill, avoids N Ellyn Road and Crescent because it's too dangerous, sidewalk immediately behind the curb is not conducive to walking, there are obstacles in the pedestrian access routes that keep wheelchair users from passing, and there are trucks that block alleys which keep wheelchair users from getting out of the parking lot .

Item 3/Item 4: The interviewees had answers varying from no, to yes and they were responsive, to yes, but they were not responsive. Most interviewees had reached out to the village, and most that had said their experience was a positive one.

MEMORANDUM

Item 6; The interviewees had several suggestions such as adding more way finding increasing communication between schools and neighbors around schools, enforcement of e-bike usage is a big issue and was voiced by many interviewees, add more pedestrian signage, keep sidewalks clean, add pedestrian traffic signals, the village needs to do a better job responding to SeeClickFix website problems, and Glen Ellyn should lower their village wide speed limit to 25 mph.

APPENDIX A.5
30-DAY PUBLIC REVIEW AND COMMENT FEEDBACK

A.5 PUBLIC REVIEW AND COMMENT PERIOD

The ADA requires public entities to make the Plan available for public review during a citizen review period. The Plan was made available for public review and comment from March 4th to April 10th on the project website, The Village of Glen Ellyn Accessible Communities Plan | Engage with CMAP. The Village provided links to the Plan, posted on social media, and a community meeting was held on March 18th to allow interested parties to provide in-person comments to the project team and Village staff. Although the public comment period has ended, any resident or visitor who wishes to provide feedback on pedestrian accessibility in the Village can contact the ADA Coordinator or the Public Works Department at any time.

A total of 8 comments were received with responses in **bold**.

- Newtown Park only has a few handicapped parking spaces. It is impossible to venture to fields in the middle of the park. A drop-off circle in front of the building with more handicapped parking could help to solve this issue for many grandparents. Parking there in general is horrible.
    - **The additional parking discussed would be located on land owned by the Park District. The Park District has been a partner throughout the development of the Plan and this information has been passed on to them.**
- We reside on the west side of Lake Ellyn Park, where sidewalk accessibility on several surrounding streets is limited or, in some cases, nonexistent. This area regularly hosts large public and private events, which we value and support. However, during events at the Lake Ellyn Boathouse—including weddings, bike races, Fourth of July celebrations, and other community gatherings—and at Glenbard West High School—such as football games and graduations—the surrounding streets frequently become heavily used for parking and also serve as primary pedestrian routes for residents walking to the school and park from other parts of town. Vehicles commonly line Linden Avenue, Park Boulevard, and Forest Avenue, where pedestrians often have no continuous sidewalk on which to walk. It is particularly concerned that Linden Avenue, the primary entrance to Lake Ellyn Park, has sidewalk access on only one side of the street. In addition, the Village appears to have done a poor job of clearly establishing and maintaining its public right-of-way in this area, resulting in portions of the ROW being effectively absorbed into adjacent private use rather than preserved for pedestrian infrastructure. We are also concerned that the Village's Pedestrian Activity Prioritization Map designates this area as Blue, indicating the lowest likelihood of pedestrian activity. Based on daily experience, this designation does not accurately reflect existing conditions. Lake Ellyn Park experiences significant pedestrian volumes throughout the year, and during certain events, holidays, and peak use periods, pedestrian activity is comparable to—and at times exceeds—that of the downtown area. This level of use appears inconsistent with a "low pedestrian activity" classification and does not align with observed conditions on the ground. In addition to event-related traffic, Glenbard West High School students park daily on and around these streets, further increasing pedestrian activity. On any

typical school day, vehicles can be observed parked along the westbound side of Linden Avenue beyond the lake, including on segments without sidewalks. Students walking to and from Glenbard West frequently use these same streets as walking routes and are often forced to cross from one side of the street to the other due to gaps or missing sidewalk infrastructure, creating unnecessary safety risks. We have received numerous complaints from guests and event attendees regarding the lack of safe pedestrian access, particularly from older individuals and those using wheelchairs, strollers, or wagons. Handicap-accessible parking at events in this area is very limited and fills quickly, requiring individuals with mobility challenges to park farther away. As a result, they are often forced to travel within the street due to missing or incomplete sidewalks. In some locations, such as routes from Forest Avenue toward the lake, sidewalk coverage is inconsistent or available on only one side of the street, further compounding accessibility concerns. We strongly support the continued use of Lake Ellyn Park and Glenbard West facilities for community and school events. However, if this level of activity is to continue, it is essential that pedestrian infrastructure and ADA accessibility be reevaluated and upgraded. Improving sidewalk continuity, addressing sidewalk gaps along key pedestrian corridors, reclaiming and preserving the public right-of-way for its intended use, and reassessing pedestrian prioritization in this area would better align Village planning policies with actual usage patterns and help ensure public safety before an incident occurs.

    - **The desire for pedestrian facilities along several street on the west side of Lake Ellyn has been identified by the public through the community survey and Engage HQ website. This segment has been identified within the Plan, but the addition of sidewalk facilities will require additional study including coordination with neighboring property owners.**

- Please prioritize sidewalk improvements on Glenbard Road between Sunnybrook Road and Jonathan Court. This segment is a major accessibility barrier, as there is no continuous sidewalk and pedestrians, including children (one of which has a disability)—must walk in the street. This condition aligns with the Plan's highest-severity category. The area also has meaningful pedestrian activity, including children accessing a bus stop at Glenbard and Jonathan Court, and regular neighborhood foot traffic. Safety concerns are significant due to speeding vehicles, limited visibility near the curve at Sunnybrook, and reported near-miss incidents. This location has been repeatedly identified in public input, further supporting prioritization. Based on the Plan's criteria—severity of barrier, pedestrian activity, safety risk, and public feedback, this segment should be considered a high-priority improvement and evaluated for near-term implementation.
    - **The desire for sidewalk improvements on Glenbard Road east of Jonathon Court has been identified by the public through the community survey and Engage HQ website. This segment has been identified within the Plan but the addition of sidewalk facilities will require additional study including coordination with neighboring property owners.**
- To the Glen Ellyn ADA Transition Plan Steering Committee: I am writing in support of the ADA Transition Plan and request a specific improvement in the Spring Ave

neighborhood. The Plan outlines "long-range strategies to make pedestrian facilities accessible to all individuals," and I believe this request fits directly within that mission. The Request: Please install accessible sidewalk pathways through Glen Oak Park and Marie Ulhorn/Presidents Park to provide direct pedestrian access to the informal cut-through routes that connect this neighborhood to Ben Franklin Elementary School. Without these pathways, residents must navigate around entire double blocks to reach those cut-throughs — adding unnecessary distance and undermining the walkability those routes are meant to provide. The Plan's own Activity Score framework awards priority to sidewalk segments near "pedestrian activity generators" such as schools and parks. This connection links two parks directly to an elementary school — exactly the kind of high-activity corridor the scoring system is designed to prioritize. The Plan also states that "providing sidewalk where it is absent may still be a Village priority depending upon local conditions and the general goal of providing pedestrian connectivity throughout the Village," and that "Coordination with the park and school districts is also a priority." I ask that the Village include these park pathways in the Sidewalk Gap Mapping and Prioritization process (Section 9.1) as it works toward full accessibility. Thank you for your consideration!

    - **The pathways discussed would be located on land owned by the Park District. The Park District has been a partner throughout the development of the Plan and this information has been passed on to them.**

- I am writing to request that the Plan — or its associated Sidewalk Gap Map (Exhibit 6G) and Capital Improvement Program planning — specifically identify and prioritize the missing sidewalk at the east end of Crescent Boulevard near the Churchill Woods forest preserve parking area. Currently, pedestrians on this stretch of Crescent Boulevard have no sidewalk and are forced onto the road shoulder in an area where drivers are not anticipating foot traffic. This creates a genuine safety hazard and an accessibility barrier — particularly for individuals using mobility devices, who have no compliant surface to travel on. I want to highlight two reasons this location deserves priority attention: 1. Safety. The shoulder of Crescent Boulevard near the Churchill Woods parking area is not designed for pedestrian use. Drivers entering and exiting the parking lot are not expecting pedestrians in the roadway, creating dangerous conflict points that disproportionately affect people with disabilities, seniors, and anyone using a stroller or wheelchair. 2. Connectivity. The Plan notes that residents identified "lack of access to the forest preserve and other parks around the Village" as a common challenge, and that coordination with park districts is a priority. Completing the sidewalk at this location would directly address that gap — it would provide a safe, accessible connection to Churchill Woods and serve as a meaningful link to the Illinois Prairie Path in Lombard, extending the pedestrian and mobility network beyond Village boundaries. The Plan's Sidewalk Gap Map and Activity Score Prioritization Map should be used to evaluate this corridor. I urge the Village to include this location in near-term capital planning and to flag it for any applicable pedestrian infrastructure funding opportunities. Thank you for the opportunity to provide feedback.

    - **The portion of Crescent Boulevard discussed is located outside the Village limits. However, the Village has noted this request and will keep it in mind as part of any future multi-agency projects discussed along Crescent Boulevard as well as regular coordination with neighboring agencies.**
- The report is thorough but to what end? Now we have a document that describes virtually inch of sidewalk in the village and make recommendations to fix every tiny flaw. The total cost of these changes is monumental, and it would be a violation of village leadership to even consider such actions. Thank the consultants for their work, put the report on a shelf, and forgetting about it. If there is an accessibility issue, residents can bring it to the attention of the village and appropriate action taken. We don't need millions of dollars to handle these issues.
    - **The response is noted.**
- Banks, post offices, and municipal buildings should have "accessible" doors.
    - **This is outside the scope of this ADA Transition Plan but there are state and federal requirements to provide doors that meet minimum ADA requirements. Interested parties should coordinate directly with the business, including Village staff regarding municipal buildings.**
- Unable to view the draft plan. It says that it is not available for public viewing.
    - **It was confirmed that the plan was available for public viewing. While the public comment period is closed, residents are welcome to provide comments at any time.**

Survey Responses

16 October 2019 - 09 April 2026

Public comments on Glen Ellyn's draft ADA Transition Plan

Engage with CMAP

Project: The Village of Glen Ellyn Accessible Communities Plan

GRANICUS

VISITORS	
11	

CONTRIBUTORS			RESPONSES		
10			10		
0 Registered	0 Unverified	10 Anonymous	0 Registered	0 Unverified	10 Anonymous

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Mar 06, 2026 09:54:31 am
Last Seen: Mar 06, 2026 09:54:31 am
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

not answered

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

Newton Park only has a few handicapped parking spaces. It is impossible to venture to fields in the middle of the park. A drop off circle in front of the building with more handicapped parking could help to solve this issue for many grandparents. Parking in general there is horrible.

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Mar 08, 2026 22:32:18 pm
Last Seen: Mar 08, 2026 22:32:18 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

The report is thorough but to what end? Now we have a document that describes virtually inch of sidewalk in the village and makes recommendations to fix every tiny flaw. The total cost of these changes is monumental and it would be a violation of village leadership to even consider such actions. Thank the consultants for their work, put the report on a shelf, and forget about it.

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

If there is an accessibility issue, resident can bring it to the attention of the village and appropriate action taken. We don't need millions of dollars to handle these issues.

Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Mar 09, 2026 20:48:32 pm
Last Seen: Mar 09, 2026 20:48:32 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

not answered

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

Banks, post offices, and municipal buildings should have 'accessible" doors..

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Mar 17, 2026 15:31:10 pm
Last Seen: Mar 17, 2026 15:31:10 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

We reside on the west side of Lake Ellyn Park, where sidewalk accessibility on several surrounding streets is limited or, in some cases, nonexistent. This area regularly hosts large public and private events, which we value and support. However, during events at the Lake Ellyn Boathouse—including weddings, bike races, Fourth of July celebrations, and other community gatherings—and at Glenbard West High School—such as football games and graduations—the surrounding streets frequently become heavily used for parking and also serve as primary pedestrian routes for residents walking to the school and park from other parts of town. Vehicles commonly line Linden Avenue, Park Boulevard, and Forest Avenue, where pedestrians often have no continuous sidewalk on which to walk. It is particularly concerning that Linden Avenue, the primary entrance to Lake Ellyn Park, has sidewalk access on only one side of the street. In addition, the Village appears to have done a poor job of clearly establishing and maintaining its public right-of-way in this area, resulting in portions of the ROW being effectively absorbed into adjacent private use rather than preserved for pedestrian infrastructure. We are also concerned that the Village's Pedestrian Activity Prioritization Map designates this area as Blue, indicating the lowest likelihood of pedestrian activity. Based on daily experience, this designation does not accurately reflect existing conditions. Lake Ellyn Park experiences significant pedestrian volumes throughout the year, and during certain events, holidays, and peak use periods, pedestrian activity is comparable to—and at times exceeds—that of the downtown area. This level of use appears inconsistent with a "low pedestrian activity" classification and does not align with observed conditions on the ground. In addition to event-related traffic, Glenbard West High School students park daily on and around these streets, further increasing pedestrian activity. On any typical school day, vehicles can be observed parked along the westbound side of Linden Avenue beyond the lake, including on segments without sidewalks. Students walking to and from Glenbard West frequently use these same streets as walking routes and are often forced to cross from one side of the street to the other due to gaps or missing sidewalk infrastructure, creating unnecessary safety risks. We have received numerous complaints from guests and event attendees regarding the lack of safe pedestrian access, particularly from older individuals and those using wheelchairs, strollers, or wagons. Handicap-accessible parking at events in this area is very limited and fills quickly, requiring individuals with mobility challenges to park farther away. As a result, they are often forced to travel within the street due to missing or incomplete sidewalks. In some locations, such as routes from Forest Avenue toward the lake, sidewalk coverage is inconsistent or available on only one side of the street, further compounding accessibility concerns. We strongly support the continued use of Lake Ellyn Park and Glenbard West facilities for community and school events. However, if this level of activity is to continue, it is essential that pedestrian infrastructure and ADA accessibility be reevaluated and upgraded. Improving sidewalk continuity, addressing sidewalk gaps along key pedestrian corridors, reclaiming and preserving the public right-of-way for its intended use, and reassessing pedestrian prioritization in this area would better align Village planning policies with actual usage patterns and help ensure public safety before an incident occurs.

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

See comment 1.

Respondent No: 5
Login: Anonymous
Email: n/a

Responded At: Mar 18, 2026 05:43:46 am
Last Seen: Mar 18, 2026 05:43:46 am
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

Please prioritize sidewalk improvements on Glenbard Road between Sunnybrook Road and Jonathan Court. This segment is a major accessibility barrier, as there is no continuous sidewalk and pedestrians—including children (one of which has a disability)—must walk in the street. This condition aligns with the Plan's highest-severity category. The area also has meaningful pedestrian activity, including children accessing a bus stop at Glenbard and Jonathan Court, and regular neighborhood foot traffic. Safety concerns are significant due to speeding vehicles, limited visibility near the curve at Sunnybrook, and reported near-miss incidents. This location has been repeatedly identified in public input, further supporting prioritization. Based on the Plan's criteria—severity of barrier, pedestrian activity, safety risk, and public feedback—this segment should be considered a high-priority improvement and evaluated for near-term implementation.

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

Respondent No: 6
Login: Anonymous
Email: n/a

Responded At: Mar 18, 2026 13:31:01 pm
Last Seen: Mar 18, 2026 13:31:01 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

not answered

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

Respondent No: 7
Login: Anonymous
Email: n/a

Responded At: Mar 18, 2026 14:03:10 pm
Last Seen: Mar 18, 2026 14:03:10 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

To the Glen Ellyn ADA Transition Plan Steering Committee: I am writing in support of the ADA Transition Plan and to request a specific improvement in the Spring Ave neighborhood. The Plan outlines "long-range strategies to make pedestrian facilities accessible to all individuals," and I believe this request fits directly within that mission. The Request: Please install accessible sidewalk pathways through Glen Oak Park and Marie Ulhorn/Presidents Park to provide direct pedestrian access to the informal cut-through routes that connect this neighborhood to Ben Franklin Elementary School. Without these pathways, residents must navigate around entire double blocks to reach those cut-throughs — adding unnecessary distance and undermining the walkability those routes are meant to provide. The Plan's own Activity Score framework awards priority to sidewalk segments near "pedestrian activity generators" such as schools and parks. This connection links two parks directly to an elementary school — exactly the kind of high-activity corridor the scoring system is designed to prioritize. The Plan also states that "providing sidewalk where it is absent may still be a Village priority depending upon local conditions and the general goal of providing pedestrian connectivity throughout the Village," and that "Coordination with the park and school districts is also a priority." I ask that the Village include these park pathways in the Sidewalk Gap Mapping and Prioritization process (Section 9.1) as it works toward full accessibility. Thank you for your consideration!

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

Respondent No: 8
Login: Anonymous
Email: n/a

Responded At: Mar 18, 2026 15:43:41 pm
Last Seen: Mar 18, 2026 15:43:41 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

Unable to view the draft plan. It says that it is not available for public viewing.

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

Respondent No: 9
Login: Anonymous
Email: n/a

Responded At: Apr 09, 2026 19:15:31 pm
Last Seen: Apr 09, 2026 19:15:31 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

not answered

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

Respondent No: 10
Login: Anonymous
Email: n/a

Responded At: Apr 09, 2026 19:29:59 pm
Last Seen: Apr 09, 2026 19:29:59 pm
IP Address: n/a

Q1. **Do you have any comments or feedback on the draft plan that you would like to share?**

I am writing to request that the Plan — or its associated Sidewalk Gap Map (Exhibit 6G) and Capital Improvement Program planning — specifically identify and prioritize the missing sidewalk at the east end of Crescent Boulevard near the Churchill Woods forest preserve parking area. Currently, pedestrians on this stretch of Crescent Boulevard have no sidewalk and are forced onto the road shoulder in an area where drivers are not anticipating foot traffic. This creates a genuine safety hazard and an accessibility barrier — particularly for individuals using mobility devices, who have no compliant surface to travel on. I want to highlight two reasons this location deserves priority attention: 1. Safety. The shoulder of Crescent Boulevard near the Churchill Woods parking area is not designed for pedestrian use. Drivers entering and exiting the parking lot are not expecting pedestrians in the roadway, creating dangerous conflict points that disproportionately affect people with disabilities, seniors, and anyone using a stroller or wheelchair. 2. Connectivity. The Plan notes that residents identified "lack of access to the forest preserve and other parks around the Village" as a common challenge, and that coordination with park districts is a priority. Completing the sidewalk at this location would directly address that gap — it would provide a safe, accessible connection to Churchill Woods and serve as a meaningful link to the Illinois Prairie Path in Lombard, extending the pedestrian and mobility network beyond Village boundaries. The Plan's Sidewalk Gap Map and Activity Score Prioritization Map should be used to evaluate this corridor. I urge the Village to include this location in near-term capital planning and to flag it for any applicable pedestrian infrastructure funding opportunities. Thank you for the opportunity to provide feedback.

Q2. **Do you want to share anything else with the project team about accessibility throughout the Village?**

not answered

APPENDIX A.6
PROJECT WEBSITE MAP COMMENTS

Project Report

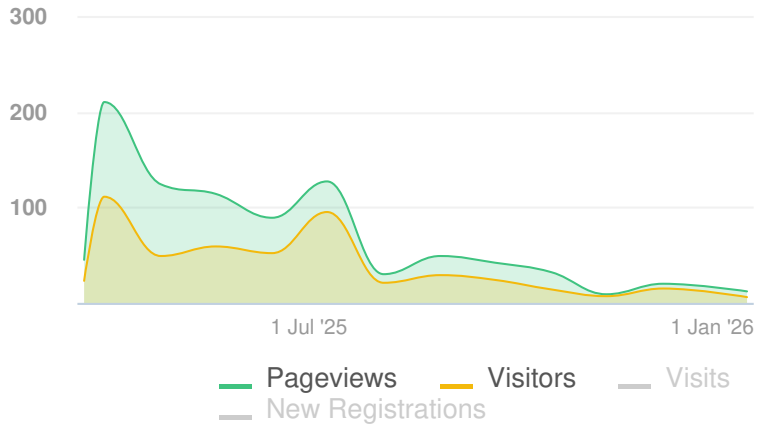
16 October 2019 - 16 February 2026

Engage with CMAP

The Village of Glen Ellyn Accessible Communities Plan

GRANICUS

Visitors Summary



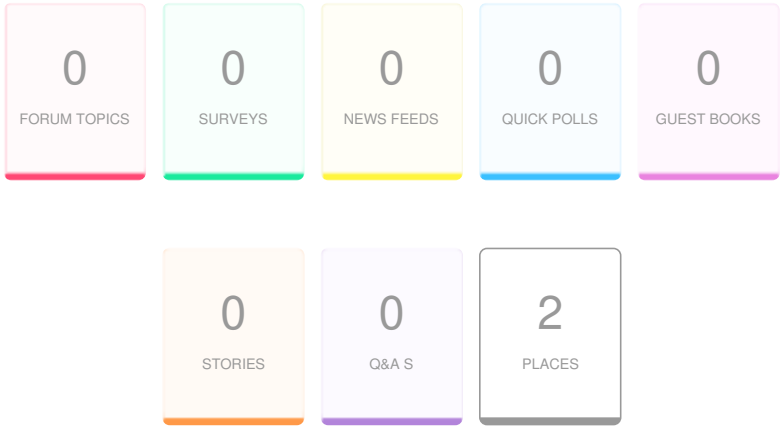
Highlights

Aware Participants	376
Aware Actions Performed	**Participants**
Visited a Project or Tool Page	376

Informed Participants	120
Informed Actions Performed	**Participants**
Viewed a video	0
Viewed a photo	0
Downloaded a document	0
Visited the Key Dates page	9
Visited an FAQ list Page	37
Visited Instagram Page	0
Visited Multiple Project Pages	97
Contributed to a tool (engaged)	21

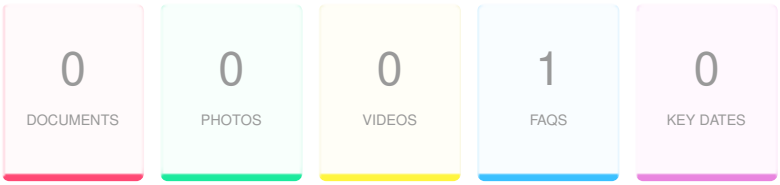
Engaged Participants	21		
Engaged Actions Performed	**Registered**	**Unverified**	**Anonymous**
Contributed on Forums	0	0	0
Participated in Surveys	0	0	0
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	1	20	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	CLICK HERE to Tell Us Where Your Challenges Are	Published	129	1	20	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Faqs	faqs	37	50
Key Dates	Key Date	9	10

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

Visitors 129	Contributors 21	CONTRIBUTIONS 37

2025-03-05 13:08:20 -0600

cbianco

CATEGORY

Inacessible Sidewalk - Vertical Separation

VOTES

0

I use a wheelchair, and have a difficult time parking near the Shear Pandemonia hair s alon that I frequent due to no handicap parking available and no sidewalk access for m y wheelchair. Also, the threshold for the salon is too high for my wheelchair to go over without help.
Address: 568 Pennsylvania Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=127089

2025-03-05 20:40:47 -0600

JK

CATEGORY

Missing Curb Ramp

VOTES

0

Frank Johnson Center construction was just completed and there is a sidewalk that lea ds to nowhere. This forces individuals to walk in the street.
Address: 200-282 Anthony St, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=127091

2025-03-10 07:29:49 -0500

Neighbor029

CATEGORY

Missing Sidewalk

VOTES

0

Please add a portion of missing sidewalk on Glenbard Road between Jonathan Court a nd Sunnybrook Road. This will ensure all the walkers and children in the neighborhood can safely walk around the block without having to walk in the street. The corner of Sun nybrook Road and Glenbard Road is a blind spot for drivers and walkers. Also several small children live on Glenbard Rd that walk on the street to the bus stop.
Address: 21W400-21W598 Glenbard Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=127147

2025-04-23 08:54:37 -0500

Bjordan

CATEGORY

Other (please provide more information)

VOTES

0

The crossing should have auditory feedback for blind students
Address: 155-199 State Route 53, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=128054

2025-04-23 08:55:38 -0500

Bjordan

CATEGORY

Missing Sidewalk

VOTES

0

People cannot safely walk to the Health Track and other businesses.
Address: 830-832 Roosevelt Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=128057

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-04-23 16:11:11 -0500
Dave E

CATEGORY
Missing Sidewalk

VOTES
0

Route 53 underpass going under Route 38 has sidewalks in the middle but no way to r each them from all four directions. Also, it seems like nobody has swept the sidewalks for a long time. There also seems to be run-off issues where mud and debris accumulat e.
Address: State Route 53, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128124

2025-04-23 16:14:17 -0500
Dave E

CATEGORY
Inaccesible Sidewalk - Obstruction

VOTES
0

Sidewalk on east side of Bloomingdale between Geneva and St. Charles has multiple mailboxes causing obstruction.
Address: 193 Glen Arbor Ct, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128125

2025-04-23 16:18:51 -0500
Dave E

CATEGORY
Missing Sidewalk

VOTES
0

Sidewalk is discontinuous in front of motor plant. One would have to walk through drive way to navigate north side of Roosevelt in this area.
Address: Dreisilker Electric Motors, 352 Roosevelt Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128126

2025-05-05 19:44:59 -0500
Dave E

CATEGORY
Inaccesible Sidewalk - Obstruction

VOTES
0

Bushes encroach on sidewalk.
Address: 520 Deerpath Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128424

2025-05-05 19:46:48 -0500
Dave E

CATEGORY
Inaccesible Sidewalk - Obstruction

VOTES
0

Pine tree branches obstruct sidewalk. Need to be trimmed.
Address: 95 Carleton Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128425

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-05-21 11:19:12 -0500

Marissa G

CATEGORY

Missing Sidewalk

VOTES

1

Missing sidewalk from 442 Carleton Ave to Hillside. Dangerous as it forces kids into str eet.
Address: 436 Carleton Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128842

2025-05-21 18:57:02 -0500

GlenEllynMom

CATEGORY

Missing Sidewalk

VOTES

0

This stretch is missing sidewalk making it very dangerous for children of the neighborh ood and dog walkers to get in and out of Birchbrook Ct onto or off of Marston due to the Marston Hill and the fast speeds of cars coming off of Route 53. There is a residence th ere on the corner and the sidewalk only needs to be completed in front of that residenc e and connect to the sidewalk they already exists. Thank you.
Address: 22W47-22W39 Marston Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128851

2025-05-24 17:07:05 -0500

Bob Robertson

CATEGORY

Other (please provide more information)

VOTES

0

This designated bike path intersection is difficult to negotiate.
Address: 400 S Lambert Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128873

2025-05-24 21:45:18 -0500

Smitj4

CATEGORY

Other (please provide more information)

VOTES

0

The bush are too low over head and also need to be trimmed back.
Address: 169 Newton Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128876

2025-05-28 14:17:16 -0500

DS

CATEGORY

Other (please provide more information)

VOTES

0

The new crosswalk near 2 Hound Red should have a pedestrian sign that blinks while users are in the crosswalk. Views are often obscured by parked cars on Pennsylvania.
Address: 486-488 Pennsylvania Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-ch allenges-are?marker=128915

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-05-28 15:19:42 -0500

KS

CATEGORY

Missing Sidewalk

VOTES

0

Sidewalk crossing for Ott.
Address: 1921 E Liberty Dr, Wheaton, IL, 60187, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=128916

2025-05-28 15:43:47 -0500

hl

CATEGORY

No Pedestrian Crossing Provided

VOTES

0

While there technically is a pedestrian crossing here, there is often a car parked in front of the place where you would cross, and it's also in a blind spot for cars coming up over the hill from the tunnel. Better signage or a better location, as well as parking enforcement, would help make this spot much more safe.
Address: 441-481 Taylor Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=128917

2025-06-05 11:39:13 -0500

Derek Peebles

CATEGORY

Missing Sidewalk

VOTES

0

Documenting a request received verbally from a resident... Request for new sidewalk to close the existing sidewalk gap along Crescent Boulevard between Glen Ellyn and Lombard. Notes: --The specific gap is between 21W325 Crescent Blvd at the west and the Crescent Blvd bridge over the E. Branch DuPage River at the east. --The existing west sidewalk is the on the south side of Crescent, while the existing east sidewalk is on the north side of Crescent.) --Part of this area is unincorporated
Address: 21W200-21W256 Crescent Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129154

2025-06-17 10:36:44 -0500

Emily H

CATEGORY

No Pedestrian Crossing Provided

VOTES

0

No pedestrian crossing from Taft/Kingsbrook Glen to CVS/Panera, and no sidewalks to navigate the parking lots. Pedestrians forced to jaywalk and walk in traffic.
Address: Roosevelt Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129361

2025-06-17 10:39:11 -0500

Emily H

CATEGORY

No Pedestrian Crossing Provided

VOTES

0

No safe crosswalk from Taft Ave across Park to shopping center. This is the site of MANY car accidents and is unsafe for current residents as well as future residents of Full Circle Communities Housing Development.
Address: 634-638 Taft Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129362

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-06-17 10:40:50 -0500

Emily H

CATEGORY

Inaccesible Sidewalk - Obstruction

VOTES

0

Utility box makes it difficult to safely cross with a wheelchair or bicycle. Obstructed side walk.
Address: 631 Roosevelt Rd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129363

2025-06-17 15:09:33 -0500

Eseuff

CATEGORY

Inaccesible Sidewalk - Obstruction

VOTES

0

Cars speed around this hill with no visibility due to bushes and a curve. I've had multiple close occurrences with cars. A stop sign should be installed
Address: 533 N Park Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129399

2025-06-18 14:05:40 -0500

Deetox1976

CATEGORY

Other (please provide more information)

VOTES

0

Not the best spot for a hot dog vendor. There’s nowhere to walk through when 1-2 people are in line. This makes it hard to walk through without any needs, let alone if you have accessibility needs. The cart needs to be moved. It’s a great part of the community but in the wrong location.
Address: TKS Interior Design and Remodeling of Glen Ellyn, 522 Crescent Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=129437

2025-07-15 18:57:57 -0500

Jasonrubin

CATEGORY

Missing Sidewalk

VOTES

0

Missing sidewalk along 3 houses
Address: 766 Hillside Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=130873

2025-08-28 16:46:40 -0500

KS

CATEGORY

Other (please provide more information)

VOTES

0

While there is a walkway here, cars from both Lorraine and Prospect are often traveling above the speed limit and it never feels safe to cross here or at Prospect/Duane or Duane/Lorraine
Address: 394-398 Duane St, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=131960

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-10-07 09:13:28 -0500

emckenna

CATEGORY

Missing Sidewalk

VOTES

0

PW Request 20543, 10/3/25, Anonymous See Click Fix (SCF) user requested the side walk gap be filled on the south side of Linden between Lenox and Park Blvd. Location i s across the street from Lake Ellyn Park, and near Glenbard West H.S. and the Central Business District.
Address: 621 Linden St, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133100

2025-10-07 10:51:23 -0500

emckenna

CATEGORY

Missing Sidewalk

VOTES

0

PW Request 20562, 10/6/25, Anonymous See Click Fix (SCF) user requested the side walk gap be filled on the south side of Linden between Park Blvd and Forest. Location i s two blocks from Lake Ellyn Park, and near Glenbard West H.S. and the Central Busin ess District.
Address: 646 N Park Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133108

2025-11-12 18:12:21 -0600

RJZ

CATEGORY

Other (please provide more information)

VOTES

0

Vehicles dont stop for pedestrians and it's dark at night near the train station.
Address: 487-499 N Park Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133725

2025-11-12 18:13:20 -0600

RJZ

CATEGORY

Other (please provide more information)

VOTES

0

vehicles dont stop for pedestrians and this is along the train path and bike path, near th e library
Address: 451-457 Prospect Ave, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133726

2025-11-12 18:14:37 -0600

RJZ

CATEGORY

Missing Sidewalk

VOTES

0

There is a school here along a state route and there no sidewalks. The road was just r esurfaced and no accommodations for pedestrians were included
Address: 172 Macintosh Ct, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133727

ENGAGEMENT TOOL: PLACE

CLICK HERE to Tell Us Where Your Challenges Are

2025-11-12 18:16:32 -0600

RJZ

CATEGORY

Missing Sidewalk

VOTES

0

I see people frequently walking or riding on the shoulder of IL 53 - a high volume road - and there are no pedestrian accommodations. Very unsafe
Address: 1S533-1S563 State Route 53, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133728

2025-11-12 19:33:08 -0600

RJZ

CATEGORY

No Pedestrian Crossing Provided

VOTES

0

Trains frequently block this intersection and I see residents and students trying to cross as trains are coming. Safety improvements are needed - an underpass for commuters and students would be a huge benefit.
Address: Mrs, 551 Crescent Blvd, Glen Ellyn, IL, 60137, USA

http://engage.cmap.illinois.gov/glen-ellyn-ada/places/click-here-totell-us-where-your-challenges-are?marker=133730

APPENDIX B
DATA COLLECTION

APPENDIX B.1
DEFINITIONS

B.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 pedestrians 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 must navigate around an obstacle, as opposed to the full width of a sidewalk or curb ramp section.

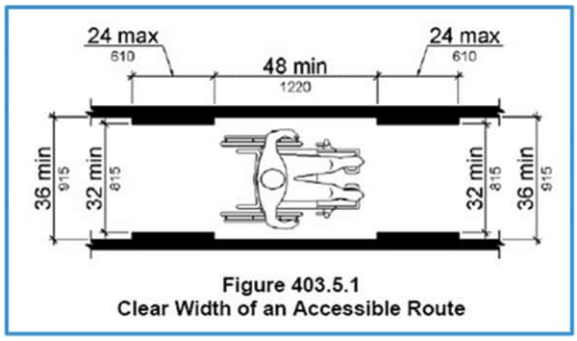


Figure 403.5.1
Clear Width of an Accessible Route

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.)

Curb Ramp

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 through 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)

Fixed Obstruction

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.

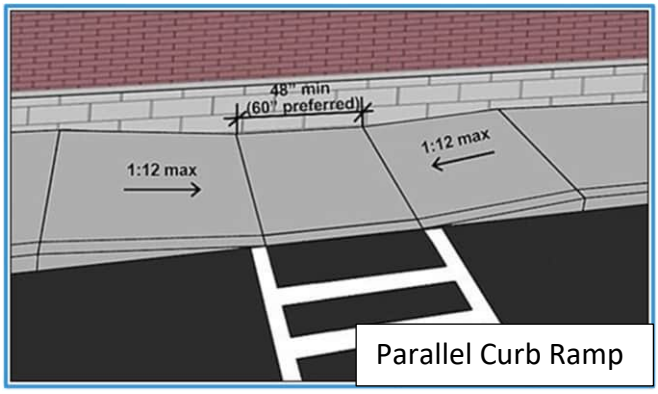
Landing: The sidewalk panel located at the top of a curb ramp.

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.



Parallel Curb Ramp

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 Village.

Undue Burden: A requirement that can be achieved only at a significant difficulty or expense to the Village 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 begins crossing a roadway.

Vertical Displacement

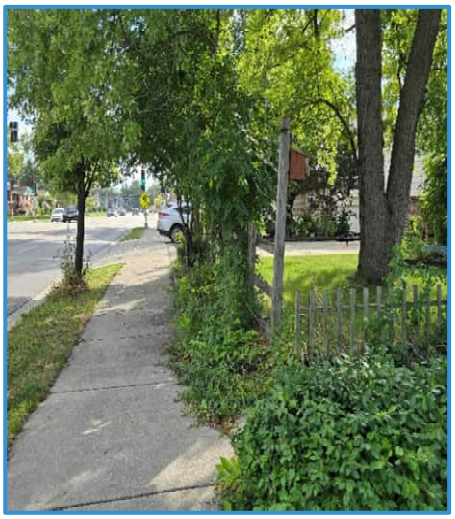
APPENDIX B.2
DATA COLLECTION

B.2 DATA COLLECTION

B.2.(a) Sidewalk

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

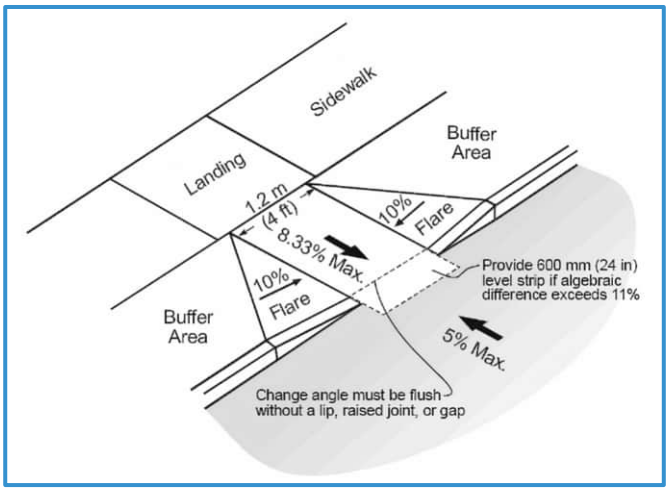
1. **Sidewalk Surface:** The type of surface present; including an option for no sidewalk present.
2. **Width of Sidewalk:** The width of the sidewalk measured perpendicularly to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the sidewalk is measured perpendicular to the direction of pedestrian travel.
4. **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.
5. **Fixed Obstruction:** Identify the type of obstruction (e.g. utility poles, inlets, sidewalk grating, or manholes).
6. **Vertical Displacement:** The abrupt grade changes between two adjacent sidewalk panels.
7. **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.



B.2.(b) Curb Ramps

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

1. **Type of Ramp:** The type of curb ramp present, including an option for no ramp present.
2. **Running Slope:** The slope of the curb ramp parallel to the direction of pedestrian travel.
3. **Cross Slope:** The slope of the ramp perpendicular to the direction of pedestrian travel.
4. **Detectable Warning Panels**: The type of detectable warning panel



present, including an option for no detectable warning panel. Where panels are present it was noted whether the detectable warning panel met the minimum requirements, 2 foot minimum depth and covers the entirety of the width of the curb ramp.

5. **Ramp Width:** The width of the ramp at its narrowest location.
6. **Vertical Displacement:** Indicates the vertical displacement between the ramp and the landing or the ramp and the curb.
7. **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).

B.2.(c) Pedestrian Signals

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

1. **Distance from curb line:** Horizontal distance pedestrian the pedestrian push button and the curb line.
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.
3. **Pedestrian Detector:** Indicates the presence of pedestrian push button or some other method to activate the walk interval.
4. **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.
5. **Clear Space Widths:** The width of the landing for the pedestrian push button.
6. **Clear Space Slopes:** The landing slope for the pedestrian push button in all directions.
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.
8. **Pedestrian Push Button Proximity:** The proximity of the pedestrian push buttons to each other.
9. **Operating Force:** The amount of force necessary to activate the pedestrian push button.
10. **Countdown Signals:** The presence of countdown signals during the walk interval.
11. **Alternative Name Format:** Indicated the street to be crossed in an alternative format (e.g., braille or verbal)

B.2.(d) On-Street Parking

See **Appendix B.5, Block Specific Parking Analysis,** for data collected to determine accessibility requirements for on-street parking.

APPENDIX B.3
ACCESSIBILITY SCORE

APPENDIX B.3(a)
SIDEWALK ACCESSIBILITY SCORE

B.3.(a) SIDEWALK ACCESSIBILITY SCORE

Data collection was completed using DeepWalk mobile LiDAR data. The data provided by DeepWalk was used to develop a unique scoring system based on the specific priorities of the Village. 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 6.6**. The lower the point value the greater the impact on pedestrian traffic.

B.3.(a).1 Sidewalk Width

Narrow sidewalks limit pedestrian mobility along circulation paths and can create dangerous passing situations, especially for individuals using wheelchairs or walkers. The sidewalk width is based on the physical space available for traversing the sidewalk and does not take into consideration whether the limitation is permanent (e.g., sidewalk constructed at 36" in width) or temporary (e.g., excessive bush growth limits the clear width of the sidewalk to 36" in width). The Plan assigned point values based on the average width of the sidewalk across the section. Sidewalk widths were measured at each respective sidewalk panel as is available for Village use.

Sidewalk Width	Point Value
<36" (Extreme)	1
36" – 40" (Severe)	2
40" – 42" (Moderate)	3
42" – 48" (Minor)	4
>48" (No barrier)	5

Table B3a1: Sidewalk Width Activity Score

B.3(a).2 Cross Slope

Cross slope refers to the slope measured perpendicular to the direction of travel. When the cross slope exceeds maximum ADA guidelines, it can make it difficult for wheelchair users to maintain lateral balance, especially on downhill paths. We evaluated cross slope conditions to identify areas where accessibility may be compromised and assigned point values accordingly. The Plan assigned point values based on the average cross slope of the sidewalk across the section. Sidewalk cross slopes were measured at each respective sidewalk panel as is available for Village use.

Cross Slope	Point Value
>5%	1
4% - 5%	2
2.5% - 4%	3
<2.5%	4

Table B3a2: Sidewalk Cross Slope Activity Score

B.3.(a)3 Vertical Displacement

Vertical displacements occur when abrupt grade changes form between adjacent sidewalk panels, often due to settling or tree root growth. These uneven surfaces pose tripping hazards and are especially dangerous for individuals using wheelchairs, walkers, or those with limited mobility. The Plan assessed vertical displacements to identify areas where pedestrian safety may be compromised. A score was assigned to each vertical displacement and the displacements along the respective sidewalk segment was summed together.

Vertical Displacement	Score
¼" – 1 ½"	1
>1 ½"	8

Table B3a3: Vertical Displacement Obstruction Score

As sidewalk segment lengths are not consistent throughout the Village the sum of the vertical displacement scores was divided by length of the sidewalk segment to get a representative score per sidewalk segment. The higher the number the greater the impact of vertical displacements on the sidewalk segment. The breakdown of ranges is based on splitting the sidewalk segments into four equal pools for point values, rounded to the nearest hundredth.

Average Vertical Displacement Score per Foot	Point Value
>0.06	1
0.02 to 0.06	2
>0.00 to 0.02	3
0	4

Table B3a3i: Average Vertical Displacement Obstruction Score

B.3.(a)4 Deterioration

Deterioration occurs for a multitude of reasons but leads to a variety of potential hazards including a slippery surface, vertical displacements, and will likely lead to more extreme barriers to access in the future.

Deterioration Percentage	Point Value
>5%	1
<5%	2

Table B3a4: Deterioration Score

B.3.(a)5 Sidewalk Accessibility Score

The values for the 4 criteria were added together to provide an overall score describing the physical condition of the sidewalk segment referred to as the Sidewalk Accessibility Score. The score allows for comparison of sidewalk segments at various locations throughout the Village.

Sidewalk Score = (Width Score + Cross Slope Score + Vertical Displacement Score + Deterioration Score)

A maximum score of 13 represents a sidewalk segment that meets all thresholds established for compliance. A minimum score of 4 represents a sidewalk segment that has the most significant barriers to access. Most sidewalk segments fall within these two extremes. To provide clarity, the sidewalk segments were divided into four groups based on similar levels of physical sidewalk deficiencies. The four groups, with the highest priority listed first, are:

(1) **Major Barriers to Access Found (Score of 4-9)**
(2) **Moderate Barriers to Access Found (Score of 10)**
(3) **Minor Barriers to Access Found (Score of 11-12)**
(4) **Significantly Compliant (Score of 13)**

APPENDIX B.3(b)
CURB RAMP ACCESSIBILITY SCORE

B.3.(b) CURB RAMP ACCESSIBILITY SCORE

Data collection was completed using DeepWalk mobile LiDAR data. Scoring was completed within the DeepWalk technology based on modifying the scoring weight to place a higher priority on Village priorities. The scoring system takes 6 criteria into account at each curb ramp and assigns score weights to each unique deficiency.

B.3.(b)1 Curb Ramp Type

The field crews evaluated whether a curb cut was provided where a sidewalk intersects with a curb, as required by ADA regulations. When a curb cut is missing, including depressed curb with a height greater than 1-1/2", pedestrians are denied access to the adjacent roadway corridor, making this the highest priority for improvement. These locations present significant barriers, especially for individuals with mobility challenges. However, if no sidewalk is present, a curb ramp is not required, and such locations are excluded from the assessment. **The Curb Ramp Score at these locations reflects the highest priority for corrective action.**

Curb Ramp Type	Override Callout
Missing Ramp	Missing Ramp

Table B3b1: Curb Ramp Type Score

B.3.(b)2 Curb Ramp Width

Narrow curb ramps restrict pedestrian mobility and create dangerous passing situations, especially for those using wheelchairs or walkers.

Curb Ramp Width	Score Weight	Point Value
<24" (Extreme)	High	100
24" – 36" (Severe)	High	50
36" – 42" (Moderate)	High	25
42" – 48" (Minor)	High	5
>48" (No barrier)	High	0

Table B3b2: Curb Ramp Width Score

B.3.(b)3 Detectable Warning Panels

Detectable warning panels alert visually impaired individuals that they are approaching a hazardous condition. On perpendicular and parallel curb ramps, these panels also help guide them toward the direction of the opposing curb ramp across the roadway.

Detectable Warning Panels	Score Weight	Point Value
Not Present	Moderate	25
Present	Moderate	0

Table B3b3: Curb Ramp Detectable Warning Panels Score

B.3.(b)4 Cross Slope

The cross slope runs perpendicular to the direction of travel. On a curb ramp, a steep cross slope can cause users to lose their balance.

Running Slope	Score Weight	Point Value
>6% (Extreme)	High	16
4% - 6% (Severe)	High	8
3% - 4% (Moderate)	High	4
2.5% - 3% (Minor)	High	1
<2.5% (No barrier)	High	0

Table B3b4: Curb Ramp Cross Slope Score

B.3.(b)5 Running Slope

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

Cross Slope	Score Weight	Point Value
>12% (Extreme)	High	100
10% - 12% (Severe)	High	50
9% - 10% (Moderate)	High	25
8.3% - 9% (Minor)	High	5
<8.3% (No barrier)	High	0

Table B3b5: Curb Ramp Running Slope Score

B.3.(b)6 Vertical Displacements

The transition between the curb ramp and the gutter pan, as well as between the curb ramp and the landing, must remain flush to prevent tripping hazards. Because curb ramps often have steep slopes, pedestrians are more likely to lose their balance and fall.

Vertical Displacements	Score Weight	Point Value
¼" – 1 ½" (Moderate)	Moderate	25
>1 ½" (Strict)	Strict	50

Table B3b6: Curb Ramp Vertical Displacements Score

B.3.(b)7 Curb Ramp Accessibility Score

The prioritization map sums up the activity scores for comparison throughout the Village. For visual clarity the map is broken into four groups. The highest priority locations are shown in red, and the lowest priority areas are shown in green. The highest priority locations are those near multiple pedestrian traffic generators. Meanwhile, a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

Curb Ramp Score = (Width Score + Detectable Warning Score + Cross Slope Score + Running Slope Score + Vertical Displacement Score)

After calculating the scores, they categorized each location into one of five groups based on similar levels of physical sidewalk deficiencies. The five groups, with the highest priority being listed first, are:

(1) **Missing Curb Ramp (Highest Priority)**
(2) **Major Barriers to Access Found (Score greater than 150)**
(3) **Moderate Barriers to Access Found (Score of 50-150)**
(4) **Minor Barriers to Access Found (Score of 10-50)**
(5) **Significantly Compliant (Score of less than 10)**

APPENDIX B.3(c)
PEDESTRIAN SIGNAL ACCESSIBILITY SCORE

B.3(c) PEDESTRIAN SIGNAL ACCESSIBILITY SCORE

The field crews collected 12 criteria at each pedestrian signal and classified the signals as either compliant or non-compliant. Since pedestrian signals are most likely to be updated during future signal improvement projects, correcting a single non-compliant signal is often inefficient and may unintentionally introduce new barriers to access when retrofitted into the existing infrastructure. To ensure consistency and accessibility, we recommend upgrading every pedestrian signal at an intersection during planned signal improvements. Additionally, curb ramps should be brought into compliance due to the likely disruption caused by installing new pedestrian push buttons and signal heads.

B.3.(c)1 Distance from Curb Line

The field crews measured the horizontal distance between each pedestrian push button and the curb line. When the push button is located less than 1.5 feet from the curb, it creates a potential conflict between pedestrians and motorists. This proximity can place pedestrians, especially those with mobility devices, too close to vehicle traffic, increasing safety risks.

Distance from curb line	Compliance Level	Point Value
Less than 1.5 feet from curb line	Non-compliant	1
1.5 feet to 10 feet from curb line	Compliant	5
>10 feet from curb line	Non-compliant	3

Table B3c1: Pedestrian Signal – Distance from the Curb Line

B.3.(c).2 Pedestrian Push Button Height

The field crews measured the height of each pedestrian push button from the adjacent sidewalk pavement to the center of the button. When a push button is mounted too high or too low, it can be difficult for certain users, including pedestrians in wheelchairs.

Pedestrian push button height	Compliance Level	Point Value
Less than 3.5 feet from adjacent pavement	Non-compliant	1
3.5 feet to 4 feet from adjacent pavement	Compliant	5
Greater than 4 feet from adjacent pavement	Non-compliant	1

Table B3c2: Pedestrian Signal – Pedestrian Push Button Height

B.3.(c)3 Pedestrian Detector

The field crews recorded whether each pedestrian signal included a push button or another method to activate the walk interval.

Pedestrian detector	Compliance Level	Point Value
Pushbuttons	Compliant	5
Passive detection*	Compliant	5
No detection present	Non-compliant	1**

Table B3c3: Pedestrian Signal – Pedestrian Detector

* Passive detection for one crosswalk when pedestrian detectors are present in the same quadrant of the intersection for another crosswalk is categorized as No Detection Present. This is due to pedestrian confusion caused by the inconsistency of pushbutton presence.

** No detection present supersedes all other scoring and is categorized as the highest possible priority for pedestrian signals, No Detection Present.

B.3.(c)4 Non-Visual Aids

The field crews recorded whether each pedestrian signal included a non-visual method to alert pedestrians to the presence of a push button or another way to activate the walk interval. These non-visual aids provide essential guidance for pedestrians who are blind or have low vision, helping ensure safe and independent navigation.

Non-visual aids	Compliance Level	Point Value
Audible tones	Compliant	5
Vibrating surfaces	Compliant	5
Tactile Surface	Compliant	5
None present	Non-compliant	1

Table B3c4: Pedestrian Signal – Non-Visual Aids

B.3(c)5 Clear Space Widths

The field crews measured the width of the landing area for each pedestrian push button. A landing smaller than 4 feet by 4 feet does not provide adequate space for a person using a wheelchair to access and activate the push button safely and comfortably.

Clear space widths	Compliance Level	Point Value
Less than 4 feet by 4 feet	Non-compliant	1
4 feet by 4 feet to 5 feet by 5 feet	Compliant	5
Greater than 5 feet by 5 feet	Compliant	5

Table B3c5: Pedestrian Signal – Clear Space Widths

B. 3(c)6 Clear Space Slopes

The field crews measured the slope of the landing area for each pedestrian push button in all directions. Steep slopes in any direction can cause a wheelchair to lose balance and affect the stability of all pedestrians, especially older adults. Ensuring a level landing surface is critical for safe and accessible pedestrian signal use.

Clear space slopes	Compliance Level	Point Value
Less than or equal to 2 percent	Compliant	5
Greater than 2 percent	Non-compliant	1

Table B3c6: Pedestrian Signal – Clear Space Slopes

B.3(c)7 Distance from the Pedestrian Push Button to the Crosswalk

The field crews measured the proximity of each pedestrian push button to the crosswalk it serves. When a push button is located too far from the crosswalk, it can be challenging for pedestrians with limited mobility to reach the crosswalk in time to safely cross the street. Ensuring close and convenient placement of push buttons is essential for accessible and efficient pedestrian movement.

Distance from the pedestrian push button to the crosswalk	Compliance Level	Point Value
Less than 5 feet	Compliant	5
Greater than 5 feet	Non-compliant	1

Table B3c7: Pedestrian Signal – Distance from the Pedestrian Push Button to the Crosswalk

B.3(c)8 Pedestrian Push Button Proximity

The field crews measured the proximity of pedestrian push buttons to one another. When push buttons are located close together, audible tones or other non-visual aids are required to help pedestrians—especially those who are blind or have low vision—distinguish between different buttons that may be activated nearby. Ensuring clear differentiation is essential for safe and accessible navigation.

Pedestrian push button proximity	Compliance Level	Point Value
Less than 10 feet	Compliant	5
Greater than 10 feet	Non-Compliant	1
One button	Compliant	5

Table B3c8: Pedestrian Signal – Pedestrian Push Button Proximity

B.3(c)9 Operating Force

The field crews measured the amount of force required to activate each pedestrian push button. When the operating force is too high, it can be difficult for some pedestrians, especially those with limited strength or mobility, to activate the signal. Ensuring push buttons are easy to operate is essential for maintaining accessibility and usability for all users.

Operating force	Compliance Level	Point Value
Less than 5 pounds	Compliant	5
Greater than 5 pounds	Non-compliant	1

Table B3c9: Pedestrian Signal – Operating Force

B.3(c)10 Obstructions

When obstructions are present in the clear zone of the pedestrian push button, the pedestrian push button is not accessible for all users. The field crews recorded where obstructions limit access to the pedestrian push buttons. These obstructions could be a variety of different obstructions from fixed physical obstructions (e.g., utility poles, handholes, or fire hydrants) that will require the relocation of the obstacle or barriers to access (e.g., broken sidewalk or grass) where removal and replacement of the existing clear space will address the barrier to access.

Countdown signals	Compliance Level	Point Value
<Null>	Compliant	5
Broken Sidewalk	Non-compliant	4
Utility Pole	Non-compliant	1
Utility Box	Non-compliant	1
Handhole	Non-compliant	1

Table B3c10: Pedestrian Signal – Countdown Signals

B.3(c)11 Side Reach Range

The field crew recorded the distance from the clear space to the pedestrian push button. When the distance from the clear space to the pedestrian push button exceeds 10 inches it can impact the balance and safety of the user.

Alternative name format	Compliance Level	Point Value
Greater than 10”	Non-compliant	1
Less than 10”	Compliant	5

Table B3c11: Pedestrian Signal – Alternative Name Format

B.3(c)12 Push Button Parallel to Crosswalk

The location and direction of the push button provide clues to visibly impaired pedestrians in the direction of the crosswalk. When the push button is not parallel to the crosswalk, users can be confused increasing pedestrian risks.

Parallel to Crosswalk	Compliance Level	Point Value
Yes	Compliant	5
No	Non-compliant	1

Table B3c12: Pedestrian Signal – Push Button Parallel to Crosswalk

B.3.(c)13 Pedestrian Signals Accessibility Score

The prioritization map sums up the activity scores for comparison throughout the Village. For visual clarity the map is broken into four groups. The highest priority locations are shown in red, and the lowest priority areas are shown in green. The highest priority locations are those near multiple pedestrian traffic generators. Meanwhile, a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

Pedestrian Signals Score = (*Distance from Curb Line Score + Push Button Height Score + Detector Score + Non-Visual Aids Score + Clear Space Widths Score + Clear Space Slopes Score + Distance from Push Button to Crosswalk Score + Push Button Proximity Score + Operating Force Score + Obstructions Score + Side Reach Range Score + Push Button Parallel to Crosswalk Score)*

After calculating the scores, they categorized each location into one of five groups based on similar levels of physical sidewalk deficiencies. The five groups, with the highest priority being listed first, are:

(1) **No Detection Present** (Highest Priority)
(2) **Obstruction Present** (Highest Priority)
(3) **Major Barriers to Access Found** (Score less than 51)
(4) **Moderate Barriers to Access Found** (Score of 52-55)
(5) **Minor Barriers to Access Found** (Score of 56-59)
(6) **Significantly Compliant** (Score of greater than 60)

APPENDIX B.4
ACCESSIBILITY SCORE – COMBINED SECTION MAPS

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Accessibility Score Maps Sidewalk Segments, Curb Ramps and Pedestrian Signals

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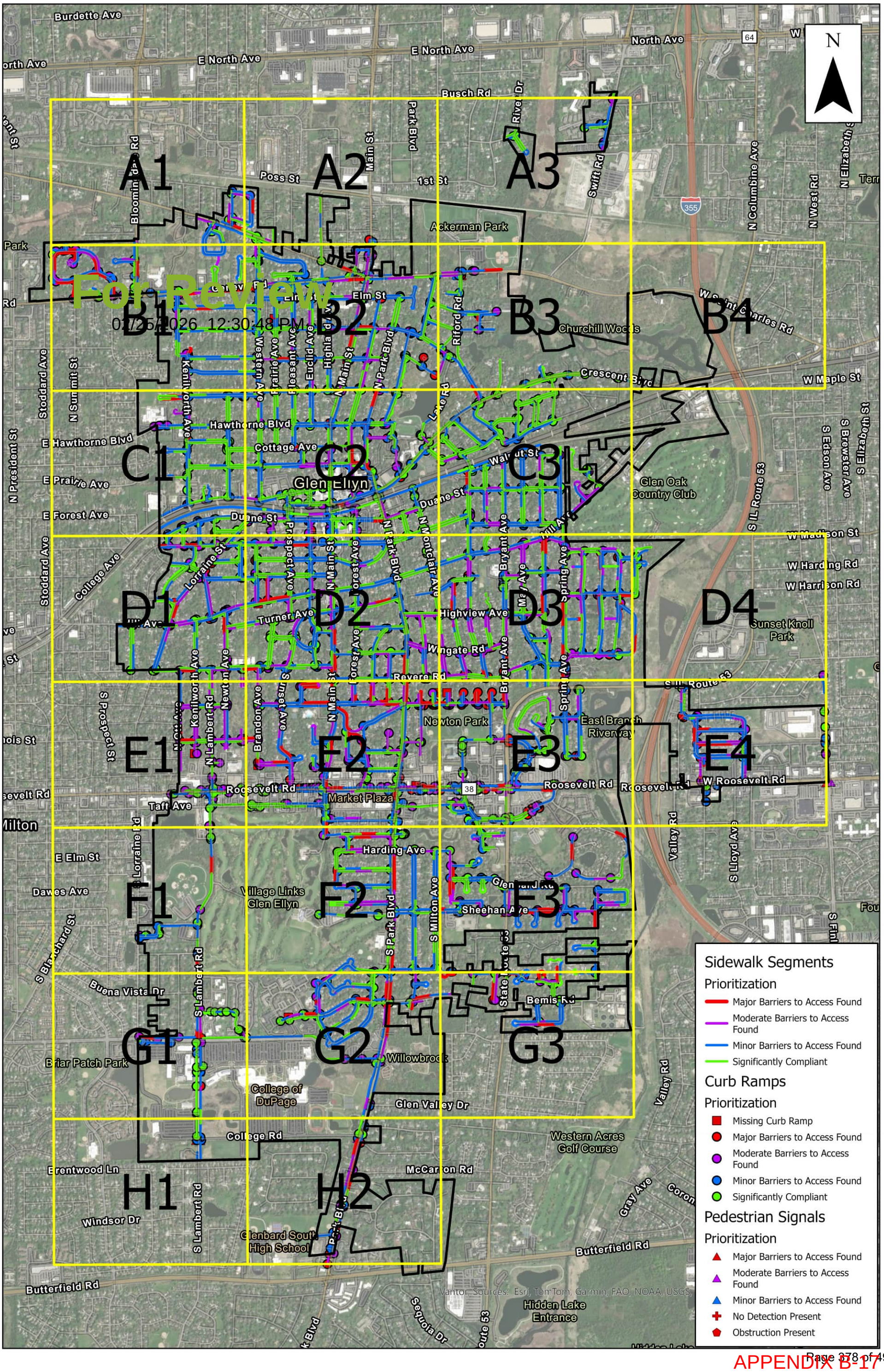

APPENDIX B-17

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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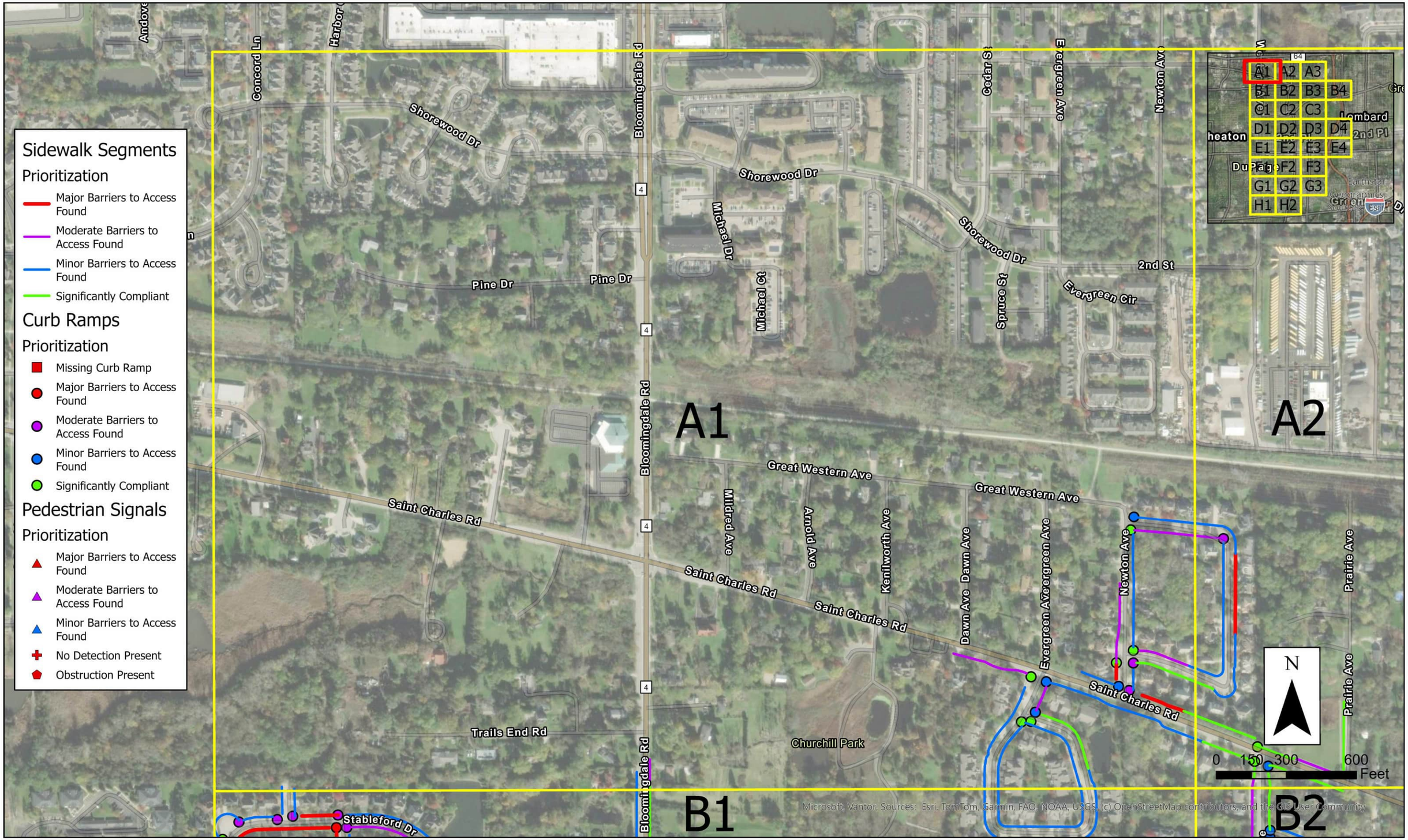

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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Sidewalk Segments

Prioritization

- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- Significantly Compliant

Curb Ramps

Prioritization

- Missing Curb Ramp
- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- Significantly Compliant

Pedestrian Signals

Prioritization

- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- No Detection Present
- Obstruction Present

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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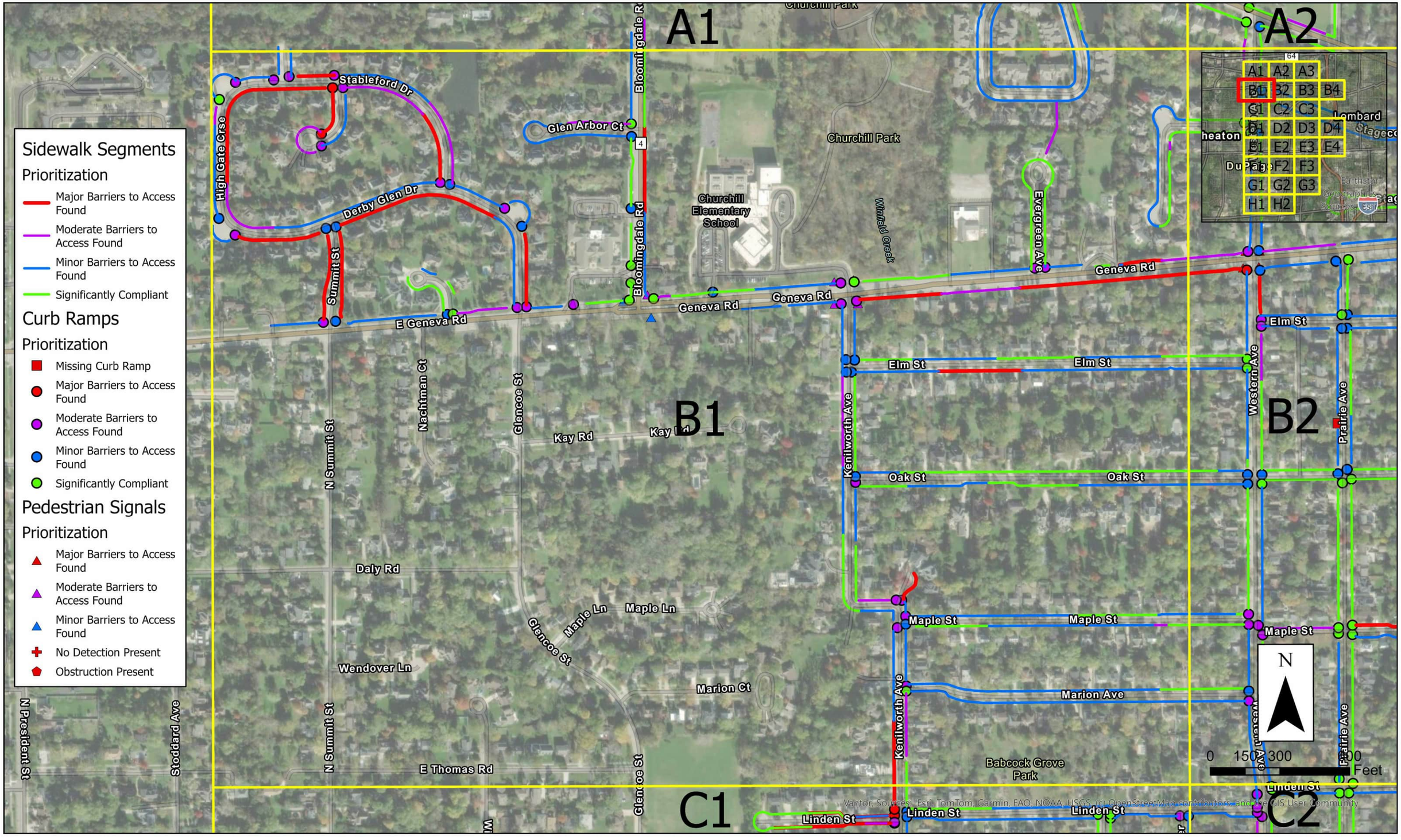

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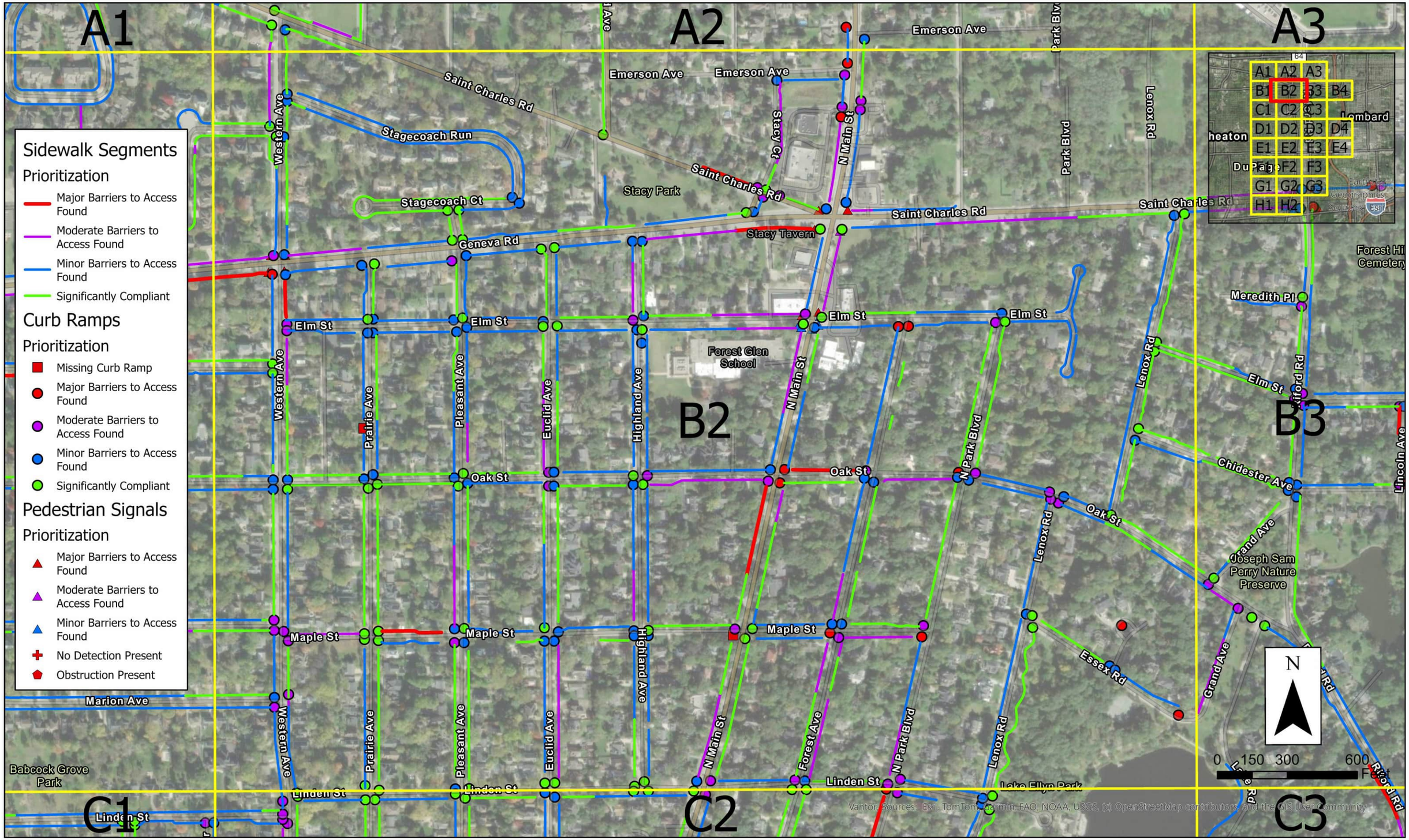

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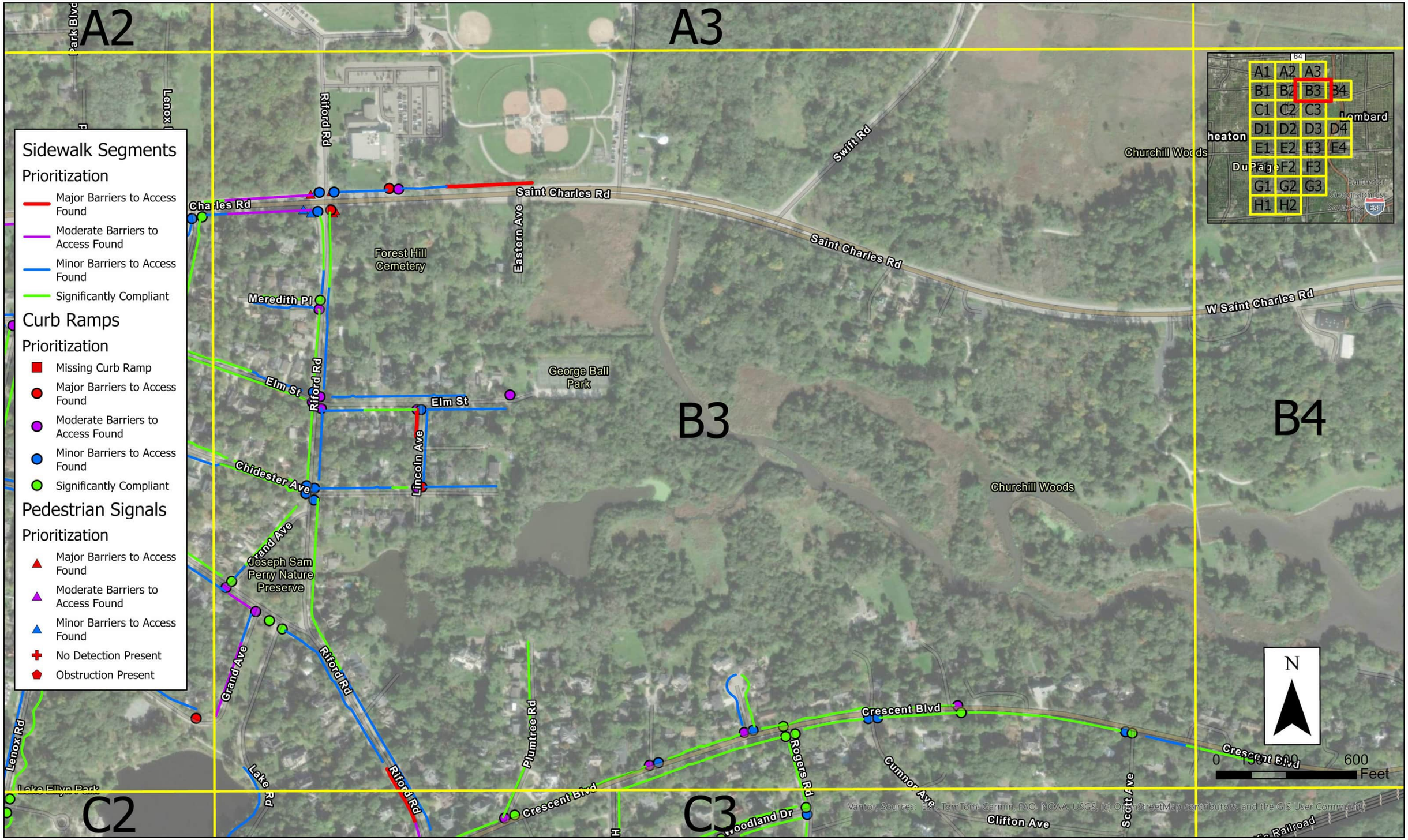

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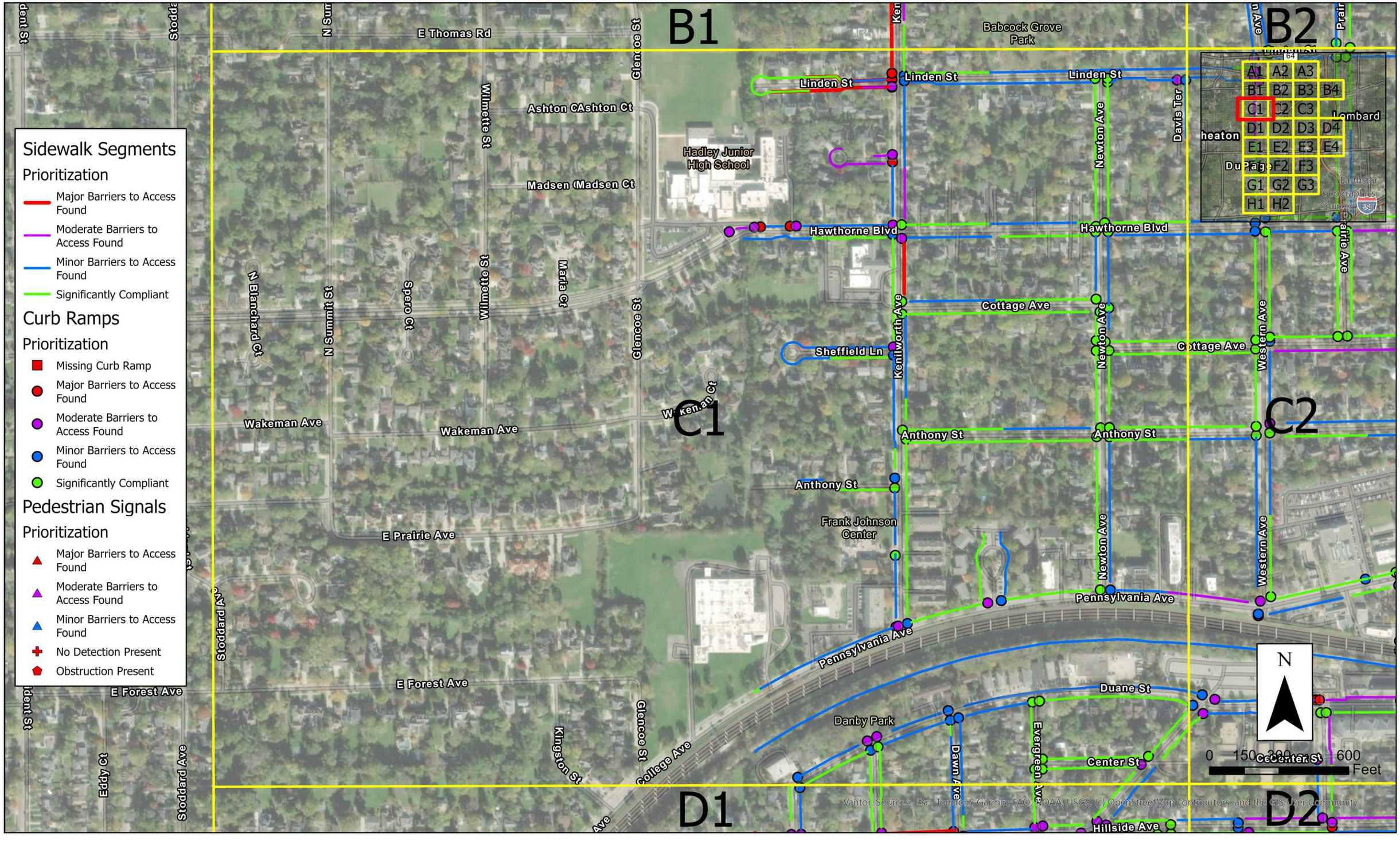

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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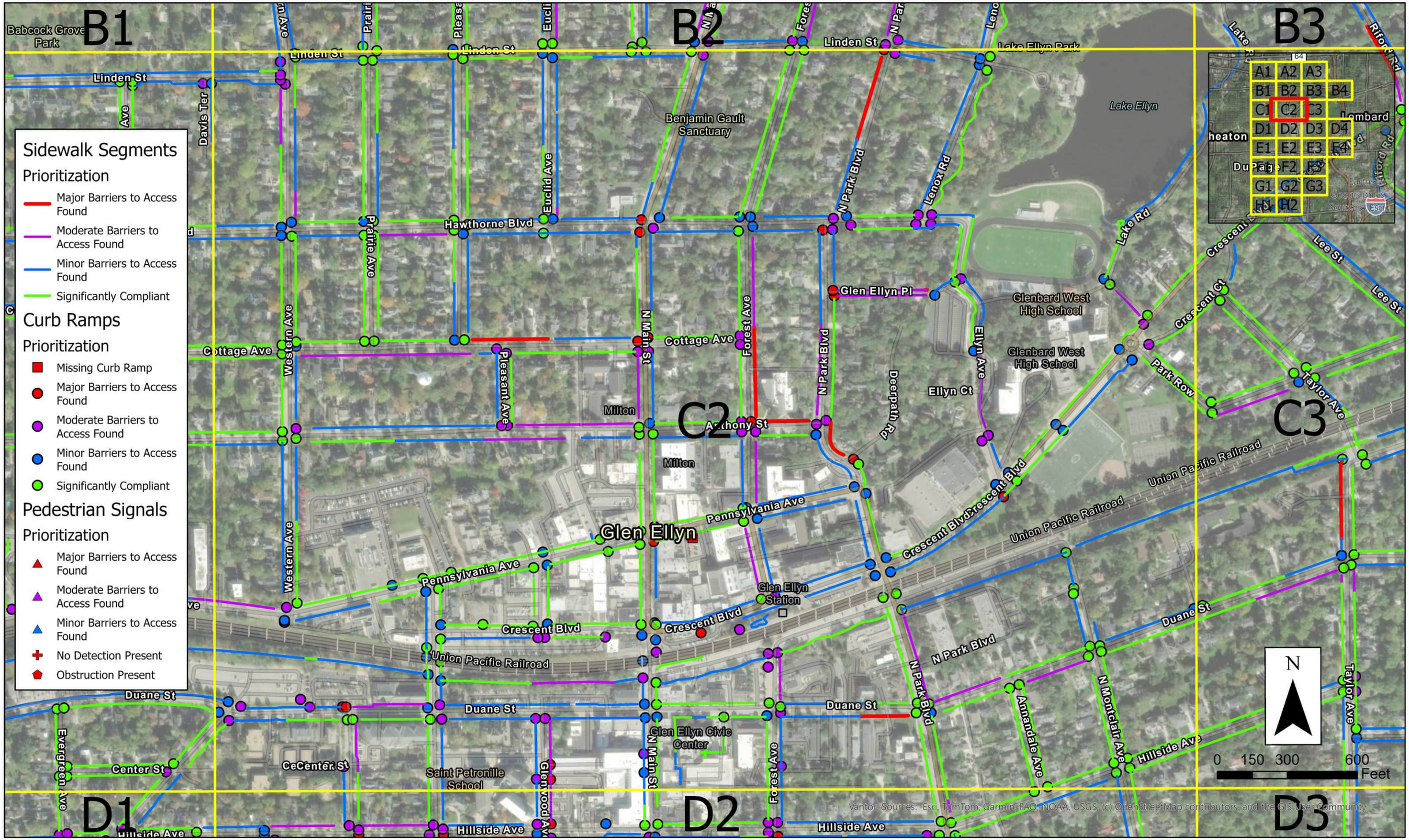

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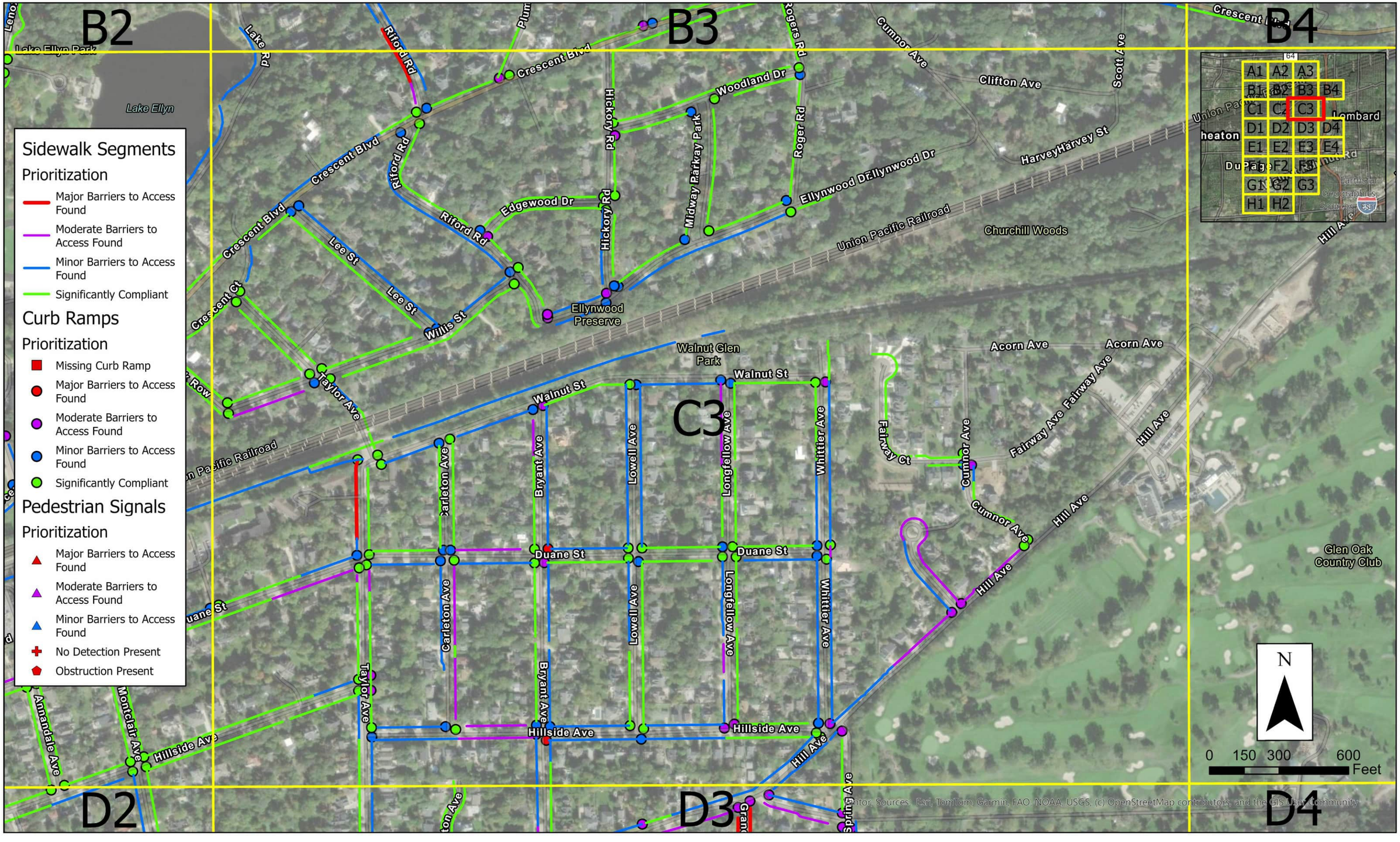

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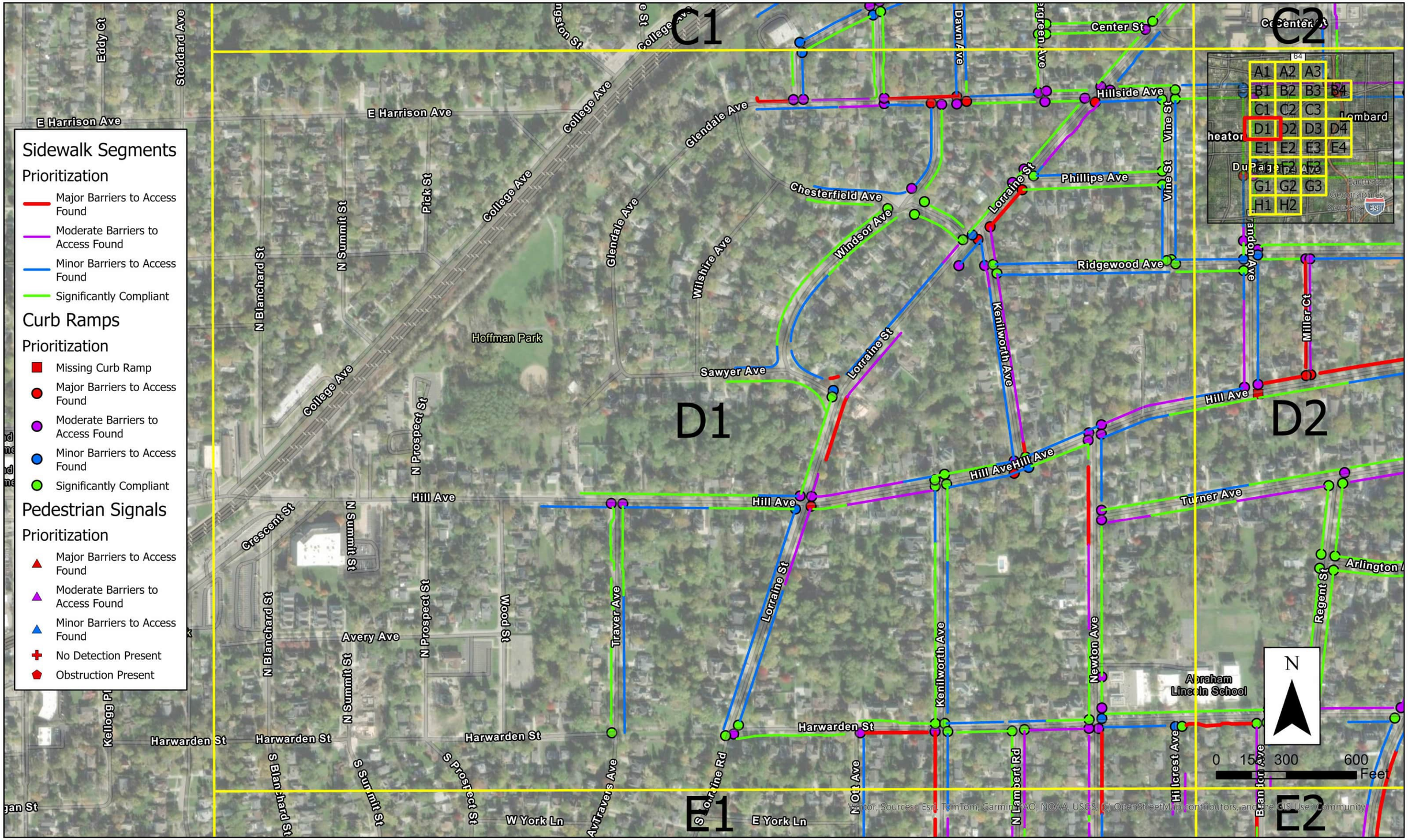

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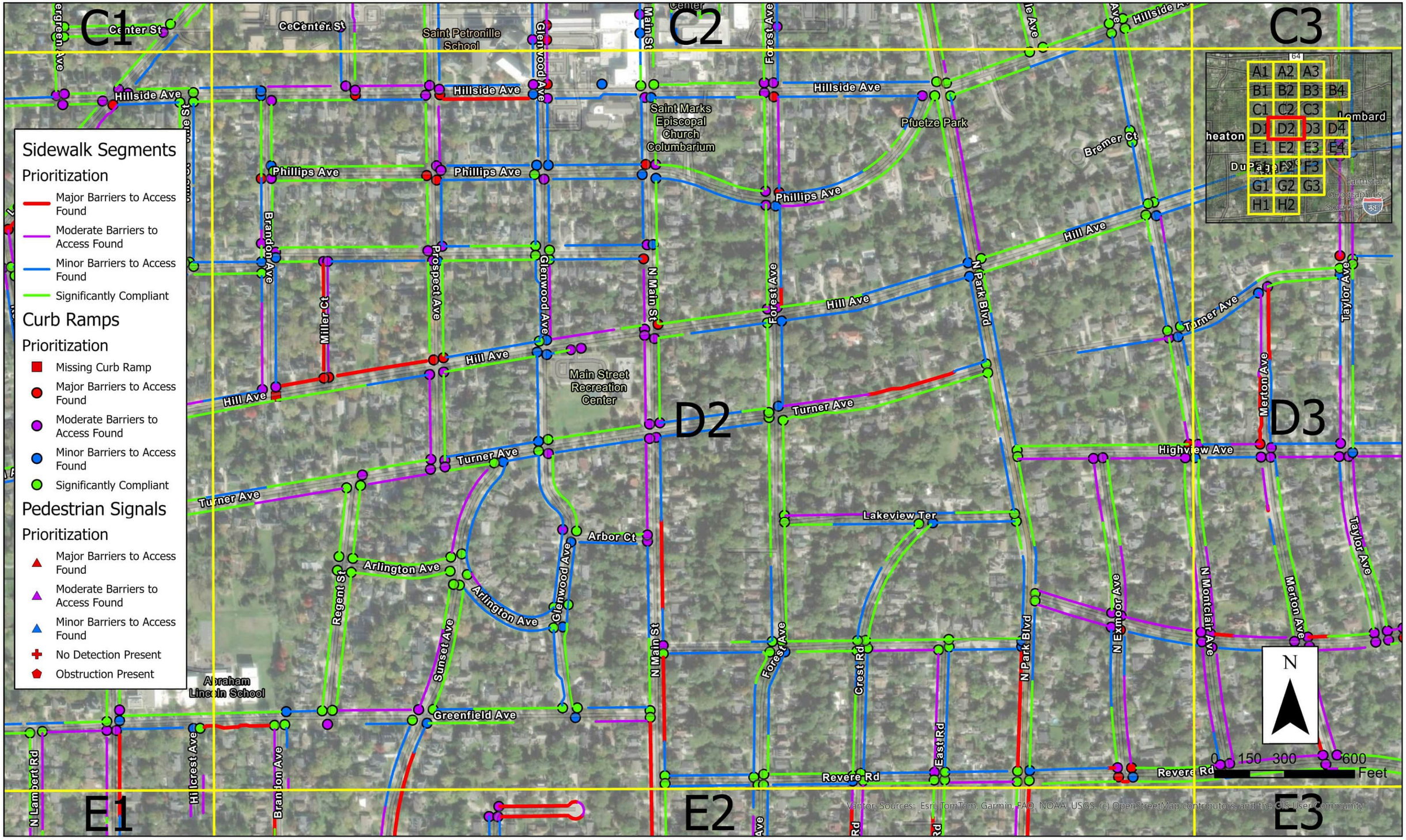

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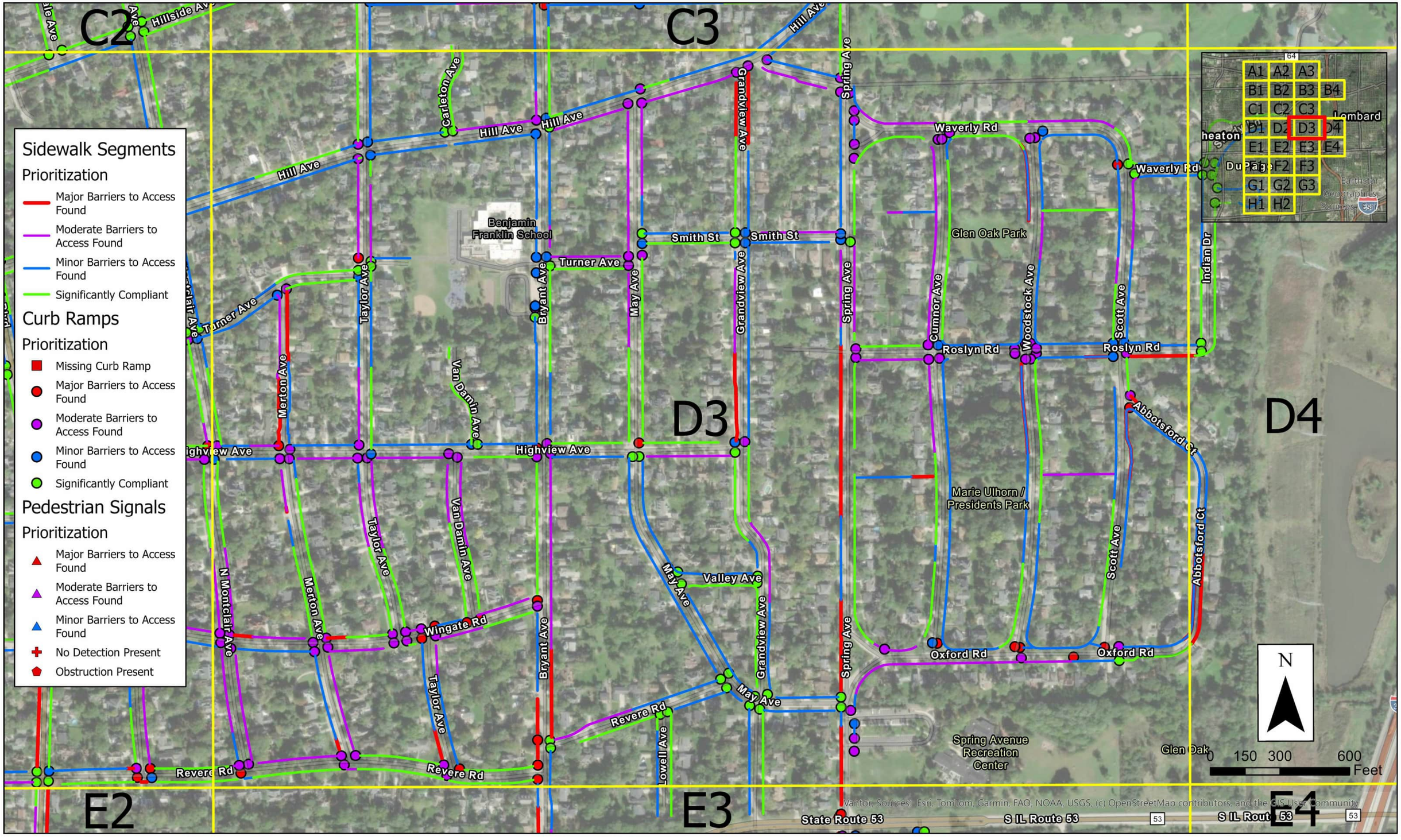

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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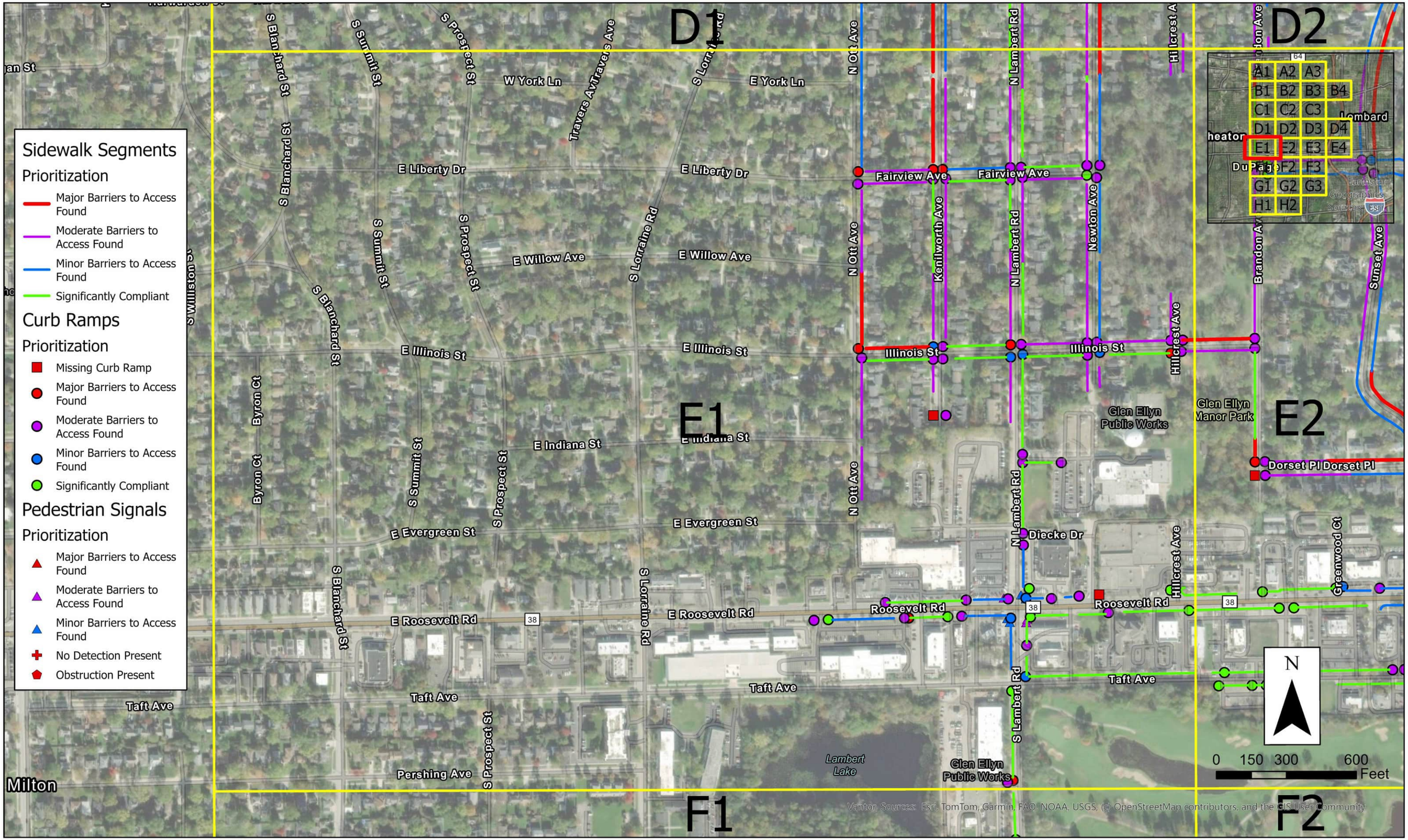

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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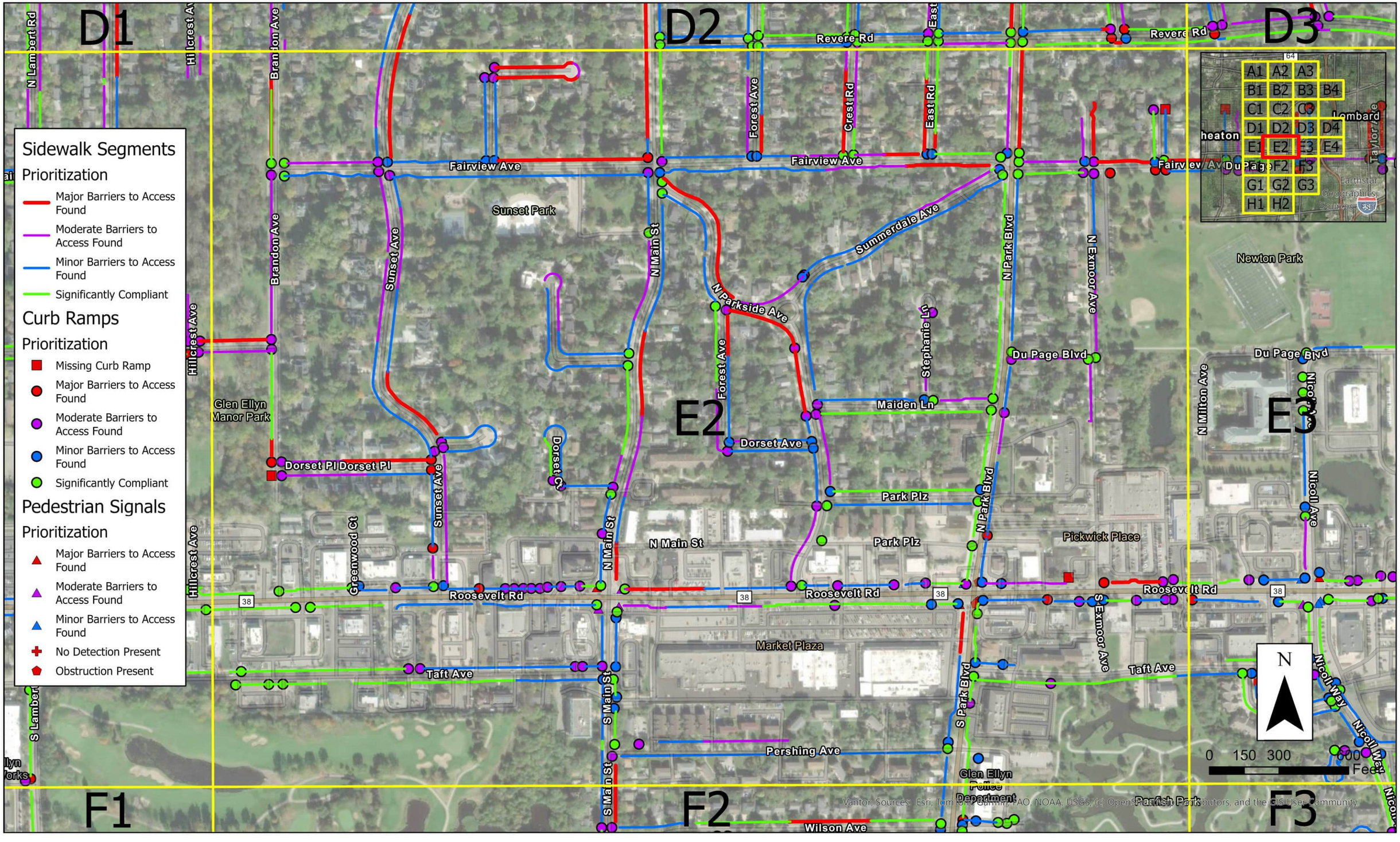

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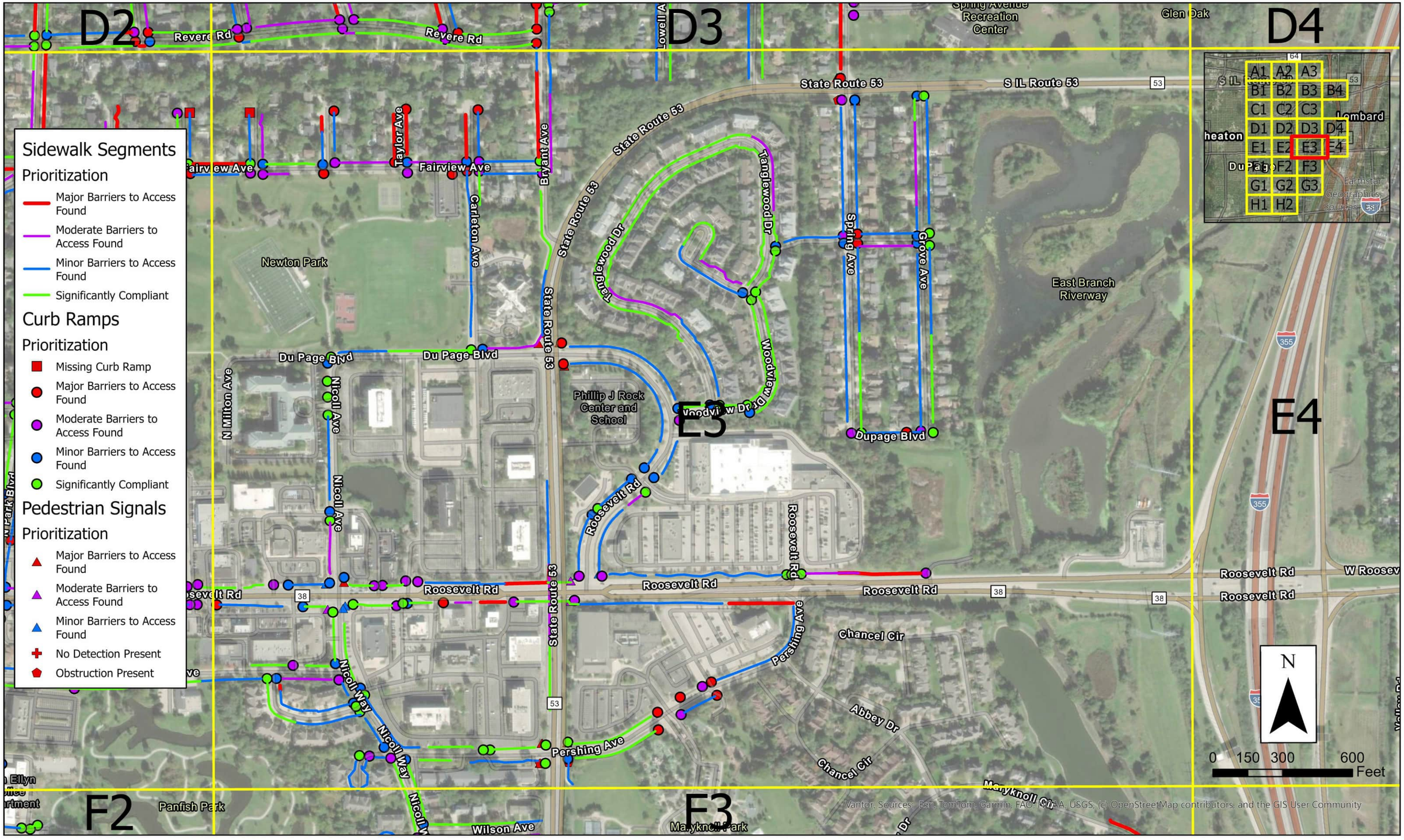

Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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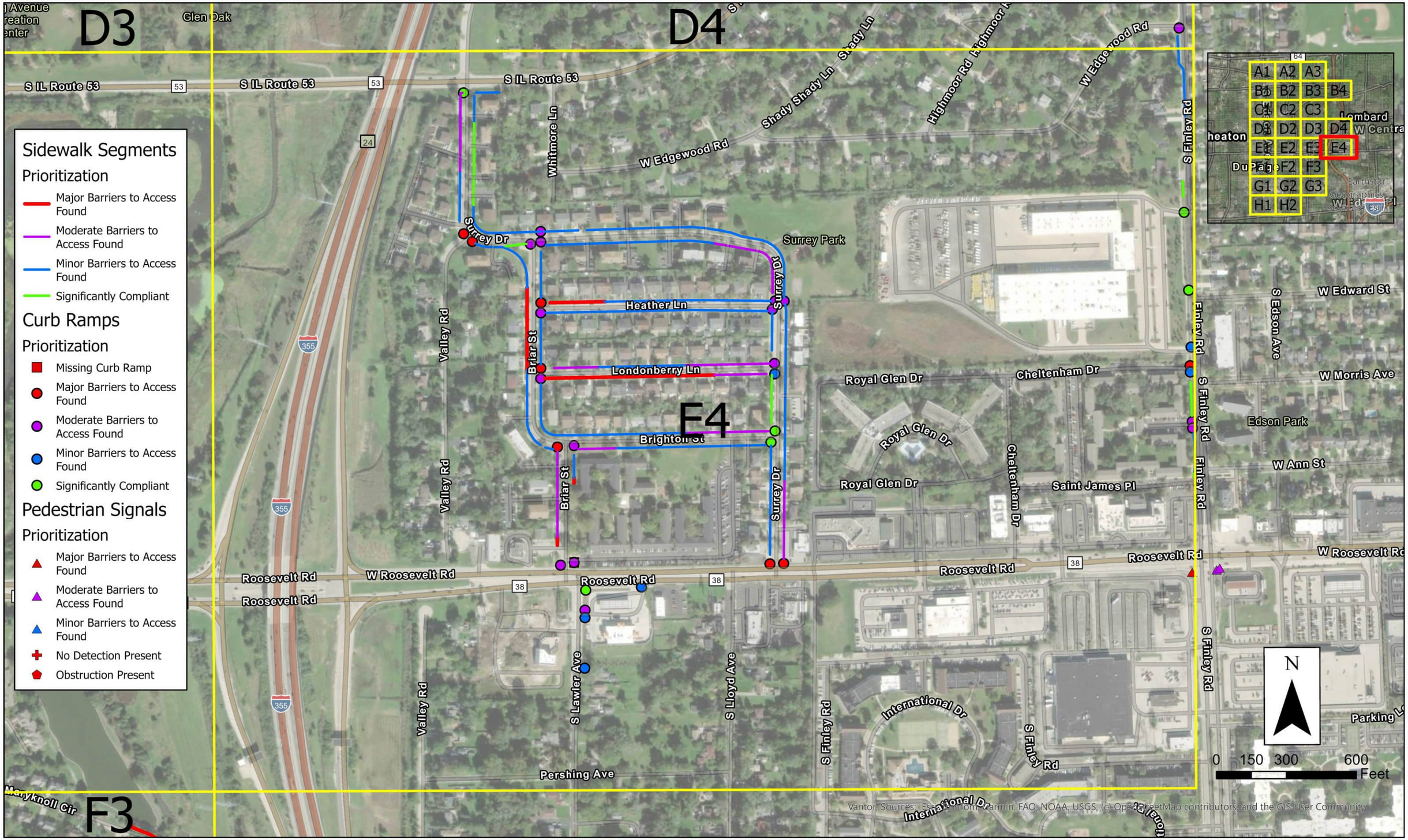

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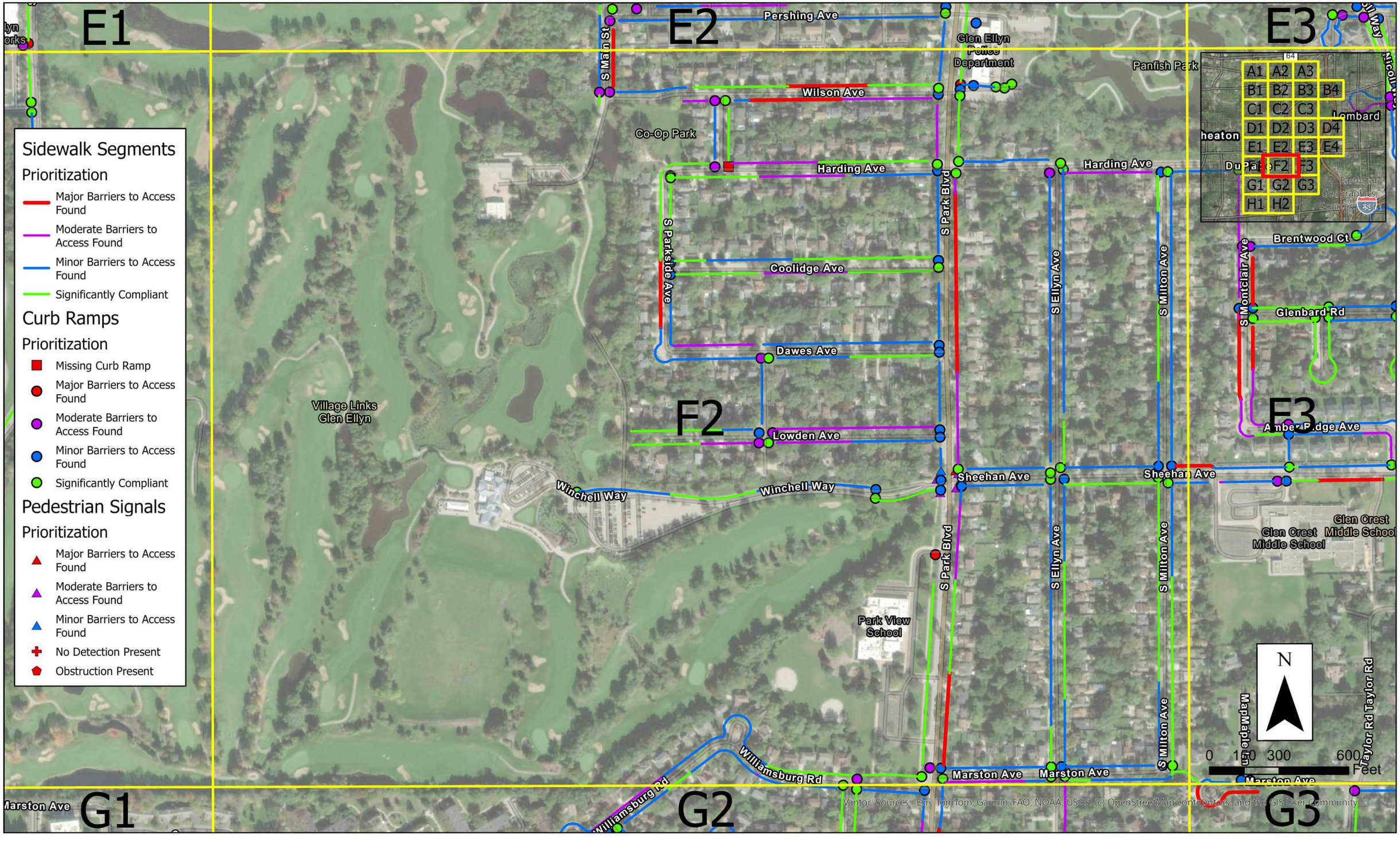

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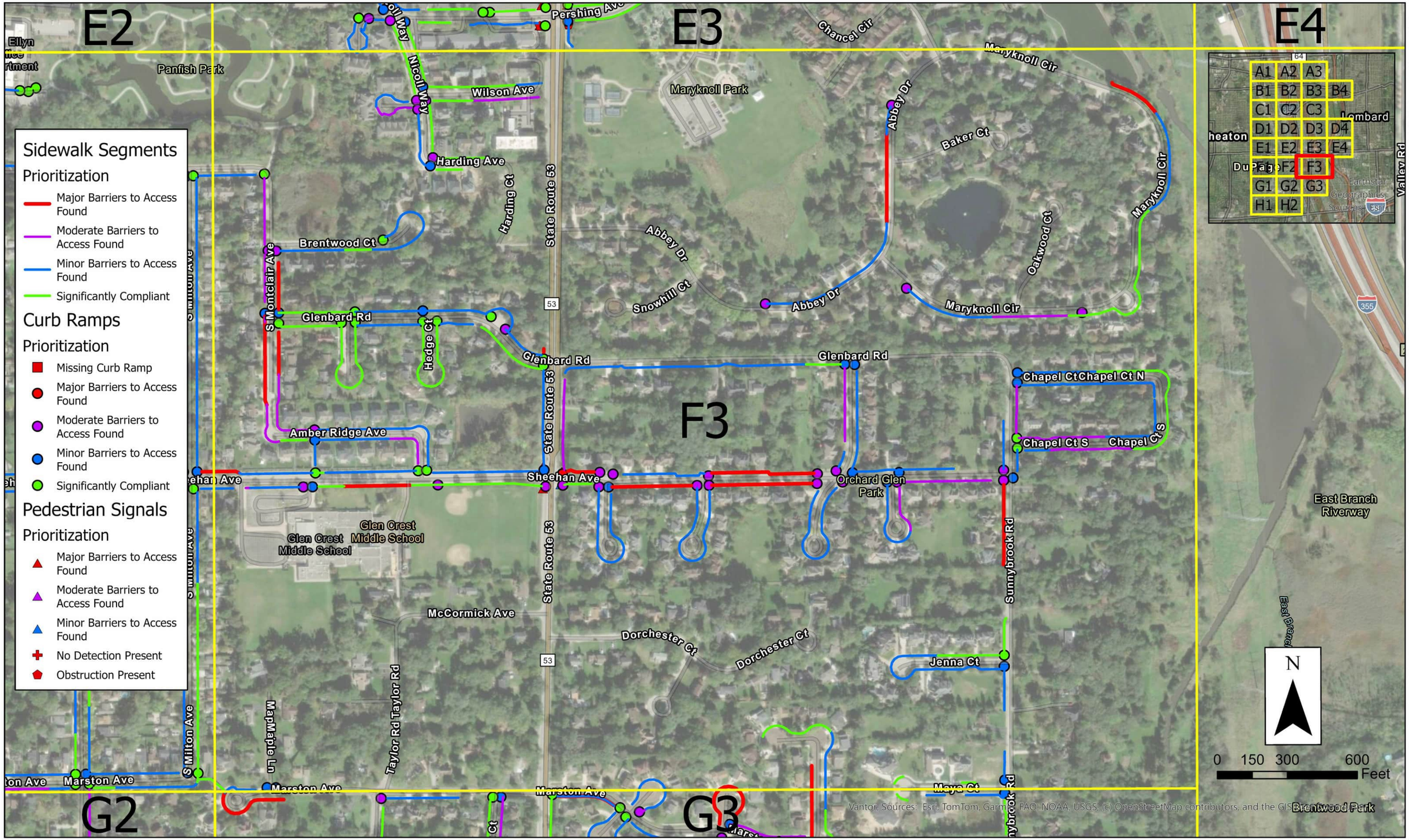

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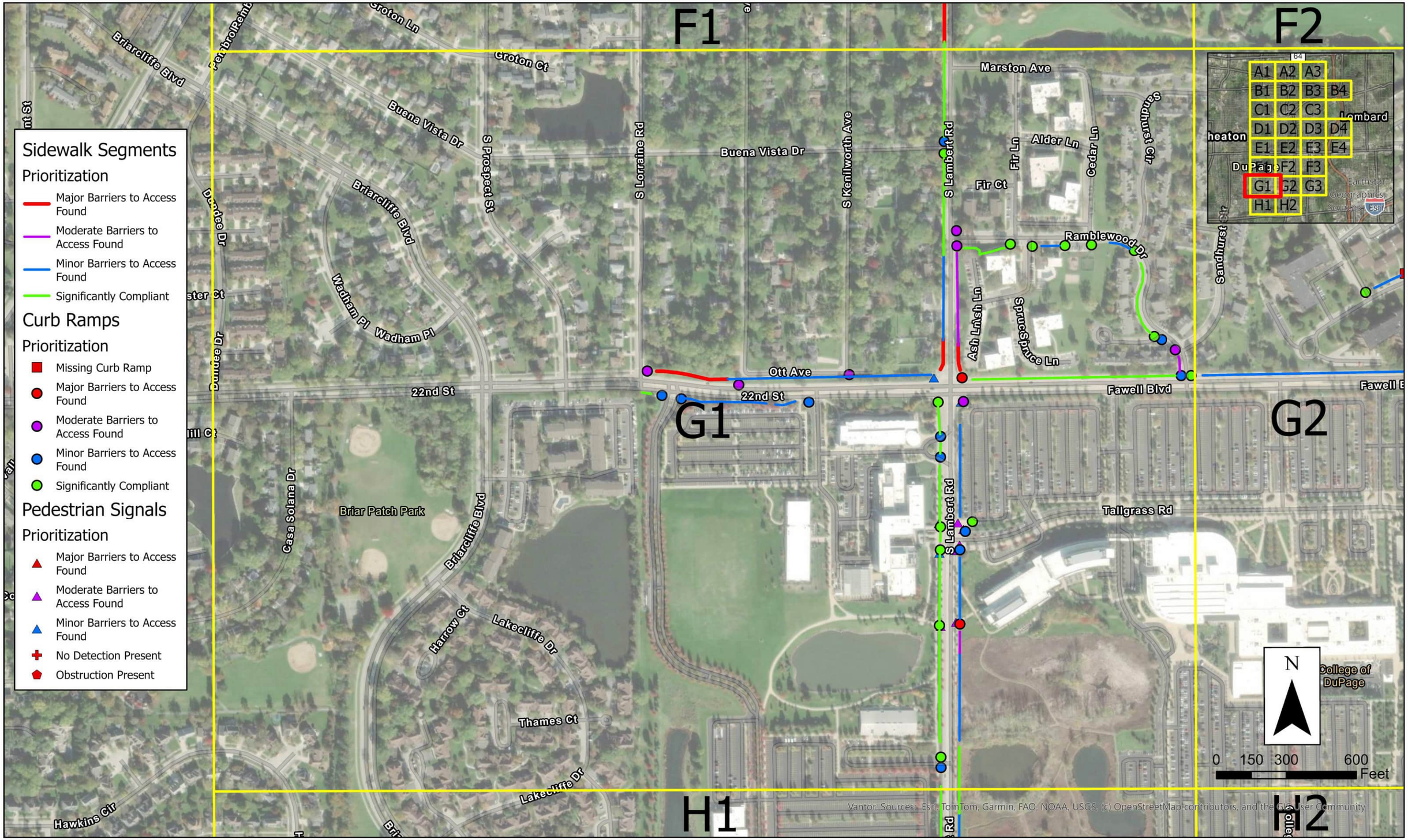

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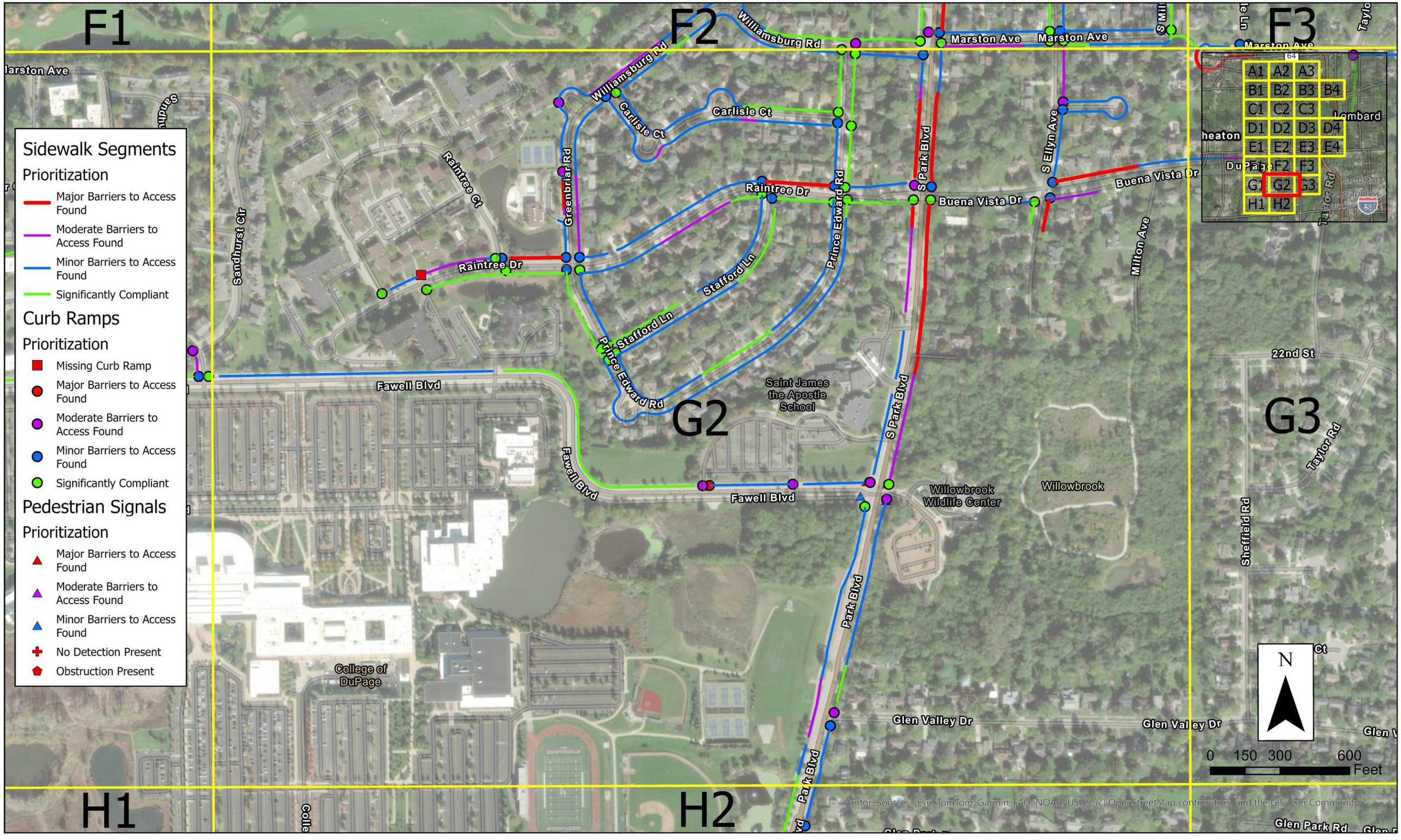

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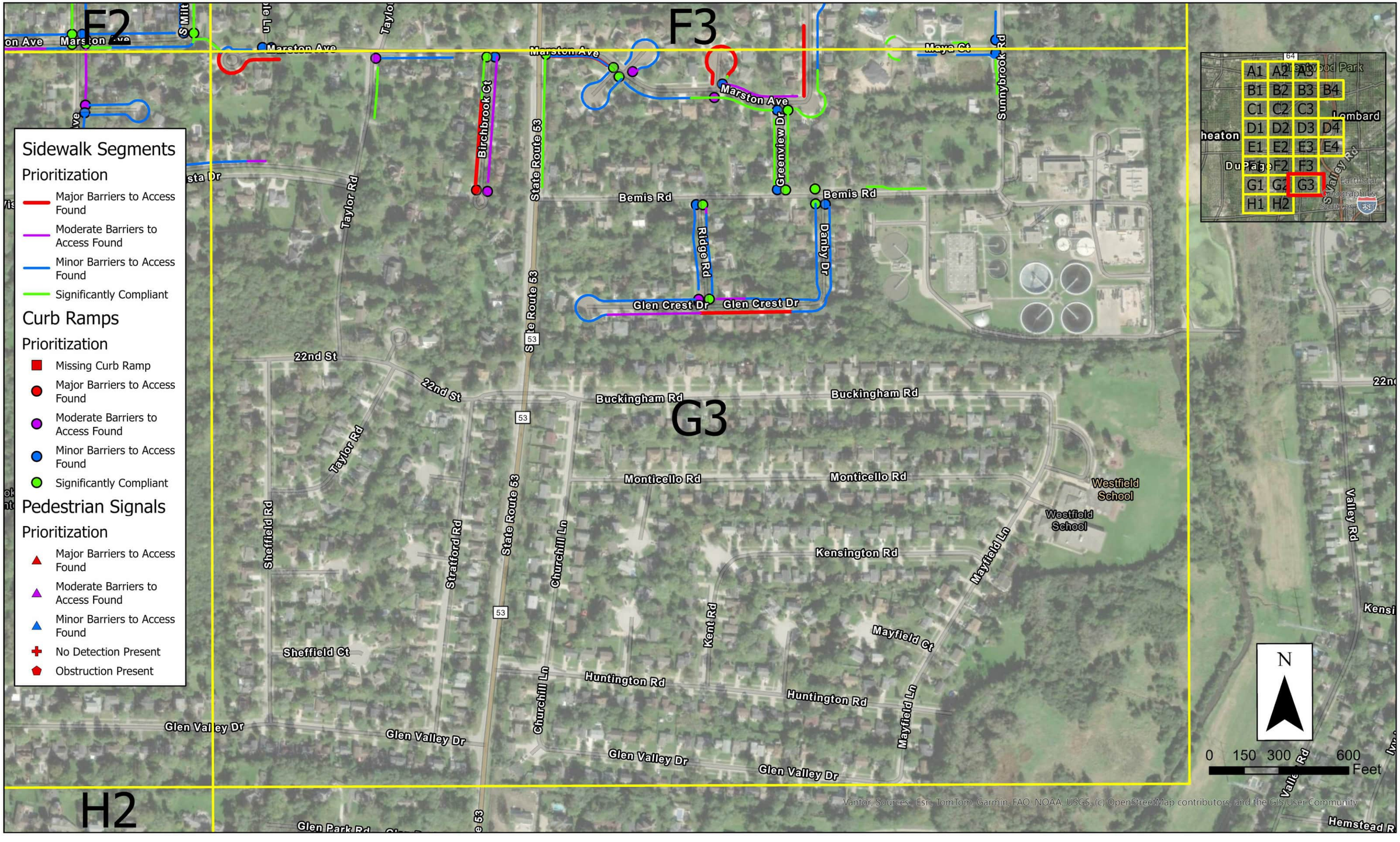

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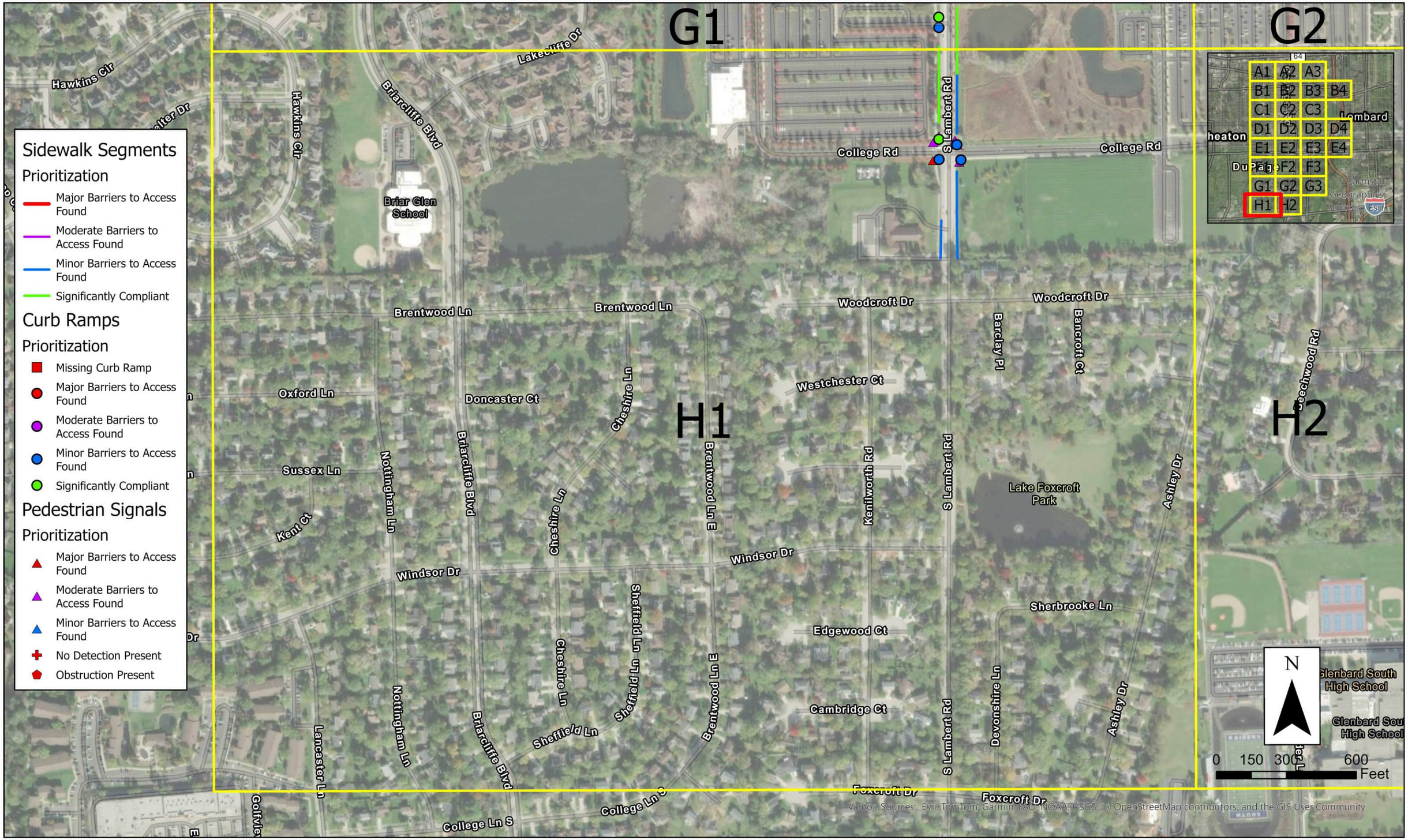

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Sidewalk Segments, Curb Ramps and Pedestrian Signals Accessibility Score Maps

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Sidewalk Segments

Prioritization

- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- Significantly Compliant

Curb Ramps

Prioritization

- Missing Curb Ramp
- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- Significantly Compliant

Pedestrian Signals

Prioritization

- Major Barriers to Access Found
- Moderate Barriers to Access Found
- Minor Barriers to Access Found
- No Detection Present
- Obstruction Present

College Rd · Park Blvd · S Park Blvd · Glen Park Rd · Elmwood Dr · Milton Ave · Oaklawn Dr · Poplar Dr · Beechwood Rd · McCarron Rd · Ahlstrand Rd · Stanton Rd · Arboretum Rd · Raider Ln · Glenbard South High School · Parkview Dr · Canterbury Ct · Chaucer · Lombard · Glen P · Pinegrove Cr · Ahlstrar · Foxcroft Dr · Lakeside Dr · Butterfield Rd · 56

N

0 150 300 600 Feet

Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

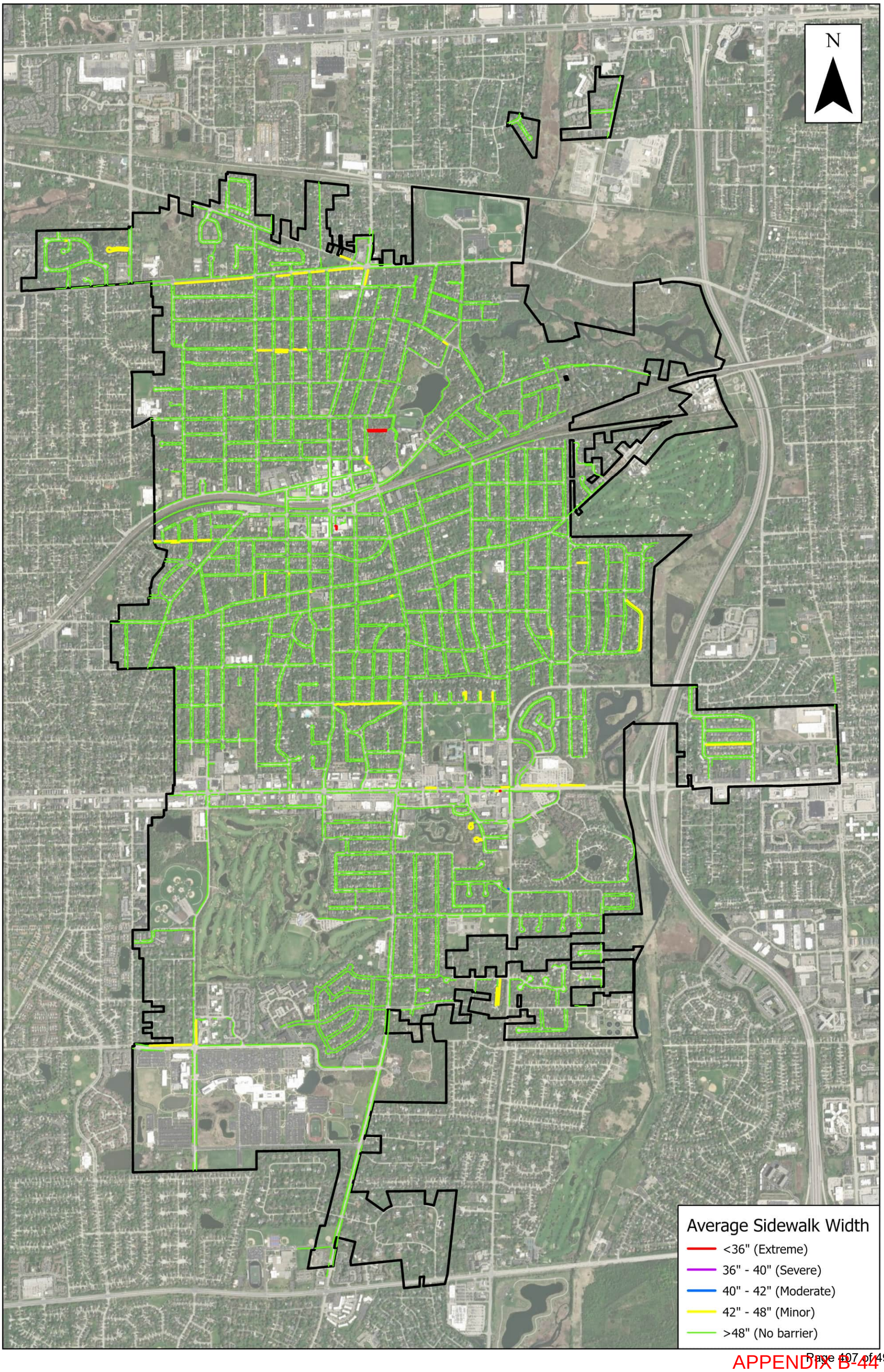
APPENDIX B.5
ACCESSIBILITY SCORE – INDIVIDUAL CRITERIA MAPS

APPENDIX B.5(a)
SIDEWALK SEGEMENTS – INDIVIDUAL CRITERIA MAPS

ADA Transition Plan

Physical Condition of Sidewalks

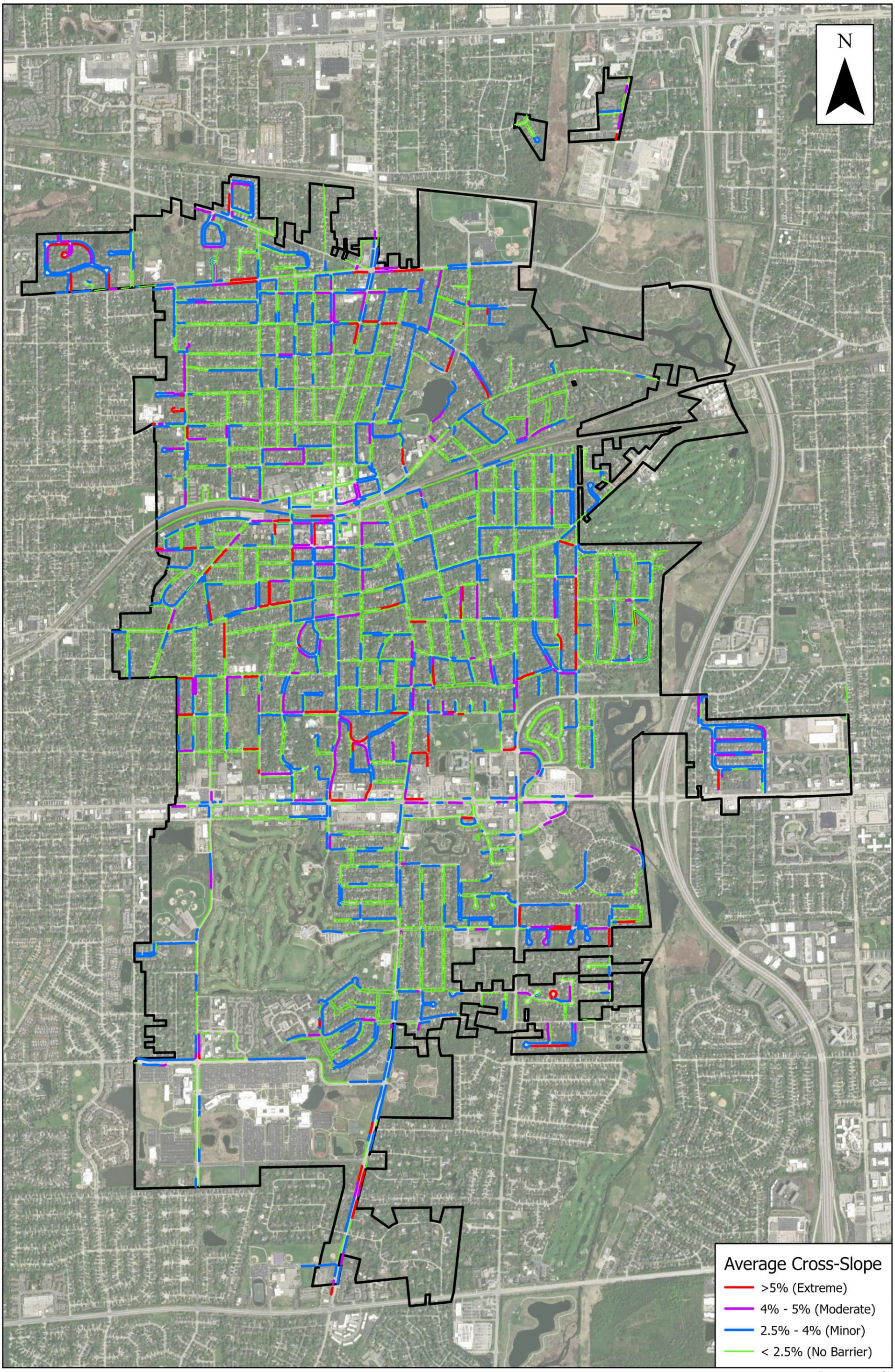
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Condition of Sidewalks

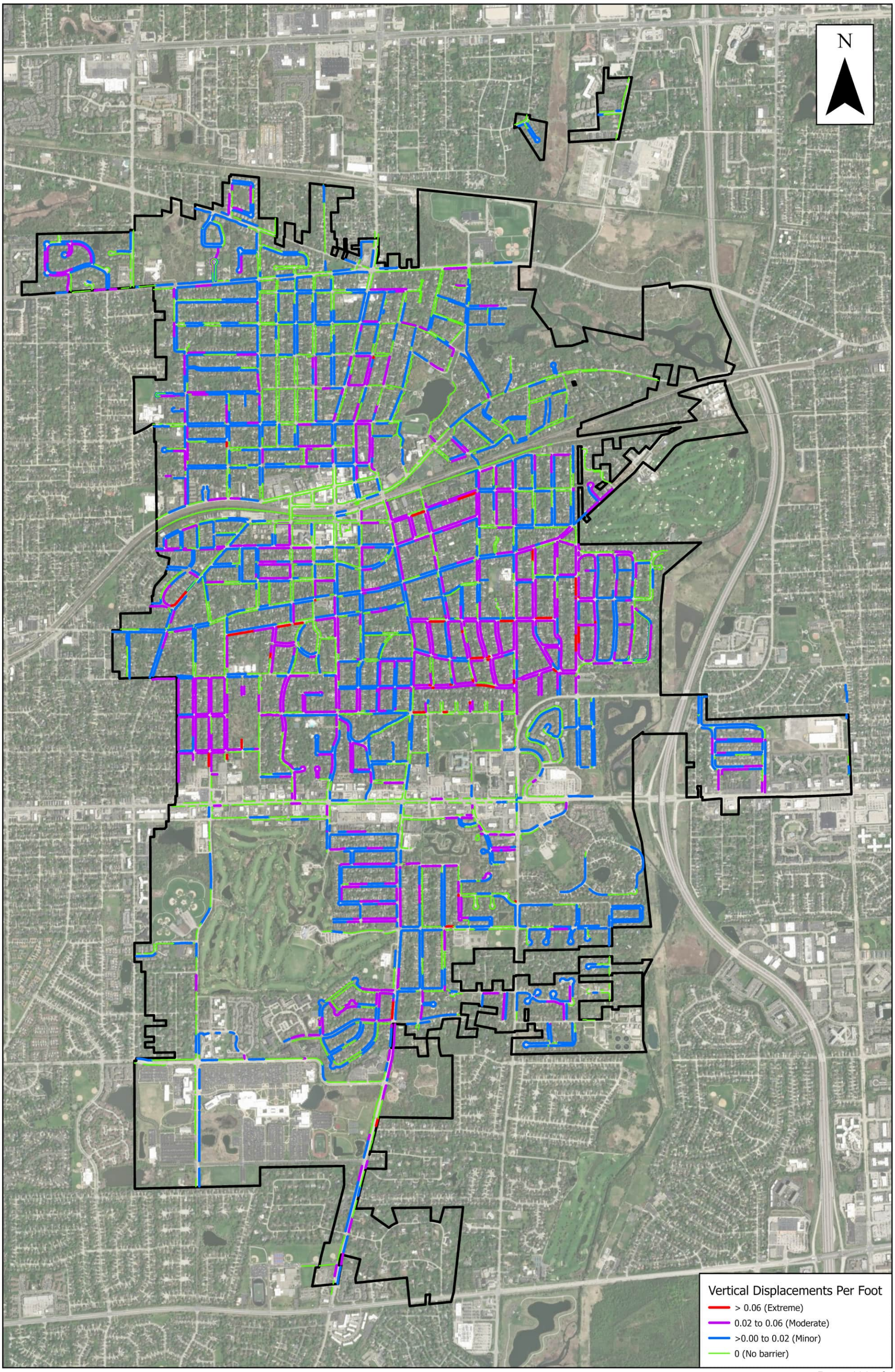
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Condition of Sidewalks

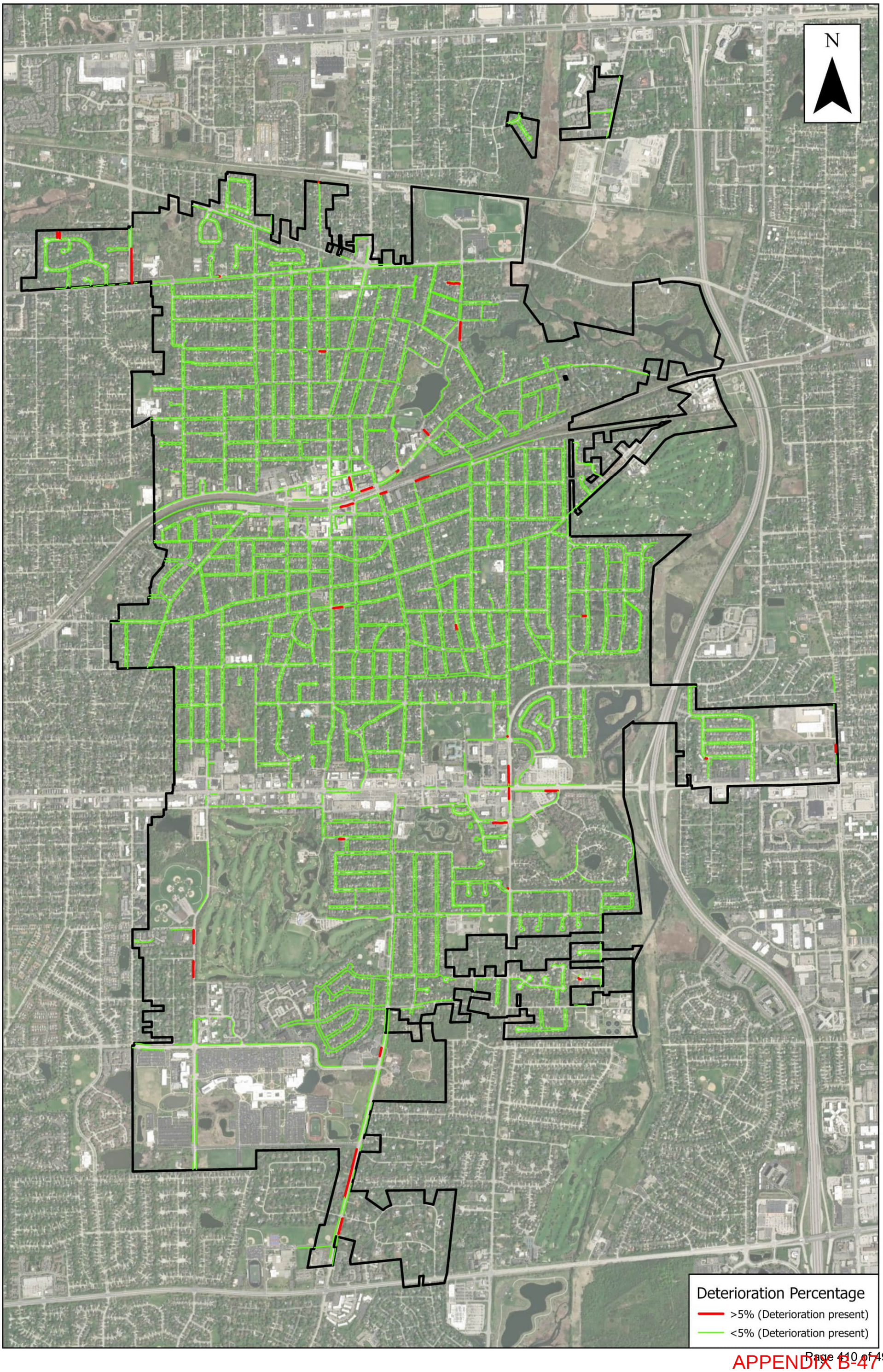
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Condition of Sidewalks

Chicago Metropolitan Agency for Planning

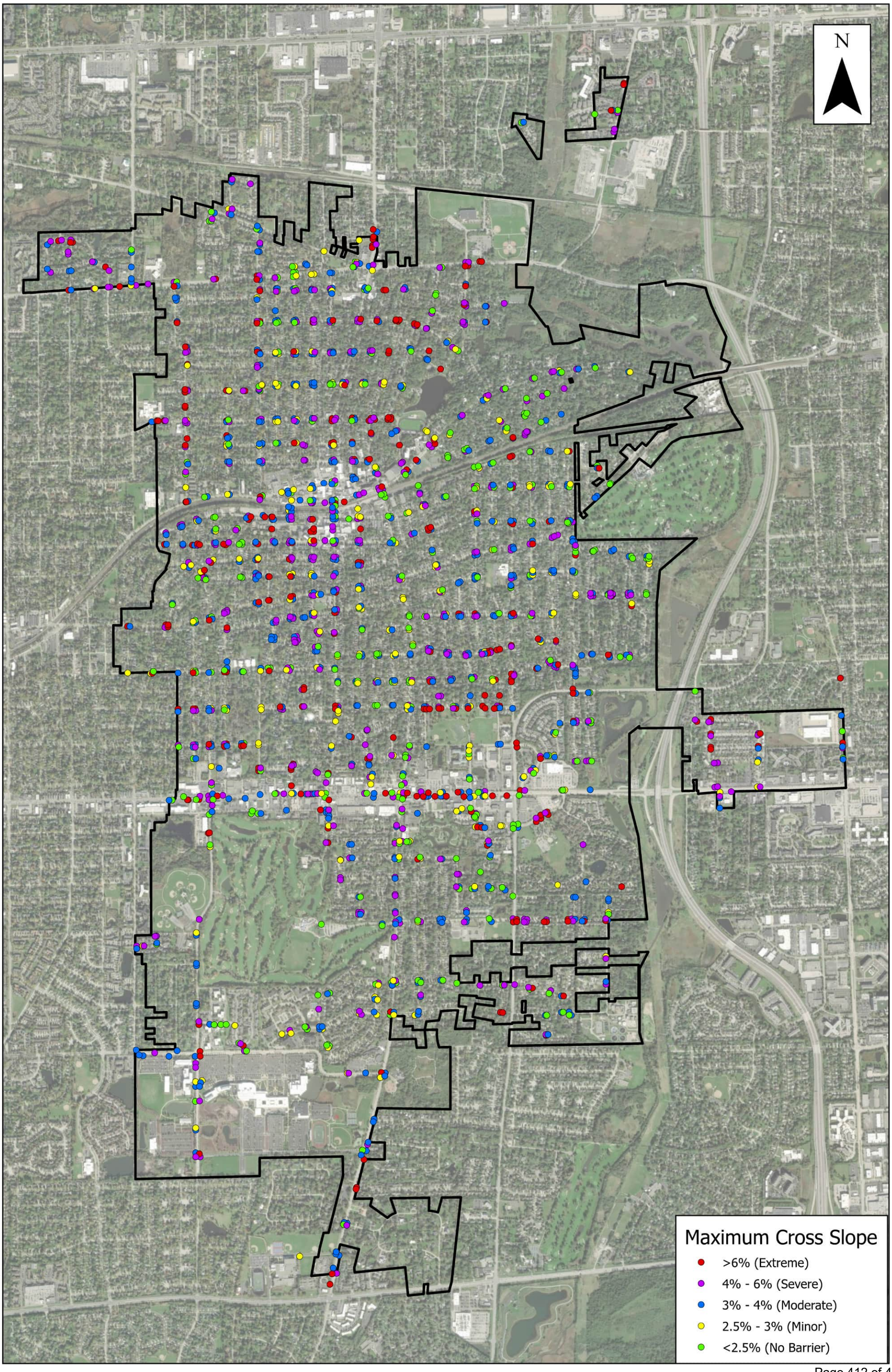


APPENDIX B.5(b)
CURB RAMPS – INDIVIDUAL CRITERIA MAPS

ADA Transition Plan

Physical Condition of Curb Ramps

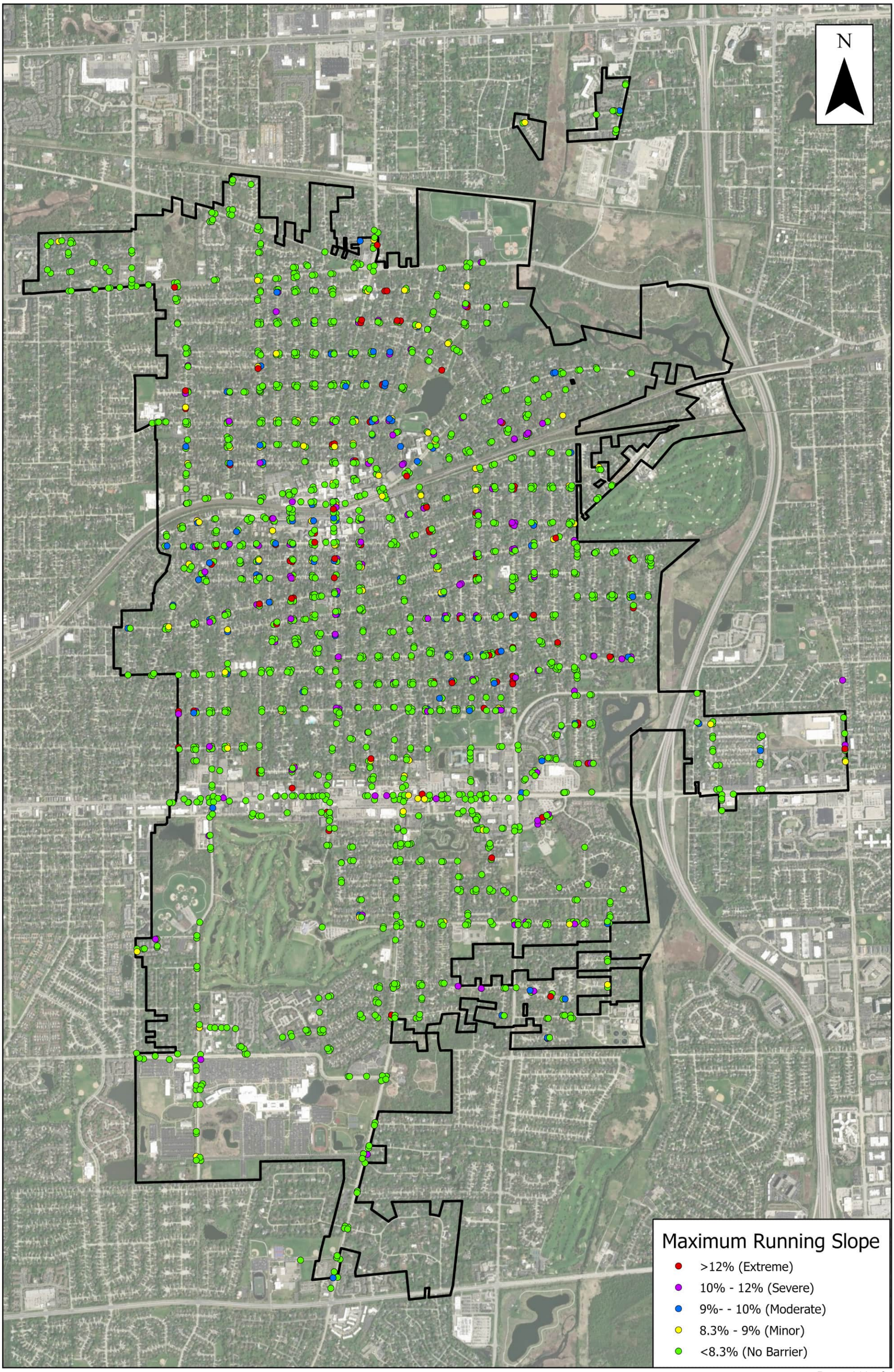
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Condition of Curb Ramps

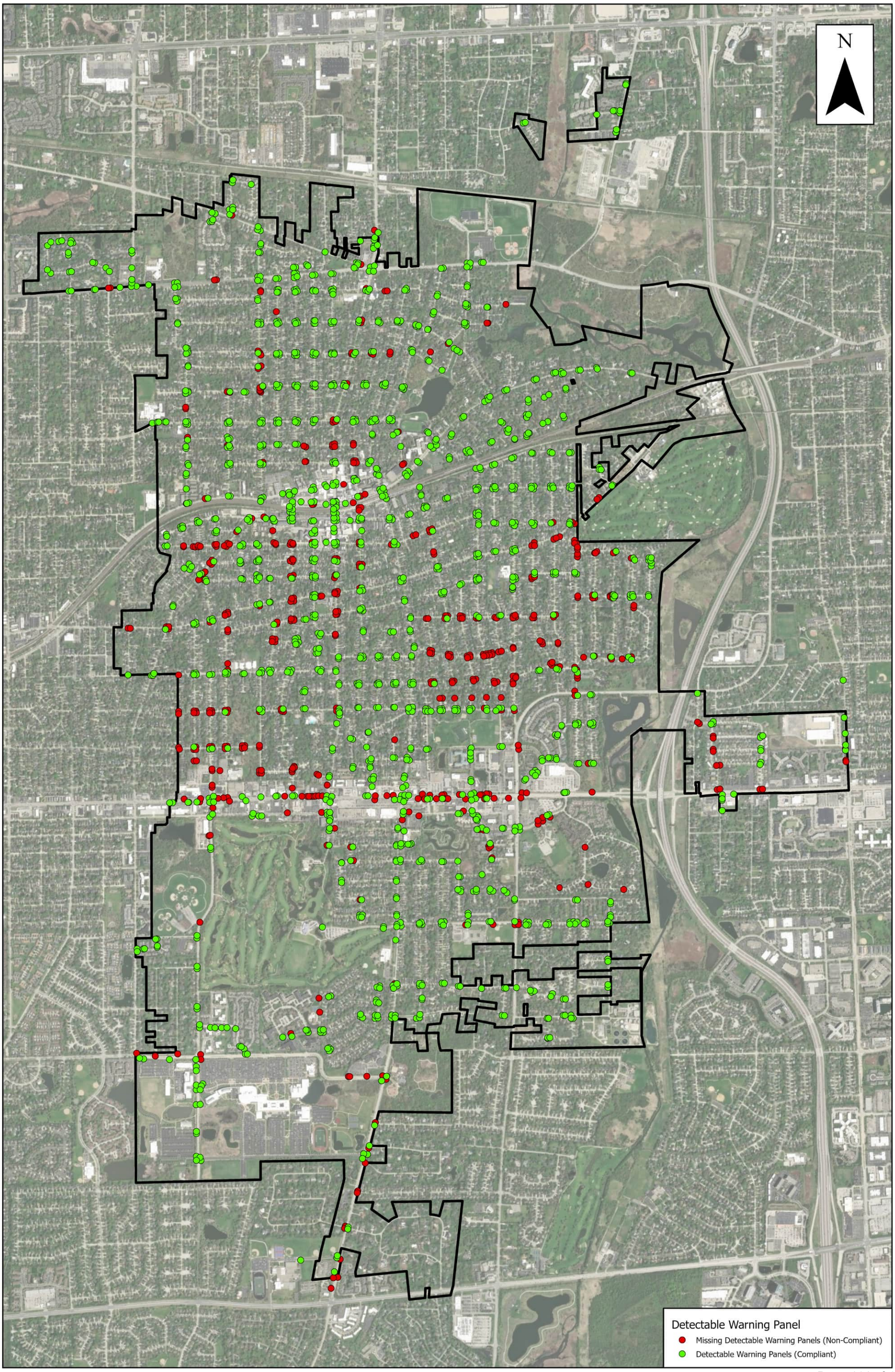
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Physical Condition of Curb Ramps

Chicago Metropolitan Agency for Planning



APPENDIX B.6
ACTIVITY SCORE

B.6 ACTIVITY SCORES

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

B.6.(a) 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:

Glen Ellyn School District 41	
School Name	**Address**
Abraham Lincoln Elementary	380 Greenfield Ave, Glen Ellyn, IL 60137
Ben Franklin Elementary	350 Bryant Ave, Glen Ellyn, IL 60137
Churchill Elementary	240 Geneva Rd, Glen Ellyn, IL 60137
Forest Glen Elementary	561 Elm St, Glen Ellyn, IL 60137
Hadley Junior High	240 Hawthorne Blvd, Glen Ellyn, IL 60137
Kindergarten Center (On Churchill Campus)	240 Geneva Rd, Glen Ellyn, IL 60137

Community Consolidated School District 89	
School Name	**Address**
Arbor View Elementary	22W430 Ironwood Dr, Glen Ellyn, IL 60137
Briar Glen Elementary	1800 Briarcliffe Blvd, Wheaton, IL 60189
Park View Elementary	250 South Park Blvd, Glen Ellyn, IL 60137
Westfield Elementary	2S125 Mayfield Ln, Glen Ellyn, IL 60137
Glen Crest Middle School	725 Sheehan Ave, Glen Ellyn, IL 60137

Lombard District 44	
School Name	**Address**
Glenn Westlake Middle School	1514 S Main St, Lombard, IL 60148
John Schroeder Early Childhood Center	1519 Grace St, Lombard, IL 60148
Madison Elementary School	150 W Madison St, Lombard, IL 60148

Community Unit School District 200	
School Name	**Address**
Whittier Elementary School	218 W Park Ave, Wheaton, IL 60189
Lincoln Elementary School	630 Dawes Ave, Wheaton, IL 60189

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

Glenbard Township High School District 87	
School Name	**Address**
Glenbard South High School	23W200 Butterfield Rd, Glen Ellyn, IL 60137
Glenbard West High School	670 Crescent Blvd, Glen Ellyn, IL 60137
Glenbard East High School	1014 S Main St, Lombard, IL 60148

Private schools and secondary education added for calculating activity scores are:

Private Schools/Colleges	
School Name	**Address**
College of DuPage	425 Fawell Blvd, Glen Ellyn, IL 60137
St. Petronille School	425 Prospect Ave, Glen Ellyn, IL 60137
Montessori Academy of Glen Ellyn	927 North Main St, Glen Ellyn, IL 60137
Diamante Montessori School	625 Hillside Ave, Glen Ellyn, IL 60137
St. James the Apostle Catholic School	490 S. Park Blvd, Glen Ellyn, IL 60137

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	20
Within the walk zone and between 1/10 mile and ¼ mile	10
Outside the walk zone or > ¼ mile	0

Table B6a: School Activity Score

B.6.(b) Parks

The Village of Glen Ellyn 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:

Park Name	Address
Newton Park	707 Fairview Ave, Glen Ellyn, IL 60137
Ackerman Park	800 St. Charles Rd, Glen Ellyn, IL 60137
Babcock Grove Park	324 Linden St, Glen Ellyn, IL 60137
Churchill Park	271 St. Charles Rd, Glen Ellyn, IL 60137
Co-Op Park	515 Wilson Ave, Glen Ellyn, IL 60137
Danby Park	280 Duane St, Glen Ellyn, IL 60137
Frank Johnson Park	490 Kenilworth Ave, Glen Ellyn, IL 60137
George Ball Park	800 Elm St, Glen Ellyn, IL 60137
Glen Ellyn Manor Park	375 Illinois St, Glen Ellyn, IL 60137
Glen Oak Park	350 Woodstock Ave, Glen Ellyn, IL 60137
Greenbriar Park	430 2nd Place, Glendale Heights, IL 60139
Lake Ellyn Park	645 Lenox Rd, Glen Ellyn, IL 60137
Lake Foxcroft Park	2S540 Lambert Rd, Glen Ellyn, IL 60137

Main Street Rec Center	501 Hill Ave, Glen Ellyn, IL 60137
Marie Ulhorn Presidents Park	265 Cumnor Ave, Glen Ellyn, IL 60137
Maryknoll Park	845 Pershing Ave, Glen Ellyn, IL 60137
Panfish Playground	Harding and S Ellyn Ave, Glen Ellyn, IL 60137
Pfuetze Park	400 N Park Blvd, Glen Ellyn, IL 60137
Prairie Path Park	565 Stewart Ave, Glen Ellyn, IL 60137
Spalding Park	22W325 2nd St, Glen Ellyn, IL 60137
Spring Ave Rec Center/Dog Park	185 Spring Ave, Glen Ellyn, IL 60137
Stacy Park	50 Geneva Rd, Glen Ellyn, IL 60137
Surrey Park	95 Surrey Dr, Glen Ellyn, IL 60137
Sunset Park	483 Fairview Ave, Glen Ellyn, IL 60137
Village Green Park	130 S Lambert, Glen Ellyn, IL 60137
Walnut Glen Park	860 Walnut St, Glen Ellyn, IL 60137
Bejamin Gault Bird Sanctuary	Located on Forest Avenue between Hawthorne Blvd. and Linden St, Glen Ellyn, IL 60137
Ellynwood Nature Preserve	801 Ellynwood Dr, Glen Ellyn, IL 60137
Joseph Sam Perry Nature Preserve	735 Grand Ave, Glen Ellyn, IL 60137
Community Park	725 N. Thornhill Dr, Carol Stream, IL 60188
DuPage Wildlife Conservation Center	525 S Park Blvd, Glen Ellyn, IL 60137
Churchill Woods Forest Preserve	1059 St Charles Rd, Glen Ellyn, IL 60137

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

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

Table B6b: Parks Activity Score

There are parks within the Village that offer facilities that are likely to draw a higher number of visitors than the standard park. These facilities may be recreation centers, swimming pools, or skate parks. The following park assets were included in the activity score:

Park Name	Facility	Address
Sunset Park	Community Pool	483 Fairview Ave, Glen Ellyn, IL 60137
Newton Park	Skate Park / Turf Field	707 Fairview Ave, Glen Ellyn, IL 60137
Spring Avenue Recreation Center	Recreation Center / Sports Fields	185 Spring Ave, Glen Ellyn, IL 60137
Ackerman Park	Recreation Center / Sports Fields	800 St. Charles Rd, Glen Ellyn, IL 60137
Maryknoll Park	Miniature Golf / Tennis Center	845 Pershing Ave, Glen Ellyn, IL 60137

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

Proximity to Park Assets	Point Value
< 1/10 mile	10
1/10 mile – ¼ mile	5
> ¼ mile	0

Table B6c: Parks Assets Activity Score

B.6.(c) Walking Trails

The Village of Glen Ellyn has established a series of walking trails and greenways that provide recreational activities for residents. The following walking trails were included in the activity score:

Trail Name
Illinois Prairie Path
Great Western Trail

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

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

Table B6d: Walking Trails Activity Score

B.6.(d) Government Buildings

Government buildings provide critical services to Village residents and businesses. Government buildings include those operated by the Village of Glen Ellyn as well as state and federal government facilities that offer services to citizens of Glen Ellyn. 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:

Building	Address
Glen Ellyn Police Department	65 S Park Blvd, Glen Ellyn, IL 60137
Glen Ellyn Village Office	535 Duane St, Glen Ellyn, IL 60137
Glen Ellyn Civic Center	535 Duane St, Glen Ellyn, IL 60137
Glen Ellyn Public Works	30 S Lambert Rd, Glen Ellyn, IL 60137
Fire Station 61/Administration	524 Pennsylvania Ave, Glen Ellyn, IL 60137
Fire Station 62	681 Taft Ave, Glen Ellyn, IL 60137
Fire Prevention Bureau	535 Duane St, Glen Ellyn, IL 60137
Glen Ellyn Historical Society	800 N Main St, Glen Ellyn, IL 60137
US Nuclear Regulatory Commission	799 Roosevelt Rd, Glen Ellyn, IL 60137
Glen Ellyn Post Office	757 Du Page Blvd, Glen Ellyn, IL 60137
Downtown Glen Ellyn Post Office	528 Pennsylvania Ave, Glen Ellyn, IL 60137
Glen Ellyn Senior Center	493 Forest Ave, Glen Ellyn, IL 60137

Glen Ellyn Public Library	400 Duane St, Glen Ellyn, IL 60137

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

Table B6e: Government Building Activity Score

B.6.(e) Bus Stops (Pace)

The Regional Transportation Authority operates a bus route that provides dependable, accessible transportation to locations throughout and near the Village of Glen Ellyn. 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 routes can be found at https://www.pacebus.com/routes-schedules-and-maps.

Proximity to PACE bus routes	Point Value
< 1/20 mile	10
1/20 mile – ¼ mile	5
¼ mile – ½ mile	1
> ½ mile	0

Table B6f: Bus Stop Activity Score

B.6.(f) Rail Stops (Metra)

The Regional Transportation Authority operates a rail system that provides dependable, accessible transportation to locations throughout and near the Village of Glen Ellyn. 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 rail stops. The rail routes can be found at https://ridertools.metrarail.com/maps-schedules.

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

Table B6g: Rail Stop Activity Score

B.6.(g) Commercial Districts

Commercial Districts include areas in which employment centers and retail centers reside within the Village. Employment centers can be a heavy concentration of business or a significant standalone entity. 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 Village of Glen Ellyn are:

Property	Location
Route 38 Commercial Development	North and south side of Rte. 38/Roosevelt Rd, whole town east to west
Main St Commercial Development	Elm St to Emerson Ave North to South, Stacy Ct to Forest Ave East to West
Glen Ellyn Central Business District	North Main St. Newton Ave to N Park Blvd (East to West). Anthony St to Hillside Ave North to South

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

Proximity to Traffic Generators	Point Value
< 1/20 mile	10
1/20 mile – 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table B6h: Traffic Generators Activity Score

B.6.(h) Street Classification

Streets with high traffic volumes and high traffic speeds pose an increased risk of pedestrian both utilizing the sidewalk but specifically when pedestrian attempt to cross the street. Three streets were identified in Glen Ellyn where potential hazardous situations exist which place a higher level of stress and potential danger on pedestrians. These streets were:

Street Name	Termini 1 (S, W)	Termini 2 (N, E)
Roosevelt Road	Ott Road (Western border of Glen Ellyn)	Finley Road (Eastern border of Glen Ellyn
Park Boulevard	Parkview Drive (Southern border of Glen Ellyn)	Roosevelt Road
State Route 53	Bemis Road (Southern border of Glen Ellyn)	Surrey Drive (Eastern border of Glen Ellyn)

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

Street	Point Value
Roosevelt Road	20
Park Boulevard	10
State Route 83	10

Table B6i: Street Classification Activity Score

B.6.(i) 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 Glen Ellyn include:

Property	Address
Brookdale Glen Ellyn	60 Nicoll Ave, Glen Ellyn IL, 60137
Atria Park of Glen Ellyn	95 Carleton Ave, Glen Ellyn, IL 60137
Maple Glen Memory Care Community	750 S Park Blvd, Glen Ellyn, IL 60137
Churchill Place Memory Care	190 Geneva Rd, Glen Ellyn, IL 60137
Belmont Village Senior Living	545 Belmont Ln, Carol Stream, IL 60188
Arden Courts - ProMedica Memory Care Community	706 Park Blvd, Glen Ellyn, IL 60137
Brighton Gardens of Wheaton	831 Butterfield Rd, Wheaton, IL 60189
Apex 400 Apartments	400 N Main St, Glen Ellyn, IL 60137
Iron Gate Apartments	25 Briar St, Glen Ellyn, IL 60137
Glenwood Station	464 Glenwood Ave, Glen Ellyn, IL 60137
Gentry Manor LLC	382 Pennsylvania Ave, Glen Ellyn, IL 60137
Parkside Apartments	21 N Main St, Glen Ellyn, IL 60137
Glen Ellyn Apartments	1250 Old Bond Ct, Glen Ellyn, IL 60137
International Village Lombard	1300 South Finley Rd, Lombard, IL 60148
Lorraine Park & Parkview Apartments	1445 S Lorraine Rd, Wheaton, IL 60189

Lorraine Manor Apartments	881 S Lorraine Rd, Wheaton, IL 60189
Chateau Lorraine Condominiums	850 S Lorraine Rd, Wheaton, IL 60189
Lorraine Court Apartments	1130 S Lorraine Rd, Wheaton, IL 60189
The 450 Apartments	450 Woodmoor Dr, Lombard, IL 60148
Arbors of Glen Ellyn	325 Ramblewood Dr, Glen Ellyn, IL 60137
Lakeside at Wheaton Apartments	1750 22nd St, Wheaton, IL 60189
Hillcrest Apartments	6 Forest Hill Dr, Glen Ellyn, IL 60137
Wheaton Court, LLC.	820B Crescent St, Wheaton, IL 60189
Burnwood Apartments	4 Woodland Ct, Lombard, IL 60148
Park 150 Apartments	150 W Saint Charles Rd, Lombard, IL 60148
The Mark	1245 Fordham Dr, Glendale Heights, IL 60139
St. Charles Square Apartments	607-623 E Gundersen Dr, Carol Stream, IL 60188
Residences at Lakeside	830 Foxworth Blvd, Lombard, IL 60148
Lorraine Court Condominium	1240 S Lorraine, Wheaton, IL 60189
Le Clair Condominiums	1360 S Lorraine Rd, Wheaton, IL 60186
Wheaton Court Apartments	900 Crescent St, Wheaton, IL 60187
Prizm Apartments	130 N President St #166, Wheaton, IL 60187
Autumn Ridge Apartments	326 S President St, Carol Stream, IL 60188
Duane Terrace Condominiums	481 & 485 Duane Terrace, Glen Ellyn, IL 60137
Duane Terrace Apartments	482 & 486 Duane Terrace, Glen Ellyn, IL 60137
Glen Oaks Condominiums	504, 506, 508, 510 Taylor Avenue, Glen Ellyn, IL 60137
Taylor Apartments	505 Taylor Avenue, Glen Ellyn, IL 60137
Kenilworth Arms Condominiums	470 N. Kenilworth Avenue, Glen Ellyn, IL 60137
Courtyards of Glen Ellyn	453-499 N. Kenilworth Avenue, Glen Ellyn, IL 60137
St. Moritz Apartments	470, 475, 480, 490, 495 St. Moritz Drive, Glen Ellyn, IL 60137
Park Place Unit 1 & 2	441 & 445 N. Park Boulevard, Glen Ellyn, IL 60137

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 B6j: High Density Housing Activity Score

B.6.(j) Traffic Signals

Traffic signals mark key locations along busy roadway corridors in Glen Ellyn, providing safe, dedicated crossings for pedestrians. These signals play a vital role in improving accessibility and safety, especially near high-traffic intersections. The traffic signals within the Village of Glen Ellyn are:

Crossing Locations
Park Blvd & Raider Ln
Park Blvd & College Rd
Park Blvd & Fawell Blvd
Park Blvd & Winchell Way
State Rte 53 & 22nd Street
State Rte 53 & Sheehan Ave
State Rte 53 & Pershing Ave
State Rte 53 & DuPage Blvd
State Rte 53 & Spring Ave
State Rte 53 & Parkview Blvd
Lambert Rd & College Ave
Lambert Rd at College of DuPage
Lambert Rd & Tallgrass Rd
Lambert Rd & Fawell Blvd
Lambert Rd & Roosevelt Rd
Main St & Roosevelt Rd
Main St & Elm St

Main St & St. Charles Rd
Park Blvd & Roosevelt Rd
Nicoll Ave & Roosevelt Rd
Baker Hill Dr & Roosevelt Rd
Interstate 355 & Roosevelt Rd
Finley Rd & Roosevelt Rd
Western Ave & Geneva Rd
Kenilworth Ave & Geneva Rd
Bloomingdale Rd & Geneva Rd
Bloomingdale Rd & St. Charles Rd
Riford Rd & St. Charles Rd
Swift Rd & St. Charles Rd

Proximity to Traffic Signals	Point Value
< 1/10 mile	10
1/10 mile – ¼ mile	5
¼ mile – ½ mile	1
> ½ mile	0

Table B6k: Traffic Signals Activity Score

B.6.(k) Crossing Guards

As part of a broader initiative to encourage students to walk to and from school, the Village of Glen Ellyn positions crossing guards at critical intersections. These guards are present during school arrival and dismissal times and play a key role in promoting pedestrian activity and safety. Crossing guards are stationed at intersections near schools and along high-traffic routes to ensure safe passage for students. Crossing guards are posted in the village at:

Location of Intersection
Geneva Rd & Kenilworth Ave
Elm St & N Main St
Sheehan Ave & S Park Blvd
Greenfield Ave & Newton Ave
Greenfield Ave & N Main St
Hill Ave & Newton Ave
Hill Ave & Bryant Ave
Turner Ave & Bryant Ave

Proximity to Crossing Guard	Point Value
< 1/10 mile	5
1/10 mile -¼ mile	3
¼ mile - ½ mile	1
> ½ mile	0

Table B6l: Crossing Guards Activity Score

B.6.(l) Sidewalk Segment Activity Score Grouping

The prioritization map sums up the activity scores for comparison throughout the Village. For visual clarity the map is broken into four groups. The highest priority locations are shown in red, and the lowest priority areas are shown in green. The highest priority locations are those near multiple pedestrian traffic generators. Meanwhile, a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

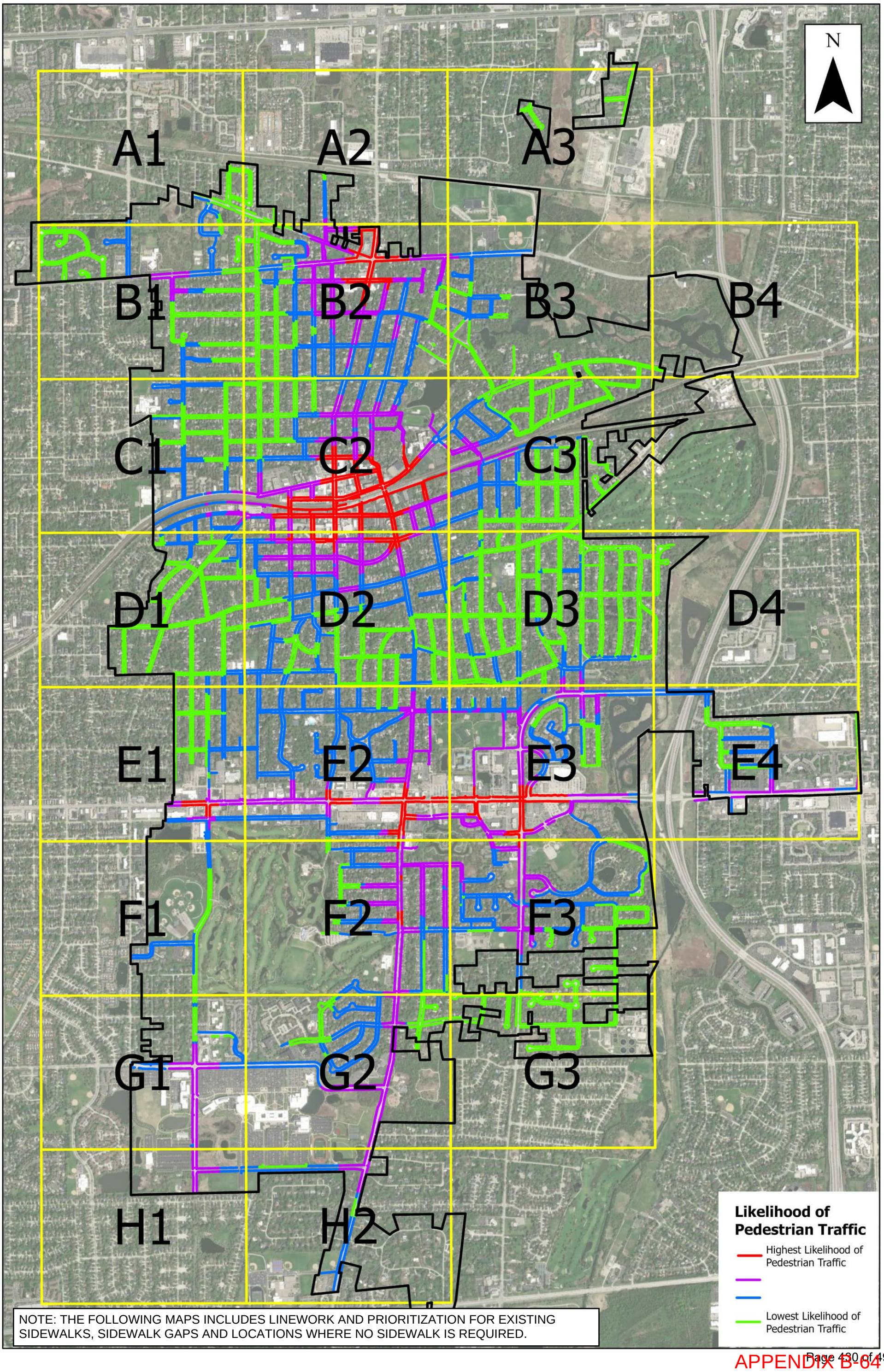
(1) **Red: Highest Likelihood of Pedestrian Traffic (Score of 69-145)**
(2) **Blue: Second Highest Likelihood of Pedestrian Traffic (Score of 49-68)**
(3) **Magenta: Third Highest Likelihood of Pedestrian Traffic (Score of 29-48)**
(4) **Green: Lowest Likelihood of Pedestrian Traffic (Score of 1-28)**

APPENDIX B.7
ACTIVITY SCORE – SECTION MAPS

ADA Transition Plan

Pedestrian Activity Prioritization Map

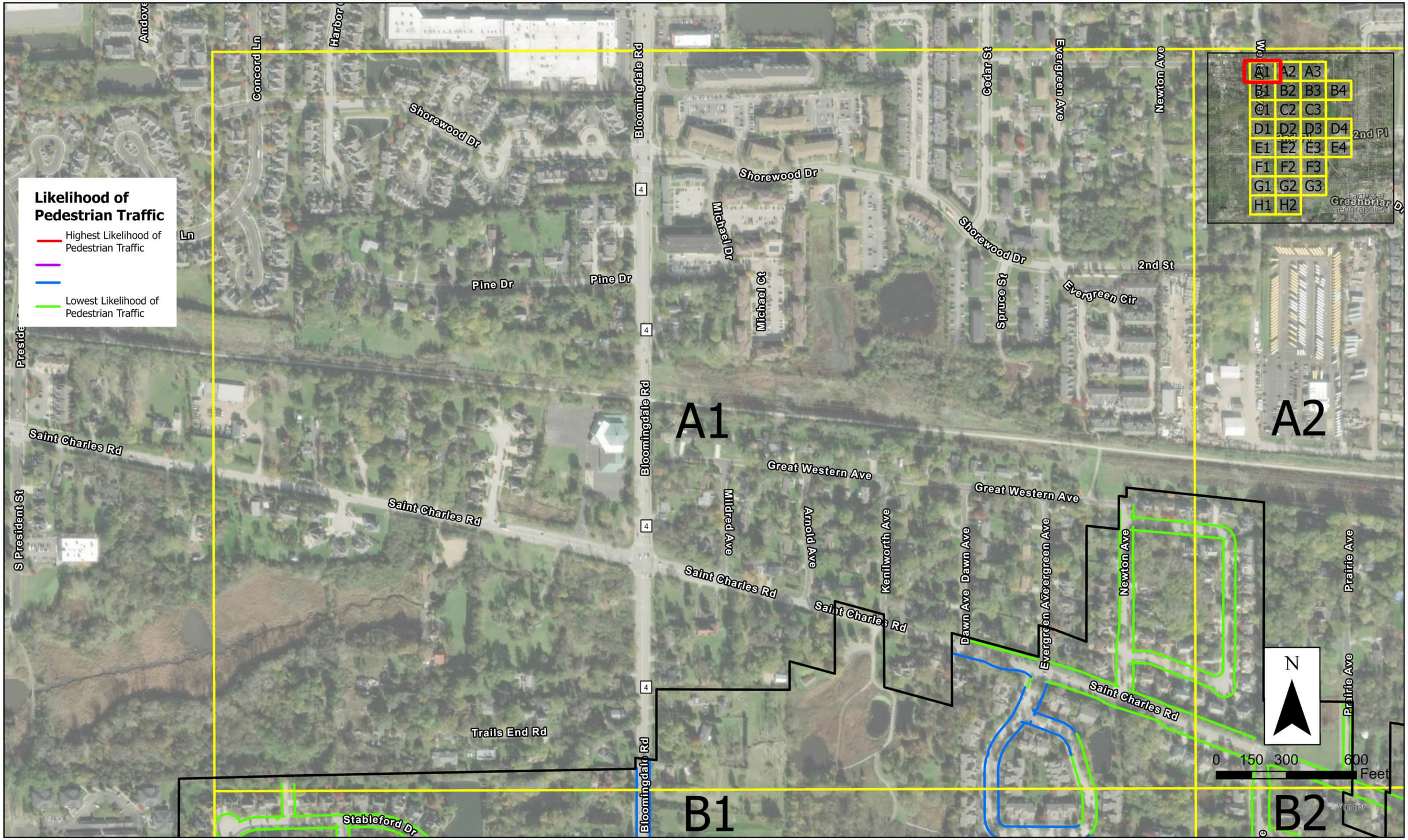
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

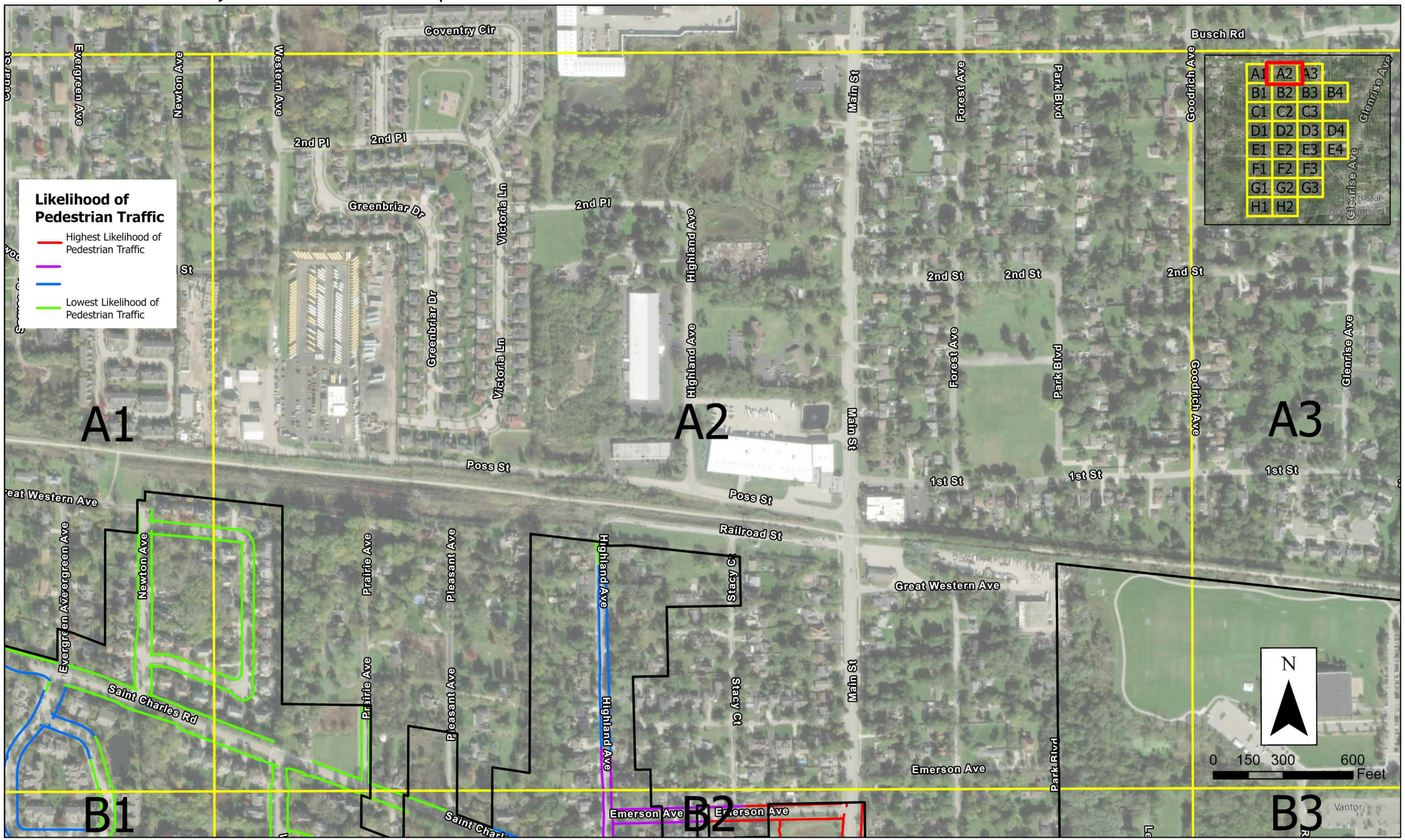
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

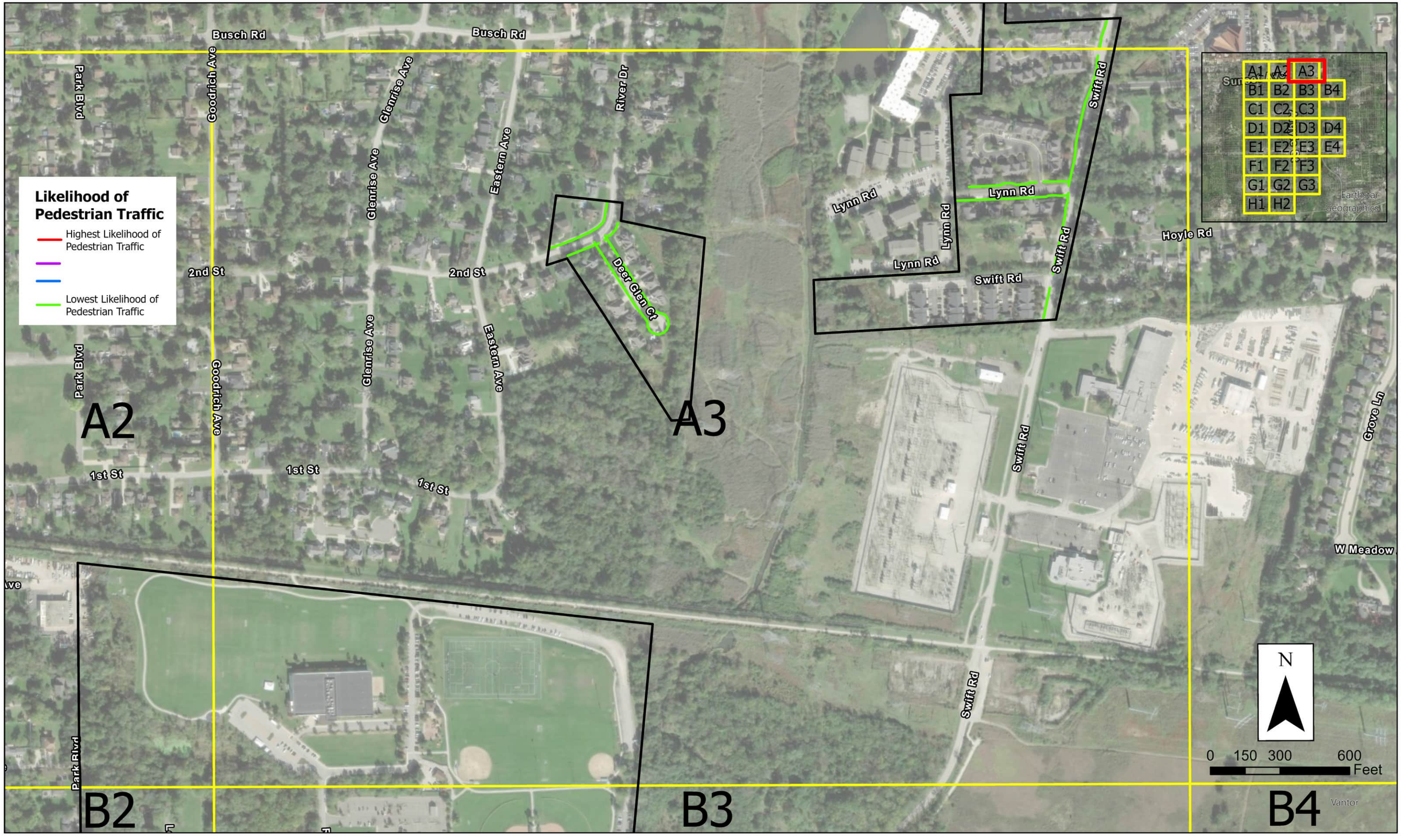
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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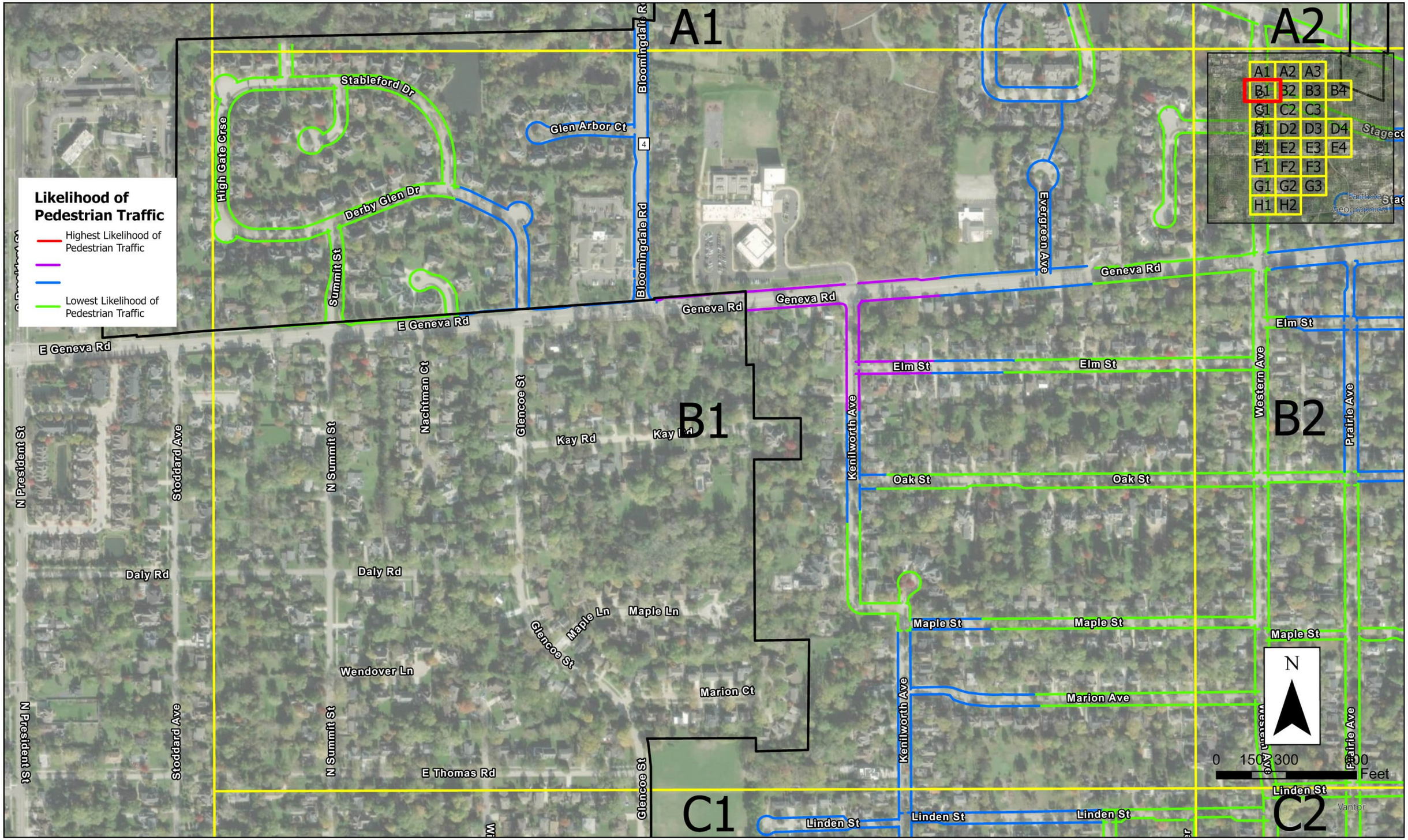
ADA Transition Plan

Pedestrian Activity Prioritization Map

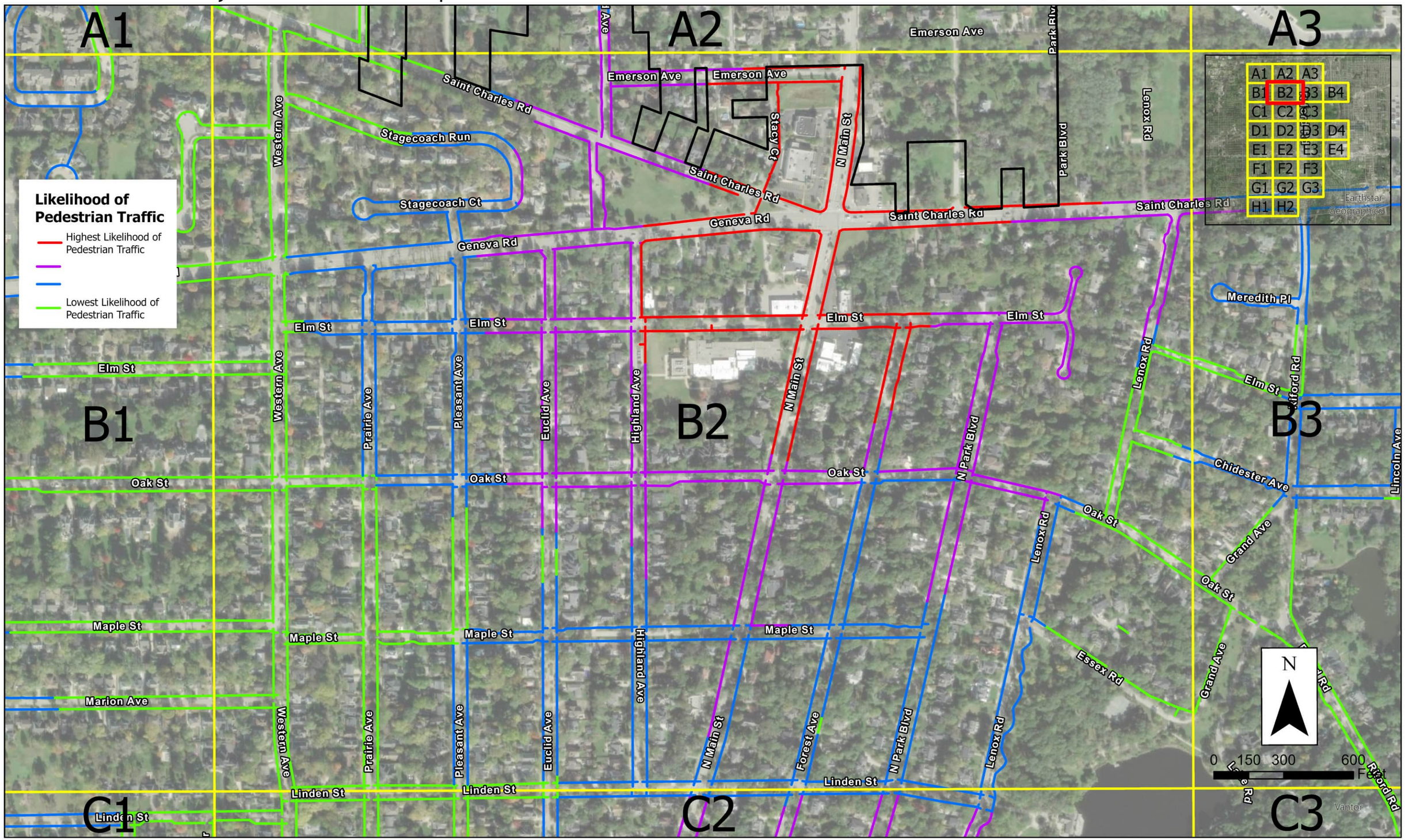
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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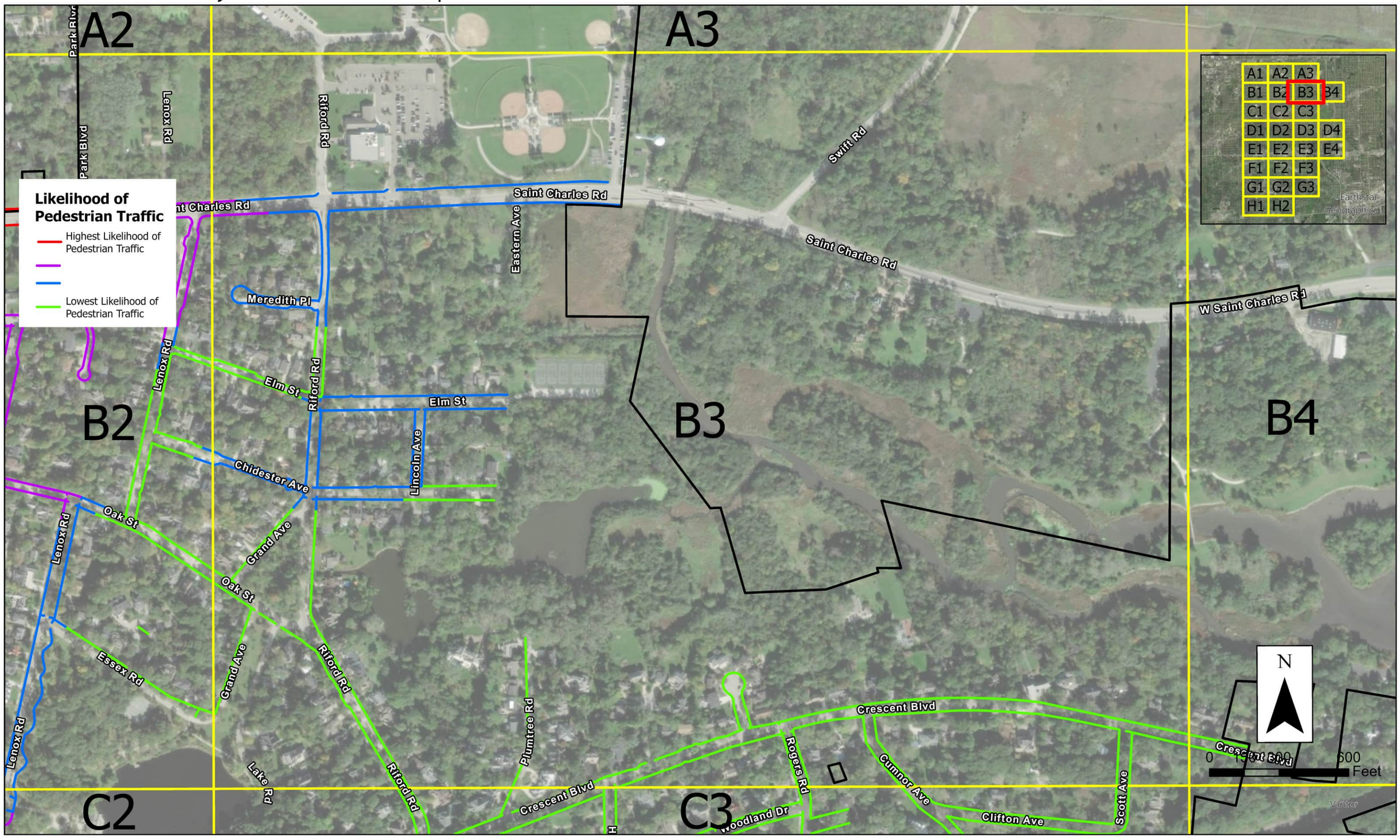
ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning

A3

B3

B4

C3

Likelihood of Pedestrian Traffic

- Highest Likelihood of Pedestrian Traffic
- Lowest Likelihood of Pedestrian Traffic

A1 A2 A3
B1 B2 B3 B4
C1 C2 C3
D1 D2 D3 D4
E1 E2 E3 E4
F1 F2 F3
G1 G2 G3
H1 H2

W Saint Charles Rd
N Columbine Ave
N Broadview Ave
N Glenview Ave
N West Rd
W Windsor Ave
W Grove St
N Elizabeth St
W Eugenia St
S Columbine Ave
Phillips Ct
Crescent Blvd
Glen Oak Rd
Hill Ave
S IL Route 53
Finley Rd
W Maple St
Vance St
Scott Ave
Clifton Ave
53
355

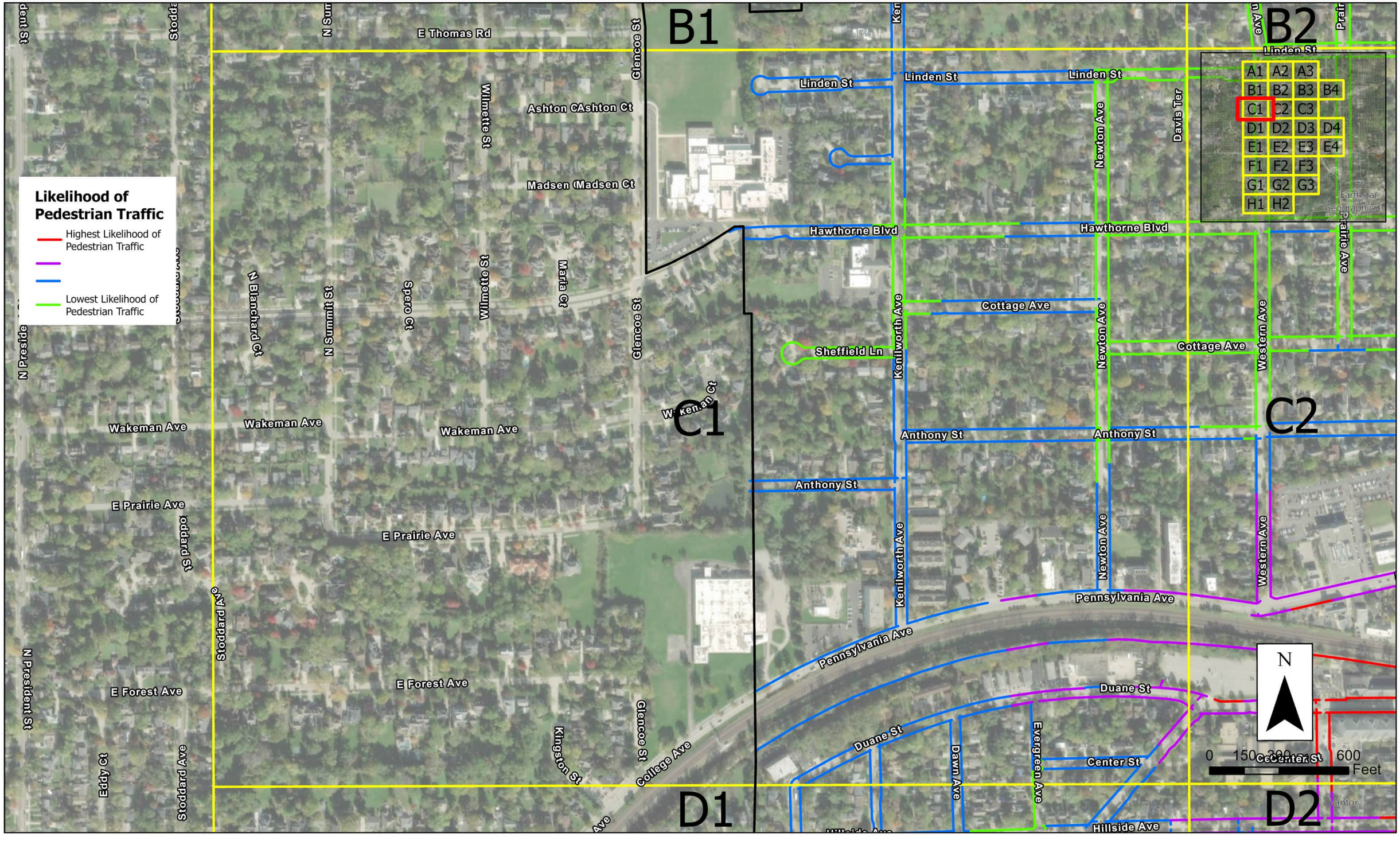
N

0 150 300 600 Feet

ADA Transition Plan

Pedestrian Activity Prioritization Map

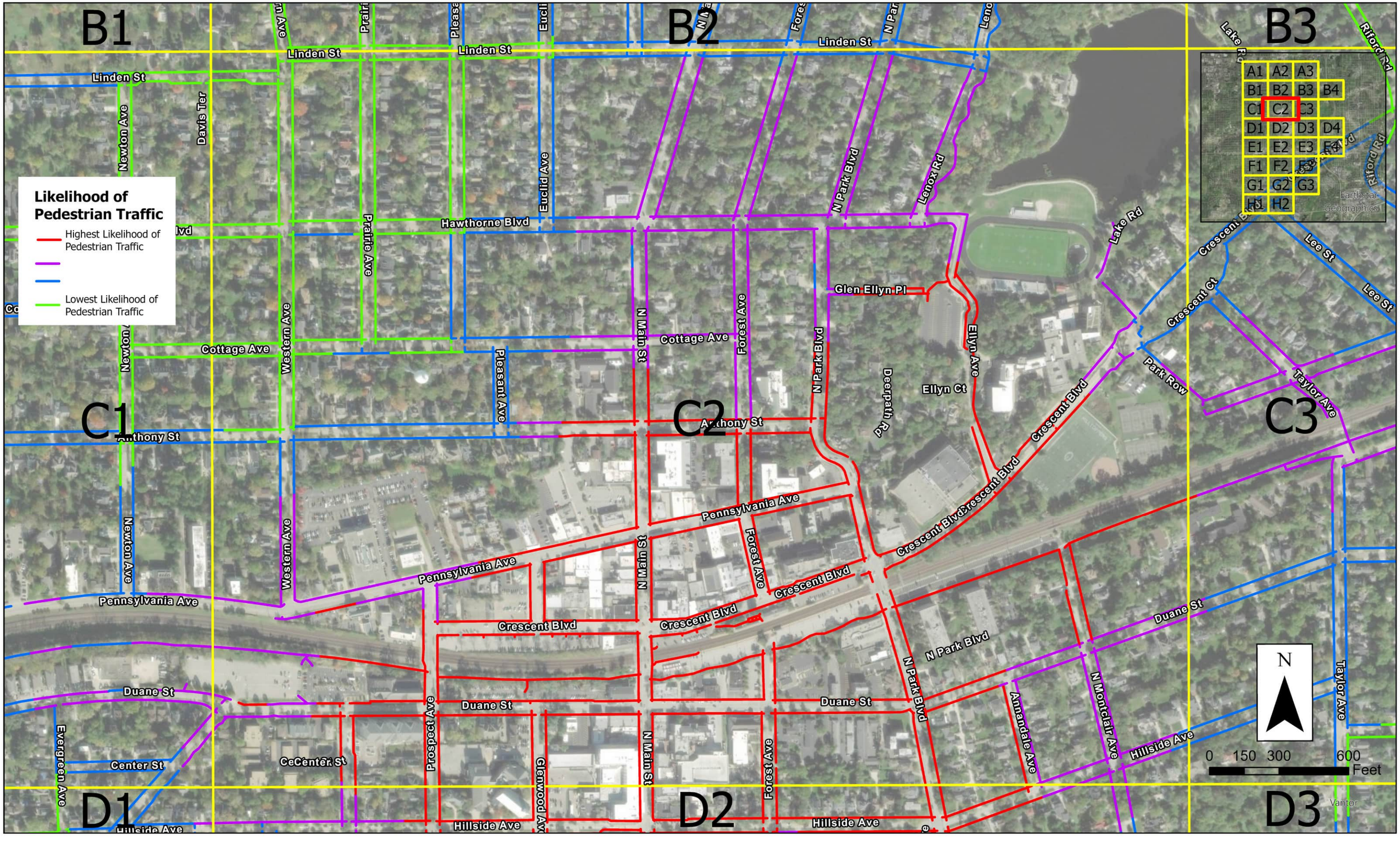
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

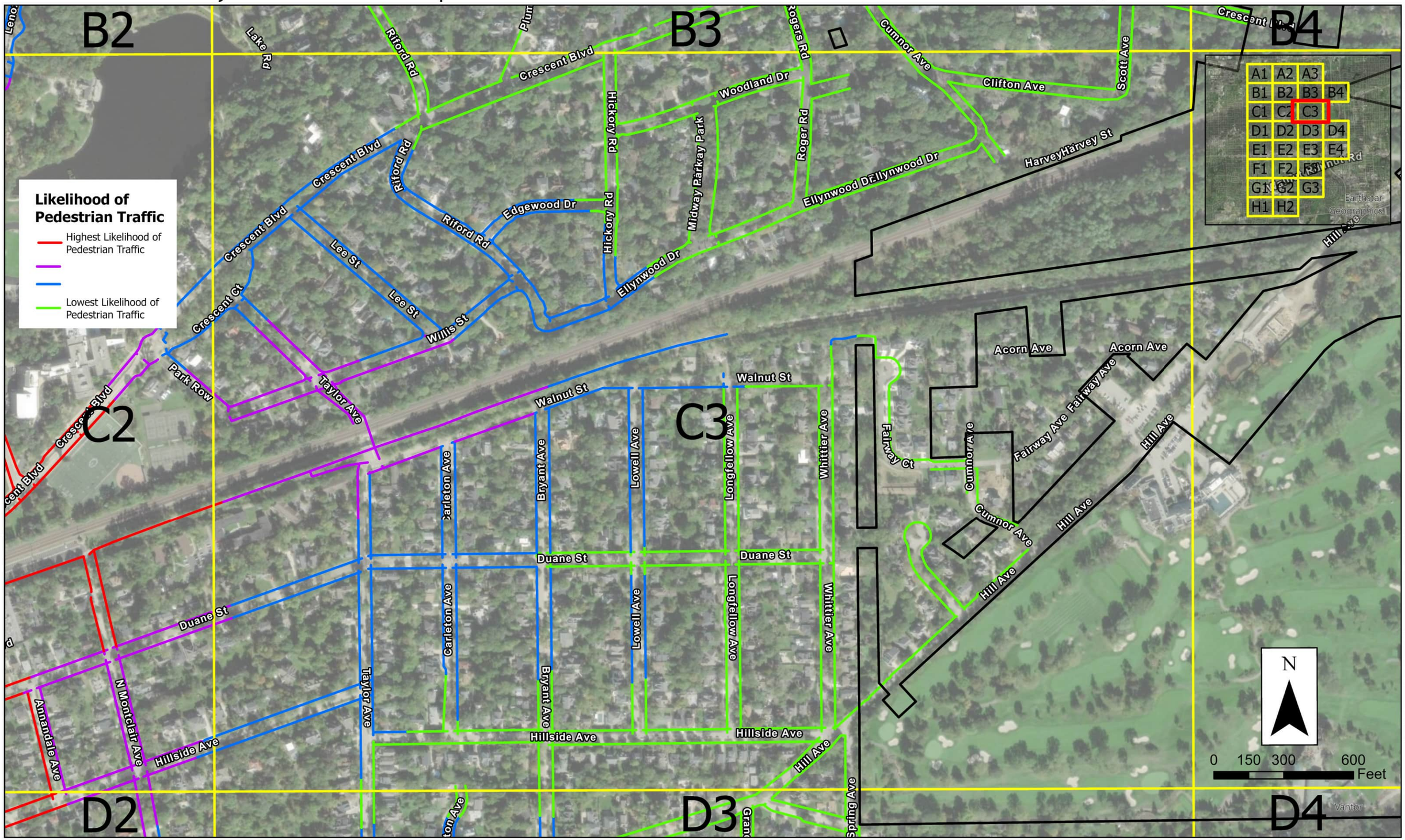
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



ADA Transition Plan

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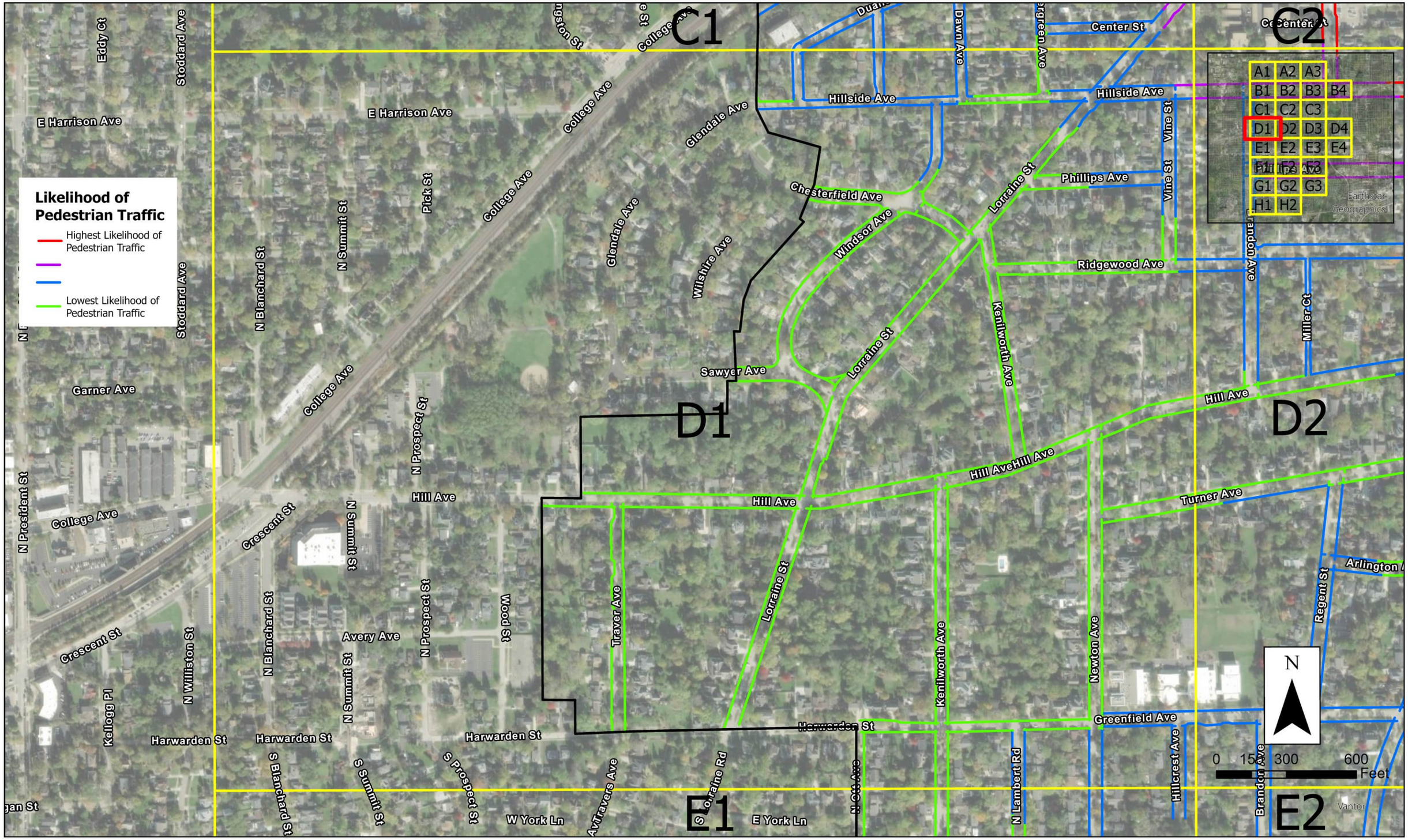
Chicago Metropolitan Agency for Planning



ADA Transition Plan

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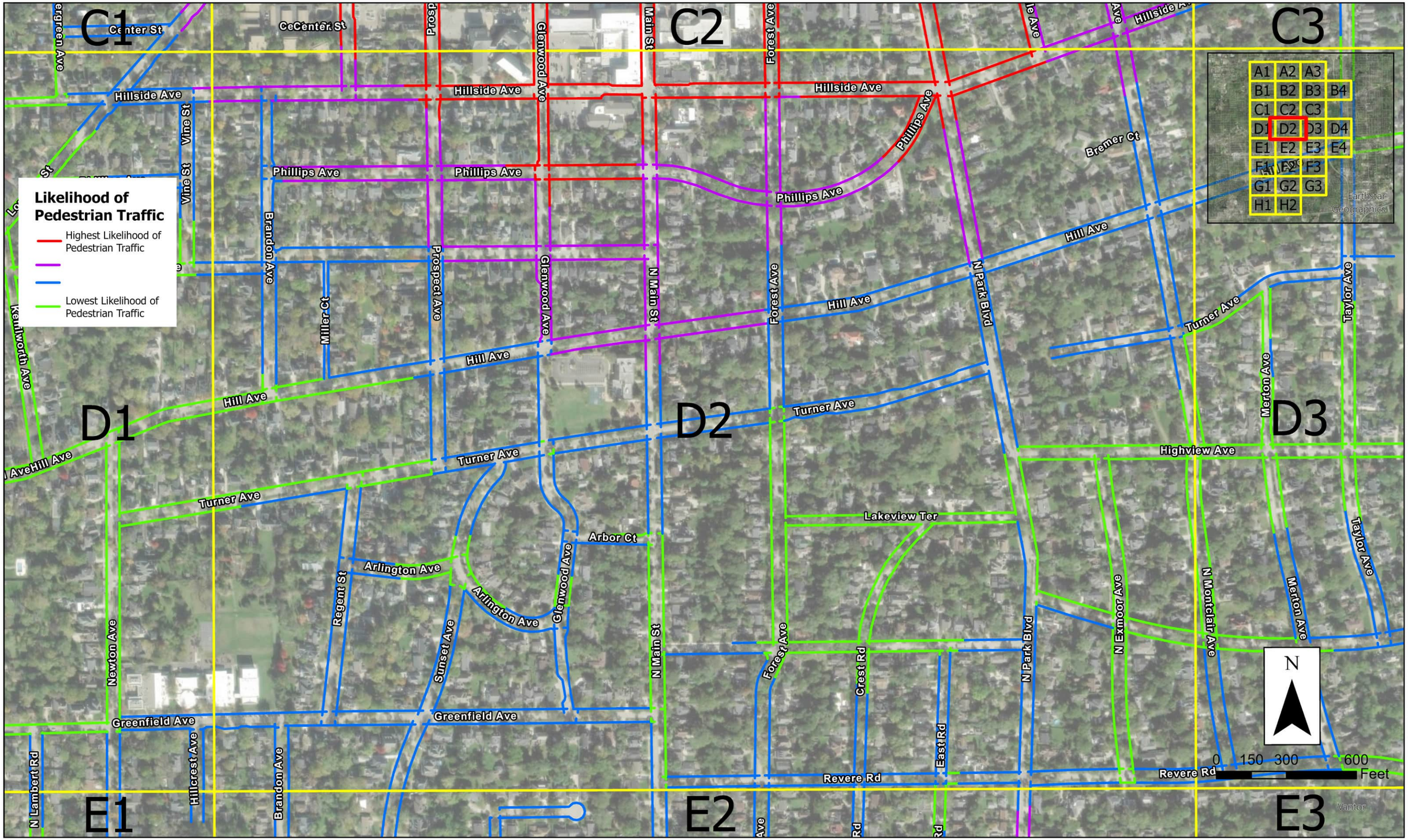
Chicago Metropolitan Agency for Planning



ADA Transition Plan

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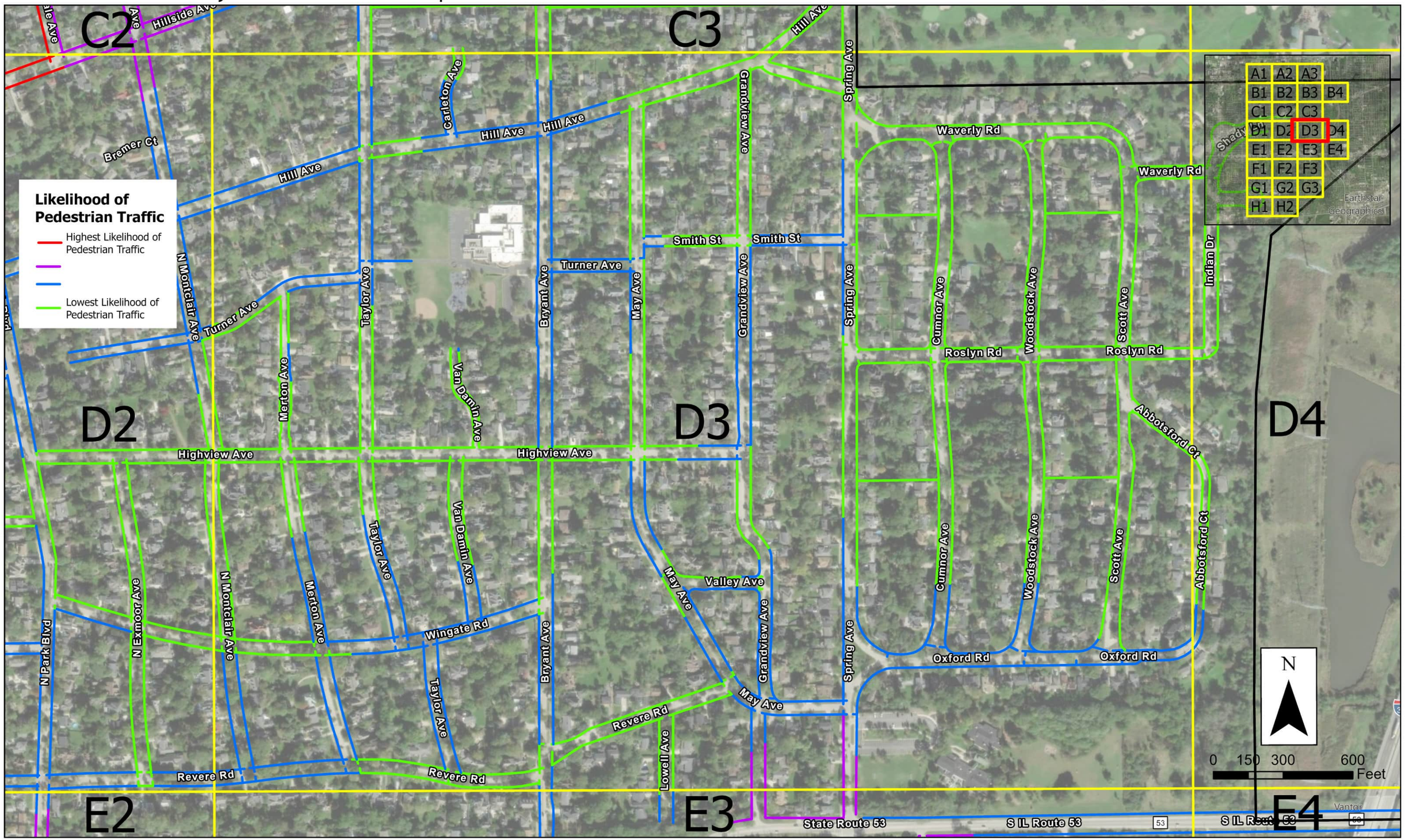
Chicago Metropolitan Agency for Planning



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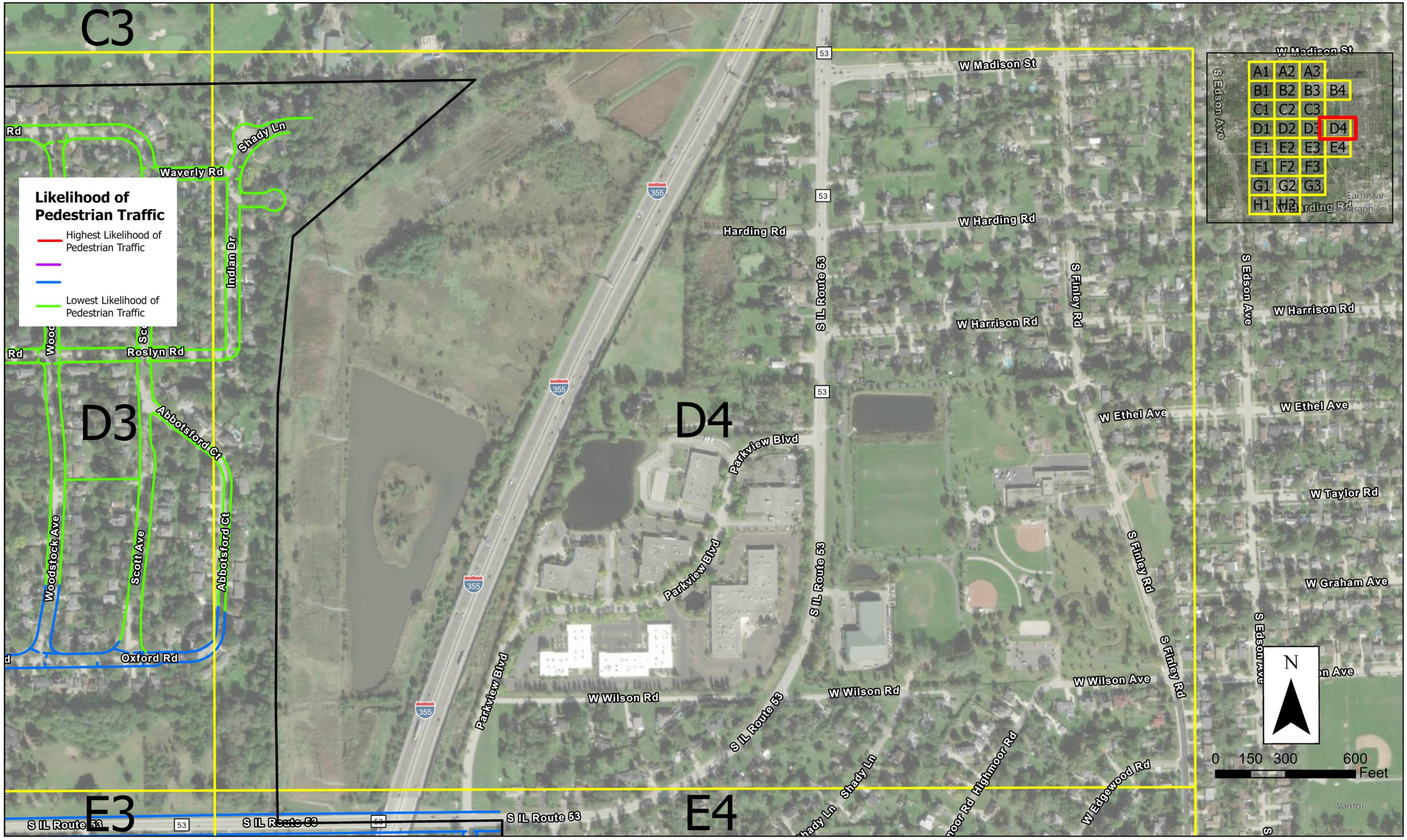
ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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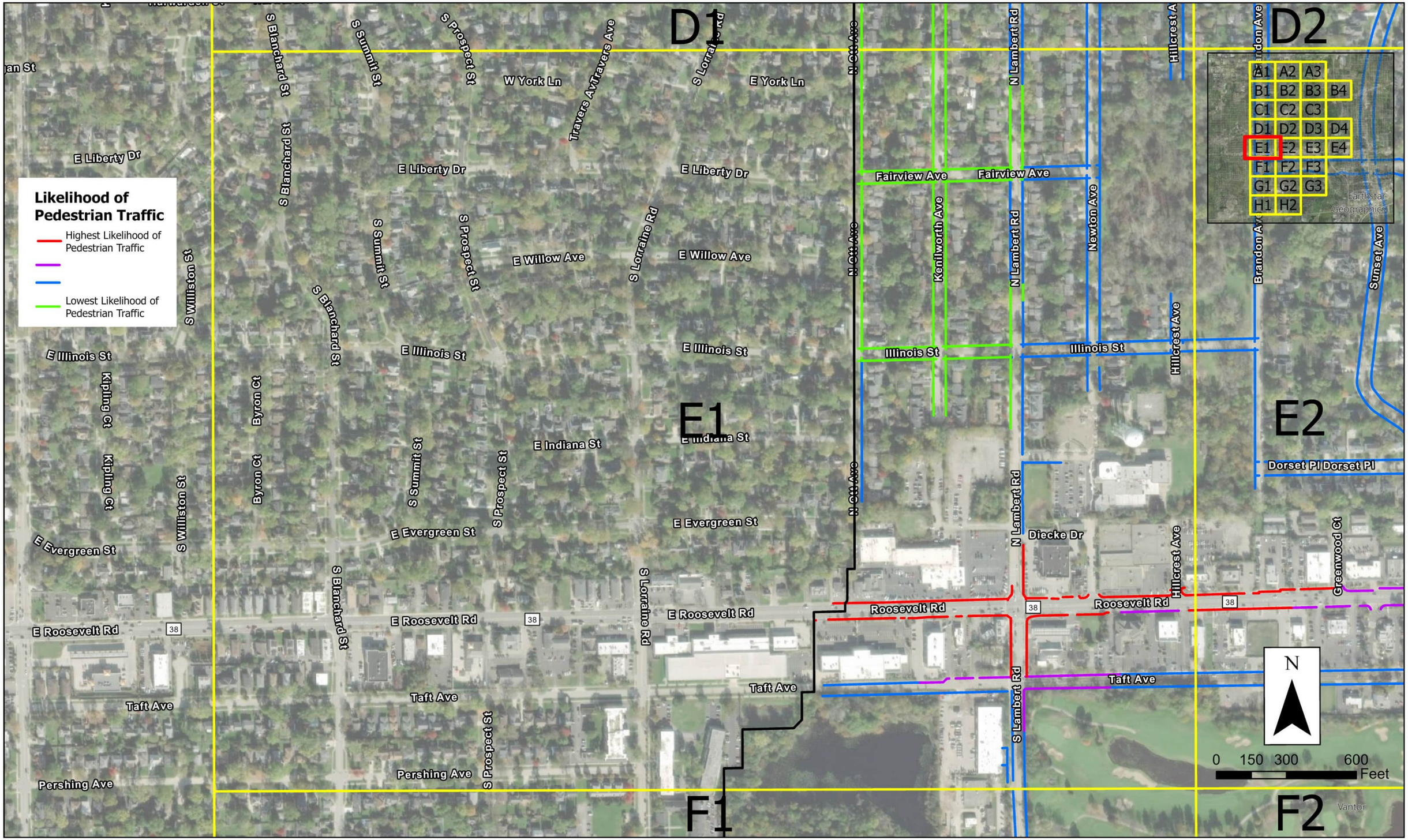
ADA Transition Plan

Pedestrian Activity Prioritization Map

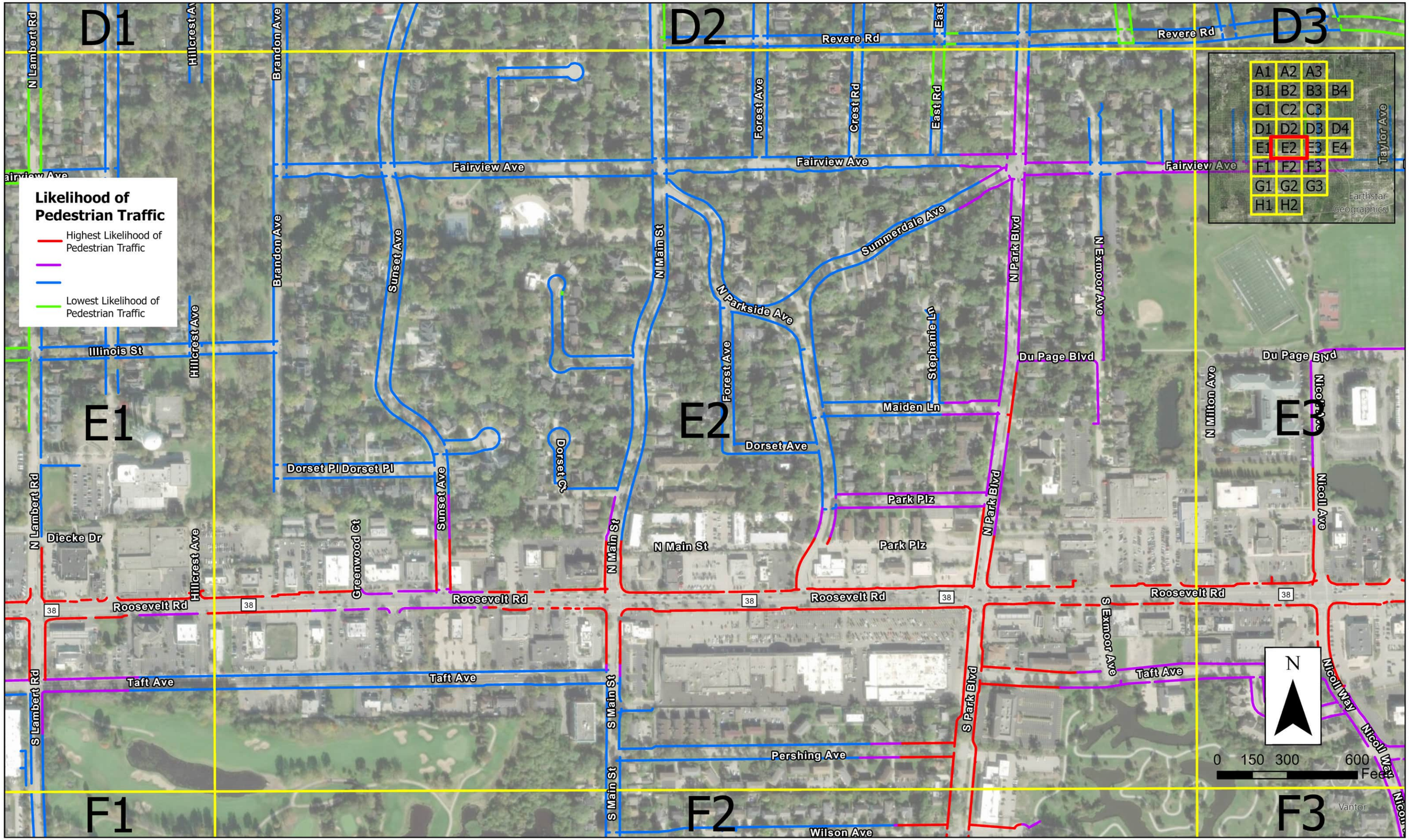
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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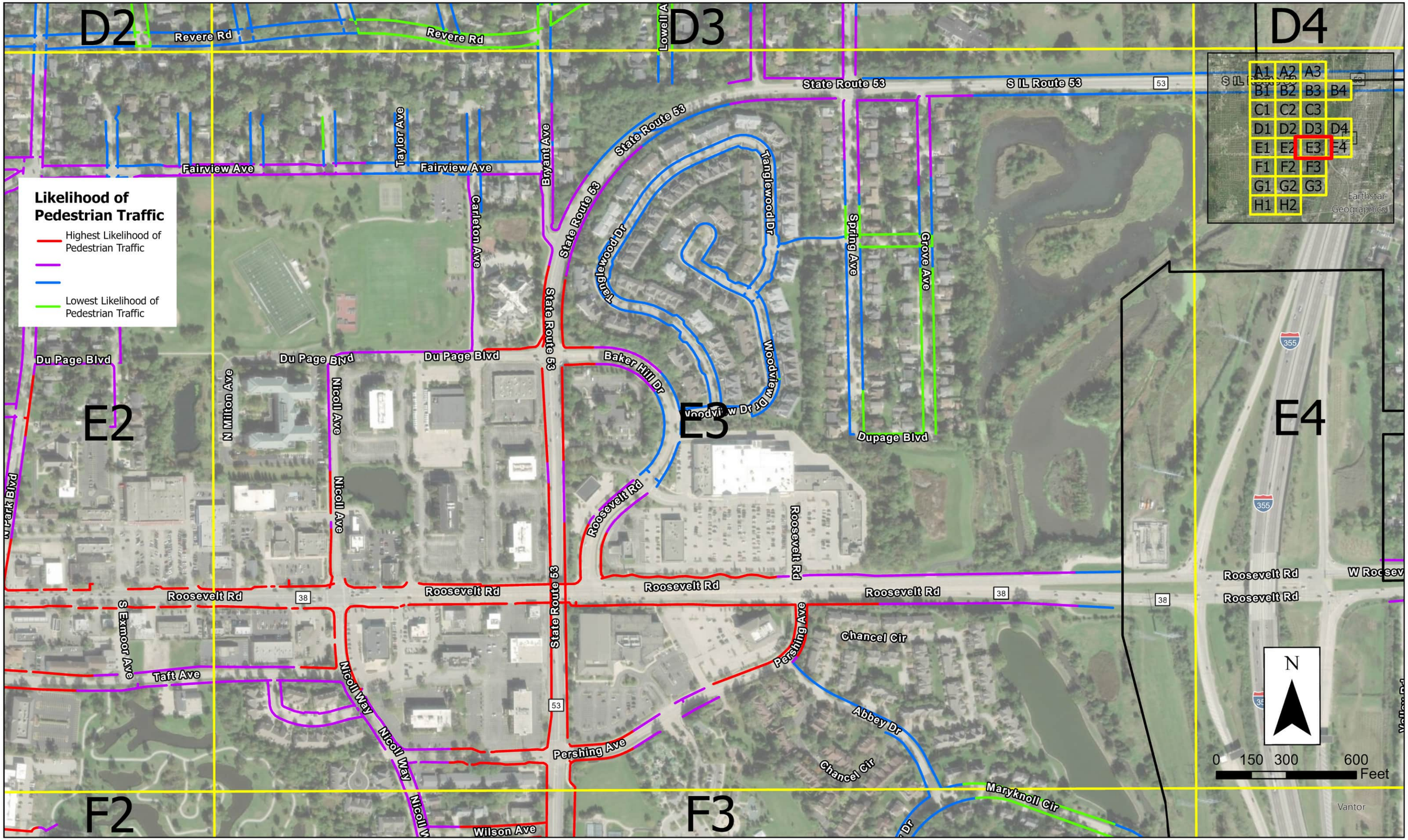
ADA Transition Plan

Pedestrian Activity Prioritization Map

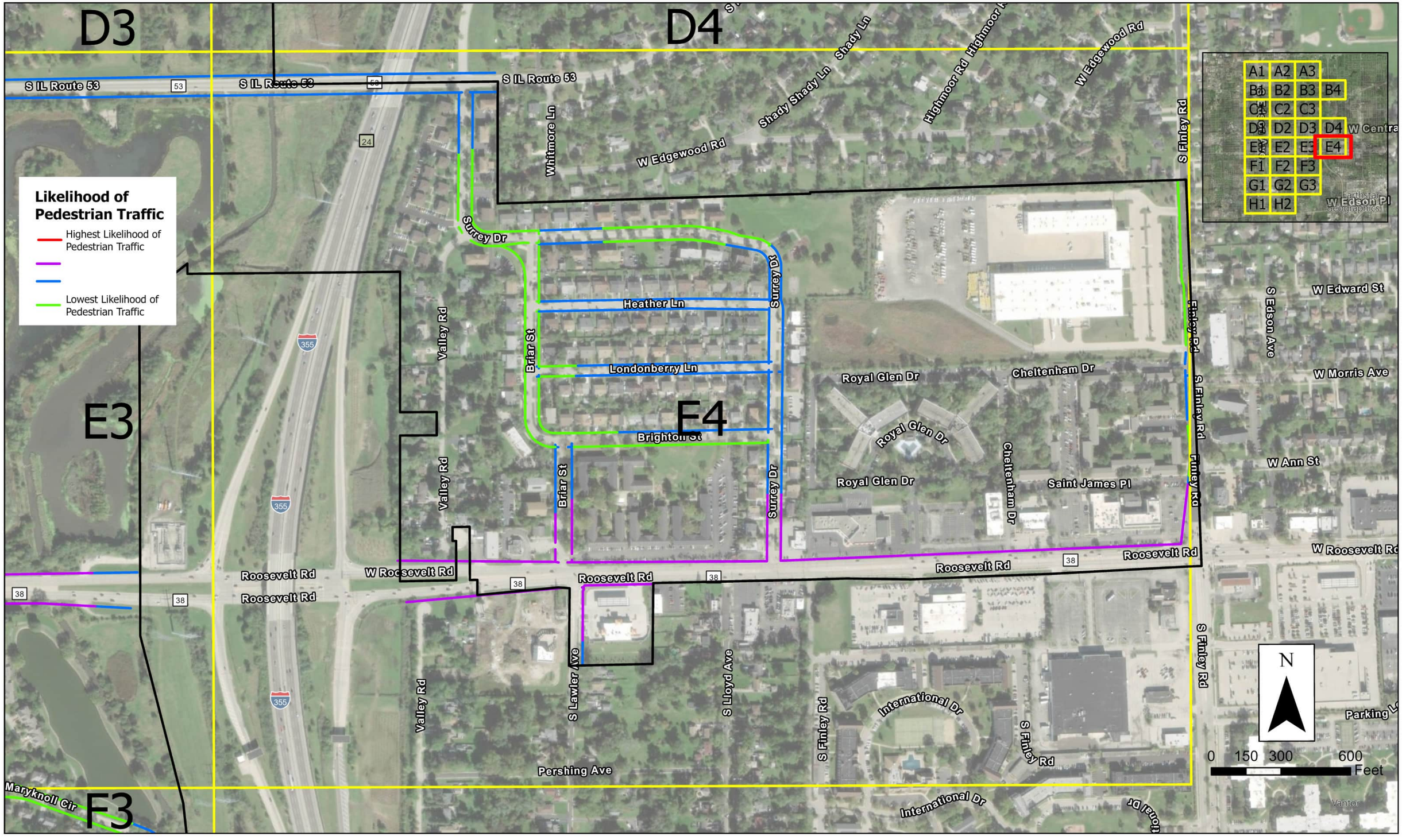
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

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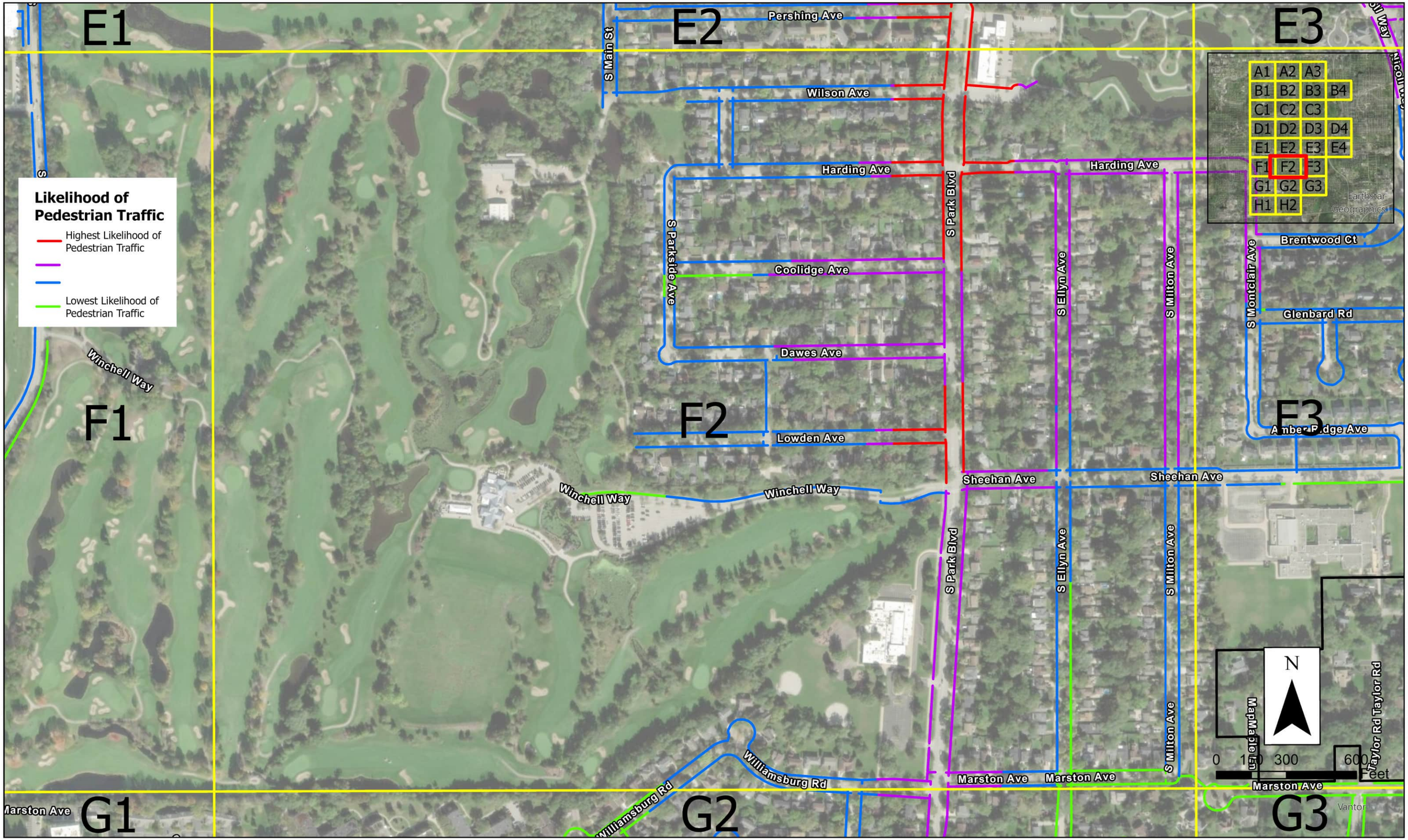
Pedestrian Activity Prioritization Map

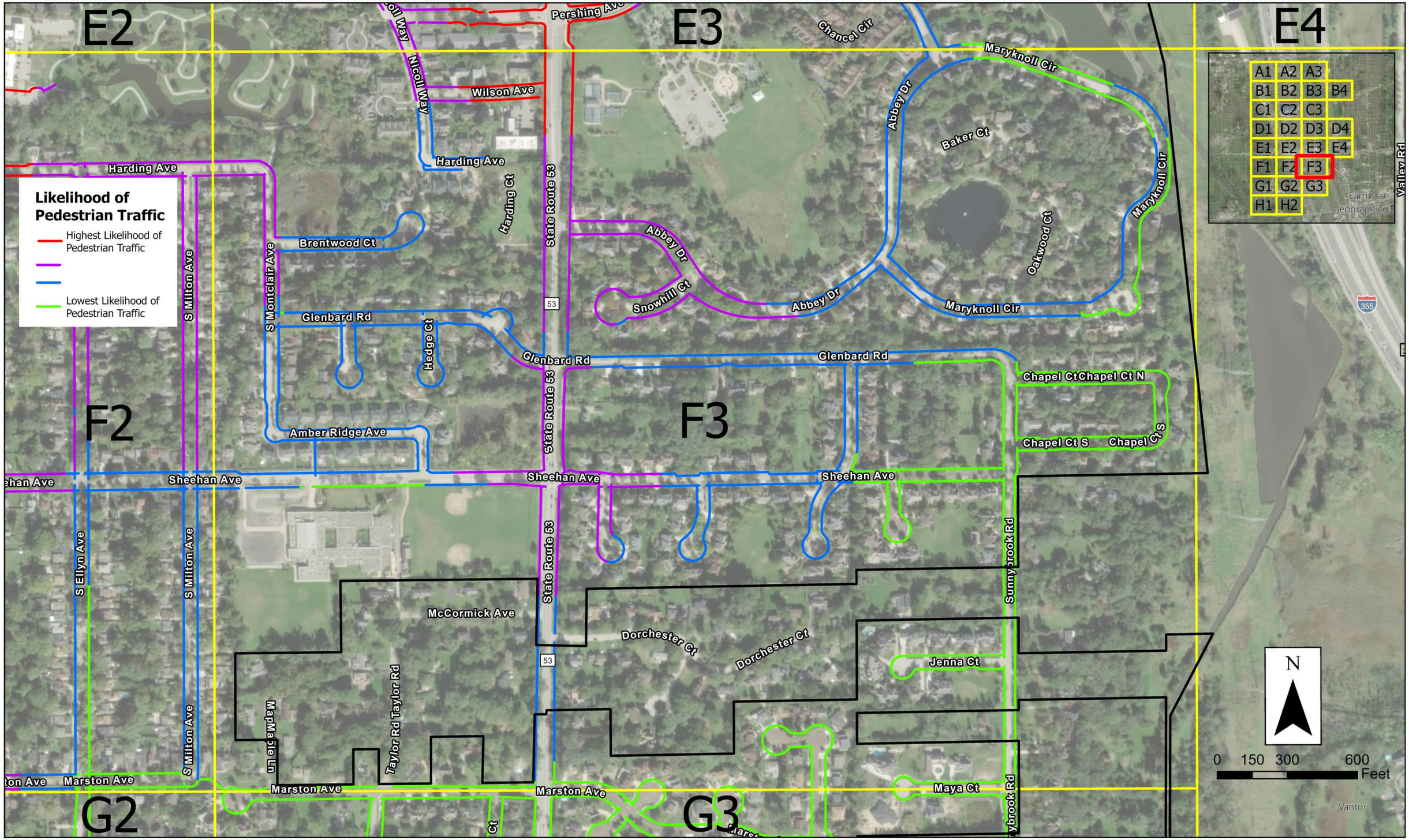
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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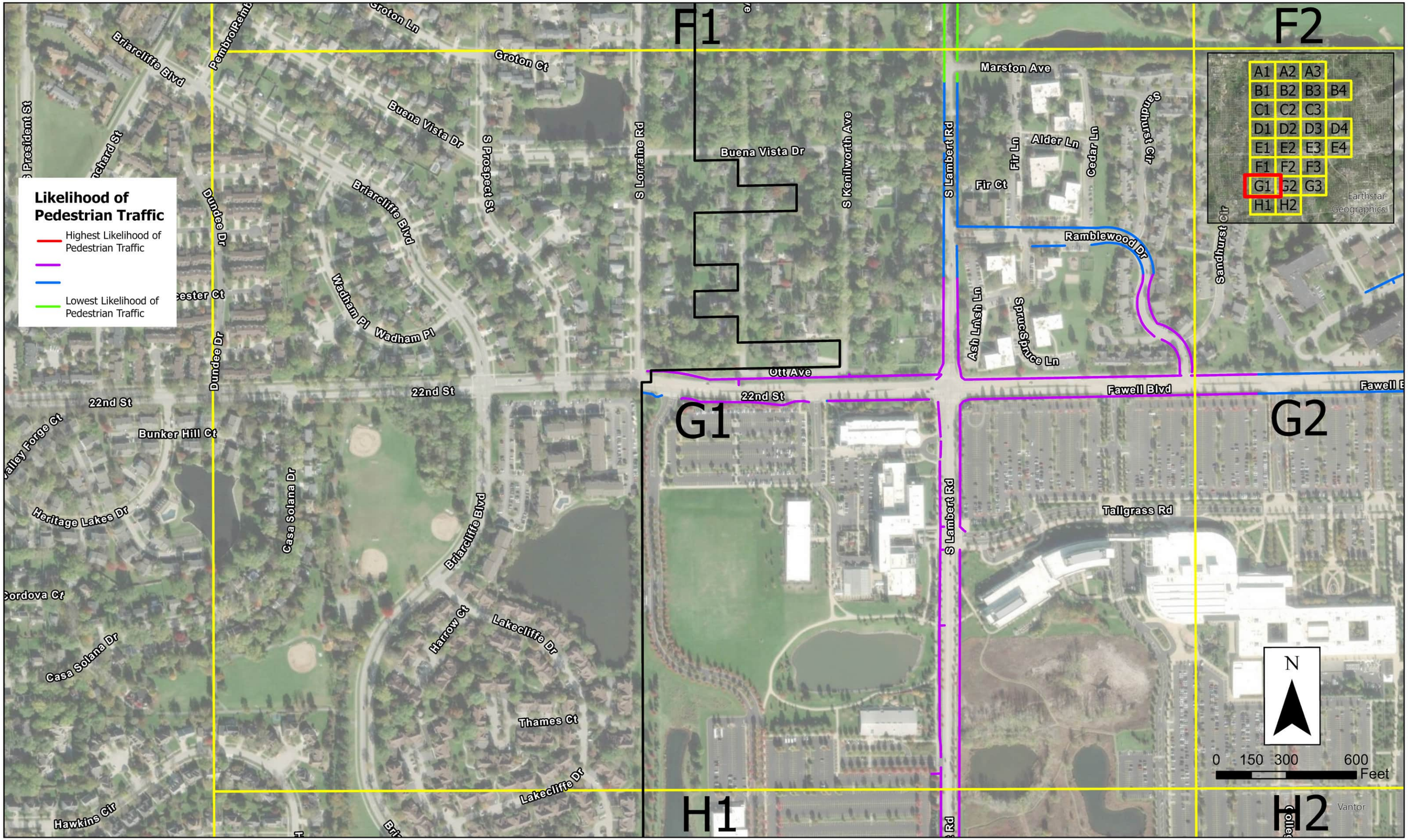

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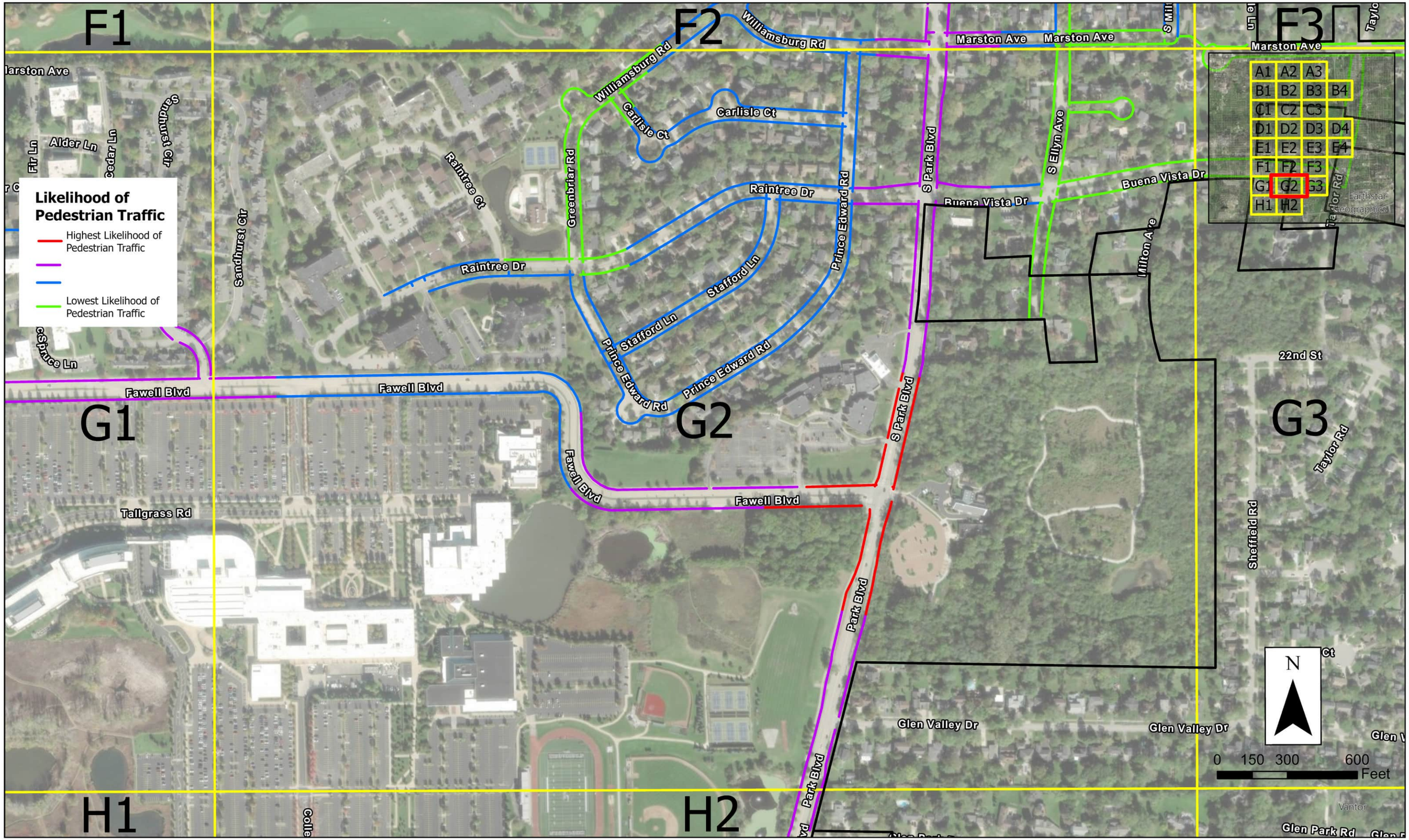

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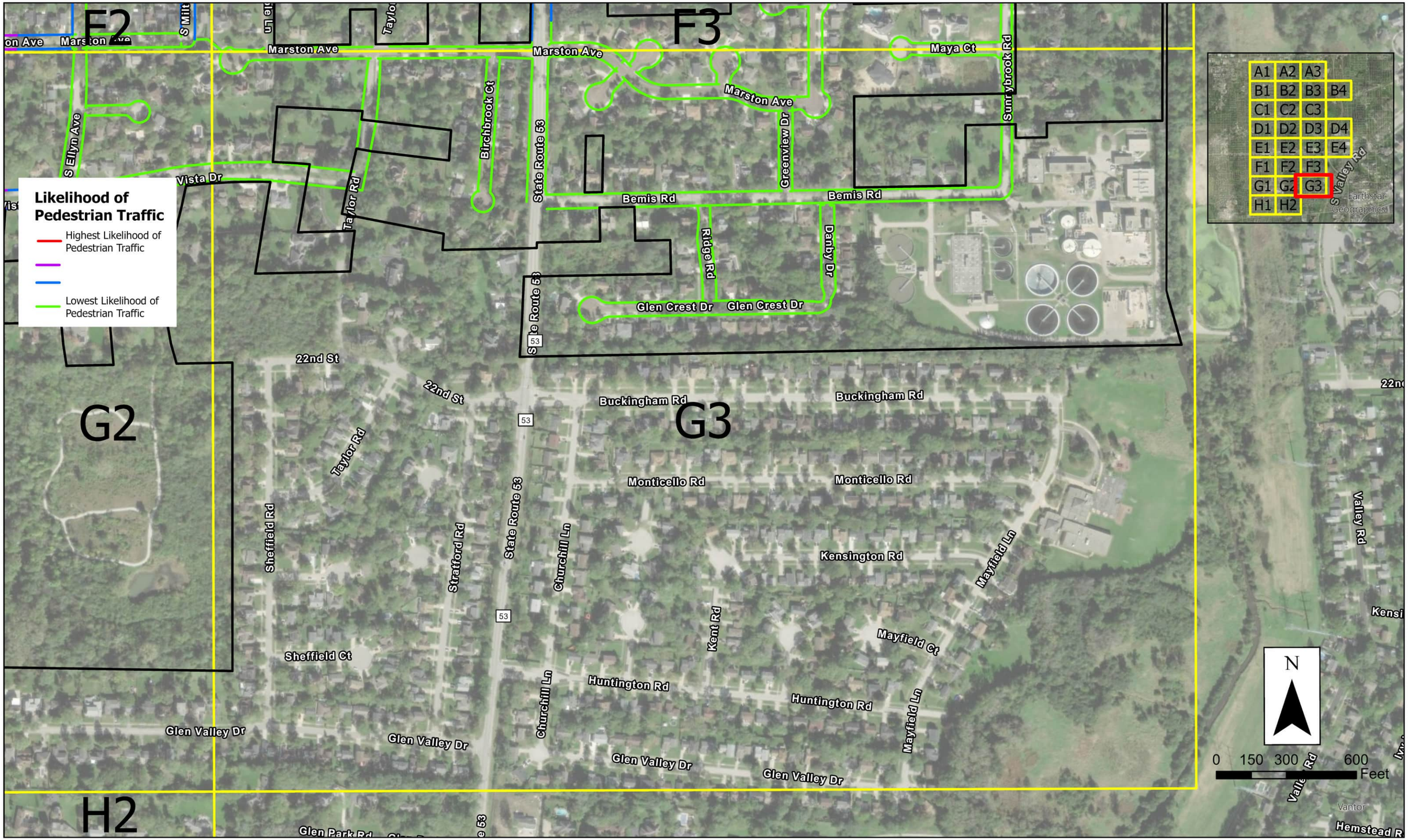
Chicago Metropolitan Agency for Planning



ADA Transition Plan

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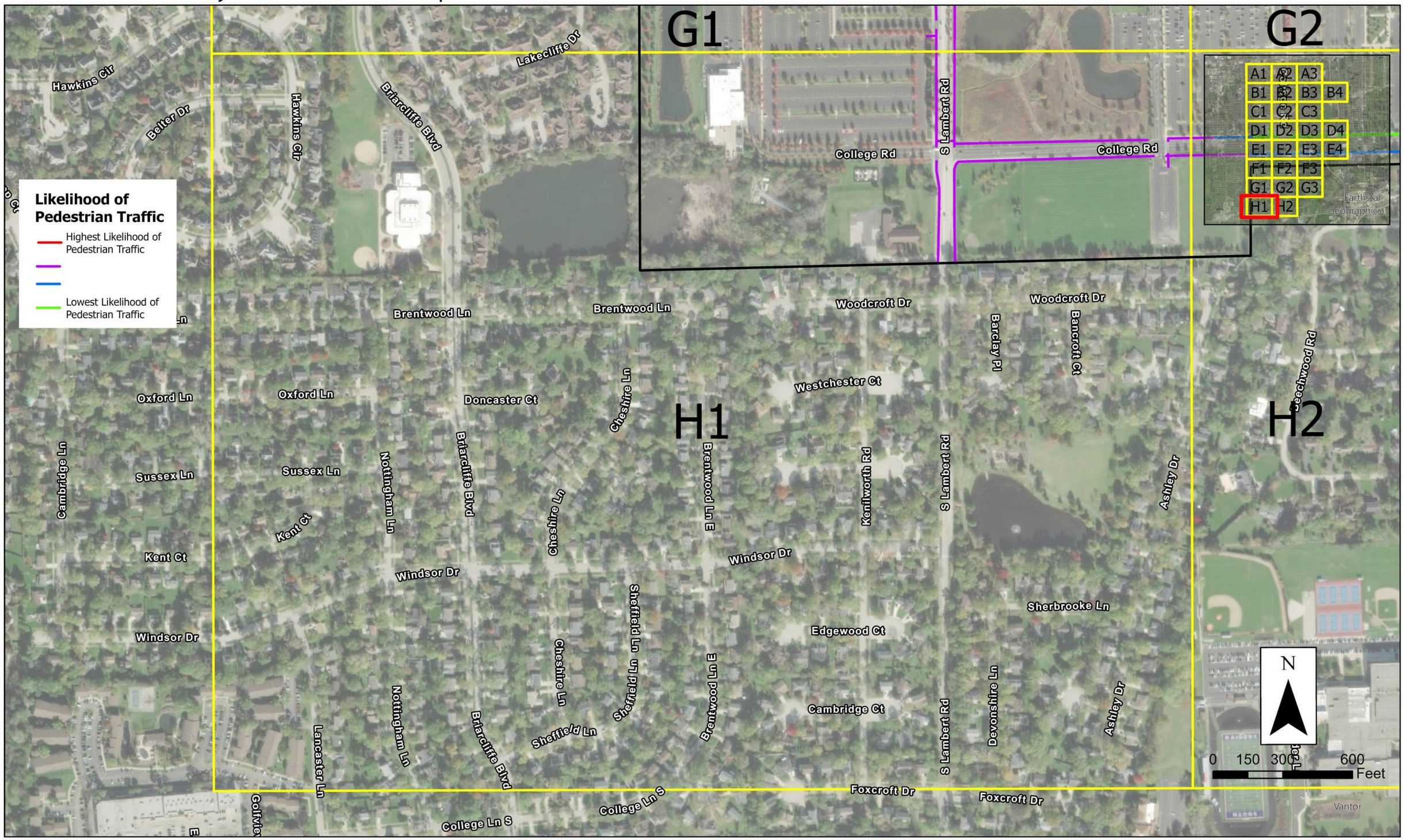
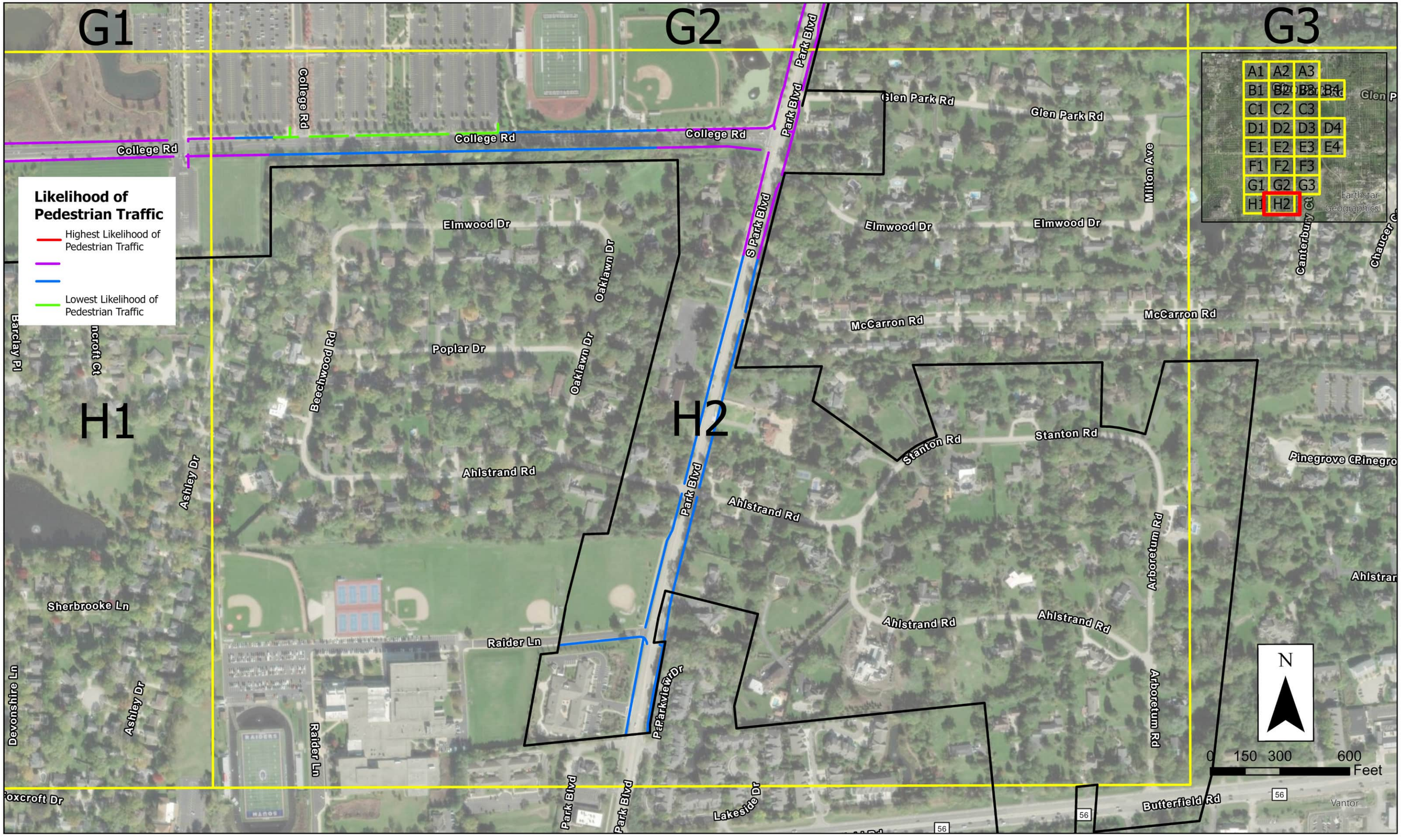
Chicago Metropolitan Agency for Planning



ADA Transition Plan

Pedestrian Activity Prioritization Map

Chicago Metropolitan Agency for Planning



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APPENDIX B.8
ON-STREET PARKING ANALYSIS

B.8 ON-STREET PARKING ANALYSIS

The Village of Glen Ellyn has a variety of on-street public parking spaces along 24 unique block perimeters throughout the village. At each block, the project team identified parking considered in the analysis—either metered or designated by signage or striping. They excluded additional parking along the block perimeter that did not meet the threshold for requiring accessible spaces. Where existing accessible spaces are present, their location is identified as well. The assessment does not consider whether the space meets the requirements under the law, just the presence of the accessible parking space.

If existing on-street parking spaces are not being altered, the accessibility requirements do not apply retroactively. Only altered spaces must meet the standards until the minimum number of accessible spaces is provided. The following information is provided to assist village staff in incorporating accessible parking spaces as street improvements are completed by the village or other community partners.

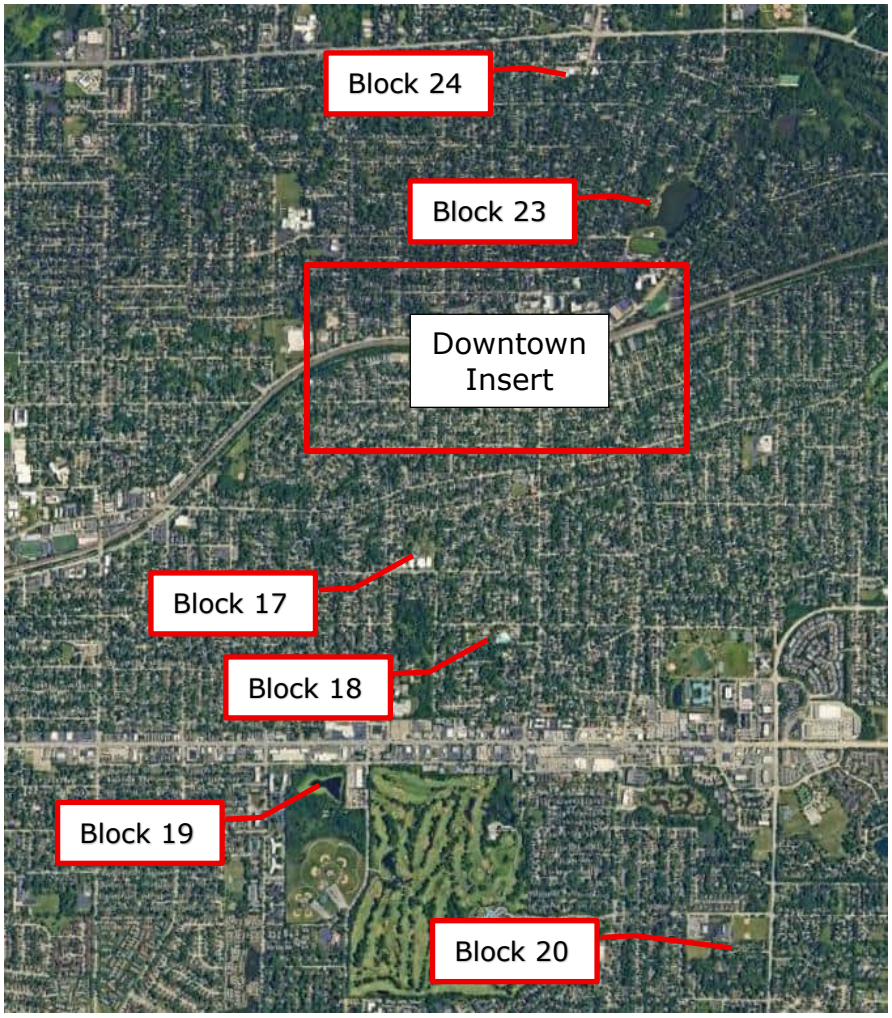

Image 1: Village-wide On-street Parking Locations

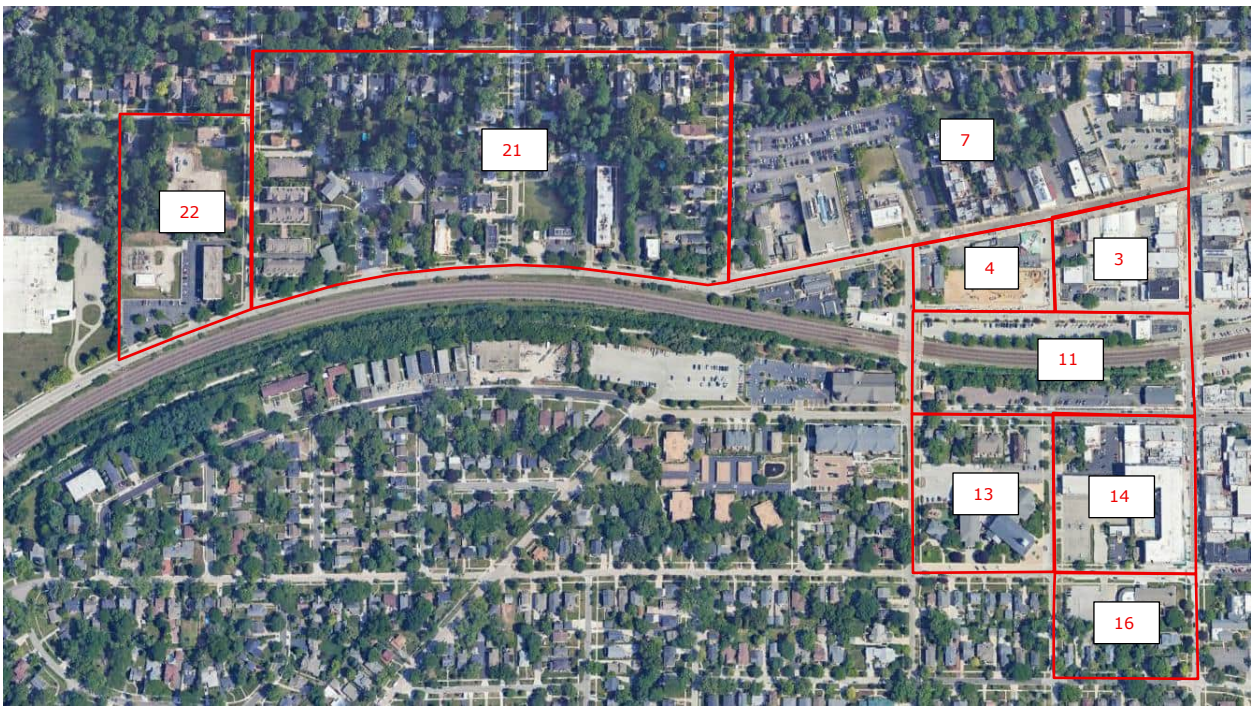

Image 2: Downtown Insert for Parking Blocks - Westside

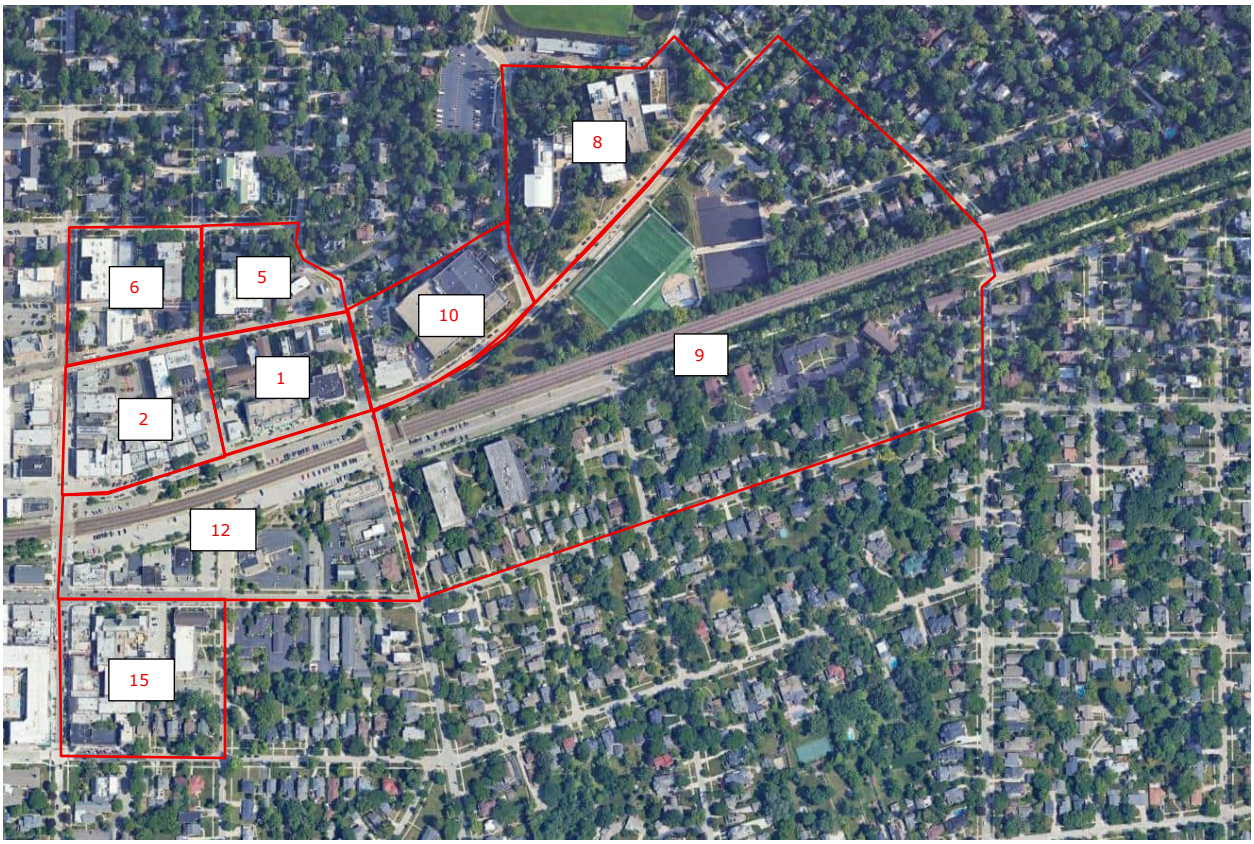

Image 3: Downtown Insert for Parking Blocks - Eastside

Block 1

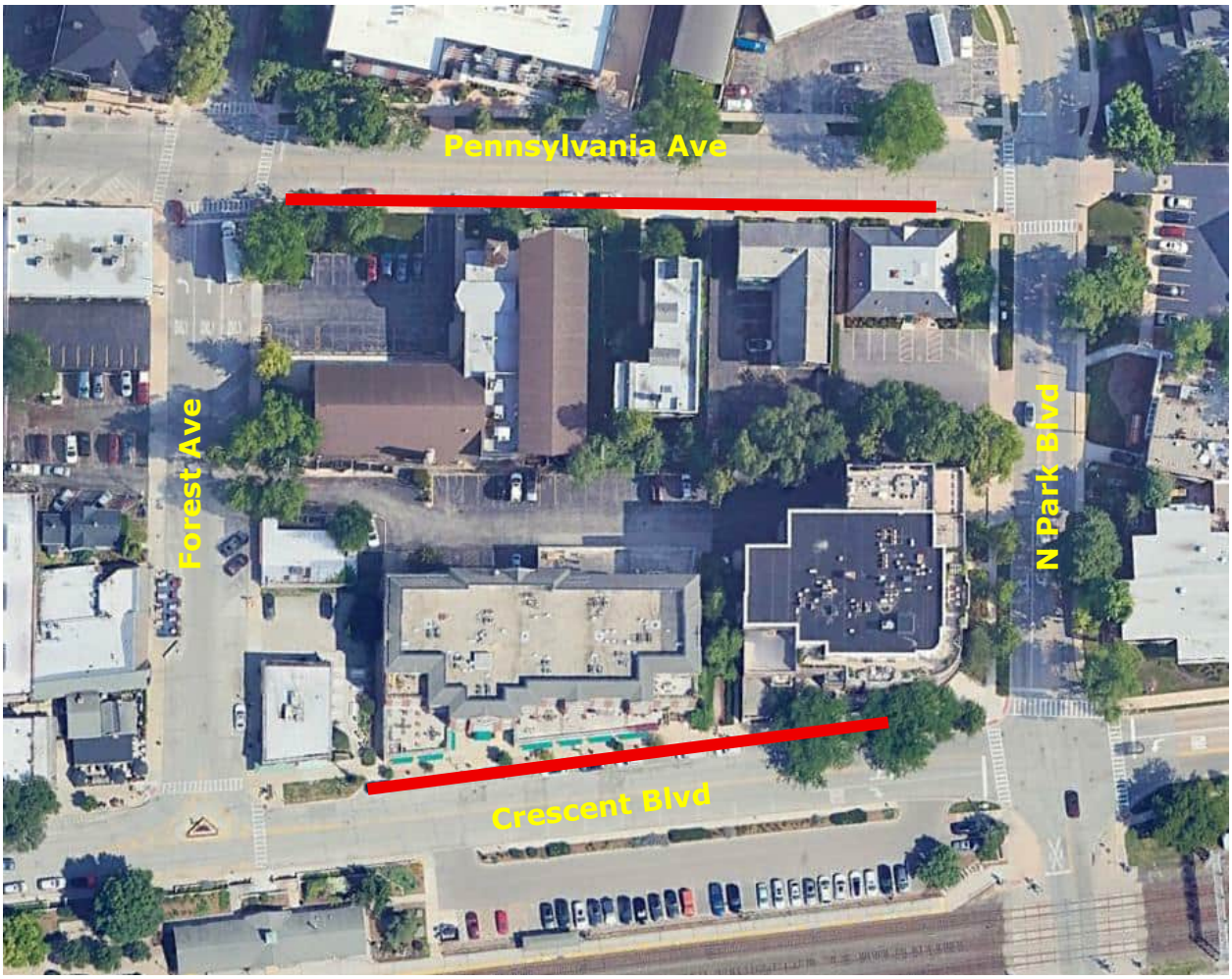

Image 4: Google Earth image of Block 1

BLOCK 1				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Pennsylvania Ave	North Face	N/A	14	2
N Park Blvd	East Face	N/A	0	0
Crescent Blvd	South Face	N/A	12	0
Forest Ave	West Face	N/A	10	0
		Current Totals:	36	2
		Spaces Required:		2
		New Spaces Needed:		0

Figure 1: Parking requirements along Block 1

No new ADA spaces are required.

Block 2

Image 5: Google Earth image of Block 2

BLOCK 2				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Pennsylvania Ave	North Face	N/A	5	1
Forest Ave	East Face	N/A	5	0
Crescent Blvd	South Face	N/A	26	1
Main St	West Face	N/A	17	1
		Current Totals:	53	3
		Spaces Required:		3
		New Spaces Needed:		0

Figure 2: Parking requirements along Block 2

No new ADA spaces are required.

Block 3

Image 6: Google Earth image of Block 3

BLOCK 3				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Pennsylvania Ave	North Face	N/A	10	0
Main St	East Face	N/A	11	1
Crescent Blvd	South Face	N/A	7	1
Glenwood Ave	West Face	N/A	6	1
		Current Totals:	34	2
		Spaces Required:		2
		New Spaces Needed:		0

Figure 3: Parking requirements along Block 3

No new ADA spaces are required.

Block 4

Image 7: Google Earth image of Block 4

BLOCK 4				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Pennsylvania Ave	North Face	N/A	10	1
Glenwood Ave	East Face	N/A	4	0
Crescent Blvd	South Face	N/A	6	0
Prospect Ave	West Face	N/A	0	0
		Current Totals:	20	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 4: Parking requirements along Block 4

No new ADA spaces are required.

Block 5

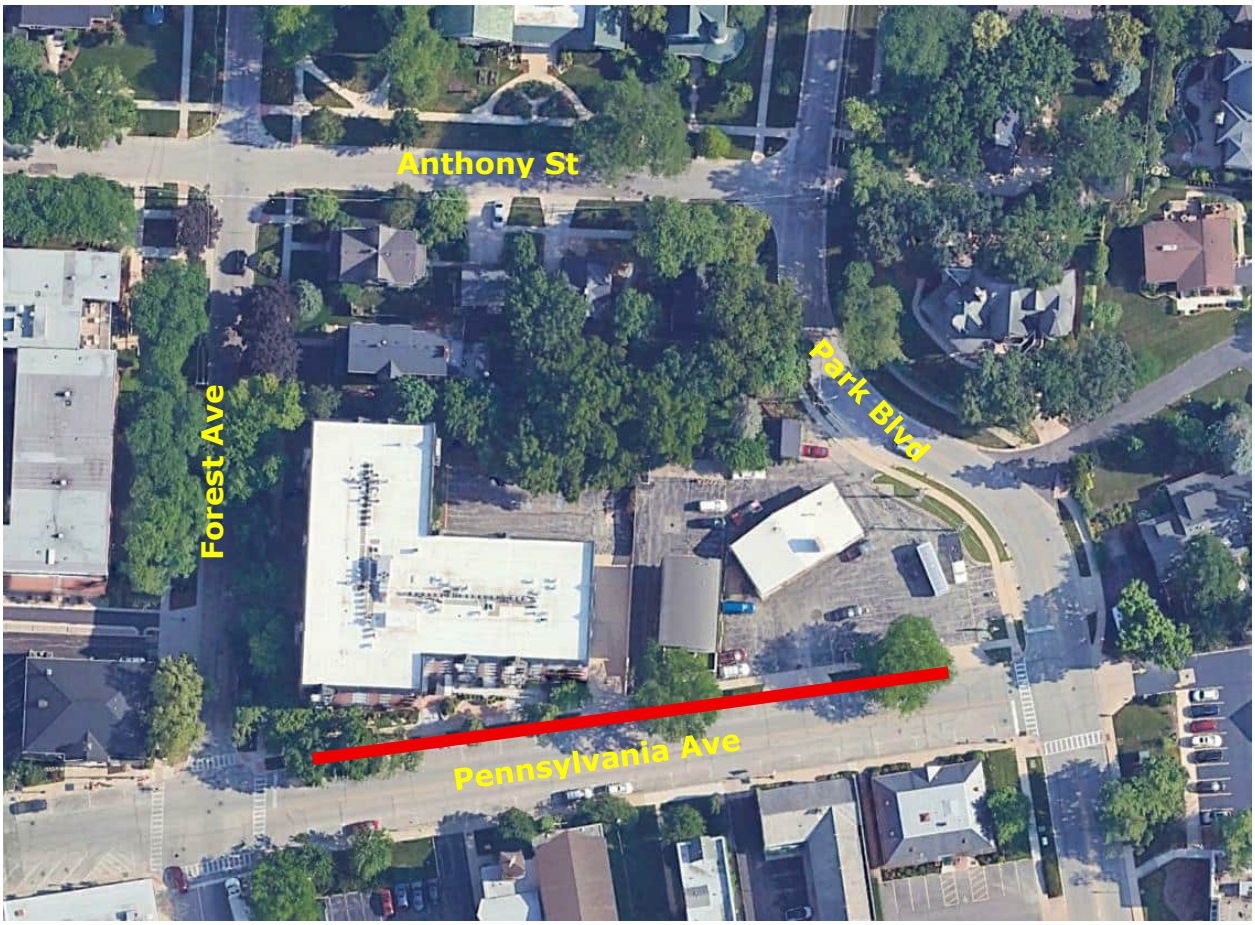

Image 8: Google Earth image of Block 5

BLOCK 5				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Anthony St	North Face	N/A	0	0
N Park Blvd	East Face	N/A	0	0
Pennsylvania Ave	South Face	N/A	10	1
Forest Ave	West Face	N/A	0	0
		Current Totals:	10	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 5: Parking requirements along Block 5

No new ADA spaces are required.

Block 6

Image 9: Google Earth image of Block 6

BLOCK 6				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Anthony St	North Face	N/A	0	0
Forest Ave	East Face	N/A	0	0
Pennsylvania Ave	South Face	N/A	5	0
Main St	West Face	N/A	12	1
		Current Totals:	17	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 6: Parking requirements along Block 6

No new ADA spaces are required.

Block 7

Image 10: Google Earth image of Block 7

BLOCK 7				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Anthony St	North Face	N/A	7	1
Main St	East Face	N/A	10	1
Pennsylvania Ave	South Face	N/A	12	0
Western Ave	West Face	N/A	0	0
		Current Totals:	29	2
		Spaces Required:		2
		New Spaces Needed:		0

Figure 7: Parking requirements along Block 7

No new ADA spaces are required.

Block 8

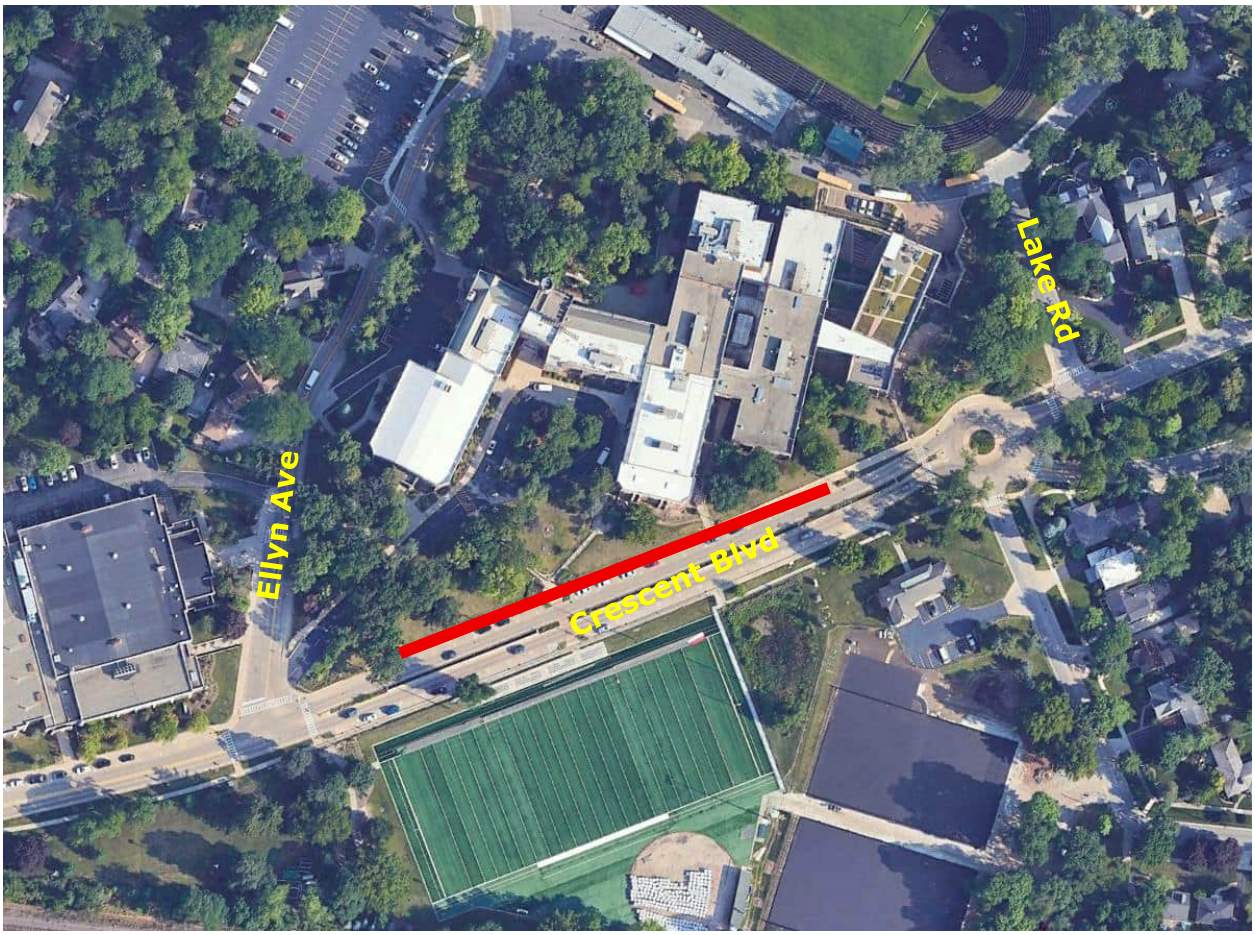

Image 11: Google Earth image of Block 8

BLOCK 8				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
N/A	North Face	N/A	0	0
Lake Rd	East Face	N/A	0	0
Crescent Blvd	South Face	N/A	17	1
Ellyn Ave	West Face	N/A	0	0
		Current Totals:	17	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 8: Parking requirements along Block 8

No new ADA spaces are required.

Block 9

Image 12: Google Earth image of Block 9

BLOCK 9				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Crescent Blvd	North Face	N/A	23	1
Taylor Ave	East Face	N/A	0	0
Duane Street	South Face	N/A	0	0
Park Blvd	West Face	N/A	0	0
		Current Totals:	23	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 9: Parking requirements along Block 9

No new ADA spaces are required.

Block 10

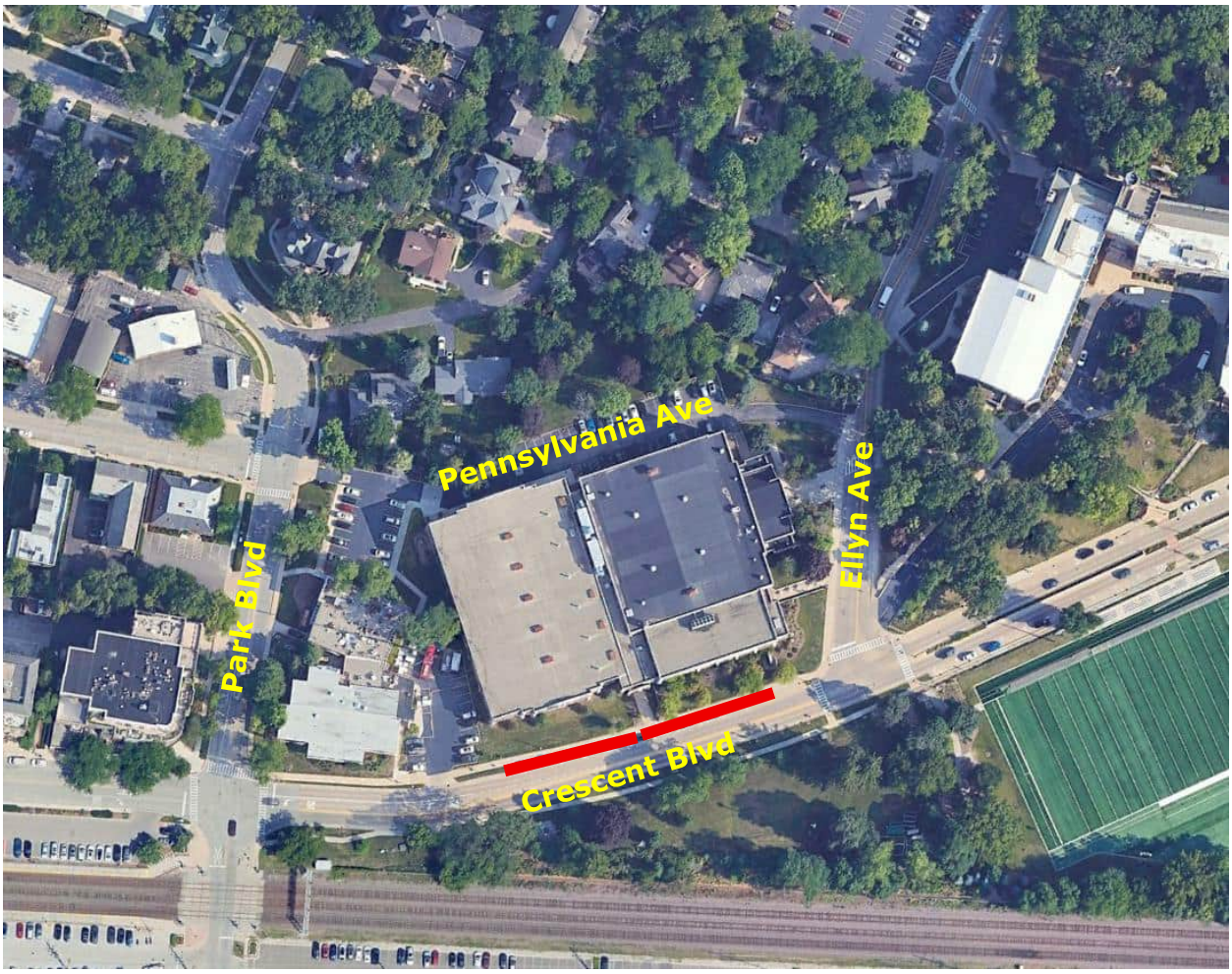

Image 13: Google Earth image of Block 10

BLOCK 10				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Pennsylvania Ave	North Face	N/A	0	0
Ellyn Ave	East Face	N/A	0	0
Crescent Blvd	South Face	N/A	11	1
Park Blvd	West Face	N/A	0	0
		Current Totals:	11	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 10: Parking requirements along Block 10

No new ADA spaces are required.

Block 11

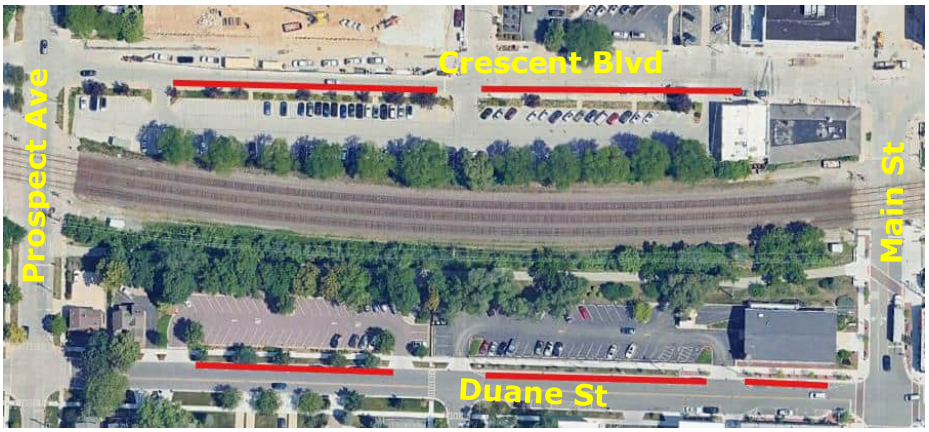

Image 14: Google Earth image of Block 11

BLOCK 11				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Crescent Blvd	North Face	N/A	20	0
Main St	East Face	N/A	0	0
Duane St	South Face	N/A	26	1
Prospect Ave	West Face	N/A	0	0
		Current Totals:	46	1
		Spaces Required:		2
		New Spaces Needed:		1

Figure 11: Parking requirements along Block 11

Block 12

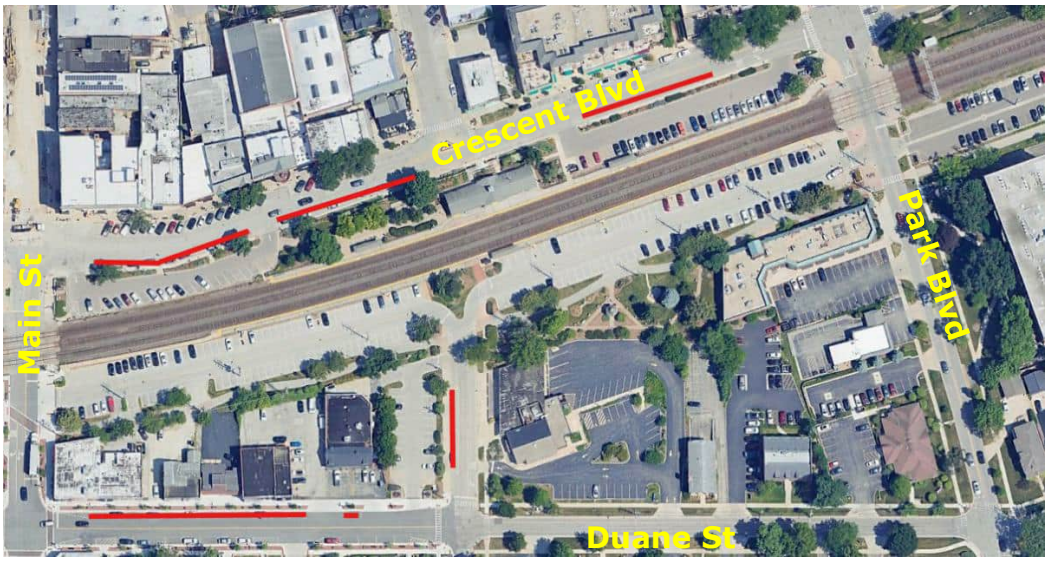

Image 15: Google Earth image of Block 12

BLOCK 12				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Crescent Blvd	North Face	N/A	25	0
N Park Blvd	East Face	N/A	0	0
Duane St	South Face	N/A	17	1
Main St	West Face	N/A	0	0
		Current Totals:	42	1
		Spaces Required:		2
		New Spaces Needed:		1

Figure 12: Parking requirements along Block 12

Block 13

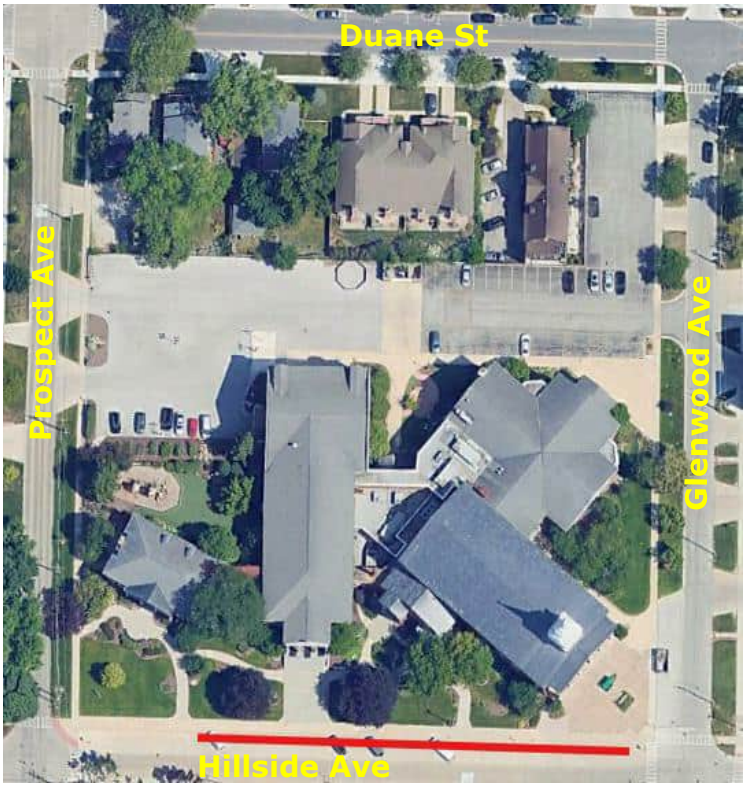

Image 16: Google Earth image of Block 13

BLOCK 13				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Duane St	North Face	N/A	0	0
Glenwood Ave	East Face	N/A	0	0
Hillside Ave	South Face	N/A	19	4
Prospect Ave	West Face	N/A	0	0
		Current Totals:	19	4
		Spaces Required:		1
		New Spaces Needed:		0

Figure 13: Parking requirements along Block 13

No new ADA spaces are required.

Block 14

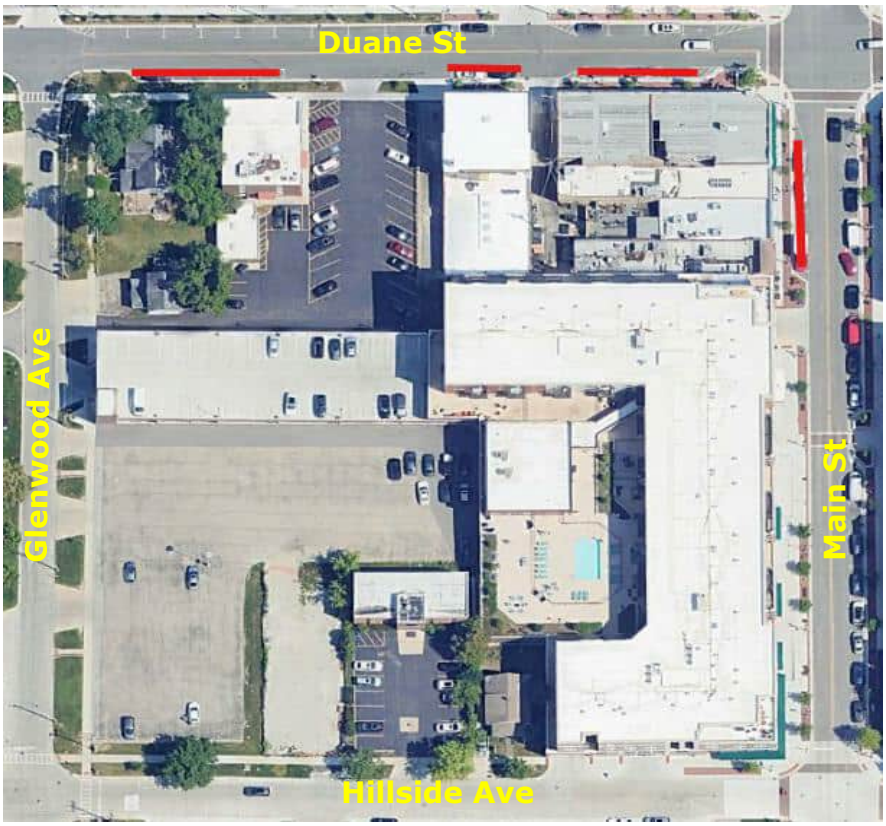

Image 17: Google Earth image of Block 14

BLOCK 14				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Duane St	North Face	N/A	7	1
Main St	East Face	N/A	4	0
Hillside Ave	South Face	N/A	0	0
Glenwood Ave	West Face	N/A	0	0
		Current Totals:	11	1
		Spaces Required:		1
		New Spaces Needed:		0

Figure 14: Parking requirements along Block 14

No new ADA spaces are required.

Block 15

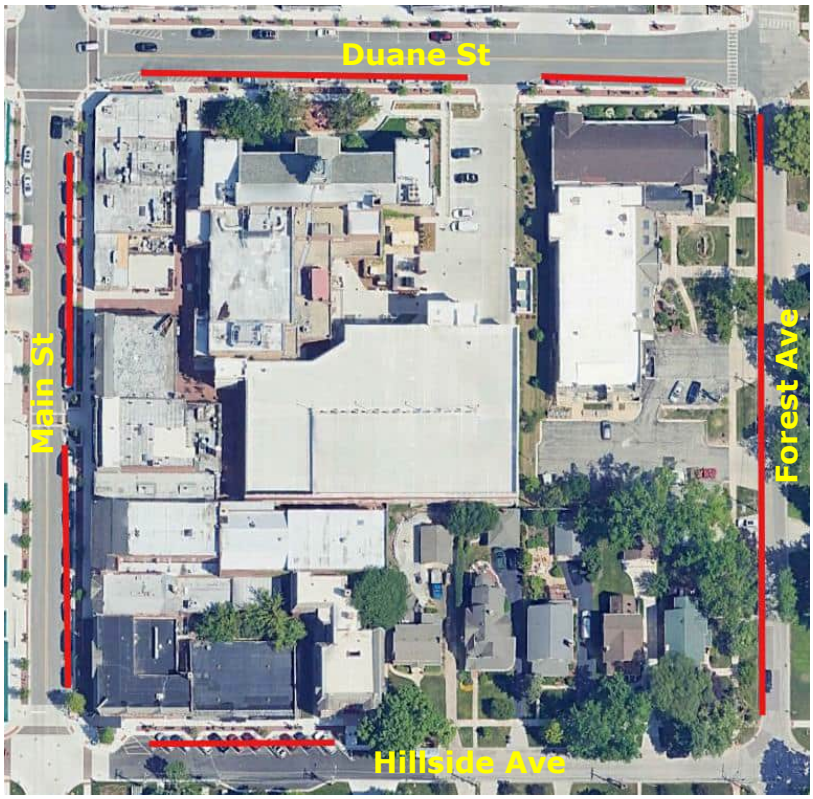

Image 18: Google Earth image of Block 15

BLOCK 15				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Duane St	North Face	N/A	13	1
Forest Ave	East Face	200’	0	0
Hillside Ave	South Face	N/A	19	1
Main St	West Face	N/A	16	0
		Current Totals:	48	2
		Spaces Required:		2
		New Spaces Needed:		0

Figure 15: Parking requirements along Block 15

No new ADA spaces are required.

Block 16

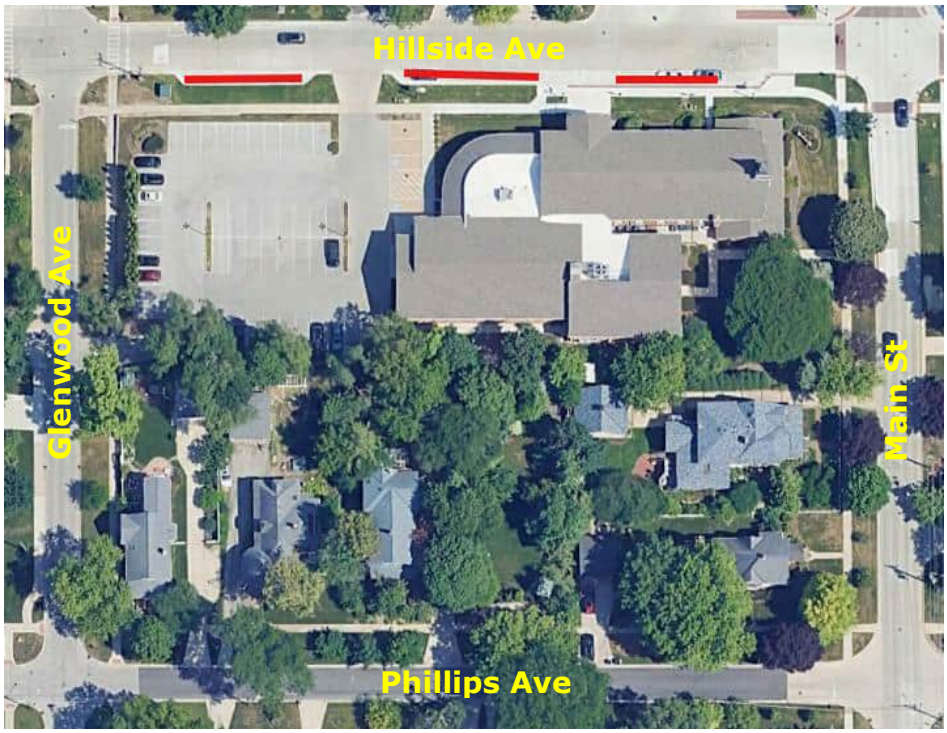

Image 19: Google Earth image of Block 16

BLOCK 16				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Hillside Ave	North Face	N/A	12	0
Main St	East Face	N/A	0	0
Philips Ave	South Face	N/A	0	0
Glenwood Ave	West Face	N/A	0	0
		Current Totals:	12	0
		Spaces Required:		1
		New Spaces Needed:		1

Figure 16: Parking requirements along Block 16

Block 17

Image 20: Google Earth image of Block 17

BLOCK 17				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Turner Ave	North Face	N/A	0	0
Regent St	East Face	N/A	0	0
Greenfield Ave	South Face	N/A	60	1
Newton Ave	West Face	N/A	0	0
		Current Totals:	60	1
		Spaces Required:		3
		New Spaces Needed:		2

Figure 17: Parking requirements along Block 17

Block 18

Image 21: Google Earth image of Block 18

BLOCK 18				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Fairview Ave	North Face	N/A	41	0
Main St	East Face	N/A	0	0
Roosevelt Rd	South Face	N/A	0	0
Sunset Ave	West Face	N/A	14	0
		Current Totals:	55	0
		Spaces Required:		3
		New Spaces Needed:		3

Figure 18: Parking requirements along Block 18

Block 19

Image 22: Google Earth image of Block 19

BLOCK 19				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Taft Ave	North Face	N/A	6	0
Lambert Rd	East Face	N/A	0	0
N/A	South Face	N/A	0	0
Lorraine Rd	West Face	N/A	0	0
		Current Totals:	6	0
		Spaces Required:		1
		New Spaces Needed:		1

Figure 19: Parking requirements along Block 19

Block 20

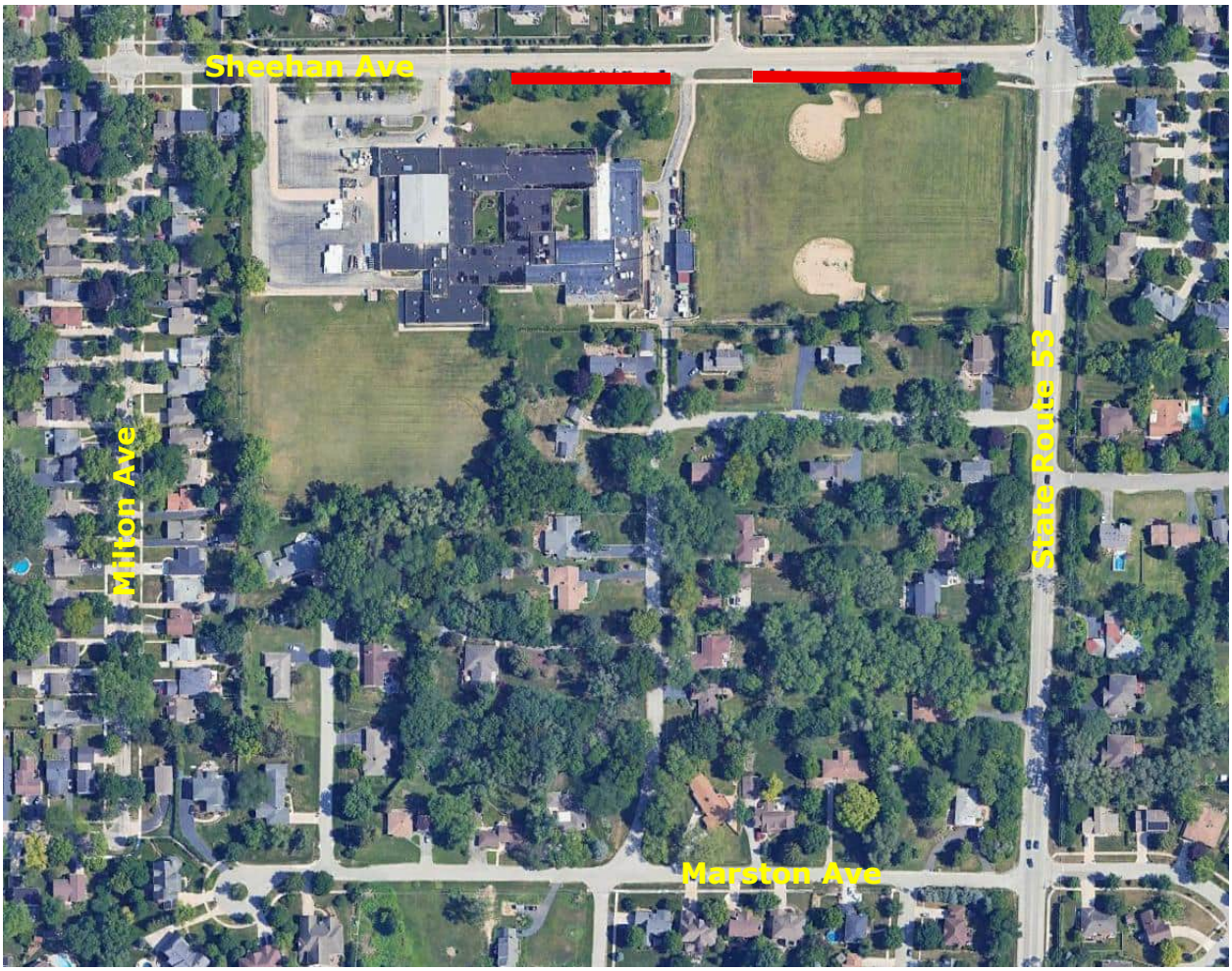

Image 23: Google Earth image of Block 20

BLOCK 20				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Sheehan Ave	North Face	N/A	65	1
State Route 53	East Face	N/A	0	0
Marston Ave	South Face	N/A	0	0
Milton Ave	West Face	N/A	0	0
		Current Totals:	65	1
		Spaces Required:		3
		New Spaces Needed:		2

Figure 20: Parking requirements along Block 20

Block 21

Image 24: Google Earth image of Block 21

BLOCK 21				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Anthony St	North Face	N/A	0	0
Western Ave	East Face	N/A	0	0
Pennsylvania Ave	South Face	N/A	34	0
Kenilworth Ave	West Face	N/A	0	0
		Current Totals:	34	0
		Spaces Required:		2
		New Spaces Needed:		2

Figure 21: Parking requirements along Block 21

.

Block 22

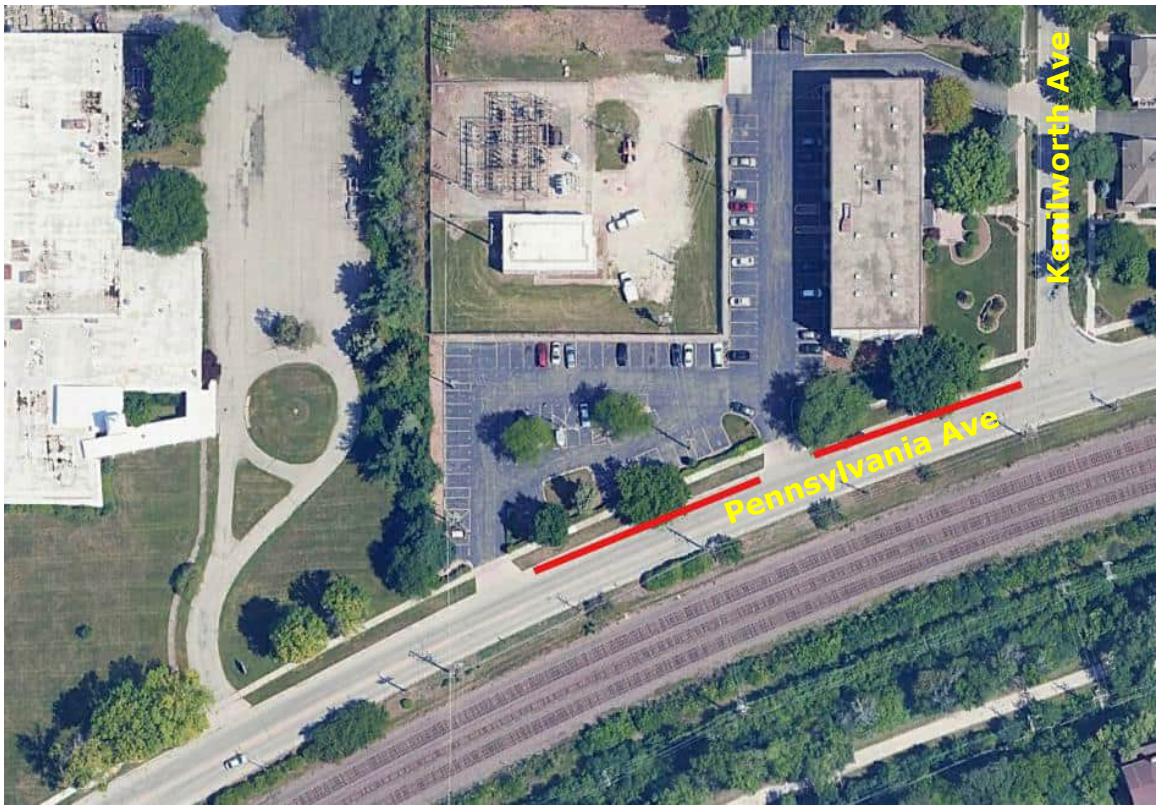

Image 25: Google Earth image of Block 22

BLOCK 22				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
N/A	North Face	N/A	0	0
Kenilworth Ave	East Face	N/A	0	0
Pennsylvania Ave	South Face	N/A	12	0
Wheaton College Campus	West Face	N/A	0	0
		Current Totals:	12	0
		Spaces Required:		1
		New Spaces Needed:		1

Figure 22: Parking requirements along Block 22

Block 23

Image 26: Google Earth image of Block 23

BLOCK 23				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Essex Rd	North Face	N/A	0	0
Lenox Rd	East Face	1315’	65	2
Hawthorne Blvd	South Face	N/A	0	0
N/A	West Face	N/A	0	0
		Current Totals:	65	2
		Spaces Required:		3
		New Spaces Needed:		1

Figure 23: Parking requirements along Block 23

Block 24

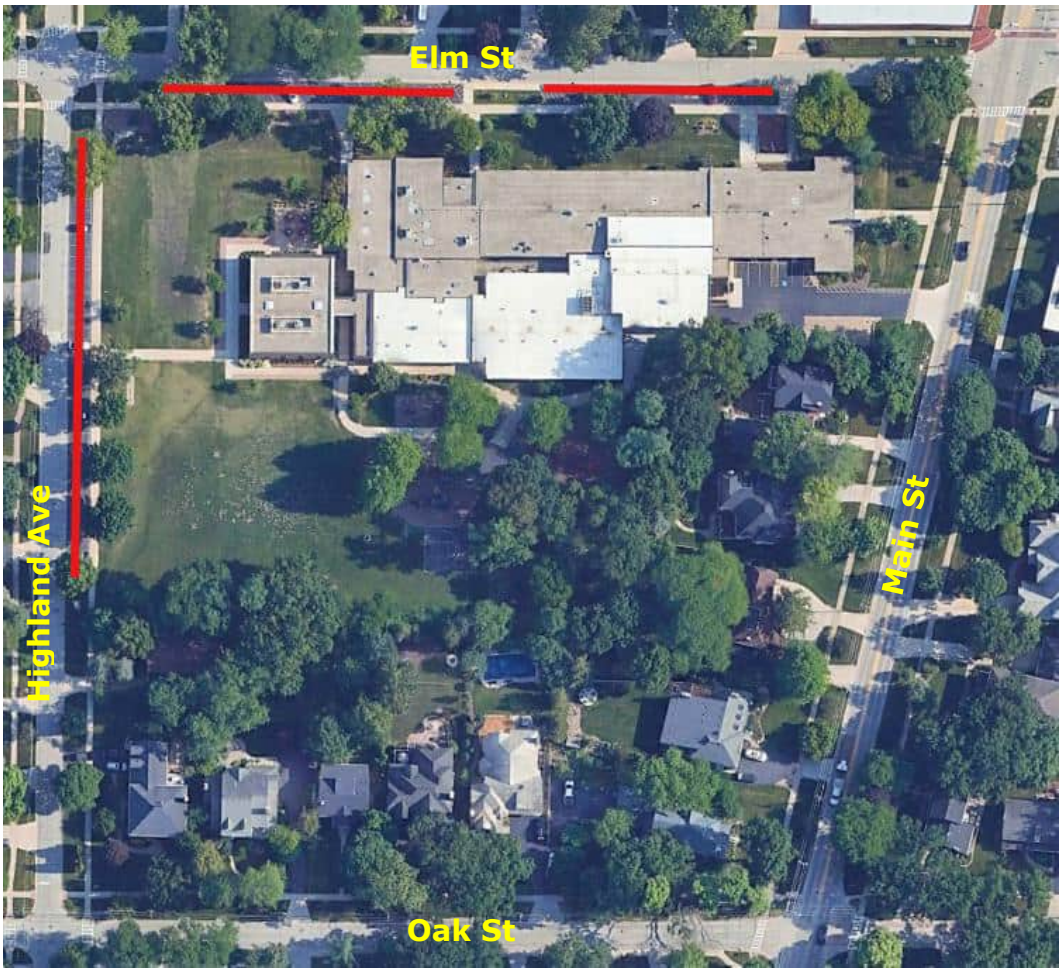

Image 27: Google Earth image of Block 24

BLOCK 24				
Streets	**Face**	**Distance of Marked Parking**	**# of Spaces**	**# of ADA Spaces**
Elm St	North Face	N/A	18	1
Main St	East Face	N/A	0	0
Oak St	South Face	N/A	0	0
Highland Ave	West Face	N/A	30	0
		Current Totals:	48	1
		Spaces Required:		2
		New Spaces Needed:		1

Figure 24: Parking requirements along Block 24

Glen Ellyn
Public Rights of Way ADA Transition Plan

Village Board Presentation
May 26th, 2026

ADA Transition Plan Project Schedule

Chicago Metropolitan Agency for Planning

Project Schedule

- November 2024 – Project kick-off
- March 2025 – Community kick-off meeting
- April 2025 to August 2025 – Assessment of pedestrian facilities
- October 2025 – Glen Ellyn Fire Company open house
- March 2026 – ADA Transition Plan released for public review and comment
- March 2026 – Community meeting
- May 2026 – Presentation to CIC and Board

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ADA Transition Plan Steps to a Compliant Plan

Chicago Metropolitan Agency for Planning

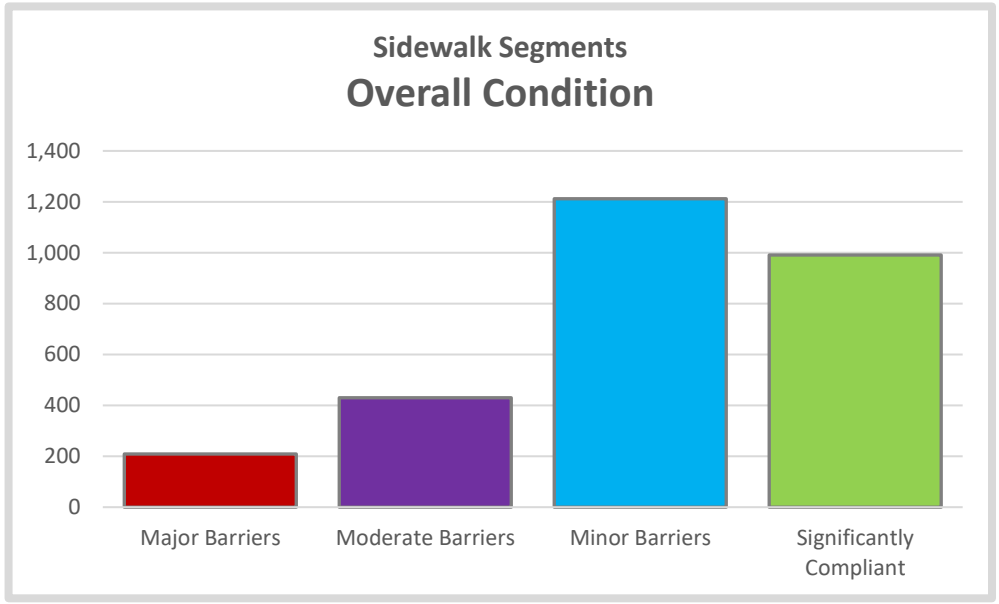
Title II of the ADA Municipal Obligations

Five administrative requirements:

1. Notice to public (previously completed)
2. Designate a responsible employee “ADA Coordinator” (previously completed)
3. Grievance procedure (previously completed)
4. Conduct a self-evaluation
5. Develop a transition plan

Self-Evaluation of Pedestrian Assets

- 170 miles of sidewalk assessed
- 1,852 curb ramps
- 24 intersections with pedestrian traffic signals
    - 6 intersections maintained by the Village
- Data was prioritized to provide guidance
    - Data score based on a two-part system:
        - Accessibility Score (physical condition)
        - Pedestrian Activity Score (proximity to pedestrian generators)



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ADA Transition Plan Schedule and Budget

- Provides planning level cost estimate to bring the Village into compliance
- Acknowledges the long-term nature of the project
- Provides flexibility for Village staff to prioritize based on Village goals

FACILITY TYPE	COUNT	UNIT COST	TOTAL COST[1]
Sidewalk (panels)[2]			**$16,400,000**
Vertical Displacement (1/4" – 1-1/2")	12,500	$90	$1,125,000
Vertical Displacement (greater than 1-1/2")	2,500	$1,250	$3,125,000
Cross Slope Correction	27,000	$450	$12,150,000
Curb Ramps (corners)[3]	**1,220**		**$8,116,000**
Missing Curb Ramp	13	$10,000	$130,000
Major Barriers	155	$7,000	$1,085,000
Moderate Barriers	589	$7,000	$4,123,000
Minor Barriers	463	$6,000	$2,778,000
Significantly Compliant	632	$0	$0
Pedestrian Signals (intersections)[4]	**6**		**$360,000**
	6	$60,000	$360,000
TOTAL			**$24,876,000**

Table 4: 2025 Cost Estimates for Compliance

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ADA Transition Plan
Next Steps

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Accessibility in the Village

Next Steps

- Final approval by the Board
- Continue on-going efforts to increase accessibility throughout the Village
- Use information collected in the ADA Transition Plan to guide future improvements
- Continue to address community grievances as they are received
- Reassess sidewalks and curb ramps in future years to capture new barriers to access

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OATES ASSOCIATES

Thank you!