

IDOT ADA Title II Compliance Assessment and Support Project

Meeting #6 ADA Coordinator Group Accessible Pedestrian Signals

May 21, 2026





01 Welcome and Introductions



Group Purpose

To establish a collaborative network of ADA Coordinators across the State of Illinois that supports local public agencies in achieving and maintaining compliance with Title II of the Americans with Disabilities Act (ADA). ADA Coordinator Group participants will gain practical, actionable knowledge to help improve accessibility and ADA Title II compliance within their community.



Group Goals

1. Support compliance by answering questions, sharing your experiences, providing opportunities for collaboration, and offering tools, templates, and training on self-evaluations and transition plans.
2. Educate ADA Coordinators on Title II Administrative Requirements, compliance requirements, self-evaluation, transition plans, topics of interest, and best practices.
3. Improve statewide ADA Title II compliance amongst Local Public Agencies.



Group Rules

1. **Mute When Not Speaking** - To reduce background noise, please keep yourself muted unless you are speaking.
2. **Use the Chat Thoughtfully** - Drop questions, comments, or ideas in the chat box. Moderators will monitor and elevate themes during discussion.
3. **Raise Your Hand to Speak** - Use the “Raise Hand” feature if you’d like to ask a question or share verbally during open discussion.
4. **Be Respectful of All Voices** - Give others space to share. Speak from your own experience and listen actively when others speak.
5. **Stay On Topic** - Let’s stay focused on ADA coordination, compliance, and support. Suggestions for future topics are welcome!
6. **This is a Safe Space to Learn** - All questions are welcome. This group is here to support growth and learning.





Meeting Format

Today we will be facilitating a moderator-panel discussion.

- The panelists we have today are local and state representatives who will bring insights from the field.
- The focus is to continue to give practical insight to becoming ADA compliant- specially for today's topic on APS.
- Discussion will be guided and attendees will have the opportunity to ask questions within each section.



Meeting #5 Agenda

- 01** Welcome and Introductions
- 02** What is an Accessible Pedestrian Signal (APS)?
- 03** APS Implementation: Early Lessons from the City of Chicago
- 04** How do I know if my Project needs an APS? (Maintenance or Alteration)
- 05** APS Implementation: Where are APS Installed?
 - Location Considerations
 - Common Implementation Challenges
 - Design Requirements
 - APS Resources
- 06** Looking Ahead





Introductions/Meet the Panelists



Jeffrey Young

*Moderator
IDOT ADA Project Manager,
HDR*



Barry Kent

*Moderator
Technology Transfer Program
Manager, IDOT*



Greg Martinez

*Senior Transportation ADA
Designer/SUE Coordinator, HDR*



Stephen Letsky

*Project Development Engineer/
Former Bicycle, Pedestrian &
ADA Policy Engineer, IDOT*



Marshall Metcalf

*IDOT Policy and Procedures
Engineer with BDE*



Carlos Feliciano

*IDOT District 1
ADA and Bicycle Coordinator*



David Miller

*Chief Highway Engineer
City of Chicago*



David Gleason

City of Chicago



Daniel Shin

City of Chicago



Instructions

Go to

www.menti.com

Enter the code

6960 3914



Or use QR code

Poll Questions 1 and 2

1) Who is here today? What agency or organization do you represent?

- o Open Response

2) What IDOT district is your agency within?

- o District 1
- o District 2
- o District 3
- o District 4
- o District 5
- o District 6
- o District 7
- o District 8
- o District 9

Instructions

Go to

www.menti.com

Enter the code

6960 3914



Or use QR code

Poll Questions 3, 4, 5

3) Are you familiar with APS?

4) Is your agency currently installing APS or dealing with APS issues?

5) Which of the following is triggering your community to install APS?

- Public Requests
- Intersection/Roadway Improvements
- General Signal Upgrade Project
- ADA Transition Plan/
Self-Evaluations
- All of the above
- Other





02 What is an Accessible Pedestrian Signal (APS)?

What is an Accessible Pedestrian Signal (APS)?

A device that communicates information about pedestrian signal timing in non-visual formats such as:

- Audible tones, or
- Speech messages, and
- Vibrating/vibrotactile surfaces.

All benefit from APS as they are informed to “wait” as well as when the crosswalk sign is on by either a rapid tone or speech message along with a vibrating button/tactile arrow.



Benefits Pedestrians who are/have:

- Blind
- Low vision
- Hearing loss



How does an APS work?

APS includes:

- A **locator tone** which helps pedestrians locate the push button. (audible 6 to 12 feet from **pedestrian push button (PPB)**)
- A **tactile arrow** with high visual contrast aligned parallel to the direction of travel of the associated crosswalk
- When the button is initially pressed, the device emits an audible speech message of **"wait"**
- **Audible Walk Indication**
 - Percussive Tone (PPBs 10 feet or greater apart)
 - During the walk phase the button will vibrate; and
 - The pedestrian will hear a percussive tone OR
 - **Speech Message** (PPBs less than 10 feet apart)
 - During the walk phase the button will vibrate; and
 - The pedestrian will hear "walk sign is on to cross Broadway"

NOT APS



APS





What are the differences between a typical pedestrian signal and an Accessible Pedestrian Signal (APS)?

Definitions and Features	Pedestrian Signal	APS
Provides traffic signal indications exclusively intended for controlling pedestrians	✓	✓
Provides information in non-visual formats (such as audible tones and/or speech messages, and vibrating surfaces)		✓
Includes illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRaised HAND (symbolizing DONT WALK), or countdown timer.	  ✓ 	✓
Push Button	✓ 	✓ 
Push Button Locator Tone		✓
Vibrotactile walk indication		✓
Speech Message “wait” when actuated to include “walk sign is on to cross Broadway” or Percussive Tone during Walk Phase		✓



APS Video

- Normal, IL



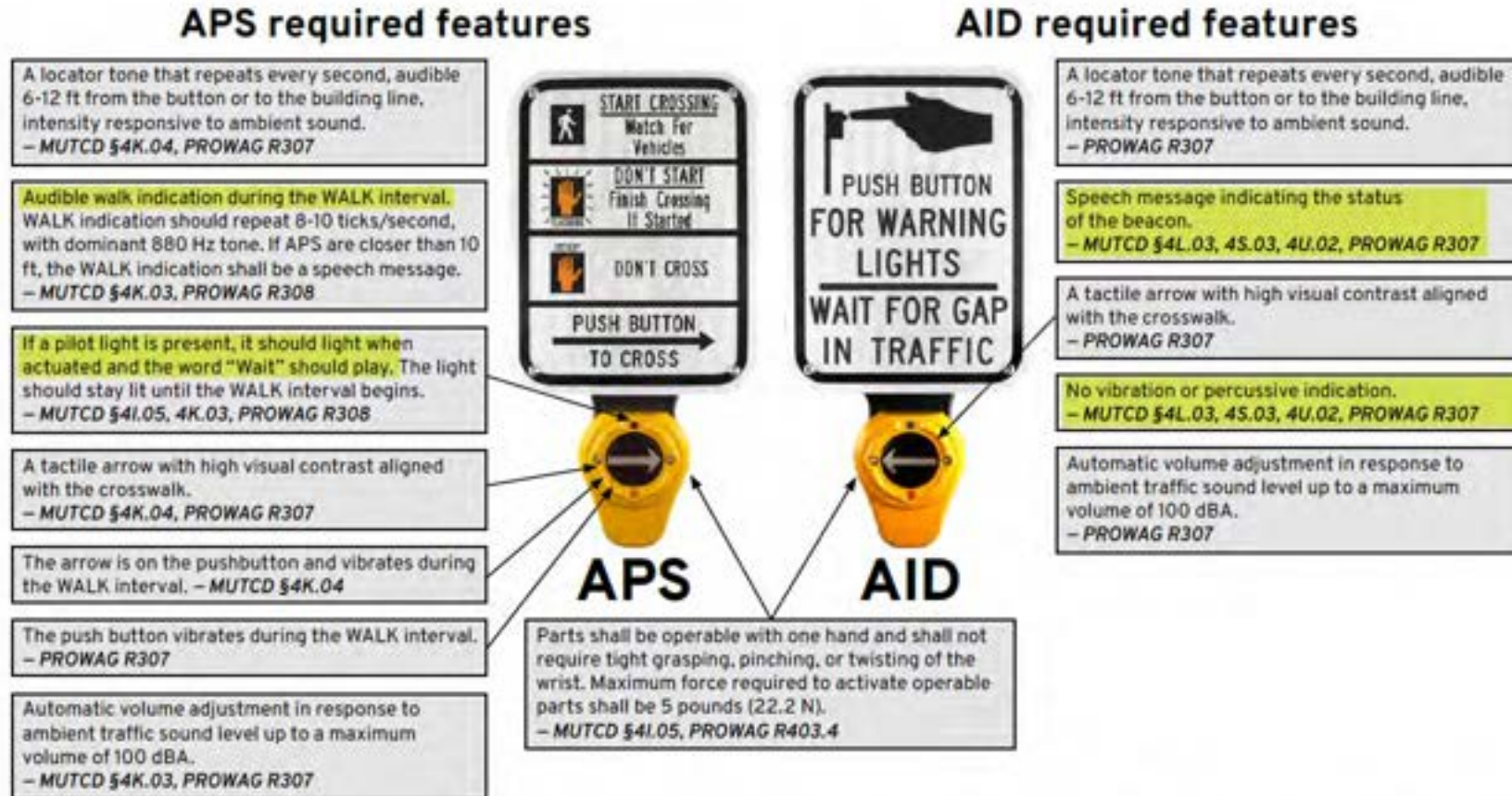
Accessible Pedestrian Signals (APS) and Audible Information Devices (AIDs)

Accessible Pedestrian Signals (APS) are used at street crossings with pedestrian signals.

Audible Information Devices (AIDs) are used at mid-block or unsignalized street crossings and alternate pedestrian access routes.



APS



Comparison: APS vs. AID

<https://polara.com/guide/aps-application>

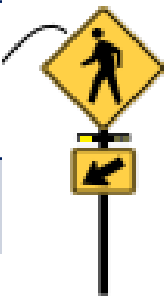


AIDs



AIDS: What are the differences between a Pedestrian Hybrid Beacon/HAWK and a Rectangular Rapid Flashing Beacon (RRFB)?

Definitions and Features		Pedestrian Hybrid Beacon/HAWK	RRFB
Considered APS		Sometimes	No
Used to warn and control traffic at an <u>unsignalized location</u> to assist pedestrians in crossing a street or highway at <u>a marked crosswalk</u> .		✓	✓
Used as <u>a supplemental emphasis</u> to pedestrian, school, and trail warning at marked crosswalks <u>at uncontrolled locations</u> .		✓	✓
Includes illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRAISED HAND (symbolizing DONT WALK),		✓	
Push Button (or Push Button with tactile arrow)		✓	✓
Rapidly-flashed indicators			✓
Vibrotactile walk indication		✓	
Speech walk message		✓	
Audible Status of beacon: “Warning Lights are on”			✓





APS Applicability Questions

1. Urban/Suburban signal with pedestrian connectivity
 - **YES APS**
2. Rural signal no pedestrian connectivity
 - **NO – Discussion**
3. Pretimed/Non-Actuated Signals (Chicago)
 - **YES APS**
4. RRFB***FINAL PROWAG 2023**
 - **YES, BUT ONLY AUDIBLE APS FEATURES
NO VIBROTACTILE/COUNT**
5. HAWK (High Intensity Activated Crosswalks)
 - **YES APS**



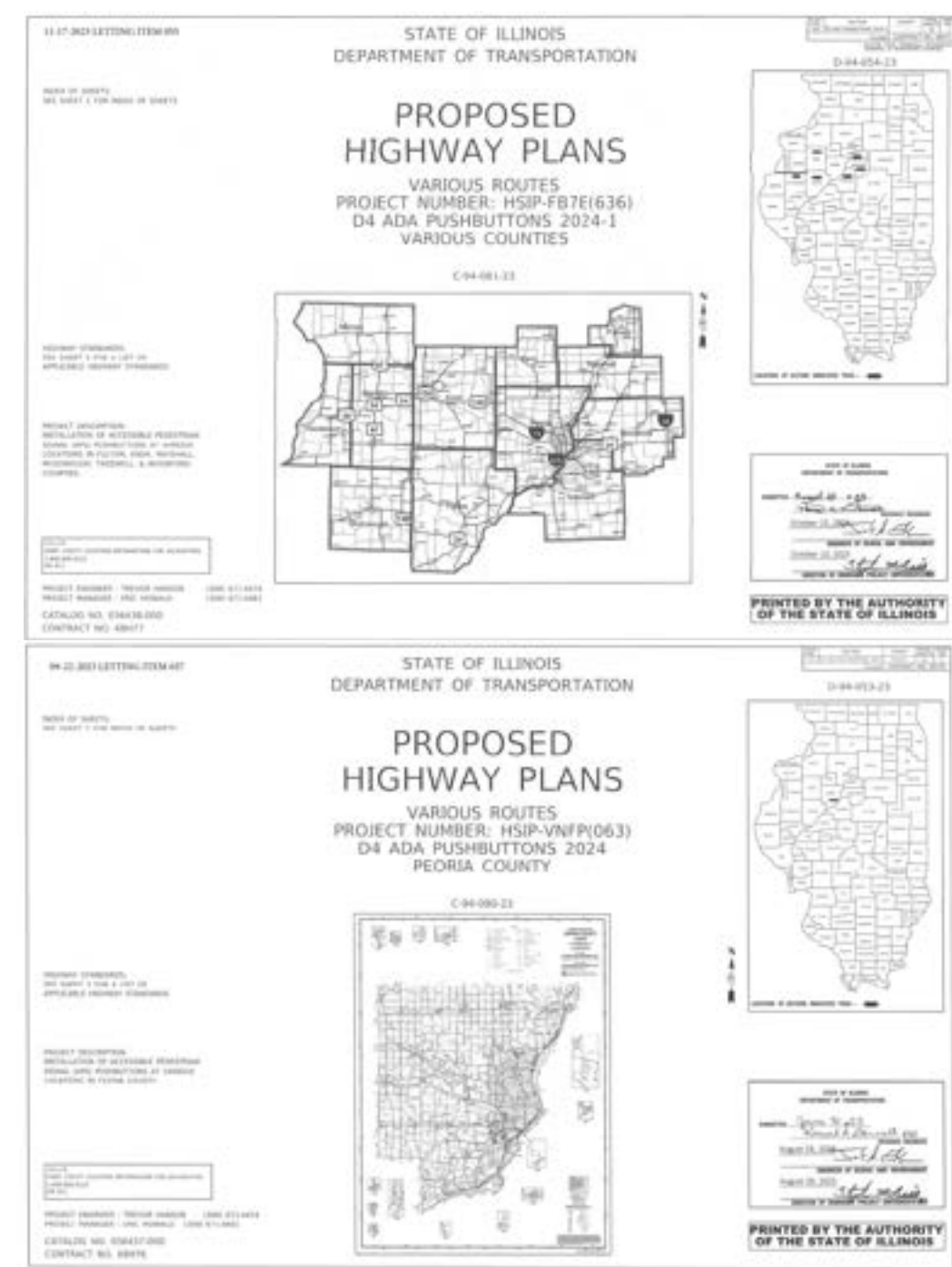
Panel Discussion

- What is the status of APS upgrades at IDOT?
 - E-Mail: Do you know of any communities installing APS in/near DuPage County?

ADA Status of Element in ADA Transition Plan	Accessible Pedestrian Signals
Non-Compliant Quantity at 2015 Inventory of ADA TP	30,037
Non-Compliant Quantity at start of FY 25	26,104
Non-Compliant Quantity by close of FY 25	25,646
FY 25 Newly-Made Compliant Quantity	458
Percent Accomplished (Target 2%)	1.5%

District 4 APS Contracts Update

- IDOT District 4 delivered two standalone APS contracts (68H76 & 68H77) in 2023
- Covered 129 intersections (Peoria area + districtwide locations)
- Goal: Install APS at as many suitable intersections as possible
- Focus was limited to APS installation → no full ADA/PROWAG reconstruction. Project **excluded**:
 - Intersections requiring complex pedestrian turns (no refuge island)
 - Locations needing new signal posts without adequate ROW
- Standalone APS design:
 - Prioritize safety of visually impaired pedestrians
 - Apply engineering judgment when matching existing conditions
 - Meet ADA/PROWAG as feasible (vs. full compliance reconstruction)



District 4 APS Key Design Lessons and Safety Enhancements

- APS components provided:
 - Audible signal info
 - Tactile arrows & locator tones for directional guidance
- Push button placement & orientation are critical for safe crossings
- Addressed right-turn conflicts:
 - Added signal posts on sidewalk side of turn lanes
 - Installed APS + pedestrian heads on both island and sidewalk sides
 - Used LED “No Right Turn” blank-out signs during pedestrian phase
- Alternative treatments where needed:
 - Flashing yellow right-turn arrow
 - “Turning Traffic Yield to Pedestrians” signage
- Enhanced safety practices:
 - Removed permissive left turns during pedestrian phase (select locations)
 - Implemented mobile app integration for APS activation
- Key lesson:
 - **Direct input from visually impaired users improved design decisions**
- General recommendations:
 - Protect push buttons from vehicle impacts
 - Avoid narrow curb placements
 - Coordinate with local agency projects early

TRAFFIC SIGNAL CONSTRUCTION STAGING NOTES	
1.	THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO ALL-RED FLASH MODE TO FACILITATE THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL MASTER ARMS, POSTS, SIGNAL HEADS, ELECTRICAL CABLE AND OTHER COMPONENTS.
2.	THE CONTRACTOR SHALL FURNISH AND INSTALL A MINIMUM OF TWO STOP SIGNS PER APPROACH WHEN THE INTERSECTION IS OPERATING IN ALL-RED FLASH MODE. THE TRAFFIC SIGNALS MAY BE PLACED INTO ALL-RED FLASH MODE BETWEEN THE HOURS OF 8:30AM AND 3:00PM ONLY.
3.	THE CONTRACTOR SHALL RESTORE THE TRAFFIC SIGNALS TO NORMAL OPERATION AT ALL OTHER TIMES, UNLESS SPECIFICALLY DIRECTED OTHERWISE BY THE ENGINEER.
4.	THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO FLASH FOR A MAXIMUM OF FIVE DAYS PER EACH LOCATION.
5.	THE CONTRACTOR WILL BE ALLOWED TO MAKE TEMPORARY SPICES AS NEEDED TO FACILITATE THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT.
6.	ALL COSTS (LABOR, MATERIALS, AND EQUIPMENT) ASSOCIATED WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE CONTRACT BID PRICE. THERE WILL BE NO ADDITIONAL COMPENSATION FOR ITEMS REQUIRED TO IMPLEMENT STAGING, INCLUDING, BUT NOT LIMITED TO, TEMPORARY CABLE SPICES, TEMPORARY TRAFFIC POSTS, AND PREMIUM TIME HOURS.

ELECTRIC CABLE CONDUCTOR GUIDE	
EQUIPMENT	REQUIRED NUMBER OF CONDUCTORS
ONE APS BUTTON	3/C
TWO APS BUTTONS (ON SAME POST)	5/C
1-FACE PEDESTRIAN SIGNAL HEAD	5/C
2-FACE PEDESTRIAN SIGNAL HEAD	7/C
ILLUMINATED SIGN (SPECIAL)	3/C
3-S/CTION SIGNAL HEAD	5/C
4-S/CTION SIGNAL HEAD	7/C
5-S/CTION SIGNAL HEAD	7/C

	PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (AND FOUNDATION) ON EX. SIDEWALK. APPROX. ANCHOR BOLT SET, 1/2" DIAMETER, WITH WEDGE ANCHORS.
	PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (AND FOUNDATION) ON EX. ISLAND SURFACE, WITH ANCHOR BOLT SET, 1/2" DIAMETER, WITH WEDGE ANCHORS.
	PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (AND FOUNDATION) ON EX. SIDEWALK CORN. WITH ANCHOR BOLT SET 1/2" DIAMETER, WITH WEDGE ANCHORS.
	PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (CONCRETE FOUNDATION)
	PROP. APS INSTALLED ON EX. MAST ARM STRAIN POLE
	PROP. APS INSTALLED ON EX. TRAFFIC SIGNAL POST OR LIGHT POLE.
	PROP. APS INSTALLED ON EX. PEDESTRIAN PUSHBUTTON POST
	PROP. APS INSTALLED ON PROP. TRAFFIC SIGNAL POST

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH & FOOT
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
814001-03	HANDHOLES
857001-03	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY

	EX. TS CONTROLLER CABINET		PROP. TRAFFIC SIGNAL CONTROLLER CABINET
	EX. DOUBLE HANDHOLE		PROP. TRAFFIC SIGNAL POST
	EX. HANDHOLE		PROP. PEDESTRIAN PUSHBUTTON POST
	EX. SIGNAL HEAD (WITH BACKPLATE)		PROP. PEDESTRIAN SIGNAL HEAD
	EX. SIGNAL HEAD (WITHOUT BACKPLATE)		PROP. PEDESTRIAN PUSHBUTTON (APB)
	EX. PEDESTRIAN SIGNAL HEAD		PROP. ILLUMINATED SIGN (SPECIAL)
	EX. PEDESTRIAN PUSHBUTTON		PROP. CONDUIT
	EX. MAST ARM ASSEMBLY AND POLE		PROP. SAW CUT FOR ELECTRICAL CABLE INSTALLATION
	EX. COMBINATION MAST ARM ASSEMBLY AND POLE		PROP. ELECTRIC SERVICE INSTALLATION
	EX. TRAFFIC SIGNAL POST		
	EX. LUMINAIRE		
	EX. QUADRAPOLE DETECTOR		
	EX. CONDUIT		
	EX. BATTERY BACKUP CABINET		

* RATTEN, ERIC, HALL, J. L. INTERPRETING
STATISTICS & EVALUATION / READER. 1987. 100 P. \$12.95.

LOCAL DIST.	SECTION	COUNTY	TOWNSHIP	RANGE NO.
104	10	1	10	2
CONTRACT NO. 60077				

REV. 10/4/23

CONSTRUCTION NOTE	
1.	THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
2.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4.	THE LOCATIONS FOR HANDHOLES, TRAFFIC SIGNAL POSTS, PEDESTRIAN PUSHBUTTON POSTS AND CONCRETE FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
5.	ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE GALVANIZED STEEL WITH A NATURAL FINISH.
6.	ALL TRAFFIC SIGNAL STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
7.	SJR 13.5 HDPE COILABLE DUCT MAY BE USED IN PLACE OF SCHEDULE 40 PVC CONDUIT.
8.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
9.	ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
10.	THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
11.	THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE PROPOSED TRAFFIC SIGNALS.
12.	ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
13.	THE HANDHOLES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE SHOULDER OR GROUND LINE.
14.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
15.	COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.

21.	SIGNAL COMPONENTS: ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MUTCD. FOR ALL INSTALLATIONS, THE REACH RANGE (DISTANCE BETWEEN THE FACE OF PEDESTRIAN PUSHBUTTON AND THE CLEAR SPACE) SHALL NOT EXCEED 10 INCHES. THE COST TO MODIFY OR RE-LOCATE ANY PUSHBUTTONS THAT WERE NOT INSTALLED ACCORDING TO MUTCD REQUIREMENTS AND CONTRACT SPECIFICATIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
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20.	BEFORE BEGINNING ANY OTHER CONSTRUCTION OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL MEET WITH THE RESIDENT ENGINEER TO HAVE THE PROPOSED TRAFFIC SIGNALS AND THEN SCHEDULE AN ON-SITE MEETING WITH THE RESIDENT ENGINEER AND IDOT 04 TRAFFIC OPERATIONS TO DETERMINE AND MARK THE EXACT PLACEMENT OF THE PROPOSED TRAFFIC SIGNAL COMPONENTS.
21.	ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MUTCD. FOR ALL INSTALLATIONS, THE REACH RANGE (DISTANCE BETWEEN THE FACE OF PEDESTRIAN PUSHBUTTON AND THE CLEAR SPACE) SHALL NOT EXCEED 10 INCHES. THE COST TO MODIFY OR RE-LOCATE ANY PUSHBUTTONS THAT WERE NOT INSTALLED ACCORDING TO MUTCD REQUIREMENTS AND CONTRACT SPECIFICATIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
22.	PEDESTRIAN PUSHBUTTON SIGNS (R10-3E) SHALL BE CONSTRUCTED USING TYPE 22 RETROREFLECTIVE SHEETING IN ACCORDANCE WITH ART. 1091.03.
23.	FOR LOCATIONS WITH TWO APS PUSHBUTTONS ON A SINGLE TRAFFIC SIGNAL POST OR PEDESTRIAN PUSHBUTTON POST, THE CONTRACTOR SHALL FURNISH AND INSTALL A SINGLE MOUNTING BRACKET THAT HOUSES BOTH PEDESTRIAN PUSHBUTTON FRAMES, WITH INTEGRATED CUPS, AT A 90 DEGREE ANGLE FROM EACH OTHER. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE "ACCESSIBLE PEDESTRIAN SIGNALS."
24.	THE CONTRACTOR SHALL CLEAR AND REMOVE ANY BRUSH OR LANDSCAPING TO ACCOMMODATE THE INSTALLATION OF THE PROPOSED PEDESTRIAN PUSHBUTTON POSTS AND CONCRETE FOUNDATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONCRETE FOUNDATIONS.
25.	THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING PEDESTRIAN PUSHBUTTONS OFF OF THE JOBSITE. THE CONTRACTOR FILL ALL HOLES IN MAST ARMS, SIGNAL POSTS, LIGHT POLES AND PEDESTRIAN PUSHBUTTON POSTS (CREATED BY THE REMOVAL OF PEDESTRIAN PUSHBUTTONS) WITH STAINLESS STEEL BOLTS IN THE EXISTING THREADED HOLES AND HOLE PLUGS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED ACCESSIBLE PEDESTRIAN SIGNALS.

35.	THE CONTRACTOR SHALL INSTALL THE PROPOSED ACCESSIBLE PEDESTRIAN SIGNALS WITH THE SIGN HOUSING/PUSHBUTTON ARROW PARALLEL TO THE CROSSWALK. THE CONTRACTOR SHALL FURNISH AND INSTALL ADDITIONAL HARDWARE, INCLUDING A SWIVEL KIT, AS REQUIRED TO MEET THIS ALIGNMENT REQUIREMENT AT LOCATIONS DETERMINED BY THE RESIDENT ENGINEER IN ADDITION TO THE LOCATIONS LISTED IN THE PLANS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "APS EXTENSION BRACKET."
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	ADDITIONAL COST TO THE DEPARTMENT:
30.	THE SAWED SLOT SHALL BE CLEAN, DRY, AND HAVE A SMOOTH BOTTOM. DIAGONAL SAW CUTS OR DRILLED HOLES SHALL BE MADE AT ALL CORNERS TO PREVENT SHARP BENDS IN THE WIRE. THE SAW CUTS AT THE CORNERS SHALL BE OVERLAPPED SO THEY HAVE FULL DEPTH. THE SLOT SHALL BE CLEANED BY AIR PRESSURE REMOVING ANY DEBRIS AND WATER. EACH TUBE CONTAINING THE THIN WIRE SHALL BE PUSHED INTO THE SAW CUT WITH A WOODEN TOOL TO PREVENT TUBE DAMAGE.
31.	THE CONTRACTOR SHALL CORE HOLES INTO EXISTING CONCRETE SIDEWALKS, PAVEMENT, AND FOUNDATIONS AS REQUIRED TO PROVIDE STRAIN RELIEF AND ROOM TO PREVENT THE PROPOSED PVC TUBE WIRE FROM BREAKING DURING PERIODS OF EXPANSION AND CONTRACTION CAUSED BY CHANGING ENVIRONMENTAL CONDITIONS.
32.	THE CONTRACTOR SHALL FILL ALL SAW CUT SLOTS, CORED HOLES, AND OTHER PENETRATIONS WITH A WATERPROOF CONCRETE FILLER. THE FILLER SHALL BE INSTALLED INTO SAW CUTS USING A CAULK GUN TO FILL THE ENTIRE SLOT AND RAKED SMOOTH TO MATCH THE EXISTING CONCRETE SURFACE. THE CONTRACTOR SHALL PROVIDE A NEAT, FINISHED SURFACE.
33.	ALL TUBE WIRES SHALL BE INSTALLED BELOW THE SURFACE OF THE CONCRETE. NO EXPOSED WIRES WILL BE ALLOWED.
34.	THE CONTRACTOR SHALL INSTALL THE 3/C WIRE FOR THE ILLUMINATED SIGN (SPECIAL) ON A LOAD SWITCH IN THE CONTROLLER CABINET AS DIRECTED BY THE IDOT TRAFFIC ENGINEER.
35.	THE CONTRACTOR SHALL INSTALL THE PROPOSED ACCESSIBLE PEDESTRIAN SIGNALS WITH THE SIGN HOUSING/PUSHBUTTON ARROW PARALLEL TO THE CROSSWALK. THE CONTRACTOR SHALL FURNISH AND INSTALL ADDITIONAL HARDWARE, INCLUDING A SWIVEL KIT, AS REQUIRED TO MEET THIS ALIGNMENT REQUIREMENT AT LOCATIONS DETERMINED BY THE RESIDENT ENGINEER IN ADDITION TO THE LOCATIONS LISTED IN THE PLANS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "APS EXTENSION BRACKET."
36.	FOR SIGNAL HEADS THAT HAVE EXISTING BACKPLATES WITHOUT RETRO-REFLECTIVE SHEETING, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING BACKPLATE OFF OF THE JOB SITE AND INSTALL A NEW BACKPLATE WITH RETRO-REFLECTIVE SHEETING. THE COST OF THIS WORK WILL BE INCLUDED IN THE BID PRICE FOR THE "TRAFFIC SIGNAL BACKPLATE RETRO-REFLECTIVE."
37.	THE CONTRACTOR SHALL RELOCATE EXISTING PEDESTRIAN SIGNAL HEADS AS NECESSARY TO ACCOMMODATE THE INSTALLATION OF PROPOSED PEDESTRIAN SIGNAL HEADS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE BID PRICE OF THE PROPOSED PEDESTRIAN SIGNAL HEADS.

* FILTER, BARS, REINFORCEMENT, REBAR, AND WOODWORK COATED

NOT TO SCALE

ADD NAME - 4/24/2024	DESIGNED -	CHECKED -
ADD NAME - 4/24/2024	DRAWN -	REVIEWED -
ADD NAME - 4/24/2024	CHECKED -	REVIEWED -
ADD NAME - 4/24/2024	DATE -	REVIEWED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES

DATE	SECTION	COUNTY	PROJECT NO.	SHEET NO.
DATE	DATE AND PROJECT NO.	DATE	DATE	DATE
CONTRACT NO. 00000000				
SHEET NO. 00000000				

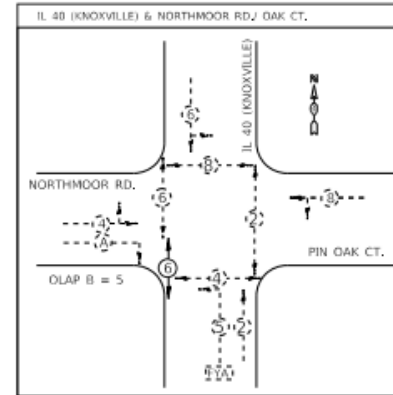


PEORIA TOWNSHIP
40.761385, -89.596870

BILL OF MATERIALS		
IL 40 (KNOXVILLE) & NORTHMOOR RD./ OAK CT.		
ITEM DESCRIPTION	UNIT	QTY.
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10.0
PEDESTRIAN PUSH-BUTTON POST	EACH	2.0
PEDESTRIAN PUSH-BUTTON POST (NO FOUNDATION)	EACH	4.0
ANCHOR BOLT SET, 1/2 DIAMETER, WITH WEDGE ANCHORS	EACH	4.0
THHN WIRE ENCASED IN PVC TUBE, NO. 19/27 AWG	FOOT	371.0
SAW CUT FOR ELECTRICAL CABLE INSTALLATION, 5/16"	FOOT	42.0
DRILL EXISTING HANDHOLE	EACH	2.0
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	23.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	90.5
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	100.5
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	2.0
ILLUMINATED SIGN (SPECIAL)	EACH	1.0

NOTE:
1. THE CONTRACTOR SHALL INSTALL THE 3/C WIRE FOR THE ILLUMINATED SIGN (SPECIAL) ON A LOAD SWITCH IN THE CONTROLLER CABINET AS DIRECTED BY THE IDOT TRAFFIC ENGINEER.

APS SCHEDULE						
IL 40 (KNOXVILLE) & NORTHMOOR RD./ OAK CT.						
LABEL	LOCATION	INSTALLATION TYPE	MOUNTING BRACKET	CROSSING	WALK INDICATION	NOTES
P1	NE QUAD	EX. TS POST	SINGLE	OAK	TONE	RE-USE EXISTING WIRE
P2	NE QUAD	PRCP. PEDESTRIAN PUSH-BUTTON POST (NO FOUNDATION)	SINGLE	KNOXVILLE	TONE	INSTALL NEW WIRE FROM APS TO EX. TS POST AND STUPE WITH EX. WIRE IN TS POST BASE. PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. HANDHOLE
P3	NB RT ISLAND	PRCP. PEDESTRIAN PUSH-BUTTON POST (NO FOUNDATION)	SINGLE	KNOXVILLE	TONE	INSTALL NEW WIRE FROM APS TO EX. TS POST AND STUPE WITH EX. WIRE IN TS POST BASE. PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. HANDHOLE
P4	NB RT ISLAND	PRCP. PEDESTRIAN PUSH-BUTTON POST (NO FOUNDATION)	SINGLE	NORTHMOOR RIGHT TURN LANE	TONE	INSTALL NEW WIRE FROM APS TO CONTROLLER. PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. DOUBLE HANDHOLE
P5	SE QUAD	PRCP. PEDESTRIAN PUSH-BUTTON POST (NO FOUNDATION)	SINGLE	NORTHMOOR RIGHT TURN LANE	TONE	INSTALL NEW WIRE FROM APS TO CONTROLLER. PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. DOUBLE HANDHOLE
P6	NB RT ISLAND	EX. TS POST	SINGLE	NORTHMOOR	TONE	RE-USE EXISTING WIRE
P7	SW QUAD	PROP. PEDESTRIAN PUSHBUTTON POST	DUAL	NORTHMOOR	SPEECH	RE-USE EXISTING WIRE (INSTALL IN PROP. CONDUIT). PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. HANDHOLE
P8	SW QUAD	PROP. PEDESTRIAN PUSHBUTTON POST	DUAL	KNOXVILLE	SPEECH	RE-USE EXISTING WIRE (INSTALL IN PROP. CONDUIT). PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. HANDHOLE
P9	NW QUAD	PROP. PEDESTRIAN PUSHBUTTON POST	SINGLE	KNOXVILLE	TONE	RE-USE EXISTING WIRE (INSTALL IN PROP. CONDUIT). PROP. CONDUIT FROM PROP. PUSHBUTTON POST TO EX. HANDHOLE
P10	NW QUAD	EX. MAST ARM	SINGLE	OAK	TONE	RE-USE EXISTING WIRE



PEORIA TOWNSHIP
40.761385, -89.596870

APS LEGEND

- PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (NO FOUNDATION) ON EX. SIDEWALK WITH ANCHOR BOLT SET, 1/2 DIAMETER, WITH WEDGE ANCHORS
- PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (NO FOUNDATION) ON EX. ISLAND SURFACE WITH ANCHOR BOLT SET, 1/2 DIAMETER, WITH WEDGE ANCHORS
- PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (NO FOUNDATION) ON EX. SIDEWALK CURB WITH ANCHOR BOLT SET 1/2 DIAMETER, WITH WEDGE ANCHORS
- PROP. APS INSTALLED ON PROP. PEDESTRIAN PUSHBUTTON POST (CONCRETE FOUNDATION)
- PROP. APS INSTALLED ON EX. MAST ARM STRAIN POLE
- PROP. APS INSTALLED ON EX. TRAFFIC SIGNAL POST OR LIGHT POLE
- PROP. APS INSTALLED ON EX. PEDESTRIAN PUSHBUTTON POST
- PROP. APS INSTALLED ON PROP. TRAFFIC SIGNAL POST

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ACCESSIBLE PEDESTRIAN SIGNALS
IL 40 (KNOXVILLE AVE.) & NORTHMOOR/ OAK POINT - PEORIA

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR. 04 ADA PUSHBUTTONS 2024	PEORIA	PEORIA	80	28
CONTRACT NO. 68H76				

Panel Discussion

- What is IDOT's process for handling APS requests?
 - Where would someone request an APS?

[https://idot.illinois.gov/
about-
idot/accessibility.html](https://idot.illinois.gov/about-idot/accessibility.html)

Construction Guidance

- [IDOT Accessible Public Right of Way Field Guide](#)

CONTACT US

Illinois Department of Transportation

ADA Policy Contact

2300 S Dirksen Parkway, Room 300
Springfield, IL 62764-0001

[217-557-1654](tel:217-557-1654)

DOT.ADA.Complaint@illinois.gov

Accessibility Request

If you have concerns regarding sidewalks, curb ramps, crosswalks, pedestrian traffic signals or other services within the public right of way, please fill out our [ADA complaint form](#) or contact the ADA Policy person above.

Panel Discussion

- Are there different requirements for small vs large communities regarding APS requirements or recommendations?
- Emailed Question: Is there a recommended timeline or priority order for jurisdictions working towards PROWAG compliance for APS?



03 APS Implementation: Early Lessons from the City of Chicago

APS Implementation: Lessons from the City of Chicago

- The Chicago Department of Transportation maintains **2,849** traffic signalized intersections.
- Per court order, the City is working to install APS citywide.
- Information on their APS program is available online, visit www.chicagoaps.org.

City of Chicago Representatives



David Miller
*Chief Highway Engineer
City of Chicago*



David Gleason
City of Chicago



Daniel Shin
City of Chicago



Chicago APS History

- **2017:** CDOT implemented an internal policy to require APS
- **May 2019:** CDOT issues technical memorandum requiring APS at all new signals and full signal modernizations
- **September 2019:** APS lawsuit filed by American Council of the Blind of Metropolitan Chicago (ACBMC)
- **March 2023:** City found liable under Title II of ADA and Sect. 504 of Rehabilitation Act
- **May 2025:** Remedial Plan Order issued



CDOT APS Program: Goals and Timeline

Program Goals

Phase I

City of Chicago to install APS at approximately 71% of signalized intersections with pedestrian signals by 2035

Phase II

All remaining signalized intersections with pedestrian signals by 2040.

Yearly Milestones	
Year 1:	70 Intersections
Year 2:	110
Year 3:	135
Year 4:	154
Year 5:	185
Year 6:	220
Year 7:	235
Year 8:	245
Year 9:	245
Year 10:	245

Prioritization of APS intersection improvements

APS installation will be prioritized during Phase I at:

1. All newly signalized intersections
2. Existing signalized intersections:
 - Undergoing full signal equipment modernization
 - Publicly requested for APS
 - Exclusive Pedestrian Phase, Midblock Crossings, T-shaped Intersections, 3+ Streets, Complex Geometry
 - Leading Pedestrian Intervals, and Protected Turn Phase
 - Near public transportation: train stations, bus transfer points, and streets beneath elevated train lines
 - Near public facilities (e.g., hospitals, gov't buildings, etc)

APS Installation Examples

Irving Park Brown Line Station



Halsted & Hubbard



Images of recent APS Installations

Early Lessons for City Wide Implementation



High Pedestrian Volumes



Limited Available Right of Way

New Installation Methods

- **Shallow Bury Conduit**
Lowers chance of utility conflicts with otherwise traditional installation methods
- **Wireless APS**
No underground conduit installation or sidewalk restoration needed
- **Aerial Cable Concept**
No conduit installation or sidewalk restoration required



Wireless APS Installations

APS Program: Independent oversight

APS Program Team includes:

- **Certified Orientation & Mobility Specialist (COMS):** a highly trained expert who specializes in working with people who are blind or have low vision.
- **Independent Monitor:** an independent party to oversee City compliance with the Remedial Plan.

Community Involvement

- **APS Community Advisory Committee**
 - Quarterly meetings to provide feedback on all issues related to the APS program
- **Public Engagement / Social Media Campaign**
 - First of several social media videos released in March



CDOT APS Website

The City of Chicago is hosting the next APS Community Advisory Committee Meeting on May 19th at 2 PM.
Meeting link to attend virtually is: [APS Community Advisory Committee Meeting](#)

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signals are devices that communicate information about pedestrian signal timing in a non-visual format such as audible tones and/or speech messages and vibrating surfaces.

The Chicago Department of Transportation (CDOT) incorporates APS into all new traffic signal installations and traffic signal reconstruction projects and has established a program to add APS to existing traffic signals throughout the City.



About

[CDOT](#)
[City of Chicago](#)

Contact

CDOTAPS@cityofchicago.org

CDOT APS Website – Public Requests

Request New APS

New APS installations can be requested through Chicago 311 using the following:



Phone:
311
(or 312-744-5000 if
outside Chicago)



Website:
311.Chicago.gov
(search for “New
Accessible Pedestrian
Signal Request”)



CHI311 mobile app
(search for “New
Accessible Pedestrian
Signal Request”)



In-person:
Mayor’s Office for People
with Disabilities (MOPD):
121 N LaSalle Street

Aldermanic Ward Offices
Citywide: [find your ward
and alderman](#)

The status of new APS installation requests can be tracked on the [Track APS Installation Requests page](#).



04 Maintenance v Alteration: How do I know if my Project needs an APS?

Alterations that Trigger Installation of APS

2011 PROWAG

- Alteration of a signal controller and software, or the replacement of a signal head, would trigger the requirement to install an accessible pedestrian signal (NPRM R209.2).



2023 PROWAG Final Rule*

- Pedestrian signals are subject to the same alteration requirements as other pedestrian facilities.
- The entity making the alteration will assess, according to requirements in the guidelines as adopted by USDOT and DOJ, whether installation of an accessible pedestrian signal is required.
- PROWAG does not address existing facilities unless altered.

****DOJ may provide further specifics as to alterations triggering installation of APS in their rulemakings adopting these guidelines***

Question:

Does IDOT have a more stringent requirement for what triggers the installation of an APS?

Answer:

Yes, IDOT Policy is more stringent and requires all intersection push buttons to be upgraded to APS once you provide APS at one crossing.



IDOT's Bureau of Traffic Operations Policy OPS-T-13: Accessible Pedestrian Signals (10/18/2021)

Alterations on State Roads

- All new and altered pedestrian signals including those used in conjunction with pedestrian hybrid beacons (PHB) shall include accessible pedestrian signals (APS) with pushbuttons. Includes
 - Signals interconnected with Railroad Grade Crossings
 - Signals with Emergency Vehicle Preemption devices
 - Pretimed signals, that otherwise, did not previously have pedestrian actuation
- Alteration is defined as planned construction and NOT routine maintenance, emergency repairs, or programmed timing adjustments
 - **Exception:** When Leading Pedestrian Interval (LPI) phase is implemented, upgrade to APS
- **When one APS is updated at an intersection, all others at that intersection must also be upgraded concurrently.**
- Does not require upgrade of curb ramps if only the APS are being altered.

IDOT's Bureau of Traffic Operations Policy OPS-T-13: Accessible Pedestrian Signals (10/18/2021)

Additional Requirements

- Requires **Draft PROWAG** Clear Space, Reach ranges, and push strength of an *Operable Part*
- Requires push button to be aligned parallel to direction of travel
 - Exception: Parallel may not be feasible in signal islands
- Typical Mounting Height is 36", but may be between 30" and 42" Above the finished clear space grade
- APS *should* also be in median refuge between opposing lanes, and *shall* be installed if clearance time is insufficient to cross the whole intersection
- APS pushbutton installations at locations with **railroad interconnection or emergency vehicle preemption** shall include **an additional speech message** to notify pedestrians of truncated pedestrian clearance times due to preemption.
 - "Walk time shortened when train approaches"
 - "Walk time shortened when emergency vehicle approaches"

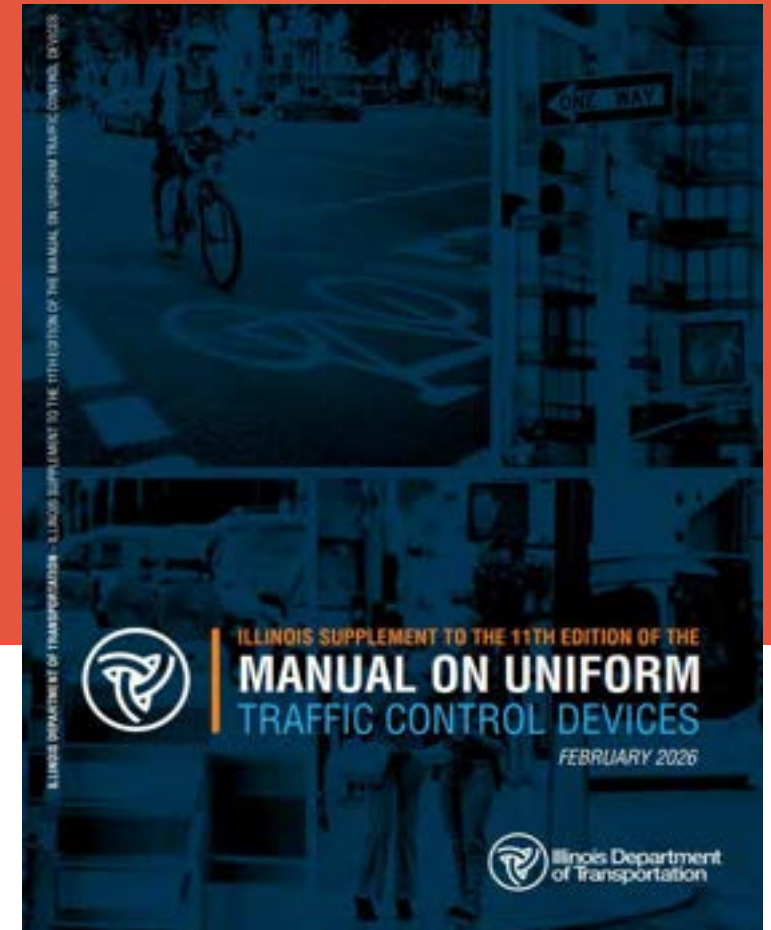
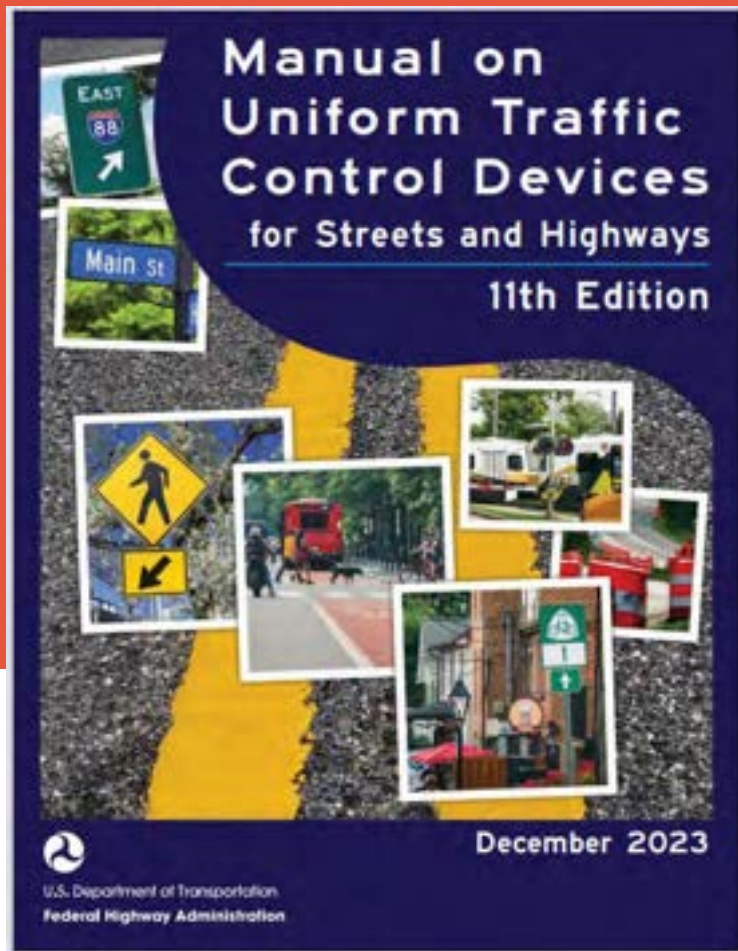


IDOT's Bureau of Traffic Operations Policy OPS-T-13: Accessible Pedestrian Signals (10/18/2021)

Other Considerations

- For quiet residential areas or other areas where a pushbutton locator tone may create public complaints, consideration may be given to deactivating the push button locator tone when the DONT WALK upraised hand signal indication is being displayed for the associated crosswalk.
 - **Allowance may only be considered if a Passive Pedestrian Detection System is implemented** that always activates the locator tone when a pedestrian is present within a 12-foot radius of the APS and within the pedestrian access route.
 - Allowable through FHWA Official Interpretation 4(09)-26(1) - Passive Activation of Locator Tones at Accessible Pedestrian Signals.
 - Passive Detection and deactivation is also covered in the 11th Edition of the MUTCD.

05 The push button locator tone may default to a deactivated mode during periods when the steady UPRAISED HAND (symbolizing DONT WALK) signal indication is being displayed for the associated crosswalk if a passive pedestrian detection system is implemented that activates the locator tone at all times (other than when the audible walk indication is active) **that a pedestrian is present within a 12-foot radius from the push button location.** Where pedestrian facilities (such as sidewalks) are present, the passive detection requirement may be reduced such that it only applies to pedestrians who are on the pedestrian facilities within the 12-foot radius from the push button location.



IDOT adopted the MUTCD 11th Edition and updated the Illinois Supplement to the MUTCD.

Maintenance v Alteration: How do I know if my Project needs an APS?

Situations	Alterations	Maintenance
Signal replacement (controller/software and/or signal head replacement) or modernization or installation*	✓	✓
Push button adjustments: reach/height*	✓	✓
Push button adjustments: relocation/placement of post	✓	
Trombone arm replacements (unless poles/heads are not replaced, rare)		✓
Routine replacement of signal equipment parts (controller, handhole etc.) due to malfunction/condition		✓
Signal Timing/Controller Programming Adjustments		✓
Handhold rebuild in-kind		✓
Interconnect work		✓
ITS and centralized systems		✓
Detector loop work		✓
Reconstruct curb ramp adjacent to existing PPB, access reduced*	✓	
Reconstruct curb ramp adjacent to existing PPB, access not reduced*		✓



Maintenance v Alteration: When is APS triggered?

1- APS installation and Improvements to Existing Pedestrian Signals

A. The push button on an existing pedestrian signal is being replaced with a sturdier model. Is APS required?

IT DEPENDS: What specifically is being replaced?

- o **NO APS** if the plastic piece of an existing PPB is being replaced.
- o **YES APS ... engineering judgement**

ALTERNATE SCENARIOS:

- o I need to replace my push button because of vandalism. **NO APS.** You are only replacing a plastic piece or sign behind the ppb.
- o A car/snowplow takes out my ped signal/ppb and I need to replace it. **NO APS, emergency repair.**
- o Mast Arm hit by truck and needs replacement to include the damaged ped signal. The ppb on the mast arm was not damaged. **NO APS, emergency repair.**

B. Count-down signal displays are being added to some existing pedestrian signal heads at an intersection, but the software and signal controller are not being altered.

YES APS.

C. The pedestrian signals in a downtown corridor are being replaced with a new system combining WALK/DON'T WALK and count-down signals. Is APS required?

YES APS.

- 1. Is the improvement considered maintenance or an alteration?**
- 2. Does the improvement to the pedestrian facility affect its usability?**
- 3. Are you discriminating by not providing APS?**

No APS? Needs to be included in your SETP. Are you providing effective, equal communication?



Maintenance v Alteration: When is APS triggered?

2- APS installation and Improvements to Existing Pedestrian Signals

A. Extending an interconnect cable to a handhole, is that considered a signal alteration?

IT DEPENDS.

- o **NO APS.** If all you are doing is adding fiber with the existing conduit APS is not required.
- o **YES APS.** If you are rebuilding the handhole in a new location and the PPB location is affected, APS is required.

B. I have a resurfacing project, and I fix a curb ramp at a signalized intersection that does NOT have pedestrian push buttons (PPBs), do I have to install APS?

NO APS REQUIRED. You are not altering/touching the traffic signal.

NOTE: the District's Traffic Engineer can determine if a new pedestrian signal head is required under any of the following conditions:

- o If a traffic control signal is justified by an engineering study and meets either Warrant 4, Pedestrian Volume or Warrant 5, School Crossing (see Chapter 4C). **YES APS.**
- o If an exclusive signal phase is provided or made available for pedestrian movements in one or more directions, with all conflicting vehicular movements being stopped. **YES APS.**
- o At an established school crossing at any signalized location; (if sidewalk exists). **YES APS.**
- o Where engineering judgment determines that multi-phase signal indications (as with split-phase timing) would tend to confuse or cause conflicts with pedestrians using a crosswalk guided only by vehicular signal indications. **YES APS.**



Maintenance v Alteration: When is APS triggered?

3 – APS, Curb Ramp installation and Intersection Improvements

A. What if your project limits end at one approach but don't touch the other intersection approaches?

IT DEPENDS,

- o **PARTIAL APS.** Similar to curb ramp alterations you would be required to bring up to compliance the elements you alter; as such, you could theoretically just improve the two crossings altered with APS and not the others.
- o **YES APS.** In the case of District 1 however, direction is to upgrade entire signal since the traffic signal equipment will not allow you to have mixed pedestrian control systems. Additionally, IDOT's goal is to bring ALL facilities to ADA/PROWAG Compliance, and you can't predict which direction people will be walking.

B. An intersection with existing sidewalks and pedestrian signals is being widened to include a right-turn lane. Must APS be installed as a consequence of the widening?

IT DEPENDS,

- o **YES APS:**
 - You are moving and reinstalling the ped signals.
 - You are adding a ped refuge area and new signal equipment is needed.
- o **NO APS.** If you can widen without impacting the location of the existing signals.
- o **YES, CURB RAMPS.** Since this project is an alteration to the street and sidewalk, curb ramps must be installed or improved to the maximum extent feasible.

C. An intersection is being signalized and will include APS. The installation of stub poles on the existing sidewalks to mount the new ped buttons will disturb a limited area of sidewalk. Must curb ramps be installed if none existed?

The scope of this project is to install ped push buttons; it is not an alteration to the sidewalk or the street that would require the installation of curb ramps, as required by the ADA Title II regulation.

BUT, what if disturbed area is part of the landing of a curb ramp? **If you fix the landing, you may need to fix/address the curb ramp.**

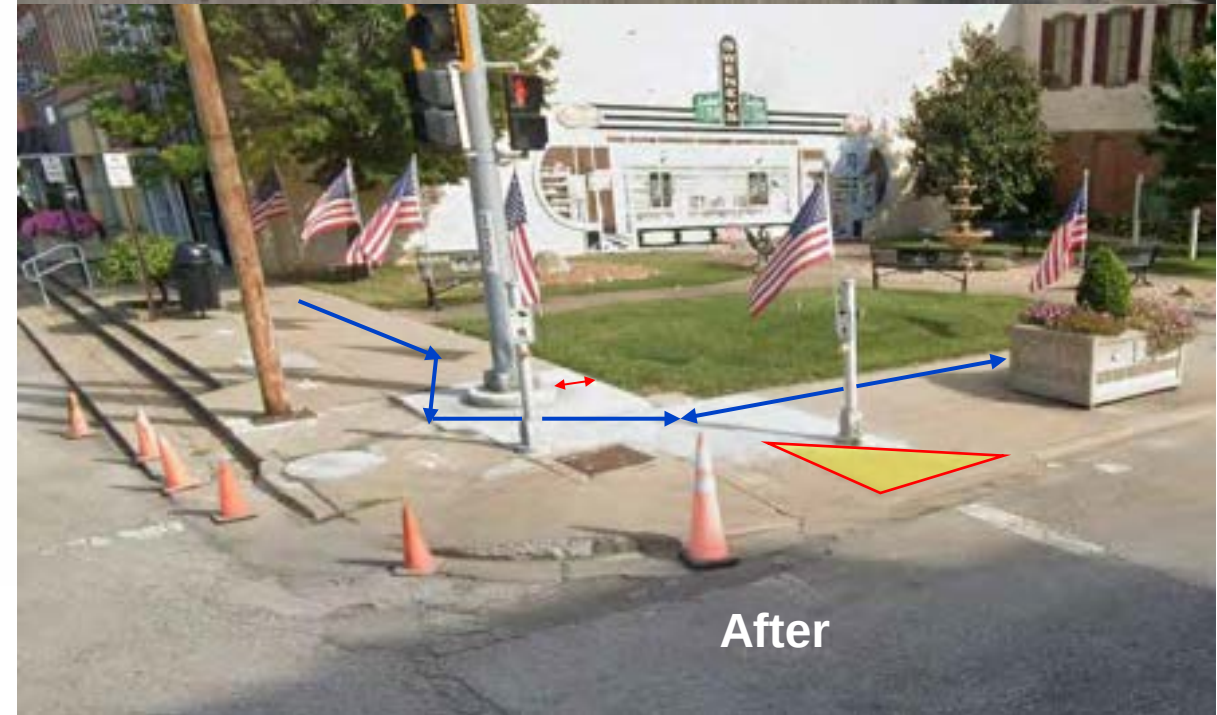
- o **NOTE:** Curb ramps at this location would clearly be required under the Section 504 and ADA Title II regulations and should have been included in the agency's self-evaluation and transition plan. Their improvement might be scoped and scheduled as a part of this project at the same time if they are non-compliant.

Maintenance v Alteration: Are curb ramp upgrades required with signal improvements?

3- Mast Arm and PPB installation

An intersection is being upgraded with the installation of a mast arm and stub up poles with push buttons adjacent to their corresponding curb ramps and will disturb a limited area of sidewalk. Must curb ramps be upgraded?

- o **NO CURB RAMP UPGRADES REQ'D.** The scope of this project is to install ped push buttons; it is not an alteration to existing curb ramps or the street that would require the upgrade of curb ramps, as required by Title II of the ADA.
- o Existing curb ramps should have been evaluated by the agency in their Self-Evaluation and Transition Plan (SETP). Any improvements needed (i.e., detectable warning surfaces) could have been scoped and scheduled as a part of this project if any curb ramp geometrics did not meet the requirements at the time of their construction based on the evaluation of those curb ramps.
- o **Findings:** the curb ramp on the right should have been updated as the landing was replaced, and that alteration affected the usability of the curb ramp. The PAR has been reduced to less than 48 inches with the new mast arm now in the PAR. The ppb to the right is placed adjacent to the flare/side treatment.



Please Note! These are suggestions subject to change if Federal DOJ issues final rule on Maintenance v Alteration.



Maintenance v Alteration: When is APS triggered?

4- APS installation and Curb Ramps

Curb ramps are being installed at a signalized intersection as part of a **roadway resurfacing project**. Existing pedestrian push buttons (PPB's) are not accessible or are in inaccessible locations. Must the pedestrian push buttons be replaced with accessible models? Must APS be installed as part of this project?

- o **CURB RAMP UPGRADES REQ'D.** The resurfacing alteration triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced street under Title II of the ADA (also see FHWA/DOT Joint Technical Assistance).
- o **APS, IT Depends.** There is no requirement to expand the project scope to include other features of accessibility. IF the existing PPBs are scoped to be relocated, then APS should be installed. If the existing PPBs are in an inaccessible location, it may be a wiser to add them to the scope and provide APS rather than risk an access complaint.
- o If the newly altered curb ramps reduce access to the existing PPBs, you should include relocation of and upgrade to APS in the scope as reduction in access to a ped facility is prohibited.
- o **Note:** PPBs which are too high, too far from the sidewalk, or are otherwise inaccessible will preclude use by residents with disabilities, raising program access issues. It may be more cost effective to address the ppb's under the proposed project.

Do I have to upgrade the curb ramp if I **install an APS** at a corner?

NO CURB RAMP UPGRADES REQ'D. Curb ramps do not need to be upgraded to meet ADA accessibility since this is not an alteration of the pedestrian access route (PAR). If possible, you could upgrade the curb ramps at the time you are there doing work and have mobilized staff/contractors.

- o Did the installation of the PPB's affect the usability of the curb ramps?
- o The curb ramps should be in the agency's SETP. Are they? When are they going to be addressed or do they meet the requirements of the standards at the time of construction?



05 APS Implementation: Where are APS Installed?



APS Location Considerations - #1





APS Location Considerations - #1





APS Location Considerations - #2





APS Location Considerations - #2



APS Location Considerations - #3



APS Location Considerations - #4 and #5



Panel Question:

What is your stance on use of push button extensions?

Accessible Pedestrian Signals (APS)



- Right Turn Islands
 - Left-hand photo before APS with pedestrian signal head and pushbutton in the island only
 - Pedestrians must cross the right-turn lane as an uncontrolled crossing
 - Right-hand photo after APS with pedestrian signal heads and pushbuttons in the island and on the curb side of the right-turn lane along with a No Right-turn LED sign in the island



RRFB Location Observation at Roundabouts



Common Implementation Challenges





Accessible Pedestrian Signals

Common Installation Issues (2009, Janet Barlow, COMS, Accessible Design for the Blind)

1. APS volume (louder is not better)
2. Location, location, location
3. Which signal? Speech indications necessary
4. Wrong pole ...Wrong message
5. Tactile arrow (In-line)
6. Pre-timed installations (an APS is more than a pushbutton)
7. Repair/replacement (put it back right!)
8. Rest-in-WALK installations (quiet time OK)
9. Reach (how far?)
10. Braille (right side up!)
11. Good vibrations (vibrotactile indications)
12. Audible beaconing
13. Stub poles
14. Inspection (beware of field changes)
15. Installation errors increase risk

<https://www.access-board.gov/research/prow/common-problems-aps-installation/installation-issues/>



Accessible Pedestrian Signals

Additional Considerations for when to install APSs (MUTCD 11th Edition)

- Potential demand for accessible pedestrian signals;
- A request for accessible pedestrian signals;
- Signal Warrants: Consider traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- The complexity of the traffic signal phasing (such as split phases, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases); and
- The complexity of the intersection geometry



Additional APS Considerations

- Maintenance/ Parts Inventory
 - Weather
 - Product availability/lead times
 - Failures of speakers
 - Most trusted manufactures?
 - Life Cycle of equipment
 - Technology Changes
 - APS vs typical push buttons
 - How to best budget for replacements?
 - Certified electrician availability
- Utilities & Power Supply
- Push button adjustments after curb ramp redesign
 - Designers need to be mindful of reach changes to ped pushbuttons when redesigning curb ramps w/ traffic signals.
 - Include pay items for button adjustment if making non-compliant
- Alternate or Temporary Ped Access Routes

Use Out of Box thinking to overcome hurdles

Panel Questions:

- What are typical maintenance items?
- What is the life cycle of items?
- What have been total costs for installing APS across the state?

Panel Discussion

- What are potential Maximum Extent Feasible (MEF) criteria for a traffic signal?
 - Reach 10-inch max
 - Height 15" min. to 48" max (IDOT= 36" preferred)
 - 10-ft max distance from edge of curb or pavement
 - APS placement at uncontrolled approach (5% cross slope PAR and at curb ramp landing (clear space at operable parts)
 - APS Clear Space adjacent to curb ramp landing at midblock or roundabout
 - APS Clear Space adjacent to PAR (not adjacent to landing)





Panel Discussion

- What should I know before starting construction/installation of APS?

5 minutes



Panel Discussion

- What is the best method to integrate APS with existing traffic management systems?

5 minutes



Panel Discussion

- Are there differences between IDOT districts integrating APS with Existing Traffic Management System? (or a preferred method of integration?)
 - Synchronization with traffic signals
 - Communication with traffic management centers

5 - minutes

Pushbutton Design and Location Overview



PROWAG Pushbutton Location Design Overview:

- Pedestrian push buttons shall be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection.
- Pedestrian push buttons shall be located between 1.5 and 10 feet from the edge of the curb or pavement.
 - **Shall NOT be located on curb ramp runs or flares**
- The face of the push button shall be parallel to its associated crosswalk.
- Pedestrian push buttons or passive detection devices shall activate audible and vibrotactile walk indications
- Pedestrian push buttons must incorporate a locator tone
 - Locator tones shall be intensity responsive to ambient sound and shall be audible 6 to 12 feet from the push button, or to the building line, whichever is less.
- Pedestrian push buttons must have a tactile arrow with high visual contrast that is aligned parallel to the direction of travel on their associated crosswalks.
- Accessible pedestrian signals must have an audible and vibrotactile walk indication during the walk interval only. The audible walk indication shall be audible from the beginning of the associated crosswalk. Following the audible and vibrotactile walk indication and during the pedestrian change interval, accessible pedestrian signals shall revert to the pedestrian push button locator tone.

Pedestrian Push Button Location

Pedestrian push buttons shall be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection.

Pedestrian push buttons shall be located between 1.5 and 10 feet from the edge of the curb or pavement.

Panel Question:
What is IDOT's preferred location distance from curb?



Pedestrian Push Button Location

Where two *pedestrian push buttons* are provided on the same corner, they shall be 10 feet or more apart.

EXCEPTION: In *alterations*, where technically infeasible to provide 10 foot separation between *pedestrian push buttons* on the same corner, a *pedestrian push button* information message must be provided





PROWAG Final Rule

R403 Operable Parts

- No size requirements.
- Operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist
- Max 5 lbs. pressure to activate
- Forward and Parallel Approach to element
- Clear Space Required (30" x 48" min.)
- Knee and Toe Clearance
- Tactile arrow with high visual contrast aligned parallel to direction of travel on their associated crosswalks.

APS



NOT APS



APS - Operable Parts and Clear Space

- Pole might not be compliant for location/reach
 - Clear Space R404:
 - min. 2.5' (30") x min. 4' (48")
- If foundation of post is too large or too far from clear space, might need to design in an extension
- Extensions should be used as a last resort

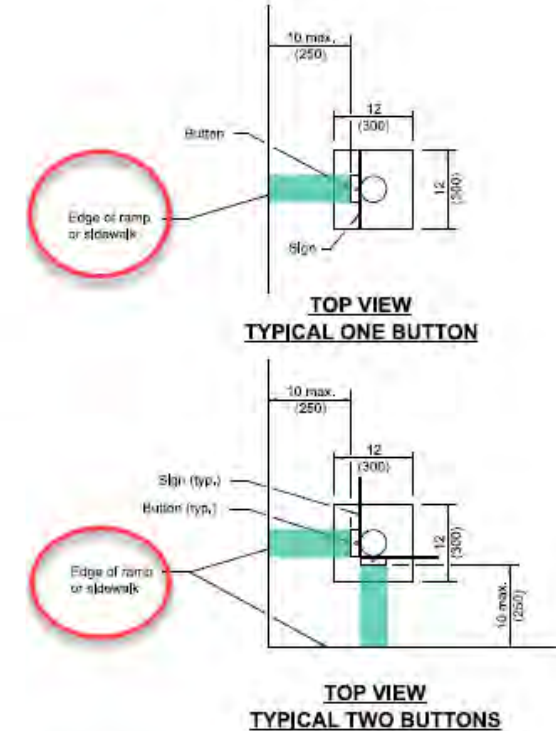
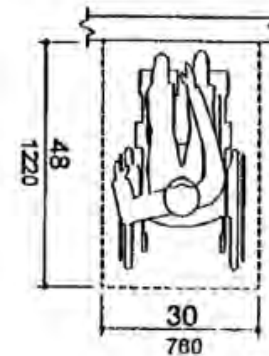
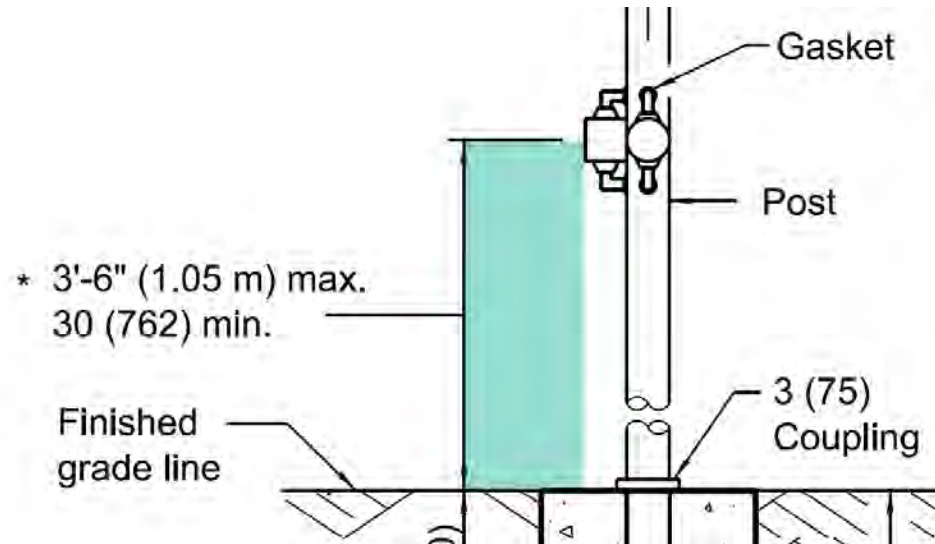
**PUSH BUTTON
EXTENSIONS**





IDOT Standards:

Pedestrian Push Button Post Standard 876001-04



❖ IDOT Standard height is 36-inch preferred

IDOT MORE STRINGENT: Preferred height of Push Button = 36 inches; Push button side reach aligns with PROWAG for 10-inch side reach. However, places clear space adjacent to “edge of ramp” needs updating

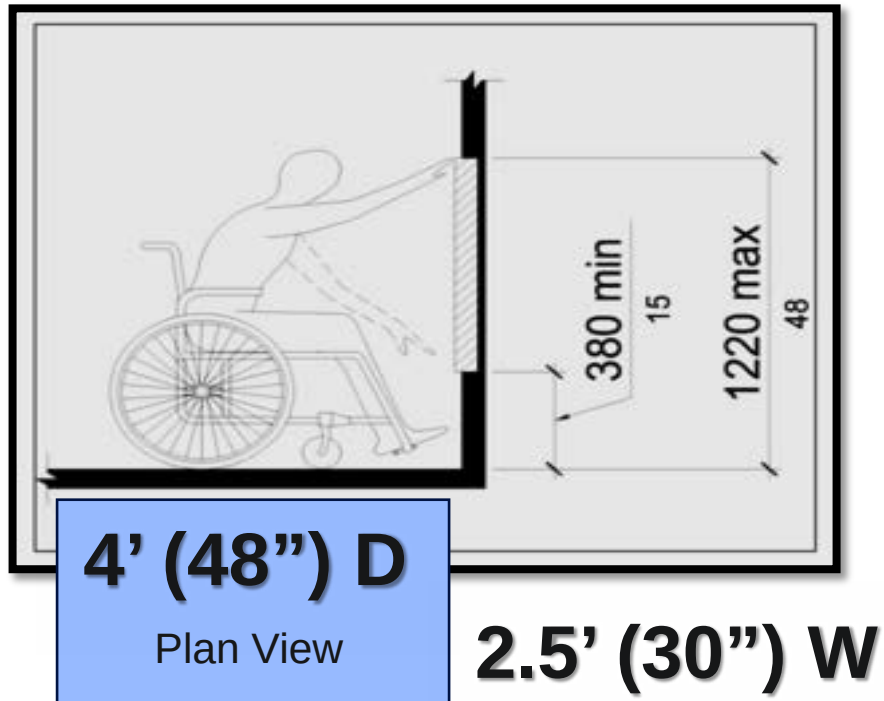


APS - Reach Ranges and Maneuvering Clearance

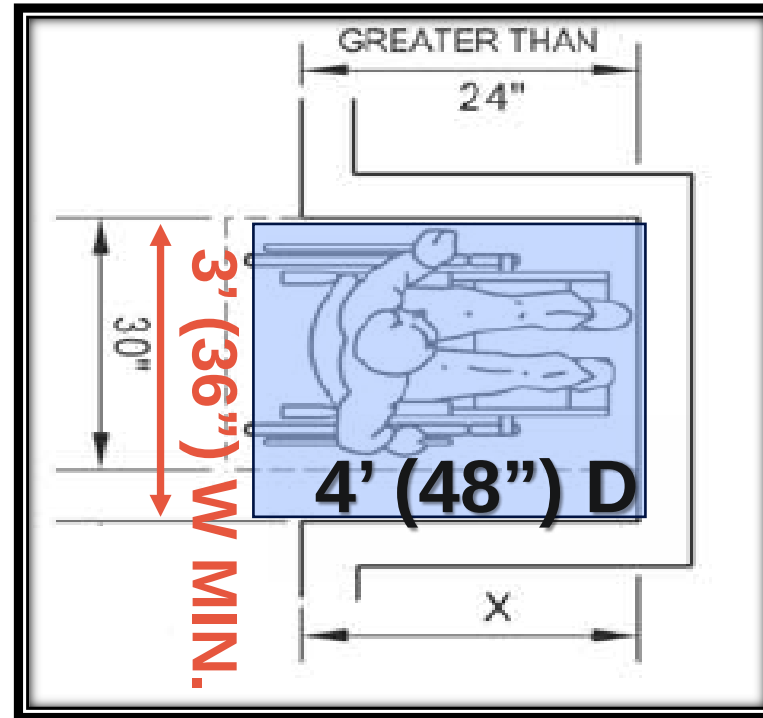
Forward Approach

Forward and parallel approaches - 48 inches (1220 mm) maximum and the low reach shall be 15 inches (380 mm) minimum above the ground surface.

UNCONFINED



CONFINED



Maneuvering Space for confined Clear Spaces increased for forward approach to:
min. 3' (36") wide where depth exceeds 2' (24")

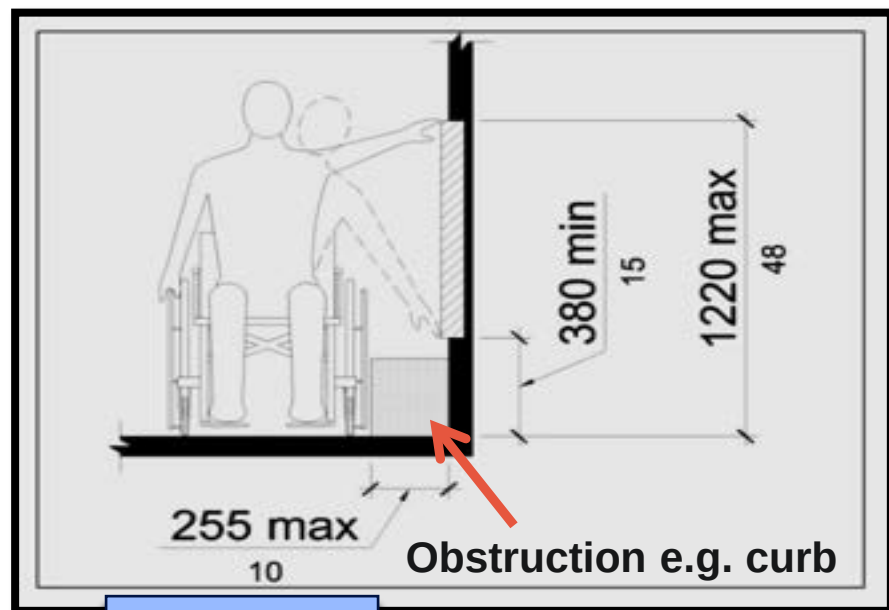


APS - Reach Ranges and Maneuvering Clearance

Parallel Approach

Side Reach - Obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 inches (255 mm) maximum, and the height of the obstruction is 34 inches (865 mm) maximum.

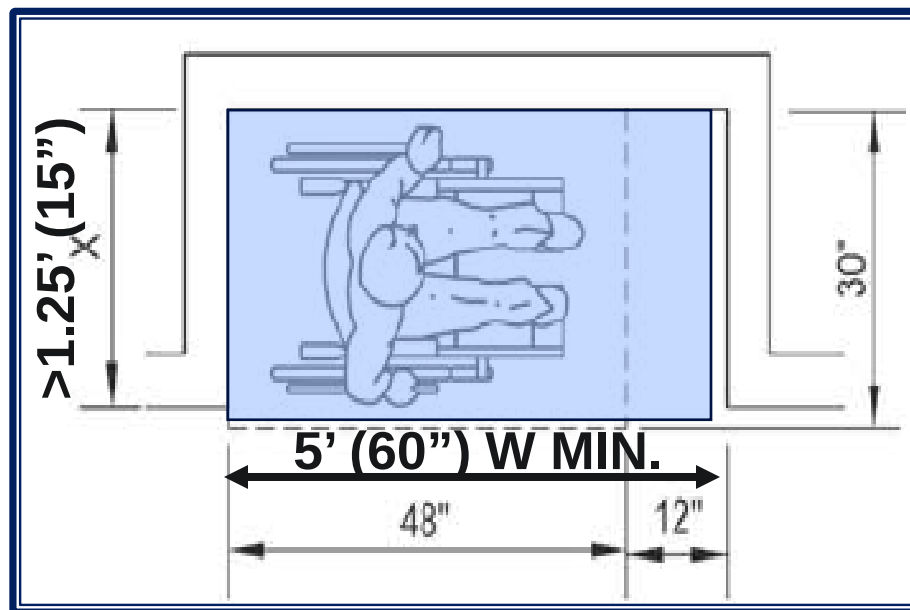
UNCONFINED



2.5' (30") D
Plan View

4' (48") W MIN.

CONFINED



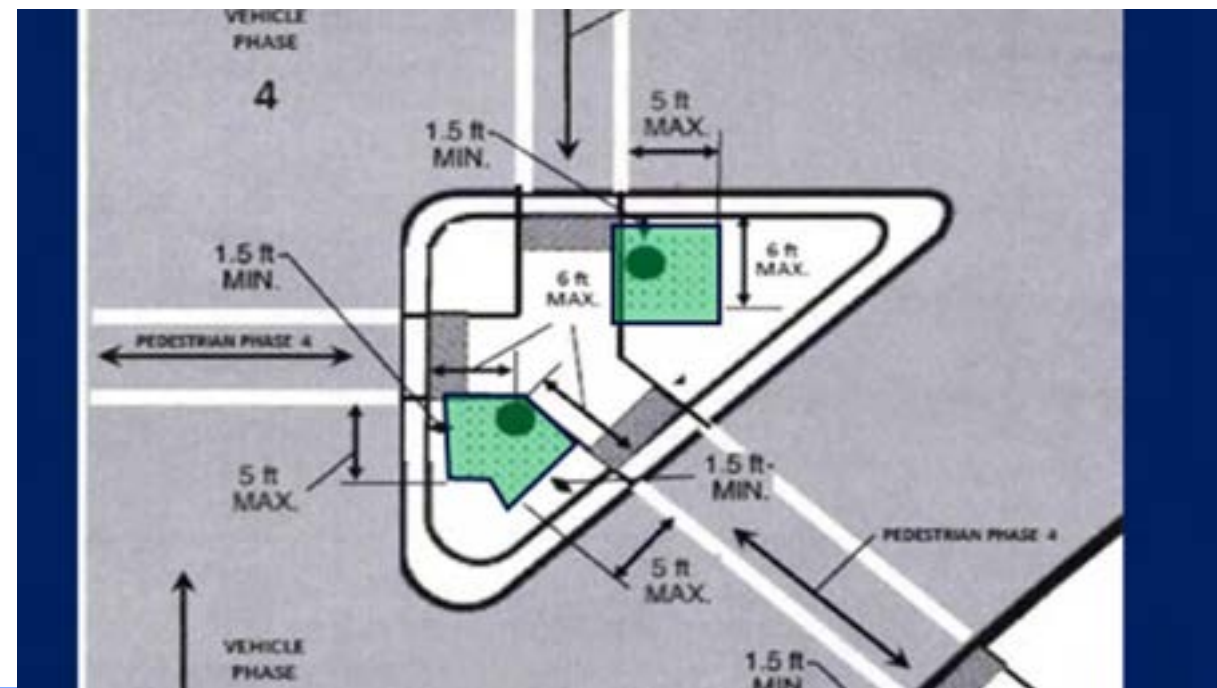
Maneuvering Space for confined Clear Spaces increased to:
For parallel approach increased to:
min. 5' (60") wide where depth exceeds 1.25' (15")

Pedestrian Refuge Islands

R306.2 Pedestrian Signal Phase Timing

Where the pedestrian clearance time is calculated to a pedestrian refuge island, **an additional pedestrian push button or passive detection device shall be provided on the pedestrian refuge island.**

EXCEPTION: If a passive pedestrian detection device is used to automatically adjust the pedestrian clearance time based on the pedestrian's actual clearance of the crosswalk, a faster walking speed may be used.



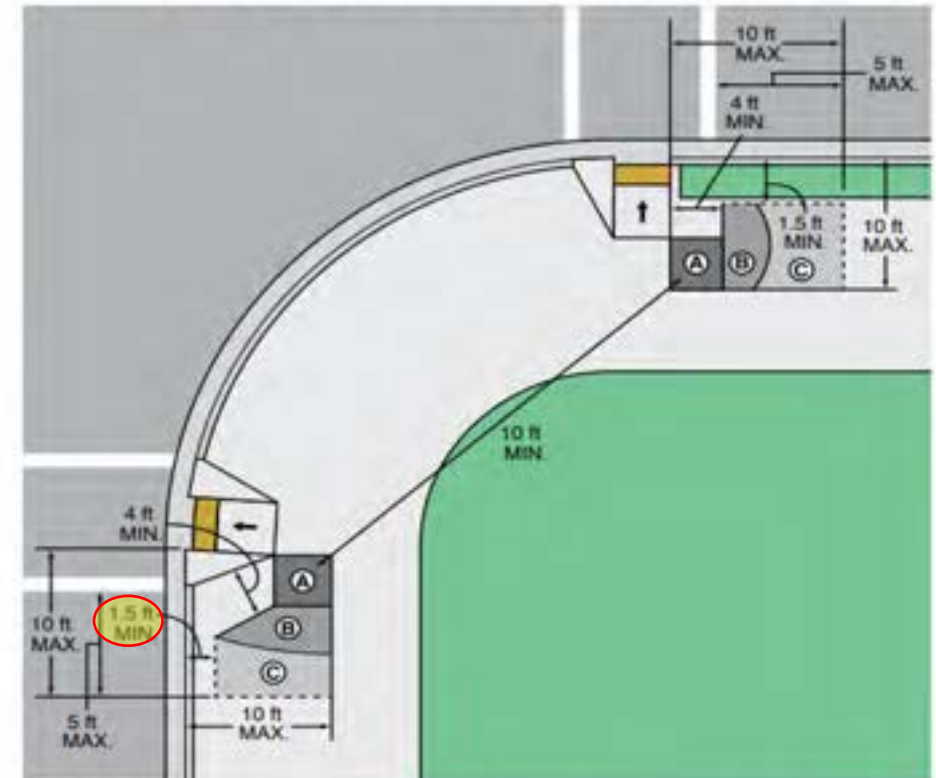
MUTCD 11th Edition

Section 4I.05 Pedestrian Detectors 04.J

Allowing a minimum 4-foot continuous clear width for a pedestrian access route; and outside the flared side of the curb ramp, if present.

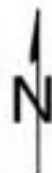
Where there are physical constraints that make it impracticable to place the pedestrian push button between 1.5 and 6 feet from the face of the curb or from the outside edge of the shoulder (or if no shoulder exists, from the edge of the pavement), it should not be farther than 10 feet from the face of the curb or from the outside edge of the shoulder (or if no shoulder exists, from the edge of the pavement).

Figure 4I-2. Preferred Push Button Location Area



Notes:

1. The push button detector should be located 5 feet or less from the outside edge of the marked crosswalk farthest from the intersection.
2. The push button detector should be located no farther from the crosswalk than the stop line, if one is present.
3. A 4-foot minimum unobstructed pedestrian access route should be maintained.
4. The maximum (MAX.) and minimum (MIN.) dimensions shown in this figure are recommendations.
5. Two pedestrian push buttons on the same corner should be separated by at least 10 feet. The 10-foot dimension shown in this figure is in reference to the placement of the push buttons within their respective areas.
6. Figure 4I-3 shows typical push button locations.
7. This figure is not drawn to scale.



Legend

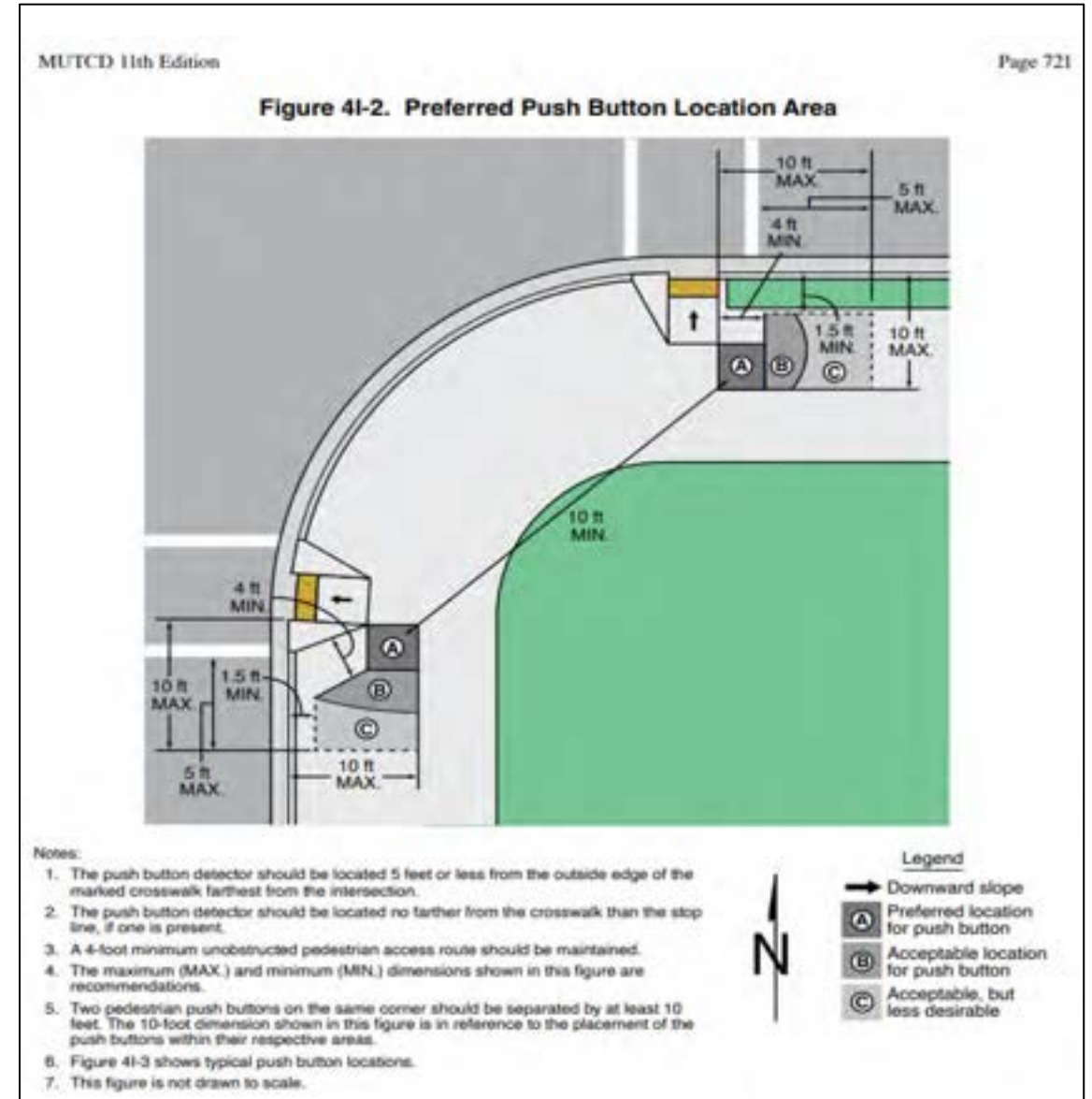
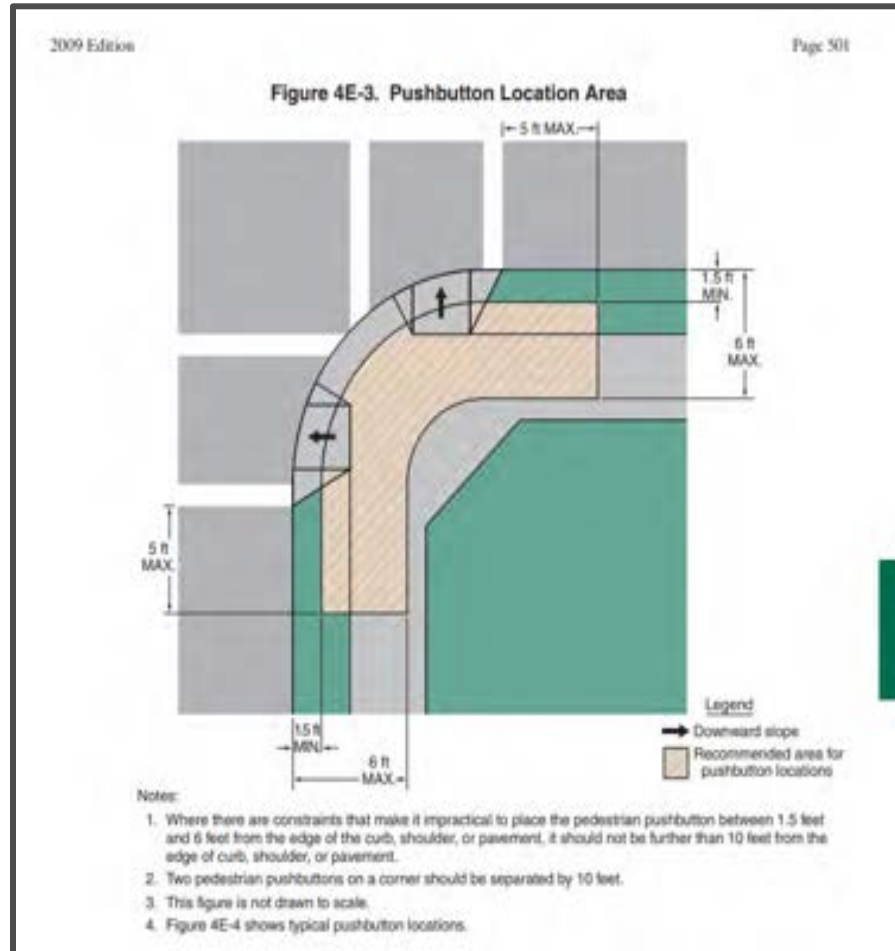
- Downward slope
- (A) Preferred location for push button
- (B) Acceptable location for push button
- (C) Acceptable, but less desirable

Note: IDOT has adopted the 11th Edition

MUTCD 2009

vs

11th Edition



Note: IDOT has adopted the 11th Edition



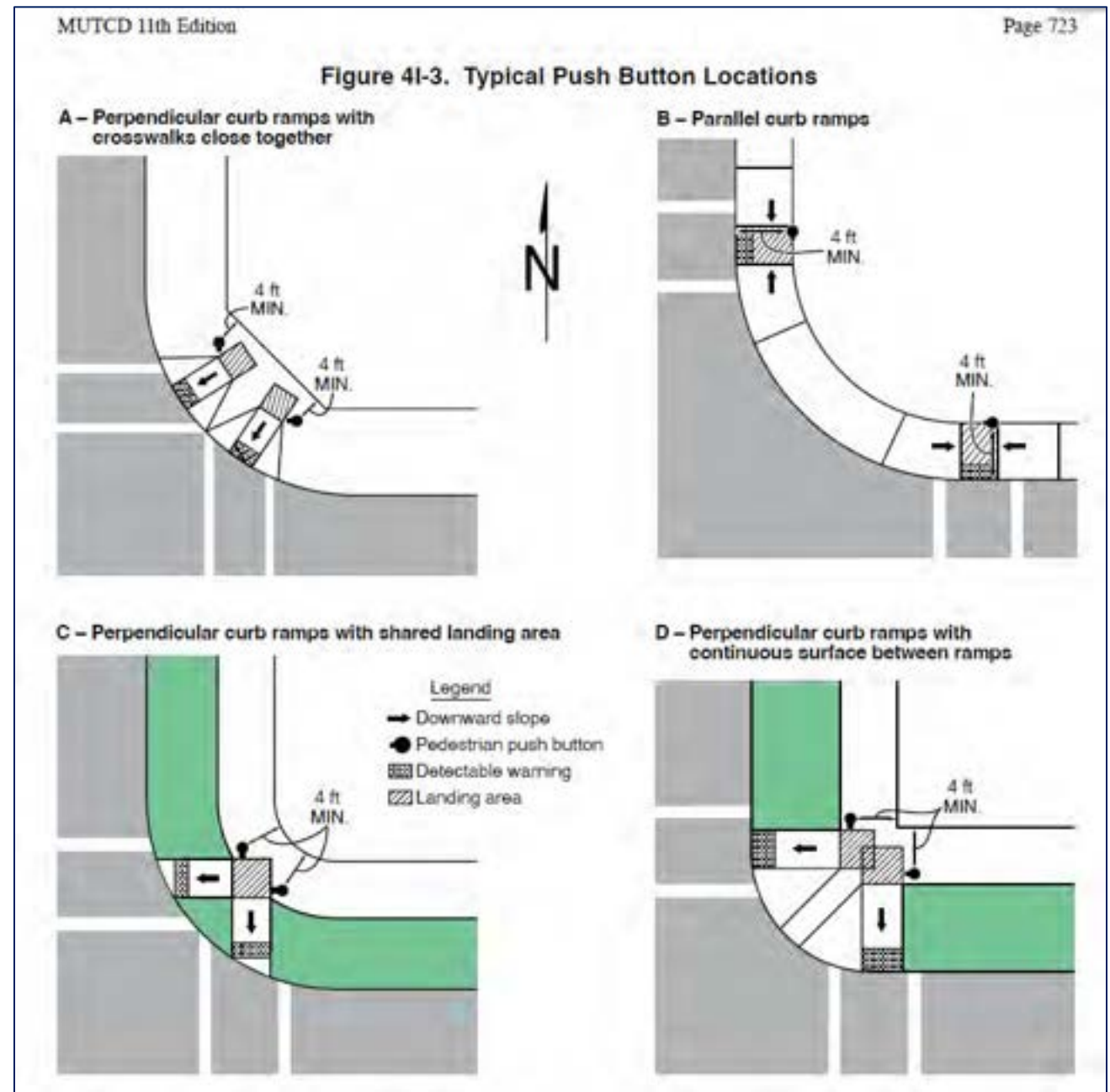
MUTCD 11th Edition

Figure 4I-3 Typical Push Button Locations:

Note the 4-foot min clear width

Panel Question:

Does IDOT allow 4-foot min clear width?



Note: IDOT has adopted the 11th Edition



Pedestrian Push Buttons and Passive Pedestrian Detection

Details

Push button **press of less than one (<1) second:**

- Must actuate only the pedestrian timing and any associated accessible walk indication.

Push button **press of one second or more (≥ 1):**

- Must actuate only the pedestrian timing, any associated accessible walk indication, and any additional features.

If **additional crossing time is provided** by means of an extended pushbutton press:

- a sign so indicating shall be mounted adjacent to or with the push button.
- **IDOT D1 does NOT add crossing time with extended press, it repeats the walk message.**





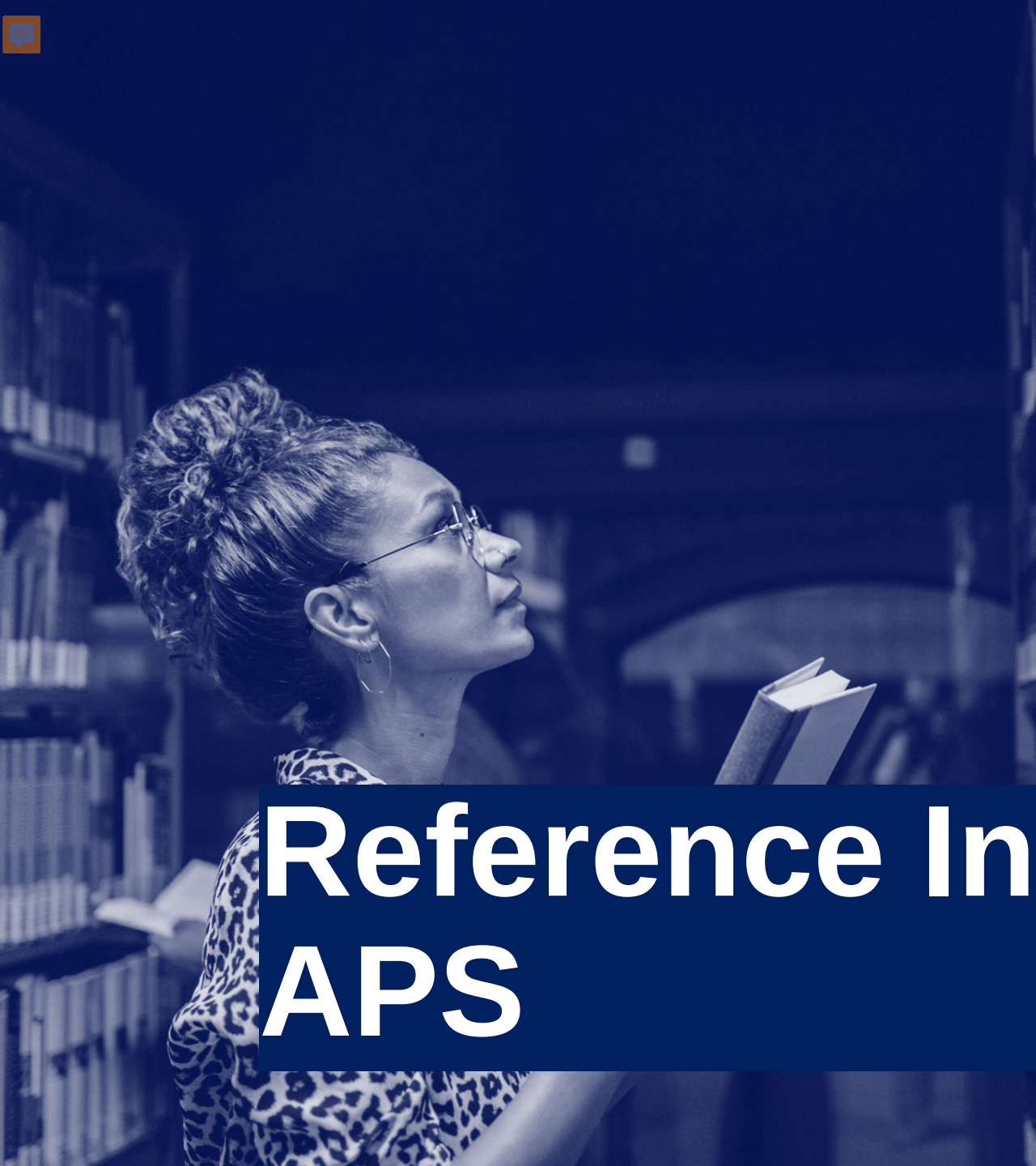
Locator Tone Requirements

- **Duration** - 0.15 seconds and repeat in 1 second intervals
 - o EXCEPTION: A locator tone may be silenced if a passive detection system activates the locator tone when a pedestrian is within a 12-foot radius of the pedestrian push button.
 - o IDOT D1 does NOT silence buttons since passive detection is not used by D1.
- **Intensity** - responsive to ambient sound and shall be audible 6 to 12 feet from the push button, or to the building line, whichever is less.
- **Beaconing** – **when audible beaconing is used**, the volume of the push button locator tone during the pedestrian change interval of the called pedestrian phase shall be increased and operated in one of the following ways:
 - A. The louder audible walk indication and louder locator tone comes from the far end of the crosswalk, as pedestrians cross the street;
 - B. The louder locator tone comes from both ends of the crosswalk; or
 - C. The louder locator tone comes from an additional speaker that is aimed at the center of the crosswalk and that is mounted on a pedestrian signal head.
- **Signal in Flashing Mode** – tone shall remain active, and the pedestrian push button shall activate a speech message that communicates the operating mode of the traffic control signal. (CURRENTLY THIS IS NOT FEASIBLE)

Audible Requirements

- Shall be **percussive tone and repeat 8-10 ticks per second** with multiple frequencies and a dominant component at 880 Hz.
- Where **technically infeasible to provide 10 feet separation** on the same corner, AUDIBLE walk indication for each signal **shall be a speech walk message**.
- **Pretimed signal** or by actuating the accessible pedestrian push button or passive detection device, they shall only be actuated when the walk interval is not timing. They shall begin with the term “Wait,” followed by intersection identification information modeled after: “Wait to cross Broadway at Grand.”
 - **IDOT HAS A SPECIAL PROVISION FOR APS MESSAGES.**
- Pedestrian **phasing that is concurrent with vehicular phasing** shall be patterned after the model: “Broadway. Walk sign is on to cross Broadway.”
- Exclusive **All Ped Phasing (aka Barnes Dance)** – shall say “Walk sign is on for all crossings.”
- **Ambient Sound** - walk indications shall be louder than ambient sound up to a maximum volume of 5 dBA louder than ambient sound. Automatic volume adjustment in response to ambient traffic sound level shall be a maximum volume of 100 dBA.
 - **EXCEPTION:** Where audible beaconing is provided in response to an extended push button press, the beaconing can exceed 5 dBA louder than ambient sound.





Reference Information: APS



Extra Resources

- IDOT article, Improving Crosswalk Accessibility, February 2026: <https://idot.illinois.gov/about-idot/stay-connected/idot-blog/improving-crosswalk-accessibility.html>
- IDOT Special Provision for APS: <https://public.powerdms.com/IDOT/tree/documents/2277569>
- APS Video in Chicago, Instagram Reel: <https://www.instagram.com/reel/DWg8nVMEYnSI/>
- 12/10/2021 BDE Procedure Memo referencing APS language changes: <https://public.powerdms.com/IDOT/documents/2334719/21-10%20BDE%20Manual%20Revision-%20Chapter%2058>
- Chicago APS Request Form: https://311.chicago.gov/s/article/Accessible-Pedestrian-Signals-APS?language=en_US
- Montgomery County, Maryland Accessible Design Guide: <https://www.montgomerycountymd.gov/news/montgomery-county-releases-first-kind-accessibility-design-guide-0>
- Minnesota DOT: <https://www.dot.state.mn.us/ada/index.html>
- IDOT ADA Initiative Website: <https://idot.illinois.gov/programs-and-projects/multimodal-transportation/title-ii-compliance-assessment-and-support.html>
- FHWA RRFB Information: <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>
- Accessible Pedestrian Signals: A Guide to Best Practices (Workshop Edition 2010) 2011 and AppD Prioritization Tool - <https://www.nationalacademies.org/publications/22902>



U.S. Department of Transportation
**Federal Highway
Administration**

FHWA Safety Programs

Pedestrian/Bicyclist

- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons (RRFB)

Speed Management



Appropriate Speed
Limits for All Road
Users



Speed Safety Cameras



Variable Speed Limits

Pedestrian/Bicyclist



Bicycle Lanes



Crosswalk Visibility
Enhancements



Leading Pedestrian
Interval



Medians and
Pedestrian Refuge
Islands in Urban and
Suburban Areas



Pedestrian Hybrid
Beacons



Rectangular Rapid
Flashing Beacons
(RRFB)



Road Diets (Roadway
Reconfiguration)



Walkways

<https://highways.dot.gov/safety/proven-safety-countermeasures>



Polara The Ultimate APS Application Guide

Requirements – MUTCD and PROWAG APS standards

Best Practices – proper placement and installation

System Selection – 2-wire vs 3-wire APS

Retrofit Scenarios – including wireless APS solutions

Examples – real-world applications and analysis

<https://polara.com/guide/aps-application>

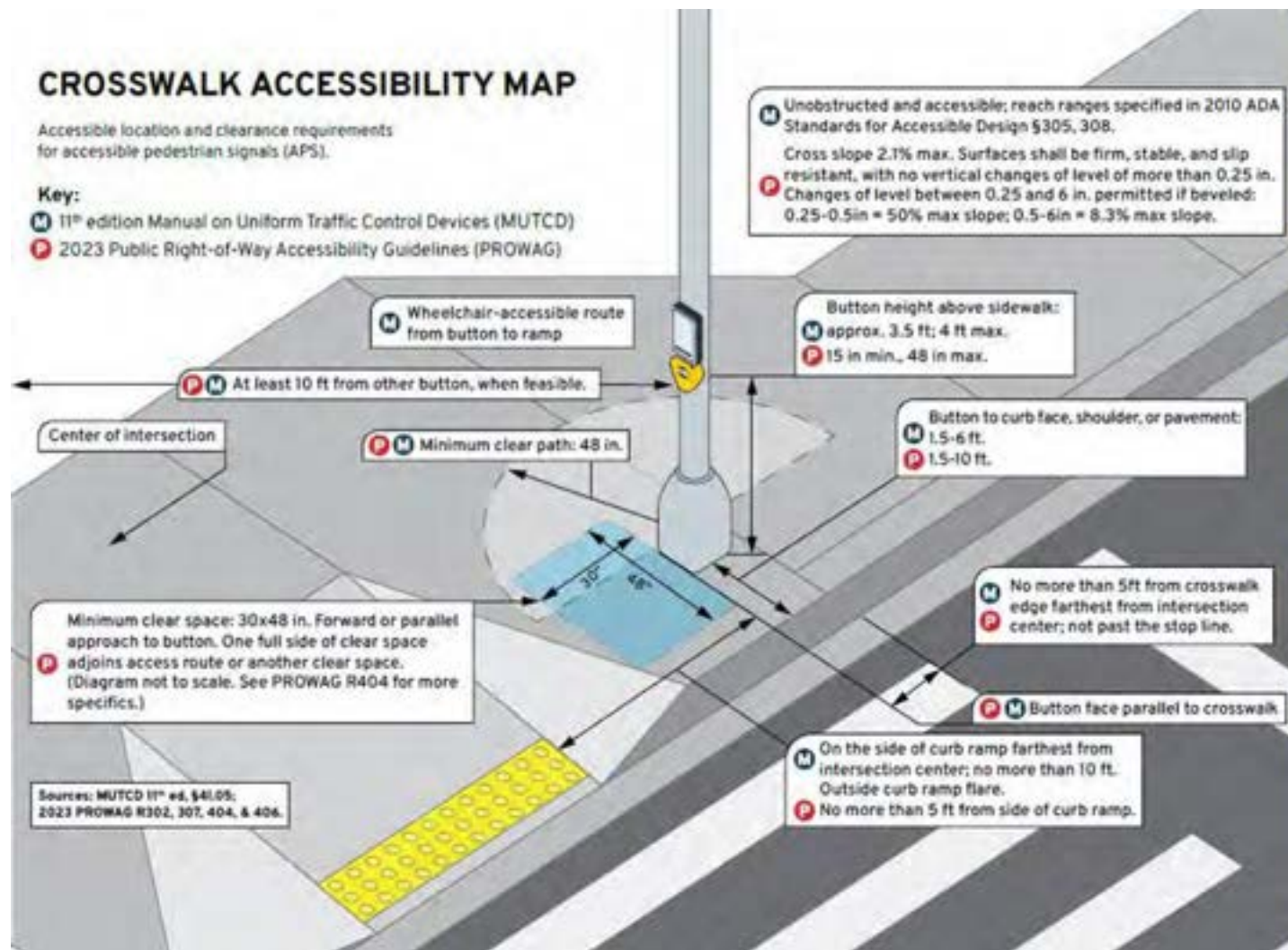


APS Location – Polara Crosswalk Accessibility Map

Per IDOT OPS T-13, APS may be **placed closer together OR share a post**

PROWAG Final Rule R307.4.1

EXCEPTION: In alterations, where technically infeasible to provide 10 feet separation between pedestrian push buttons on the same corner, a pedestrian push button information message shall be provided.



<https://polara.com/guide/crosswalk-accessibility-map>



Great Lakes ADA Center Webinar

Walk Sign is On to Cross: Requirements for Accessible Pedestrian Signals

Thursday, May 14, 2026

2:30 PM – 4:00 PM Eastern Time Zone

Speaker: Sarah Presley, Accessibility Specialist,
U.S. Access Board

Sarah reviewed requirements in PROWAG for accessible pedestrian signals to include requirements for providing audible indications to alert pedestrians who are blind to the presence of an APS, for push buttons or passive detection for activating the accessible features of APS, for accessible walk indications for devices with pedestrian signal heads, and requirements for audible indications for pedestrian activated warning devices.

The presentation will be available for download.



<https://www.accessibilityonline.org/ao/>



03 Looking Ahead



ADA Coordinator Group

2026 Meeting Schedule

2026 Dates	Topic	Presenter(s)
July 16	Website Accessibility/Section 508 – Deadline Extension	TBD
September 17 or 24	TBD: Self-Evaluation Data Collection in the PROW	TBD
November 19	TBD: Facilities & Illinois Accessibility Code	TBD

- Please let us know through the exit survey or through coordination with IDOT (Barry Kent or Stephen Letsky) if you would be willing to share with this group (materials, stand-alone, panel participant) and present on any ADA-related topic.
- Do you have questions or a story to share about one of these topics? Let us know, we would like to talk to you as we work to build presentation content.
- Is there a topic you would prefer to discuss at a future meeting? Does not need to be specific to the PROW.
 - o Legal challenges and settlements
 - o Public engagement
 - o Experience in data collection or developing a SE or TP
 - o Experience as an ADA coordinator (how you got started, issues you have had positive and negative)
 - o Compliance barriers and improvement strategies
 - o Historic areas
 - o Sidewalks, curb ramps: Challenges and Solutions

IDOT ADA Project Website Updated

ADA Resource for Agencies

<https://idot.illinois.gov/programs-and-projects/multimodal-transportation/title-ii-compliance-assessment-and-support.html>

- Get overview of IDOT ADA Project
- Get copies of
 - ADA Coordinator Group presentation slides
 - Latest version of IDOT's Transition Plan Template and Companion Guide
 - ADA Title II Compliance Checklist for self-assessment (Project Next Steps)

multimodal-transportation/title-ii-compliance-assessment-and-support.html

IL DOT

Welcome to IDOT's new website design! The address for some web pages has changed, so be sure to update any saved favorites as needed.

Illinois Department of Transportation

Home | About | Programs & Projects | News & Events | Contact Us

Americans with Disabilities Act - Title II

Statewide Compliance Assessment and Support Project

Project Overview

The Illinois Department of Transportation and the Chicago Metropolitan Agency for Planning are working together to help local public agencies meet requirements under the Americans with Disabilities Act. Specifically, IDOT is focusing on compliance with [Title II of the ADA](#), which includes the development of an ADA Self-Evaluation and Transition Plan. IDOT has hired HDR Engineering, Inc. to assist with this project.

Project Goal

To understand the level of compliance with respect to the public right-of-way and to help agencies increase ADA awareness and compliance with [Title II of the ADA](#) and the [Public Right of Way Accessibility Guidelines, also known as PROWAG](#).

Project Benefits

This effort supports equal access and helps agencies reduce legal risk and avoid costly lawsuits. IDOT encourages public agencies to meet ADA requirements and make needed accessibility improvements.

What is included in IDOT's ADA Title II Compliance Assessment Support Project?

This project requires three phases over several years:



Phase I
Data Collection



Phase II
Assessment



Phase III
Training and Technical Support

Phase I was initiated in 2023 and substantially completed in 2024 and included web research, a survey and targeted agency outreach. The survey remains open as a method to correct agency updates. IDOT continues to collect and assess agency transition plans.

Phases II and III of this project initiated in 2024 and are ongoing. Phase II included an assessment of data collected and the development of an action plan based on identified needs, trends and issues. Assessment activities are ongoing and focused on the evaluation of agency compliance with Title II administrative requirements such as ADA Self-Evaluations and Transition Plans developed for pedestrian facilities in the public right-of-way. Phase III to date has included ADA training courses, website updates, office hours for technical support, agency coordination, and the development and distribution of tools to help assess and improve Self-Evaluation and Transition Plan quality.

Data Collection and Assessment Update

ADA Coordinators Group

ADA Coordinators Group Meetings (Initiated July 2025)

The Illinois Department of Transportation invites local agency resources and support to ADA coordinators in Illinois. Group improve accessibility and ADA Title II compliance. This group and exchange insights on shared challenges, opportunities.

The group meets every other month with goals to:

1. Support compliance by answering questions, sharing offering tools, templates and training on self-evaluation.
2. Educate ADA coordinators on Title II Administrative B transition plans, topics of interest and best practices.
3. Improve statewide ADA Title II compliance among local agencies.

Intended Audience:

- Local public agency ADA coordinators or designees.
- If you are in IDOT Region 1, you also have the opportunity to attend meetings.

Registration:

Registration information is available through IDOT's [Technology Transfer Center Training Enrollment](#). The meeting will be held in a virtual format.

Meeting #5: March 18, 2026. Topic: Quality Transition Plan Template and Companion Guide for Pedestrian Facilities

Meeting #6: May 21, 2026. Topic: Accessible Pedestrian Signage

View slides from previous meetings:

- Meeting #1: [July 13, 2025. Topic: Role of the ADA Coordinator](#)
- Meeting #2: [September 24, 2025. Topic: PROWAG Part 1](#)
- Meeting #3: [November 10, 2025. Topic: PROWAG Part 2](#)
- Meeting #4: [January 27, 2026. Topic: Funding Myths](#)

Self-Evaluation and Transition Plan Template for the Public Right-of-Way

IDOT in cooperation with CMAP and its consultant HDR has developed a new Self-Evaluation and Transition Plan Template and Companion Guide for the public right-of-way. The template provides agencies with a step-by-step process to comply with ADA Title II requirements regardless of agency size. On-Demand Template Training, Quality Transition Planning, How to use IDOT's new Self-Evaluation and Transition Plan Template and Companion Guide (2025), is available through the Illinois Technology Transfer Center (ITC). The template and companion guide are living documents that will be periodically updated. Feedback on the Template and Companion Guide is encouraged. Submit comments to DOT.LegalAssistance.ADA@illinois.gov.

Download the [Self-Evaluation and Transition Plan Template](#) for pedestrian facilities in the public right-of-way.

Download the [Companion Guide for the Transition Plan Template](#).

Download the [Template companion form](#).

Project Next Steps

- What is Title II and how does it affect my organization?
- What should be evaluated in the public right of way?
- What are my Agency's Title II responsibilities?



Stephen Letsky, IDOT

Project Development Engineer

Illinois Department of Transportation
Bureau of Local Roads and Streets

Office: 217-557-5122

Mobile: 217-299-3970

Email: stephen.letsky@illinois.gov



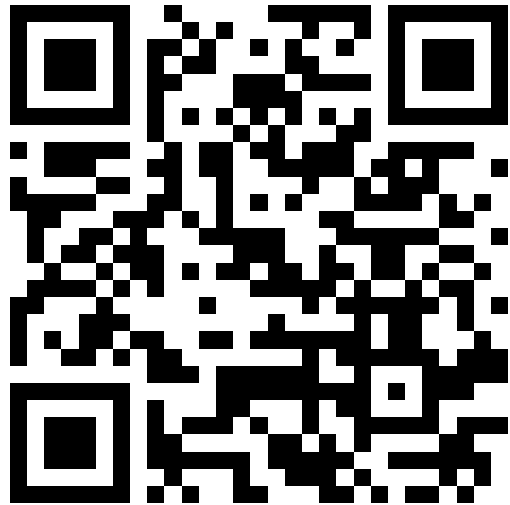
Greg Martinez, HDR

Office: 303-524-8328

Email: greg.martinez@hdrinc.com

Contact Information:
DOT.LocalAssistance.ADA@illinois.gov

Exit Survey



<https://form.jotform.com/251906244723052>

Please fill out the exit survey. Feel free to include the following information so we can generate useful content for future meetings.

- Is there a topic that you would like IDOT to cover?
- Are you willing to present?
- Do you have questions we can try and answer related to the next topic: APS?
- **Let us know through the exit survey or by phone/email**

Extra Slides for Reference

Extra Slides

PROWAG Final Rule

APS Required Features

Shall have **audible and vibrotactile walk indication during the walk interval only**. The audible walk indication shall be audible from the beginning of the associated crosswalk.

- **Push Button Locator Tone** – “a repeating sound that informs approaching pedestrians that they are required to push a button to actuate pedestrian timing, receive additional information, and that enables pedestrians with visual disabilities to locate the pushbutton”
- **Vibrotactile** – the use of vibrations transmitted through the skin or body to convey information. Vibrates during the walk interval.
- **Tactile Arrow** – arrow that is aligned parallel to the direction of travel and is tactile and with high visual contrast.



Agencies no longer have the option of choosing not to install audible and vibrotactile indications.

MUTCD 11th Edition: Pushbuttons

Guidance:

- 04 *If pedestrian push buttons are used, they should be capable of easy activation requiring no more than 5 pounds of force, should not require tight grasping, pinching, or twisting of the wrist, and should be conveniently located near each end of the crosswalks. Except as provided in Paragraphs 5 and 6 of this Section, pedestrian push buttons should be located to meet all of the following criteria (see Figure 4I-2):*
- A. Unobstructed and accessible within one or more of the reach ranges specified in Section 308, and from a clear ground space as specified in Section 305, of the 2010 ADA Standards for Accessible Design;*
 - B. To provide a wheelchair accessible route from the push button to the ramp;*
 - C. On the side of the curb ramp which is farthest from the center of the intersection;*
 - D. Not greater than 10 feet from the edge of the associated curb ramp which is farther from the center of the intersection;*
 - E. Not greater than 5 feet from the outside edge of the marked crosswalk farthest from the center of the intersection;*
 - F. Not farther from the crosswalk than the stop line is, if present;*
 - G. Between 1.5 and 6 feet from the face of the curb or from the outside edge of the shoulder (or if no shoulder exists, from the edge of the pavement);*
 - H. With the face of the push button parallel to the crosswalk to be used;*
 - I. At a mounting height of approximately 3.5 feet, but no more than 4 feet, above the sidewalk;*
 - J. Allowing a minimum 4-foot continuous clear width for a pedestrian access route; and*
 - K. Outside the flared side of the curb ramp, if present.*

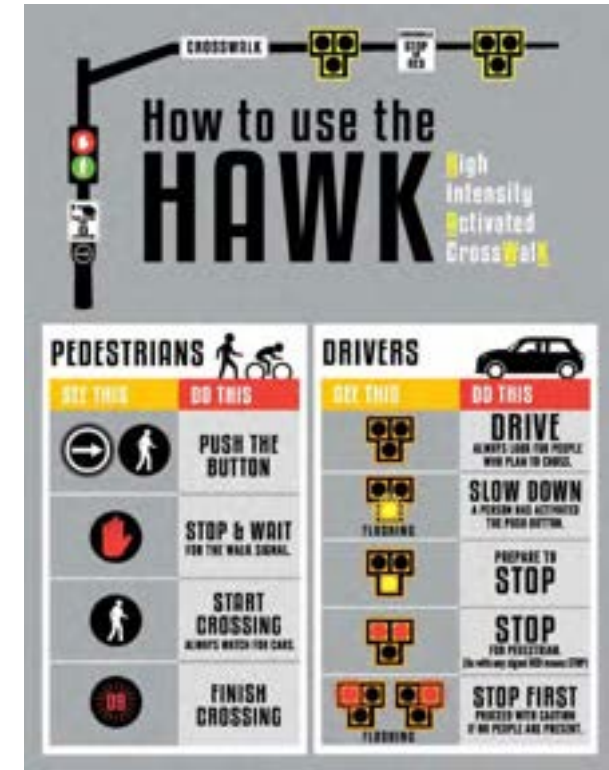
Pedestrian Hybrid Beacon/High-intensity Activated Crosswalk beacon (HAWK)

PHBs/HAWKs are overhead traffic devices used at mid-block crossings or uncontrolled intersections. **They remain dark until a pedestrian pushes the button to activate a sequence:**

1. **Flashing Yellow**: Alerts drivers to a pending crossing.
2. **Solid Yellow**: Signals drivers to prepare to stop.
3. **Solid Red**: Drivers must stop; pedestrians receive a visual "WALK" and if APS an audible/vibrotactile speech message "Walk sign is on to cross Broadway".
4. **Flashing Red**: Drivers may proceed if the crosswalk is clear

Features include both typical Pedestrian Signal with or without APS

PHB's/HAWKs Have been known to confuse both pedestrians and drivers



Crossing while using phones

- Approximately 30% to 32% of pedestrians use mobile phones while crossing busy intersections
- Distracted walkers are 46% more likely to be involved in a traffic incident, according to recent studies.
- Texting pedestrians take roughly 18% longer to cross and are 3.9 times more likely to exhibit unsafe behaviors, such as ignoring traffic lights or failing to look both ways.



ALTERATION DEFINITION ORIGIN: 28 CFR PART 35

NONDISCRIMINATION ON THE BASIS OF DISABILITY IN STATE AND LOCAL GOVERNMENT SERVICES

§ 35.151 New construction and alterations.

(a) Design and construction.

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(b) Alterations.

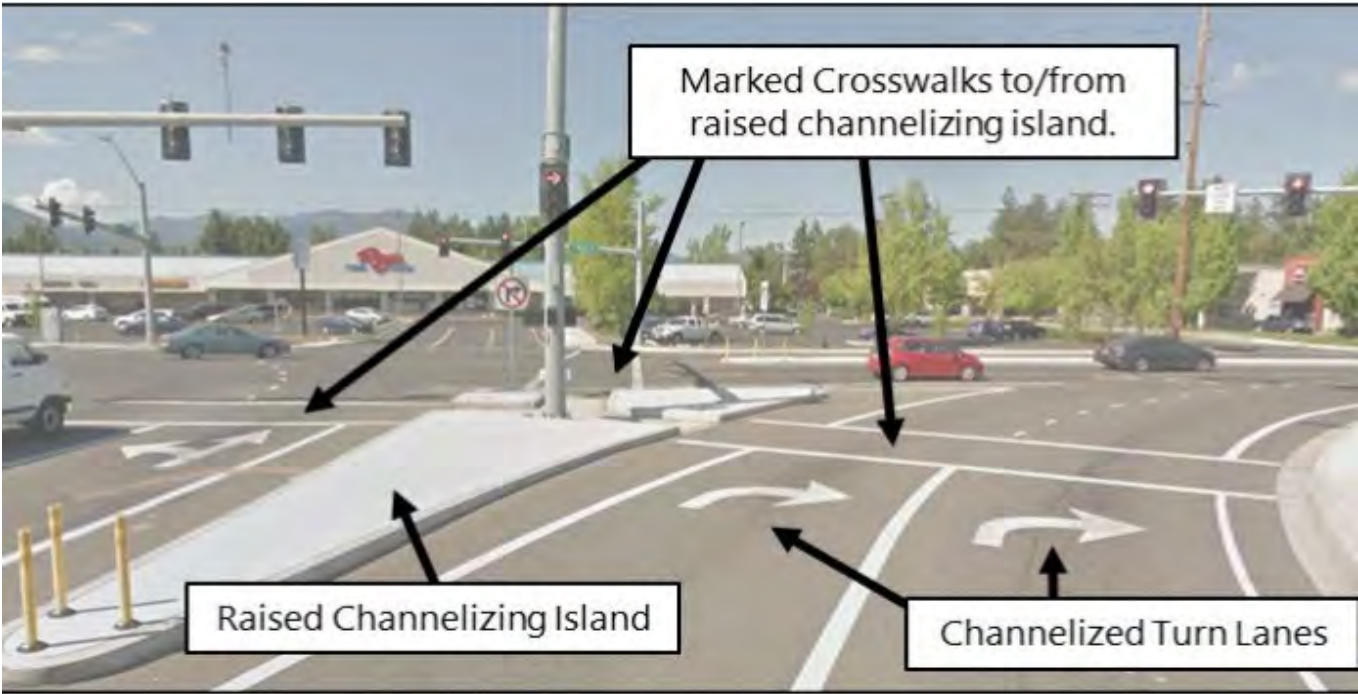
(1) Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

Multi-Lane Roundabout and Multi-lane Channelized Turn Lane

Each multi-lane *crosswalk* shall provide one or more of the following:

- a traffic control signal with a pedestrian signal head;
- a pedestrian hybrid beacon (HAWK);
- a pedestrian actuated rectangular rapid flashing beacon;
- or a raised crossing

PROWAG Final Rule does not provide guidance on how to select the appropriate treatment.





Alterations on State Route Traffic Signals

Equestrian crossings, what if we receive a safety complaint that the audible signal is creating a legitimate safety concern with horses being scared and getting out of control?

- Answer - Omitting the APS would require to process an MEF (BDE 3101) noting “designed to the MEF based on equestrian safety factors”. However, rather than an MEF,
- New IDOT practice is to substitute the percussion sound with a verbal message (*lights are flashing*) (accessible and accommodates equestrians)





Signs MUTCD 11th Edition

Section 41.05 Pedestrian Detectors

- PROWAG: R208.1, R410
 - R208.1 – All signs intended for pedestrians must comply with R410.
 - However, signs mounted immediately above or incorporated into a push button detector unit are not required to comply with R410.

- MUTCD:

Standard:

- 12 The positioning of pedestrian push buttons and the legends on the pedestrian push button signs shall indicate which crosswalk signal is actuated by each pedestrian push button.
- 13 If the pedestrian clearance time is sufficient only to cross from the curb or shoulder to a median of sufficient width for pedestrians to wait and the signals are pedestrian actuated, an additional pedestrian detector shall be provided in the median.

Page 130

MUTCD 11th Edition

Figure 2B-27. Pedestrian Signs and Plaques (Sheet 2 of 2)



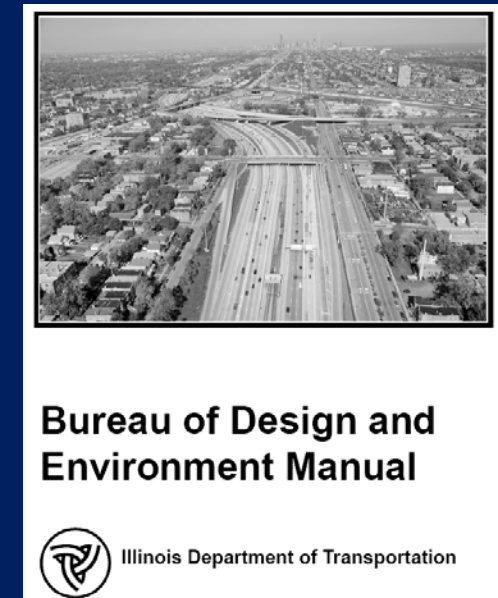
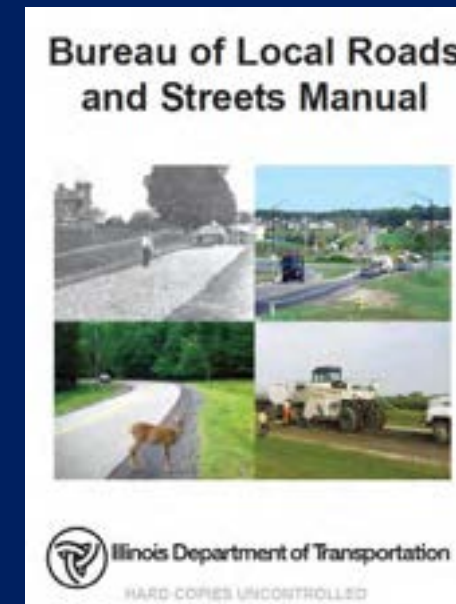
Figure 2B-27. Pedestrian Signs and Plaques (Sheet 1 of 2)



IDOT Standards and Manuals

Updates ongoing

- ADA/PROWAG Inspection Sheet (2014)
- IDOT Accessible Public Right-of-Way Field Guide – (2016)
- IDOT Standards
 - Curb Ramps – Revisions 2019-2025
 - Push Button – 2016
 - Bureau of Local Roads & Streets Manual (2005-2018)
 - Chapter 41, Special Design Elements – 2006
 - Bureau of Design and Environment Manual – (May 2024)



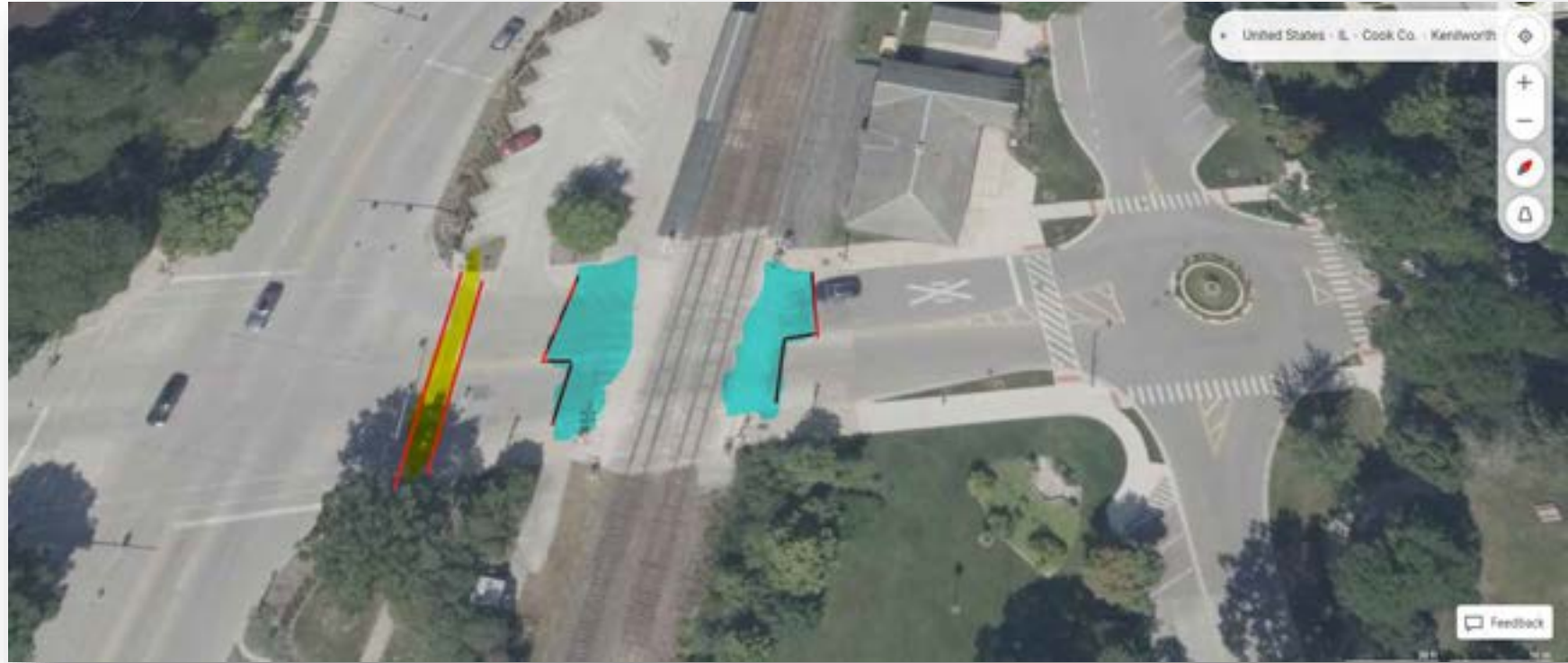


More Details

- Locator Tone (R307.8) – APS shall incorporate locator tone
 - Duration of sounds and frequency of sounds (R307.8.1)
 - Locator tone relative to Ambient Sound, max 5dBA greater than adjacent traffic up to 100dBA (R307.8.2)
 - Locator Tone and Audible Beacons – “where audible beacons are used”... 3 conditions in crosswalk (R307.8.3)
- Audible Walk Indications (R308.3) – Percussive (>10' separation) or Speech Message (<10')
- Tactile Arrow (R307.9) – High visibility arrow shall align parallel to direction of crossing
- Vibrotactile function (R308.5) – Push Button shall vibrate during walk indication.
 - RRFBS - Speech Message stating status of beacon in lieu of an audible walk indication and shall NOT vibrate.
- Final Rule gave updated guidance on location (R307.4)
 - The APS clear space (30"x48"min.) cannot be placed on the curb ramp grade (8.3%) (R404.5)
 - Clear spaces (30"x48" min.) shall not be located on curb ramp runs or flares.
 - The APS location can be a max of 10-ft from edge of curb or pavement (R307.4)

Pedestrian Signals at Railroad Crossings

Illinois Commerce Commission (ICC) safety concerns w/ allowing crosswalks adjacent to railroad tracks, ICC's direction is to remove them. Coordinate with Traffic Operations and ICC.





Detectable Warning Surfaces at Emergency/Exit Gates at Rail Crossing



City of Los Angeles South
Gateway Line (SGL)

No DWS at emergency gate. DWS
do not Contrast visually with the
adjacent walking surface



City of Arvada, Colorado

Leading Pedestrian Intervals

FHWA

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.



The infographic is titled "Proven Safety Countermeasures" and is part of the "OFFICE OF SAFETY" series. It features a blue header with the FHWA logo and the text "U.S. Department of Transportation Federal Highway Administration". The main title "Leading Pedestrian Interval" is prominently displayed. A circular icon shows a traffic light with a pedestrian symbol. Below this, it states "Safety Benefits: 13% reduction in pedestrian-vehicle crashes at intersections." The infographic lists four benefits of LPIs: increased visibility, reduced conflicts, increased likelihood of yielding, and enhanced safety for slower pedestrians. It also references FHWA's Handbook for Designing Roadways for the Aging Population and the Manual on Uniform Traffic Control Devices. Two photographs illustrate the concept: one shows a pedestrian crossing before a vehicle turns, and the other shows a car turning right across a pedestrian's path. Captions for the photos explain how LPIs allow pedestrians to establish presence and reduce conflicts.

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for Designing Roadways for the Aging Population recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the Manual on Uniform Traffic Control Devices for guidance on LPI timing and ensure that pedestrian signals are accessible for all users.¹ Costs for implementing LPIs are very low when only signal timing alteration is required.

13%
reduction in pedestrian-vehicle crashes at intersections.²

An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA

LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

<https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

Leading Pedestrian Intervals

Polara

LPIs without APS put blind pedestrians in danger!

Visually disabled pedestrians cannot benefit from the additional LPI crossing time if it is only communicated visually.

8 Quick Facts

1. Leading pedestrian intervals increase pedestrian visibility to turning cars

Leading pedestrian intervals (LPIs) give pedestrians 3-7 seconds head start to begin their crossing before the parallel green light, allowing them to enter the crosswalk before turning vehicles begin to move.

2. LPIs can reduce vehicle/pedestrian crashes by 13-60%

Studies report a range of positive results from implementing LPIs; [Safety Evaluation Of Protected Left-Turn Phasing And Leading Pedestrian Intervals On Pedestrian Safety \(Goughnour et al., 2018\)](#) found a 13% overall reduction in vehicle/pedestrian crashes, with individual results scoring much higher, while [Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups \(Fayish and Gross, 2010\)](#) found a 58.7% reduction.

3. LPIs are a low-cost proven safety countermeasure

The [FHWA list of Proven Safety Countermeasures](#) gives the following benefits for LPIs:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

4. But visually disabled pedestrians do not benefit from LPIs without APS

Blind or visually disabled pedestrians are trained to use the sound of parallel traffic to identify the beginning of the Walk interval. They do not benefit from the additional crossing time if it is only communicated visually.

5. LPIs without APS put blind pedestrians in danger

LPIs delay the beginning of traffic movement, which can place blind pedestrians in front of turning vehicles, leave them without sufficient time to complete their crossing before the Don't Walk signal, or even lead them to begin crossing after the Walk interval ends.

At LPI crossings, blind pedestrians can be expected to cross after the Walk sign has ended 15-38% of the time, and end their crossing in the Don't Walk phase 40-82% of the time. Source: [Leading Pedestrian Intervals at Urban Crosswalks: Effects on Safety for Travelers Who Are Blind \(Bourquin, Bieder, Emerson, & Franck, 2023\)](#)

6. APS allows blind pedestrians the benefits of LPIs.

Accessible pedestrian signals (APS) communicate the Walk signal audibly and through a vibrotactile arrow button, removing ambiguity and providing blind and visually disabled pedestrians equal access to the benefits of the LPI.

7. LPIs need APS to be ADA-compliant

The ADA and Section 504 of the Rehabilitation Act require public agencies to make their services, programs, and activities accessible to people with disabilities.

8. The 11th ed. MUTCD supports the use of APS at LPI intersections.

The 11th edition MUTCD requires pedestrian signal heads at any crossing with an exclusive pedestrian phase or LPI with all conflicting vehicles stopped (section 4D.02), and supports the use of APS at these crossings (section 4I.06).