
VILLAGE OF ELIDA
Americans with Disabilities Act Transition Plan:
Pedestrian Facilities in the Public Rights-of-Way

406 E. Main St.
Elida, OH 45807
(419) 339-2811

February 2019

Village of **E**lida



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INTRODUCTION

The purpose of this Plan is to ensure that the Village of Elida creates reasonable, accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. The Village of Elida has established a plan to



update the pedestrian facilities located in the public rights-of-way. Although a sidewalk network is already in place for most of the Village, improvements are required in order to bring the Village into compliance. The ADA Transition Plan identifies shortcomings and recommends corrective measures in order to achieve widespread accessibility. Improvements have been prioritized so that deficiencies with the greatest impact will be addressed before those with a lesser footprint.

LEGAL REQUIREMENTS

The federal legislation known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Title II specifically applies to “public entities” (state and local governments) and the programs, services, and activities they deliver. Title II, Article 8, requires public entities to take several steps designed to achieve compliance. Federal mandates require the Transition Plan shall, at a minimum include:

1. A list of the physical barriers in a public entity’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.
2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
3. The schedule for taking the necessary steps to achieve compliance with Title II.
4. The name of the official responsible for the Plan’s implementation.

Transition Plans provide a method for public entities to schedule and implement ADA required improvements to existing streets and sidewalks. Before a Transition Plan can be developed, however, an inventory of the current public road rights-of-way including curb ramps and sidewalks must first be developed.

OBSTACLES TO THE PUBLIC RIGHTS-OF-WAY

People have differing abilities: A variety of users need to access the sidewalk system. Their abilities vary in agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, strength, vision, and pace. Pedestrians have varying needs, therefore, changing a design to enhance access for one group can create additional barriers for other individuals. The goal should be to make all sidewalks accessible to the largest possible number of universal design.

To improve the pedestrian paths within the public road rights-of-way, the Village of Elida worked with the Ohio Department of Transportation (ODOT) and Regional Planning Commission. The Village of Elida, ODOT and the Regional Planning Commission have worked to identify available programmatic federal and state funding to help underwrite the construction of sidewalks. The Planning Commission also worked with the Village to identify barriers within the public rights-of-way including curbs, sidewalks, pedestrian crossings, and parking lots. Village officials were ultimately able to address a prioritized list of improvements based on an inventory of existing land use activities, and publicly owned buildings. Field surveys/inspections and the use of GIS mapping were employed prior to the public planning to expedite informed decision making. Of critical importance were the public rights-of-way serving government offices, downtown core areas, parks, public and quasi-public buildings and residential areas. Such data constitutes the foundation of the Transition Plan.

As a result of the inventory and the public planning process, the Village of Elida has identified and assessed obstacles in the public rights-of-way. The Village adopted a proactive approach to removing barriers in the public, predicated upon public comment/complaints, and ensuring that all future construction/repair within the road rights-of-way, regardless of funding source, will in a build-out scenario, ensure compliance with ADA design standards within Village rights-of-way.

GENERAL POLICIES:

Roadway Intersections

The Village of Elida will work in good faith to have curb ramps or blended intersections constructed or upgraded to achieve ADA compliance within all capital improvement projects at roadway intersections. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of a project. If so, those limitations will be noted and those intersections will remain in the Transition Plan. As future projects or opportunities arise, those roadway intersection corners shall be incorporated into future work. Regardless of whether full compliance can be achieved in all cases, each intersection corner shall be made as compliant as possible in accordance with the purpose of the ADA Transition Plan.

Deficient Sidewalks

The Village of Elida will work in good faith to have sidewalks constructed or upgraded to achieve ADA compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks to achieve full accessibility within the scope of a project. If so, those limitations will be noted and those segments will remain in the Transition Plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved in all cases, each sidewalk or trail shall be made as compliant as possible in accordance with the purpose of the ADA Transition Plan.

BARRIER REMOVAL PRIORITIES

The Village of Elida based barrier removal priorities on three (3) factors: use, location, and relative accessibility within the public road rights-of-way. The Village identified Plan priorities as follows:

1. Rights-of-way serving government and public facilities
2. Rights-of-way serving commercial services and employment centers
3. Rights-of-way serving other land uses

Accessibility Condition

The Village worked to identify the relative accessibility of the public rights-of-way during the inventory phase, survey phase and public comment period.

Priority Ranking

In order to determine the overall priority of specific improvements to enhance accessibility within the public rights-of-way, the following matrix was used.

PRIORITY OF CAPITAL IMPROVEMENTS NEEDED			
Land Use Type	Locations Serving Government Facilities	Commercial Services & Employment Centers	Other Land Uses
		1	2

The priority of improvements is based on identifying which of the public rights-of-ways serve a particular area/site within the Village, and the accessibility of the rights-of-way with respect to barriers. Appendix A identifies a prioritized list of projects by obstacle, location and 2019 estimated costs.

Public Comment/Complaint Process

The public comment/complaint process is fundamental and an integral part of the Transition Plan. Public complaints or requests help drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, interested parties are urged to contact the ADA Coordinator in writing and describe the issue in detail, including the location. The ADA Coordinator will inspect and document the need for further possible action. The ADA Coordinator will record the formal response and reply to the complainant/requestor. All complaints or requests will be kept on file and will include the response. Appendix B contains the Village of Elida Public Comment/Complaint Form for Pedestrian Facilities in the Public Rights-of-Way.

New Construction & Alterations

In order to ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations within the public rights-of-way, the Village of Elida will follow the Ohio Department of Transportation (ODOT) design specifications (see Appendix C). Moreover, whenever there is an alteration, intersection, roadway improvement project or new construction project, any affected curb ramp, sidewalk, and/or crosswalks within the affected area will be rebuilt to such ADA design guidelines. In order to improve accessibility the Village may choose to integrate PROWAG design standards into certain

projects where feasible and reasonable. The Village will require minimum 5' sidewalk widths whenever federal MPO/ODOT/DOT monies are used in financing such improvements.

SCHEDULE

As opportunity allows, the Village of Elida will make efforts to improve the ADA Accessibility of pedestrian facilities in the public rights-of-way. At this time, the Village of Elida has budgeted **\$10,000** annually for sidewalk improvements. There is a **20-year plan** for streets to be scheduled for ADA compliance to include: Stonecrest Pl, Buttercup Dr, Larkspur Dr, Morning Glory Dr, Spruce Dr, Sycamore St, Amaryllis St, Hummingbird St, Whippoorwill Ave, Aster St, Meadow Glen Dr, Clover Ridge Dr, Greenlawn Ave, Kiracofe Ave, Main St, Weger Ave, Beechwood Pl, Henry St, Roger St, Howard St, Baxter St, Sunnydale St, Hillcrest Dr, North St, Plum St, Johns Ave, Cherry Blossom Ct, Orchard Dr, Plum Cir, Oriole Trail, Crites Pl, Wildwood Ave, Greenlawn Ave, Piquad Rd. Note that this schedule is flexible, as changes may occur such as additional funding, storms, improvements due to power and electric companies, etc. There will be times when it is technically infeasible to provide technical compliance: for examples, if clear space at the top of the ramp is obstructed by a building, or the slope the approach is so extreme as to prevent a reasonable slope for a ramp in both directions. The inventory process may not account for such situations and could show a high-priority rating when all feasible actions have been taken.

Additionally, given a program as broad and comprehensive as the Village's pedestrian network, the Village will follow the concept of "program access" under Title II of the ADA. Program access does not necessarily require an entity to make every approach of each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as whole is accessible. Under this concept, the Village may choose not to install a sidewalk at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without a compliant sidewalk.

RESPONSIBLE INDIVIDUAL

The official responsible for the implementation of the Village of Elida's ADA Transition Plan for the pedestrian facilities in the public rights-of-way is:

Mr. Dave Metzger
Village Administrator & ADA Coordinator
Phone Number: 419-339-2811
Email Address: villageofelida@voelida.com

PUBLIC INPUT

On March 12, 2019, the Mayor of the Village of Elida presented a summary of the transition Plan in the first of two public meetings. Appendix D is the text of the Mayor's presentation with reference to public policy.

The Village of Elida provided opportunities for individuals to comment on this Transition Plan, which included:

- DRAFT and FINAL Document (Transition Plan) made available at Town Hall.
- Public Meetings held the second and last Tuesday of every month at 7:30 pm.
- Open house and presentation at a public meeting scheduled for **March 26, 2019**.

The Village of Elida posted information in public entities within the Village to notify its residents of public meetings held on March 12th and March 26th in 2019. The general public was encouraged to attend either of the special sessions to provide valuable input for the ADA Transition Plan. (See Appendix E) The legal notice announced the availability of the Draft ADA Transition Plan at the Town Hall with easy public access. Hardcopies of the finalized plan have been made available at the Town Hall. The Village also made the ADA Transition Plan available at the Elida Public Library and Fire Department during normal business hours. Public comments were accepted for no less than 30 days and continue to be accepted today. The form for public comments/concerns is attached as Appendix B.

Formal adoption of the ADA Transition Plan is currently scheduled to take place on **April 9, 2019**. Thereafter, the Transition Plan will be available at the Town Hall and by written formal request to the ADA Coordinator.

APPENDIX A: PUBLIC RIGHTS-OF-WAY INVENTORY

The sidewalk network within Village of Elida is fairly comprehensive north of State Route 309. The caveat is Orchard Acres which has intermittent sidewalks due to the number of vacant lots. Once the subdivision is fleshed out, Orchard Acres should reach ADA compliance as homeowners are required to install their piece of the sidewalk system.

The region of the Village around the Field House lacks a proper sidewalk network. There are intermittent sidewalks on North Street and Sunnydale that should be improved as the nearby school facilities have potential to draw a relatively high number of pedestrians. Hillcrest, Baxter, Howard and Beechwood are either wholly or partially located in Village limits and none of those roadways are coupled with sidewalk accessibility.

Kiracofe Avenue does not have sidewalks on either side. Sidewalk installation on both sides of the road in addition to adequate crosswalks would allow pedestrians to move safely through the area of the Village with the highest volume of motorized traffic as well as create pathways for north and south pedestrian travel within the Village.

South of Kiracofe Avenue, the Laurel Oaks Neighborhood Association has been on record as being resistant to the implementation of sidewalks in their neighborhood. Sidewalks are not required therefore Laurel Oaks has been omitted from the sidewalk network. Baty Road and Greenlawn Avenue are the only roadways south of Kiracofe identified for public rights-of-way upgrades.

The following Table highlights the proposed improvements needed to bring the Village into Federal compliance. The projects have been prioritized based on their likelihood to serve the most residents at critical locations in the Village. The improvement table is not intended to be a static list. It should progress over time as capital improvements are made and the needs of the Village evolve.

PRIORITY OF CAPITAL IMPROVEMENTS NEEDED			
Land Use Type	Locations Serving Government Facilities	Commercial Services & Employment Centers	Other Land Uses
	1	2	3

RECOMMENDED IMPROVEMENTS				
Location	Deficiency	Improvement	Cost Estimate	Priority Tier
Kiracofe Ave	Kiracofe supports a traffic count of 12,124 AADT and is not integrated within the sidewalk network.	Install sidewalks on both sides of Kiracofe from Main to Pioneer. Install sidewalk on south side from Pioneer to Baty.	\$440,000	1
Pioneer Rd	There is no sidewalk west of the Elida Elementary School.	Install sidewalk on west side of Pioneer from sidewalk terminus north to Sunnydale.	\$49,500	1
Greenlawn Ave south of CF&E	There is no sidewalk on east side of Greenlawn. Sidewalk on west side is largely noncompliant and needs replaced.	Remove old sidewalk on west side and replace. Install sidewalk on east side from Aster to Kiracofe.	\$115,000	2
Hillcrest Dr	Hillcrest does not have sidewalks on either side.	Install sidewalks on both sides of Hillcrest to corp limit.	\$60,500	2
Greenlawn Ave north of Orchard	There are no sidewalks on either side of Greenlawn.	Install sidewalks on both sides of Greenlawn north to corp limit.	\$39,500	3
Beechwood PI	There is no sidewalk on either side of Beechwood.	Install sidewalk around cul-de-sac.	\$54,500	3
Baxter St	Baxter does not have sidewalks on either side.	Install sidewalks on both sides of Baxter to Sunnydale. Install sidewalk on west side of Baxter to corp limit.	\$67,000	3
Howard St	Howard does not have sidewalks on either side.	Install sidewalks on both sides of Howard.	\$47,500	3
Baty Rd	Baty does not have sidewalks on either side.	Install sidewalks on both sides of Baty from Amaryllis to Elida Rd.	\$56,000	3
Sunnydale St	The north side of Sunnydale has intermittent sidewalks from Crites to Baxter.	Install sidewalks through missing gaps.	\$9,500	3
Intersections	The village is largely void of detectable warning devices outside of the area around Elida Schools.	Install detectable warning devices in appropriate locations of each sidewalk terminus.	\$1,000 per corner	3

**APPENDIX B:
PUBLIC COMMENT/CONCERN
FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS-OF-WAY**

In an attempt to comply with the American with Disabilities Act, Mayor Kim Hardy and Dave Metzger, Coordinator of the Village of Elida ADA Transition Plan, are soliciting public comments and concerns regarding the ADA Transition Plan and pedestrian facilities within the public rights-of-way. Residents are encouraged to participate in the identification of obstacles and the ongoing improvement of public rights-of-ways within the Village of Elida.

Dave Metzger can be reached for comment by telephone at 419-339-2811 or email at villageofelida@voelida.com. Grievance procedures will require the filing of this form available at the Elida Town Hall, 406 E. Main Street, Elida, Ohio 45807.

PUBLIC COMMENT/CONCERN & RESPONSE FORM
(Please provide specific locations and or pictures of obstacles)

Date of Comments: _____

Name of Person: _____

Comments: _____

Response: _____

APPENDIX C: THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) DESIGN SPECIFICATIONS

REVISION DATE 7-20-2018	STATE OF OHIO DEPARTMENT OF TRANSPORTATION David L. Holstein ENGINEER	OFFICE OF ROADWAY ENGINEERING D. Fisher ENGINEER	STANDARD SECTION NEW CURB RAMPS (with Detectable Warnings) SHOWN IN PLACE THIS DRAWING REPLACES BP-7.1 DATED 7-18-14.
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PERPENDICULAR CURB RAMPS

Construct each curb ramp using Type A1 details on Sheet 2.

Use curb ramps with flared sides at locations with wide sidewalks.

Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

PARALLEL CURB RAMPS

Two sets of Double Parallel Ramps are shown.

Place on streets having wide turning radius and where sidewalks are narrow.

COMBINATION CURB RAMPS

Construct each curb ramp using Type D1 details on Sheet 2.

Curb ramp placement, where radius, and sufficient sidewalk width.

PREFERRED CONSTRUCTION PLACEMENT

Acceptable design for curb ramp, which utilizes a preferred layout.

PERPENDICULAR RAMPS

Acceptable design on corners with wide maneuvering within crosswalk limits is to encroach into adjacent traveled lanes.

DIAGONAL RAMP (Type D)

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a perpendicular, where curb radii are less than 20'-0".

PERPENDICULAR CURB RAMPS

Construct each curb ramp using Type A2 details on Sheet 2.

COMBINATION CURB RAMPS

Construct each curb ramp using Type D1 details on Sheet 2.

PERPENDICULAR CURB RAMPS

Construct each curb ramp using Type A2 details on Sheet 2.

COMBINATION CURB RAMPS

Construct each curb ramp using Type D1 details on Sheet 2.

PERPENDICULAR CURB RAMPS

Construct each curb ramp using Type A2 details on Sheet 2.

COMBINATION CURB RAMPS

Construct each curb ramp using Type D1 details on Sheet 2.

NOTES

GENERAL: This drawing shows curb ramp types, details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined Types as specified to be constructed in the locations shown on the project plans.

Curb ramps added to an existing intersection or walk should be individually detailed on the drawings. The contractor shall be responsible for providing the contractor with the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

PAVEMENT: Measure and pay for the ramp area within the shaded limits of this drawing as Item 508 Curb Ramp, Square Foot. This includes the cost of any curb or curb and gutter, drainage, and finishing including within the shaded area, materials, installation, grading, forming, and finishing including within the shaded area.

Work on the sidewalk for existing curb ramps shall be paid under Item 600B. Removal of existing curbs, sidewalk for existing curb ramps are paid under Item 202.

For all curbing locations where curb ramps are required in order to comply with ADA standards, the contractor shall provide a minimum of 24 inches of detectable warning. Square Foot. The work to cast the tiles in place will also require a minimum of 4 feet.

NOTES CONTINUED

The running slope of the curb ramp shall be a 1:21 maximum or flatter, in existing sidewalks, where the maximum ramp slope is not feasible due to the presence of utility poles or vaults, right-of-way limits it may be reduced as follows:

- A) 1:21 for a max. rise of 6".
- B) 1:21 for a max. run of 2'-0" for historic areas where a flatter slope is not feasible.
- C) 1:21 over a max. run of 2'-0" for historic areas where a flatter slope is not required to exceed 15 feet in length.

To prevent closing the grade inadvertently, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

The counter slope of the gutter on street at the foot of a curb ramp, while ramps may be skewed to the crosswalk, the entire lower landing area shall be located in the traveled lane of opposing traffic.

The bottom edge of the gutter on street at the foot of a curb ramp, landings, or blended transitions shall be 25:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing. The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

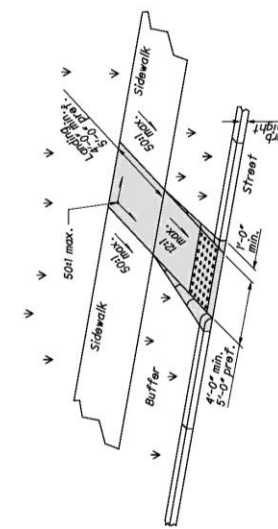
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope.

DETECTABLE WARNINGS: Install detectable warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slope. The slope of the gutter on street between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

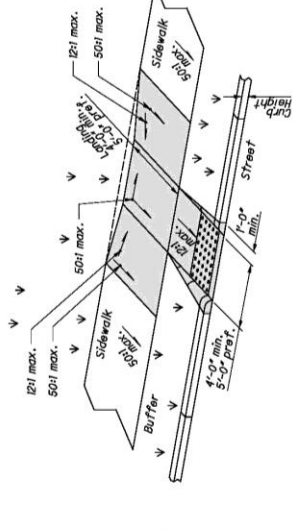
SURFACE TEXTURES: Textured concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

JOINTS: Provide expansion joints in the curb ramp as adhesions of walk lights and consistent with Item 603.03 requirements for a new concrete walk. Provide a 1/2" ITM 705.01 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.



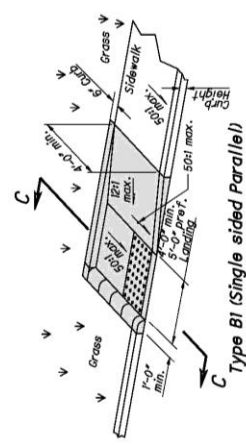
Type A1 (Perpendicular with flared sides)

PERPENDICULAR CURB RAMP DETAILS

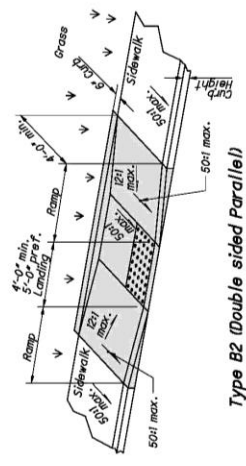


Type A2 (Perpendicular with returned curb)

COMBINED CURB RAMP DETAILS

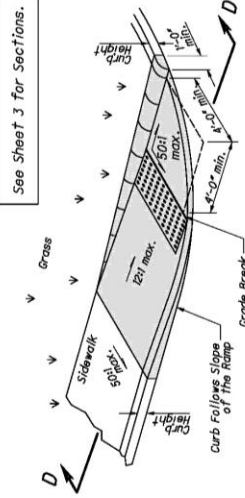


Type B1 (Single sided Parallel)



Type B2 (Double sided Parallel)

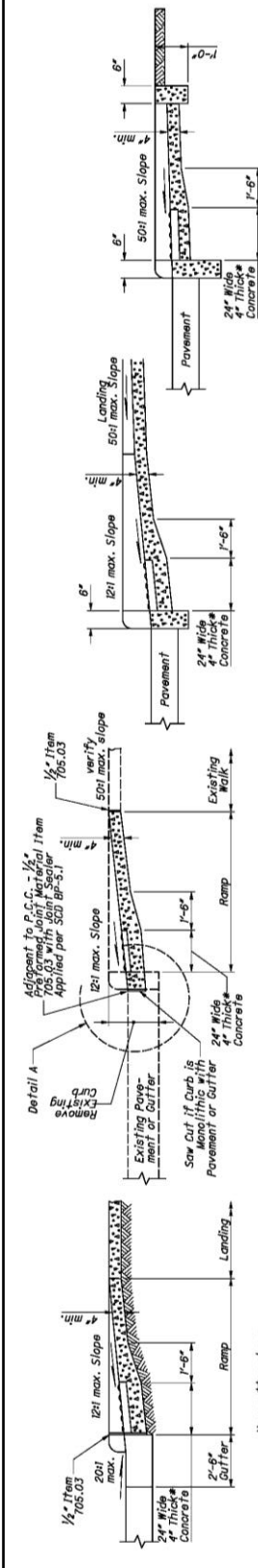
PARALLEL CURB RAMP DETAILS



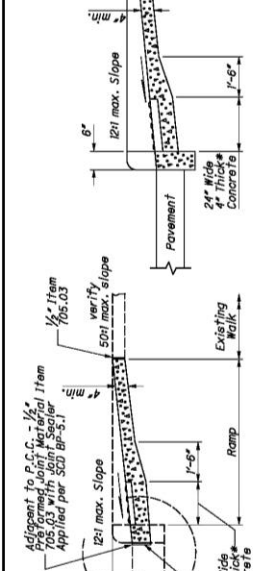
Type B3 (Single sided Parallel)

See Sheet 3 for Sections.

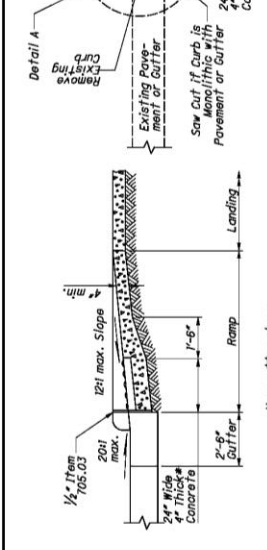
THIS DRAWING REPLACES BP-7.1 DATED 7-18-14.



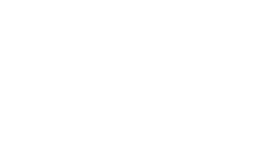
**SECTION A-A
 NORMAL DETAIL**
 See Sheet 2.



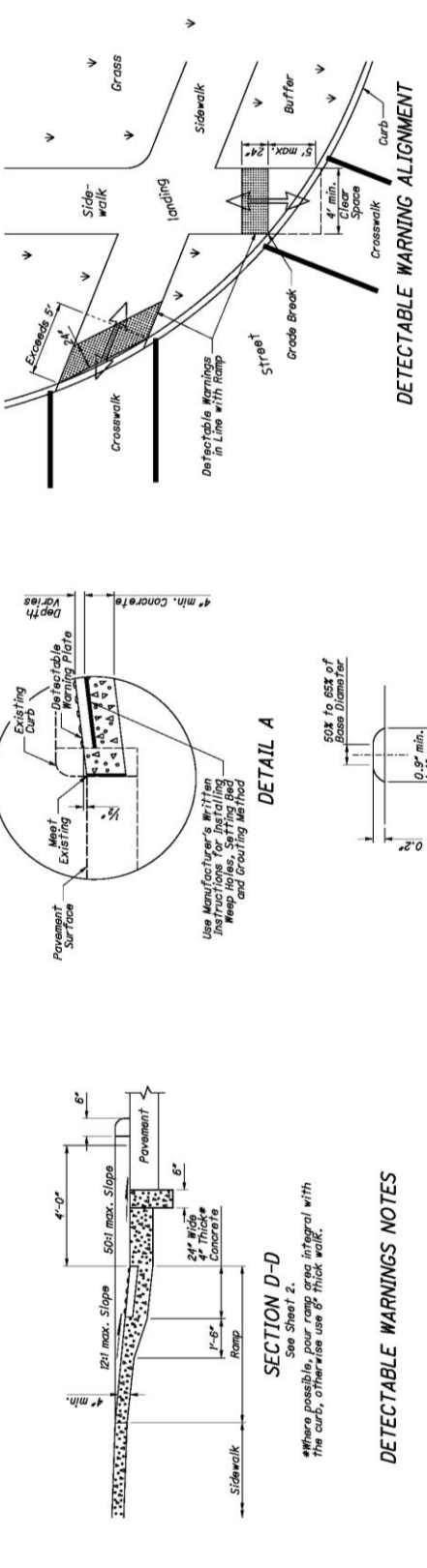
**SECTION A-A
 EXISTING WALK DETAIL**
 See Sheet 2.



SECTION B-B
 See Sheet 2.



SECTION C-C
 See Sheet 2.



DETECTABLE WARNING NOTES

GENERAL: Detectable warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert persons with visual impairments of their approach to streets and hazardous drop-offs.

ALIGNMENT: Detectable warnings are to be installed of any location where the base of curb ramps or of blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the ramp slope shall be perpendicular to the warning alignment. For skewed conditions, see DETECTABLE WARNING ALIGNMENT Detail for non-standard layouts; detectable warning materials may have to be mitered and placed segmentally.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding pavement. Approved products and colors may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.

**APPENDIX D:
VILLAGE OF ELIDA POLICY STATEMENT GOVERNING
THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN
& PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS-OF-WAY**

Introduction:

The purpose of this Plan is to ensure that the Village of Elida creates reasonable accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. The Village of Elida is making a significant and long-term commitment to improving the accessibility of pedestrian facilities. The Transition Plan will identify physical barriers and prioritize improvements that should be made throughout the Village of Elida. This Transition Plan will describe the existing policies and programs to enhance the overall pedestrian accessibility.

Legal Requirements:

The Federal legislation known as the Americans with Disabilities Act (ADA) enacted on July 26, 1990 provides comprehensive civil rights protections to persons with disabilities in the area of employment, state and local government services, and access to public accommodations, transportation and telecommunications.

Title II specifically applies to “public entities” (state and local governments) and the programs, services and activities they deliver. Title II, Article 8, requires public entities to take several steps designed to achieve compliance. The Village Transition Plan will, at a minimum include:

- A list of physical barriers in a public entity’s facilities that limit accessibility of its programs, activities, or services to individuals with disabilities.
- A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
- The schedule for taking the necessary steps to achieve compliance with Title II.
- The name of the official responsible for the plan’s implementation.

The Village is in an ongoing process of identifying and assessing obstacles in the public rights-of-way through the use of an Inventory Tool. Barrier removal priorities based on location land use and accessibility conditions are integrated within the inventory process. It is very important that the public be aware that their involvement in this Plan is a valuable component to Village efforts toward establishing a workable plan of compliance.

Public Complaint:

Public complaints, suggestions and comments are an integral part of the Transition Plan. Public comments may often drive the prioritization of improvements. To file a comment, concern or request, please mail the Village of Elida at 406 E. Main St, Elida, Ohio 45807 or by telephone at 419-339-2811, by email at villageofelida@voelida.com .

Public Input:

Public Comment & Response Forms are available at the Town Hall. The Village of Elida welcomes your participation and unique outlook as to how the Village can meet ADA requirements. Public involvement in the Village ADA Transition Plan is a valuable component to the Village in compiling workable plan of compliance. We continue to solicit your additions to the ADA Transition Plan.

Summation:

An inventory of the Village of Elida streets is included with this Transition Plan. The inventory reflects a prioritized list of projects necessary to complete ADA requirements. An annual appropriation to bring sidewalks into ADA compliance will work to eliminate barriers and complete the requirements. The Village will annually reassess priorities to better serve the mobility limited and work to ensure reasonable access and ADA compliance within the community.

Kim Hardy, Mayor

APPENDIX E: PUBLIC NOTICE

Please take notice that the Village of Elida is in the process of compiling an Americans with Disabilities Act (ADA) Transition Plan. The Village of Elida invites the public to become involved in this process through written comments or attendance at Village Council meetings, held the second and last Tuesday of each month at 7:30 PM at the Town Hall, located at 406 E. Main Street, Elida, Ohio 45807.

The Mayor has appointed Village Administrator, Dave Metzger, as Coordinator of the Village of Elida ADA Transition Plan for pedestrian facilities in the public rights-of-way. To file a complaint, request, or offer suggestions regarding accessibility of a sidewalk or curb ramp please contact the ADA Coordinator who will inspect and document the concern and possible action. The Coordinator will subsequently respond to the complainant/requestor within 30 days. Mr. Metzger can be reached at the by telephone at 419-339-2811, by email at villageofelida@voelida.com.