

DECEMBER 2023

ADA TRANSITION PLAN

PREPARED FOR THE VILLAGE OF BLUFFTON



Lima/Allen County
REGIONAL PLANNING
COMMISSION

TABLE OF CONTENTS

| | |
|---|----|
| Introduction..... | 1 |
| Legal Requirements..... | 1 |
| Obstacles to the Public Rights of Way | 2 |
| Barrier Removal Priorities | 3 |
| • Accessibility Condition | 3 |
| • Priority Ranking | 3 |
| • Public Comment/Complaint Process..... | 4 |
| • New Construction & Alterations | 4 |
| Schedule..... | 5 |
| Responsible Individual | 6 |
| Public Input..... | 6 |
| Appendices: | |
| A: Public Rights-of-Way Inventory..... | 7 |
| B: Public Comment/Concern and Response Form | 20 |
| C: ODOT Design Specifications | 22 |
| D: ADA Policy Statement | 25 |
| E: Public Notice..... | 27 |
| F: Map A – Village Owned Parcels..... | 28 |

INTRODUCTION

The purpose of this Plan is to ensure that the Village of Bluffton creates reasonable, accessible paths of travel in the public right-of-way for everyone, including people with disabilities. The Village of Bluffton is continuing a significant and long-term commitment to improve and maintain the accessibility of those pedestrian facilities located within public right-of-way. Recognizing that some gaps and barriers exist, the Transition Plan works to identify physical barriers and prioritize those improvements that should be made throughout the Village of Bluffton. This Transition Plan describes existing conditions and promotes policies and programs to enhance overall pedestrian accessibility.

LEGAL REQUIREMENTS

| ADA Compliance Item | Public Entity (50+ Employees) | Public Entity (<50 Employees) |
|--|-------------------------------|-------------------------------|
| General ADA Compliance- Provision of accessibility to public services, programs and activities | Required | Required |
| Provide Public Notice- Make Information publicly available regarding the ADA provisions and their applicability to the agency's services, programs and activities | Required | Required |
| Conduct a Self-Evaluation - Evaluate current services, policies and practices for ADA compliance; and provide an opportunity for interested persons to participate | Required | Required |
| Maintain documentation from the Self Evaluation on file and make available for public inspection for at least three years | Required | Required |
| Designate an ADA Coordinator | Required | Recommended |
| Adopt a Grievance Procedure | Required | Recommended |
| Develop a Transition Plan | Required | Recommended |
| ODOT. (n.d.). Ada Transition Plan Template and Resources - Ohio. https://www.transportation.ohio.gov/programs/ltap/technical-assistance/ada-transition | | |

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 required ADA 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

To improve the pedestrian paths within the public road rights-of-way, the Village of Bluffton worked with the Ohio Department of Transportation (ODOT) and Regional Planning Commission. The Village of Bluffton, ODOT and the Regional Planning Commission have worked to identify available, programmatic federal and state funding to help underwrite the construction of sidewalks. The Regional Planning Commission also worked with the Village to identify barriers within the public rights-of-way including curbs, sidewalks, pedestrian crossings, and parking lots. Furthermore, the Village of Bluffton was also chosen as one of only four communities in Ohio to participate in the grant-funded 2022 Ohio Action Institute to create a Complete Streets Policy that addresses public accessibility issues, among many others. During this process, a Community Task Force was able to work with the Allen County Public Health Department's Creating Healthy Communities Program, Lima-Allen County Regional Planning Commission, the Ohio Department of Health, Toole Design Group, and Smart Growth America - National Complete Streets Coalition.

Village officials were ultimately able to address a prioritized list of improvements based on an inventory of existing land use activities, and publicly owned parcels identified on Map A in the appendix. Field surveys/inspections and GIS mapping were employed before the public planning process to expedite informed decision-making. The public right-of-way serving government offices, downtown core areas, parks, public

and quasi-public buildings and residential areas were of critical importance. Such data constitutes the foundation of the Transition Plan.

As a result of the inventory and the public planning process, the Village of Bluffton 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.

BARRIER REMOVAL PRIORITIES

The Village of Bluffton based barrier removal priorities on three (3) factors: location, use, 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

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 |
| | | Primary Concern | Secondary Concern |

ADA legislation is intended to ensure civic access to all residents. Voting and participating in public meetings (e.g. Village council, school board, etc.) are requisite opportunities for American citizenship and shall not be denied

on the basis of abilities. Buildings/areas hosting those events shall be improved prior to less critical locations or those events shall be moved to accessible properties. 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 barriers. Appendix A identifies a list of properties and their overall accessibility.

Public Comment/Complaint Process

The public comment/complaint opportunity is everlasting and an integral part of the Transition Plan as a living document. Public complaints or requests help drive the prioritization of improvements. To file a complaint or a request regarding the 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 Bluffton Public Comment/Complaint Form for Pedestrian Facilities in the Public Rights-of-Way. The Village of Bluffton will continue to accept commentary on ADA issues in perpetuity.

New Construction & Alterations

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 Bluffton 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. The Village will require a minimum of 5' sidewalk widths whenever federal MPO/ODOT/DOT monies are used in financing such improvements.

To improve accessibility the Village may choose to integrate other Public Right-of-Way Accessibility Guidelines (PROWAG) design standards into certain projects where feasible and reasonable. Although the industry expectation expects that PROWAG criteria will replace the current Americans with Disabilities Act Accessibility Guidelines (ADAAG), there has not been a formal movement to change the requirements.

There is some overlap between PROWAG and ADAAG, but other improvements may be made by implementing PROWAG guidance if there is a demand for such provisions. On-street parking, for instance, is

addressed in PROWAG, where ADAAG has no guidance on the number of ADA spots on-street. If the Village chooses to improve accessibility beyond ADA requirements, officials may choose to add on-street parking for the ADA community. The only on-street ADA parking is located on Vine Street which may be closed according to the Village's comprehensive plan. PROWAG calls for a minimum of 1 ADA parking spot for every 25 – 100 spaces per block.

SCHEDULE

As opportunity allows, the Village of Bluffton will make efforts to improve the ADA Accessibility of pedestrian facilities in the public rights-of-way. At this time, the Village of Bluffton has budgeted \$25,000 annually for sidewalk improvements. There is a 5-10 year plan for streets to be scheduled for ADA compliance before reevaluating for the ADA Transition Plan update. Village properties shall be evaluated for compliance a minimum of every 5 years in perpetuity. LACRPC is a Metropolitan Planning Organization whose ADA focus falls within the public road rights-of-way. Bluffton shall evaluate its public buildings, parking facilities, website and other properties subject to ADA legislation.

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 example, if clear space at the top of the ramp is obstructed by a building, or the angle of 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 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 a 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 Bluffton's ADA Transition Plan for the pedestrian facilities in the public rights-of-way is:

Mr. Jesse Blackburn
Village Administrator
Phone Number: 419-358-2066
Website: <https://www.bluffton-ohio.com/>

PUBLIC INPUT

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

- DRAFT and FINAL Document (Transition Plan) made available on the Village website.
- Public Meetings (held on the second and fourth Mondays of every Month at 7 pm on the third floor of the Town Hall).
- Open house and presentation at a public meeting scheduled for July 8, 2024.

The Village of Bluffton published a legal notice in the largest newspaper of general circulation, The Lima News starting on June 26, 2024. (See Appendix E) The legal notice announced the availability of the Draft ADA Transition Plan at the Village Building with easy public access. Hard copies of the finalized plan have been made available at the Town Hall. The Village website published notices and provided instructions regarding the timetable for comments and where to send them. 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 September 12, 2024. Thereafter, the Transition Plan will be available on the Village website and by written formal request to the ADA Coordinator.

APPENDIX A:
PEDESTRIAN FACILITIES/PUBLIC RIGHTS-OF-WAY (PFPROW)
INVENTORY

The Village of Bluffton partnered with the Lima-Allen County Regional Planning Commission to share the evaluation of pedestrian facilities within its public rights-of-way. The facilities include:

- Approximately 25 total miles of 4' - 5' sidewalk
- 270 curb ramps
- Nine miles of walk/bike path (and growing)
- Two ADA-compliant traffic signals
- Three pedestrian-activated Rapid Rectangular Flashing Beacons (RRFBs) at prioritized crosswalks

The Village of Bluffton had been seeking accessible pathways for all users before the conception of this Plan. Bluffton decision-makers have emphasized active transportation with a complete streets policy and sidewalk ordinances, thus properly designed, accessible facilities have been a goal of Village efforts. Per square mile, Bluffton is as walkable as anywhere in Allen County, largely due to the condition of the sidewalk network which is complemented by the ever-expanding network of multi-use trails.

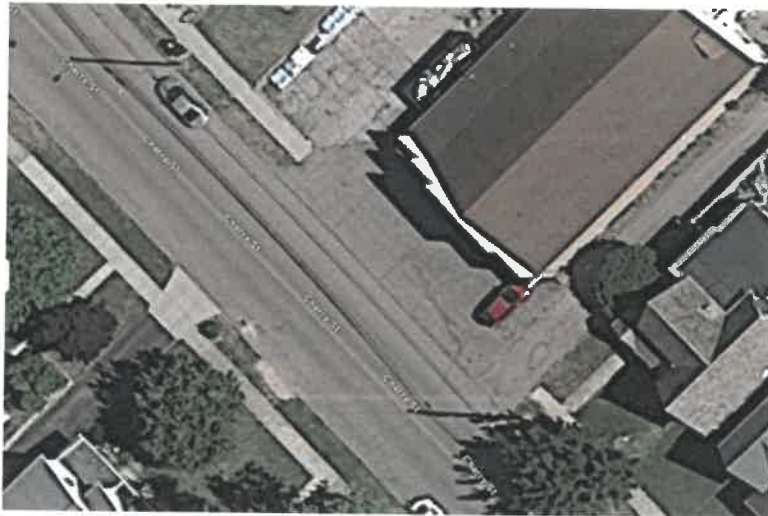
The Bluffton bike trail network is currently growing to reach down State Route 103 to the largest commercial district aside from downtown. Before the construction of the new path, the area was not connected to the pedestrian network. After the project is completed, the village will be connected to the SR 103 corridor near Interstate 75 with a brand new, accessible path that ties into the 9 miles of network already established.

In many municipalities, the most frequent offender of road right-of-way noncompliance is curb ramps. Bluffton has been maintaining a curb ramp inventory for ramps within the Village jurisdiction. Of the 270 ramps in Bluffton, about 125 need revamping before ADA compliance is reached. These ramps will be scheduled for improvement according to the priorities described on page three of this document.

The remaining right-of-way facilities in Bluffton are in very good condition. There are two traffic signals in the village, both on Main Street. Each signal is outfitted with accessible pedestrian signals (APS) which ADAAG does

not require, but rather a PROWAG requirement that provides an additional resource to visually impaired network users. Crosswalks are clearly visible at each location.

The Village passed Ordinance 08-18 on July 23, 2018, mandating that sidewalks shall be kept in good condition. The sidewalk network has very few instances of noncompliance. The sidewalk network is perhaps the best in LACRPC's planning area. There is less than 5% of the network in a non-compliant state. The area with the longest stretch of noncompliance in the Village is through the parking lot at 131 Cherry Street. Pictured below, the sidewalk does not extend through the blacktop making it difficult for visually impaired users to stay on the right path.



ADA ramps to be completed

| West | | | | East | | | |
|---------------|-------------------|--|---|----------|-------------------------------------|------------|------------|
| Spring | Riley | | 3 | | Thurman | Washington | 1 |
| Spring | W. Elm | | 2 | | E. Elm | Thurman | 2 |
| Spring | Franklin | | 3 | | Cherry | Vance | 2 |
| Spring | College | | 4 | | E. Elm | Vance | 2 |
| Campus | Bentley | | | remove 1 | Cherry | Mound | 4 |
| Grove | Bentley | | 4 | | Cherry | Geiger | 1 |
| Grove | Lawn | | 3 | | Cherry | Huber | 2 |
| Grove | Jackson | | 4 | | Mound | Huber | 3 |
| Jackson | Kibler | | 4 | | E. Elm | Eastland | 2 |
| Jackson | High | | 2 | | College | Swiss | 2 |
| Jackson | College | | 4 | | College | Sally | 2 |
| Jackson | Franklin | | 4 | | College | Geiger | 1 |
| Jackson | Church | | 4 | | College | Mound | 3 |
| Jackson | Vine | | 3 | | College | Railroad | 2 |
| Jackson | W. Elm | | 4 | | Harmon | Poplar | 1 |
| Jackson | Riley | | 2 | | Harmon | Kibler | 1 |
| Lawn | Riley | | 2 | | Harmon | Garau | 1 |
| Lawn | W. Elm | | 4 | | | | |
| Lawn | Vine | | 1 | | ? No connectivity | | |
| Lawn | Franklin | | 4 | | ??? Private drive are they required | | |
| Lawn | College | | 4 | | *** Scheduled for 2023 | | |
| Lawn | Kibler | | 2 | | | | |
| Richland | Riley Creek Court | | 2 | | | | |
| Riley | N. Main | | 2 | | | | |
| 71 West total | | | | | | | 32 |
| Total | | | | | | | 103 |

Possible connectivity areas

| | | | | | | | |
|---|--|--|--|--|--|--|--|
| South side of Cherry St. from County Line to - Greding | | | | | | | |
| South side of College Ave. VP path - Albert or remove short section headed "west" | | | | | | | |
| N. Lawn Ave. - 138 W. Washington | | | | | | | |
| S. Lawn Ave. - Kibler st north 3 properties - 295, 291, and 269 S. Lawn | | | | | | | |
| N. Spring at Wilbur Bracy - Washington-Riley | | | | | | | |

| | | Existing | Compliant | Non compliant | | | Existing | Compliant | Non compliant |
|-----------|---------------|----------|-----------|---------------|-----------|-----------------|----------|-----------|---------------|
| Main | Beaver | 2 | 2 | 0 | Hillcrest | Riley | 0 | 0 | 0 |
| Main | Parkview | 2 | 2 | 0 | Hillcrest | Shannon | 0 | 0 | 0 |
| Main | Bentley | 2 | 2 | 0 | Hillcrest | Chrystal | 0 | 0 | 0 |
| Main | Garau | 2 | 2 | 0 | Hillcrest | Richland | 0 | 0 | 0 |
| Main | Kibler | 4 | 4 | 0 | | | | | |
| Main | Poplar | 2 | 2 | 0 | Richland | Shannon | 0 | 0 | 0 |
| Main | Grove | 2 | 2 | 0 | Richland | Riley Creek Ct. | 2 | 0 | 2 |
| Main | High | 2 | 2 | 0 | | | | | |
| Main | College | 4 | 4 | 0 | Riley | Hunters Run | 0 | 0 | 0 |
| Main | Franklin | 2 | 2 | 0 | Riley | Hunters Run | 0 | 0 | 0 |
| Main | Church | 2 | 2 | 0 | Riley | Polo | 0 | 0 | 0 |
| Main | Cherry | 2 | 2 | 0 | | | | | |
| Main | Vine | 3 | 3 | 0 | Riverbend | Augsburger | 1 | 1 | 0 |
| Main | Elm | 4 | 4 | 0 | Riverbend | Hawthorn | 2 | 2 | 0 |
| Main | Jefferson | 4 | 4 | 0 | Riverbend | Locust | 3 | 3 | 0 |
| Main | Washington | 4 | 4 | 0 | Riverbend | Birch | 3 | 2 | 1 |
| Main | Riley | 4 | 2 | 2 | Riverbend | Sycamore | 2 | 2 | 0 |
| Main | Lake | 2 | 2 | 0 | Riverbend | Crimson Maple | 2 | 0 | 2 |
| Main | Snider | 0 | 0 | 0 | | | | | |
| Main | County Line | 0 | 0 | 0 | | | | | |
| Jackson | Kibler | 4 | 0 | 4 | Harmon | Garau | 4 | 3 | 1 |
| Jackson | Grove | 4 | 0 | 4 | Harmon | Kibler | 2 | 0 | 2 |
| Jackson | High | 4 | 2 | 2 | Harmon | Poplar | 2 | 1 | 1 |
| Jackson | College | 4 | 0 | 4 | | | | | |
| Jackson | Franklin | 4 | 0 | 4 | College | Lincoln way | 2 | 2 | 0 |
| Jackson | Middle school | 1 | 0 | 2 | College | Railroad | 2 | 0 | 2 |
| Jackson | Church | 4 | 0 | 4 | College | Susan | 0 | 0 | 0 |
| Jackson | Vine | 4 | 1 | 3 | College | Mound | 3 | 0 | 3 |
| Jackson | Elm | 4 | 0 | 4 | College | Geiger | 2 | 1 | 1 |
| Jackson | Jefferson | 4 | 4 | 0 | College | Albert | 0 | 0 | 0 |
| Jackson | Washington | 4 | 4 | 0 | College | Pathway | 2 | 2 | 0 |
| Jackson | Riley | 2 | 0 | 2 | College | Sally | 2 | 0 | 2 |
| | | | | | College | Swiss | 2 | 0 | 2 |
| Lawn | Kibler | 2 | 0 | 2 | College | Salome | 2 | 2 | 0 |
| Lawn | Grove | 4 | 1 | 3 | College | Jared | 2 | 2 | 0 |
| Lawn | Campus | 1 | 1 | 0 | College | Ethan | 2 | 2 | 0 |
| Lawn | High | 4 | 4 | 0 | College | Wilhelm | 2 | 2 | 0 |
| Lawn | College | 4 | 0 | 4 | College | Greding | 4 | 4 | 0 |
| Lawn | Franklin | 4 | 0 | 4 | College | County Line | 3 | 3 | 0 |
| Lawn | Vine | 4 | 3 | 1 | | | | | |
| Lawn | Elm | 4 | 0 | 4 | Bern | County Line | 0 | 0 | 1 |
| Lawn | Jefferson | 2 | 2 | 0 | Bern | Lausanne | 0 | 0 | 0 |
| Lawn | Washington | 4 | 4 | 0 | | | | | |
| Lawn | Riley | 2 | 0 | 2 | Lausanne | Basel | 0 | 0 | 0 |
| | | | | | | | | | |
| Spring | High | 3 | 3 | 0 | Greding | Anna | 2 | 2 | 0 |
| Spring | College | 4 | 0 | 4 | Greding | Luise | 2 | 2 | 0 |
| Spring | Franklin | 2 | 0 | 2 | | | | | |
| Spring | Vine | 2 | 2 | 0 | Cherry | Lincoln way | 2 | 0 | 2 |
| Spring | Elm | 4 | 2 | 2 | Cherry | Vance | 2 | 0 | 2 |
| Spring | Washington | 1 | 1 | 0 | Cherry | Railroad | 2 | 2 | 0 |
| Spring | Riley | 3 | 0 | 3 | Cherry | Mound | 4 | 0 | 4 |
| Spring | Snider | 0 | 0 | 0 | Cherry | Geiger | 2 | 1 | 1 |
| | | | | | Cherry | Huber | 2 | 0 | 2 |
| Kibler | Bike path | 1 | 1 | 0 | Cherry | Greding | 1 | 1 | 0 |
| Kibler | Grove | 3 | 0 | 3 | Cherry | County Line | 3 | 3 | 1 |
| | | | | | | | | | |
| Campus | College View | 2 | 2 | 0 | Mound | Huber | 2 | 0 | 3 |
| Campus | Ropp Hall | 2 | 1 | 1 | | | | | |
| | | | | | Elm | Huber | 2 | 2 | 0 |
| Bentley | Harmon | 1 | 1 | 0 | Elm | Westland | 0 | 0 | 0 |
| Bentley | Campus | 1 | 0 | 1 | Elm | Eastland | 2 | 0 | 2 |
| Bentley | Sunset | 0 | 0 | 0 | Elm | County Line | 1 | 1 | 1 |
| Bentley | University | 2 | 0 | 2 | | | | | |
| Bentley | Elm | 4 | 4 | 0 | Thurman | Washington | 1 | 0 | 0 |
| Bentley | Garmatter | 0 | 0 | 0 | | | | | |
| Bentley | Richland | 3 | 3 | 0 | Jefferson | Thurman | 4 | 4 | 0 |
| Bentley | Magnolia | 2 | 2 | 0 | Jefferson | Vance | 3 | 3 | 0 |
| Bentley | Riley | 2 | 1 | 1 | Jefferson | Huber | 2 | 2 | 0 |
| Bentley | Polo | 2 | 0 | 2 | Jefferson | County Line | 2 | 2 | 0 |
| | | | | | | | | | |
| Elm | Brookwood | 2 | 2 | 0 | Lake | County Line | 0 | 0 | 0 |
| Elm | Diller | 2 | 2 | 0 | | | | | |
| | | | | | 103 | Citizens | 2 | 2 | 0 |
| Garmatter | Riley | 0 | 0 | 0 | 103 | Daves way | 4 | 4 | 0 |
| Garmatter | Shannon | 0 | 0 | 0 | 103 | Commerce | 2 | 2 | 0 |
| Garmatter | Eugro | 0 | 0 | 0 | 103 | Pocono | 0 | 0 | 0 |
| | | | | | 103 | Navajo | 0 | 0 | 0 |

* no connecting sidewalks

Totals 279 167 116

Street Maintenance Inventory

Last Updated June 2024

Rating: 5= Excellent, 4= Good, 3= Fair, 2= Poor, 1= Failing

| Street | Last Year Worked On | Type of Maint. | Rating | Comments | Age Level 15+ yrs | Noncompliant ADA Ramps |
|-----------------------------|---------------------|------------------------|--------|--------------------|----------------------|------------------------------|
| Albert St. | | | | | | |
| College to Sara | 2020 | 1 1/2" Grind & Overlay | 5 | None | | |
| Anna Ct. | 2022 | Crack Seal | 4 | None | | |
| Augsburger Rd. | 2015 | 2" Grind and Overlay | 5 | | | |
| Basel Ave. | 2017 | 2" Grind and Overlay | 5 | None | | |
| Beaver St. | 2021 | 2" Grind and Overlay | 4 | None | | |
| Bentley Rd. | | | | | | |
| Grove to Campus View | 2016 | 2" Grind and Overlay | 5 | None | | |
| Campus View to Sunset | 2018 | 2" Grind and Overlay | 5 | bike path | | |
| Sunset to Elm | 2018 | 2" Grind and Overlay | 5 | bike path | | |
| Elm to Richland | 2022 | 2" Grind and Overlay | 5 | None | | |
| Richland to Riley | 2022 | 2" Grind and Overlay | 5 | None | | |
| Riley to Corp. Limit | 2022 | 2" Grind and Overlay | 5 | None | | |
| Main to I-75 Overpass | | | | | | |
| I-75 Overpass to Corp Limit | 2015 | 2" Grind and Overlay | 5 | | | |
| Berne | 2017 | 2" Grind and Overlay | 5 | | | |
| Birch Ct. | 2018 | 2" Grind and Overlay | 5 | None | | |
| Brookwood | 2017 | reconstruction | 5 | | | |
| Campus Dr. | | | | | | |
| College View to Bentley | 2020 | 1 1/2" Grind & Overlay | 5 | None | | |
| Cherry St. | | | | | | |
| County Line to Greeding | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | | |
| Greeding to Huber | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | | |
| Huber to Geiger | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | | |
| Geiger to Mound | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | | |
| Mound to Railroad | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | | |
| Railroad to Vance | 2021 | Reconstruction | 5 | County Project | | |
| Vance to Main | 2011 | 2" Grind and | 5 | None | | |

| | | Overlay | | |
|--------------------------|------|--------------------------|---|------|
| Church St. | 2016 | 2" Grind and Overlay | 5 | None |
| Citizen's Parkway | 2017 | | 5 | None |
| College Ave. | | | | |
| County Line to Greding | 2014 | 2" Grind and Overlay | 5 | None |
| Greding to Ethan | 2014 | 2" Grind and Overlay | 5 | None |
| Ethan to Salome | 2014 | 2" Grind and Overlay | 5 | None |
| Salome to Sally | 2014 | 2" Grind and Overlay | 5 | None |
| Sally to Albert | 2014 | 2" Grind and Overlay | 5 | None |
| Albert to Geiger | 2015 | Remove Concrete and Pave | 5 | |
| Geiger to Mound | 2017 | 2" Grind and Overlay | 5 | None |
| Mound to Susan | 2017 | 2" Grind and Overlay | 5 | None |
| Susan to Railroad | 2017 | 2" Grind and Overlay | 5 | None |
| Railroad to Harmon | 2017 | 2" Grind and Overlay | 5 | |
| Triplett to Main St | 2017 | 2" Grind and Overlay | 5 | None |
| Main St. to Jackson | 2005 | 2" Grind and Overlay | 3 | None |
| Jackson to Lawn | 2006 | 2" Grind and Overlay | 3 | None |
| Lawn to Spring | 2006 | 2" Grind and Overlay | 3 | None |
| College View | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Commerce Drive | | | 4 | None |
| SR 103 back 250 ft. | 2014 | 2" Grind and Overlay | 5 | |
| County Line Rd | | | | |
| Main St. to Lake Dr | 2018 | 2" Grind and Overlay | 5 | |
| Lake to SR 103 | 2014 | 2" Grind and Overlay | 5 | |
| SR 103 to E. Elm | 2018 | 2" Grind and Overlay | 5 | None |
| E. Elm to Cherry | 2018 | 2" Grind and Overlay | 5 | None |
| Cherry to College Ave | 2018 | 2" Grind and Overlay | 5 | None |
| College to Corp. Limits | 2018 | 2" Grind and Overlay | 5 | None |
| Crystal Place | 2022 | 2" Grind and Overlay | 5 | None |
| Diller Rd. | 2005 | 2" Grind and Overlay | 4 | None |
| E. Elm Street | | | | |
| County Line to Eastland | 2017 | 2" Grind and Overlay | 5 | |

| | | | | |
|------------------------------|------|------------------------|-----|--------------------|
| Eastland to Westland | 2017 | 2" Grind and Overlay | 5 | |
| Westland to Huber | 2017 | 2" Grind and Overlay | 5 | |
| Eastland Dr. | 2017 | 2" Grind and Overlay | 5 | |
| Elm St | | | | |
| Vance to Thurman | 2012 | 2" Grind and Overlay | 5 | |
| Thurman to Main St. | 2012 | | 5 | |
| Main to Jackson | 2012 | 2" Grind and Overlay | 5 | None |
| Jackson to Lawn | 2012 | | 5 | |
| Lawn to Spring | 2012 | | 5 | |
| Spring to Brookwood | 2019 | Reconstruction | 5 | |
| Brookwood to Diller | 2019 | Reconstruction | 5 | |
| Diller to Bentley | 2019 | Reconstruction | 5 | |
| Ethan Circle | 2016 | 2" Grind and Overlay | 5 | None |
| Eugro Ct. | 2018 | 2" Grind and Overlay | 5 | None |
| Franklin St. | | | | |
| Spring to Lawn | 2017 | 2" Grind and Overlay | 5 | |
| Lawn to Jackson | 2005 | 2" Grind and Overlay | 5 | None |
| Jackson to Main St. | 2011 | 2" Grind and Overlay | 5 | None |
| Garau St. | 2021 | 2" Grind and Overlay | 5 | None |
| Garmatter St. | | | | |
| Bentley to Eugro | 2016 | 2" Grind and Overlay | 5 | None |
| Eugro to Shannon | 2016 | 2" Grind and Overlay | 5 | None |
| Shannon to Riley | 2016 | 2" Grind and Overlay | 5 | None |
| Geiger St. | | | | |
| Cherry to College Ave | 2007 | 2" Grind and Overlay | 4.5 | None |
| College to dead end | 2018 | 2" Grind and Overlay | 5 | None |
| Greeding St. | | | | |
| Cherry to Anna | 2021 | Crack Sealing | 5 | None |
| Anna to Louise | 2021 | Crack Sealing | 5 | None |
| Louise to College | 2021 | Crack Sealing | 5 | None |
| College to dead end | 2021 | Crack Sealing | 5 | None |
| Grove St. | | | | |
| Main St. to Jackson | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project |
| Jackson to Lawn | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project |
| Lawn to Kibler/Bentley | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project |
| Kibler/Bentley to Corp Limit | 2020 | 1 1/2" Grind & Overlay | 5 | |

| | | | | |
|---------------------------|-------|------------------------|-----|------|
| Harmon Rd. | | | | |
| Poplar to Kibler | 2014 | 2" Grind and Overlay | 5 | |
| Kibler to Quarry | 2011 | 2" Grind and Overlay | 5 | |
| Quarry to Garau | 2011 | 2" Grind and Overlay | 5 | None |
| Garau to SR 103 | 2016 | 2" Grind and Overlay | 5 | None |
| Hawthorn Ct. | 2018 | 2" Grind and Overlay | 5 | None |
| High St. | | | | |
| Spring to Lawn | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Lawn to Jackson | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Jackson to Main St. | 2002? | | 4 | None |
| Hillcrest Dr. | | | | |
| Richland to Crystal Place | 2021 | 2" Grind and Overlay | 5 | None |
| Crystal Place to Shannon | 2021 | 2" Grind and Overlay | 5 | None |
| Shannon to Riley | 2021 | 2" Grind and Overlay | 5 | None |
| Huber St. | | | | |
| Cherry to Mound St. | 2010 | 2" Grind and Overlay | 5 | |
| Mound St. to Jefferson | 2020 | 2" Grind and Overlay | 5 | |
| Hunter's Run | 2024 | 2" Grind and Overlay | 5 | None |
| Jackson St. | | | | |
| Dead End to Kibler | 2017 | 2" Grind and Overlay | 5 | None |
| Kibler to Grove | 2013 | 2" Grind and Overlay | 5 | |
| Grove to High | 2011 | 2" Grind and Overlay | 5 | None |
| High to College | 2011 | 2" Grind and Overlay | 5 | None |
| College to Franklin | 2011 | 2" Grind and Overlay | 5 | None |
| Franklin to Church | 2011 | 2" Grind and Overlay | 5 | None |
| Church to Vine | 2016 | 2" Grind and Overlay | 5 | None |
| Vine to Elm | 2016 | 2" Grind and Overlay | 5 | None |
| Elm to Jefferson | 2024 | 2" Grind and Overlay | 5 | |
| Jefferson to Washington | 2024 | 2" Grind and Overlay | 5 | |
| Washington to Riley | 2024 | 2" Grind and Overlay | 5 | |
| Jared Circle | 2017 | Crack Sealing | 4.5 | |
| Jefferson St. | | | | |
| Lawn to Jackson | 2024 | 2" Grind and | 5 | None |

| | | | | | |
|-------------------------|------|----------------------|---|--------------------|------------------|
| | | Overlay | | | |
| Jackson to Main St. | 2024 | 2" Grind and Overlay | 5 | None | |
| Main St. to Thurman | 2019 | 2" Grind and Overlay | 5 | Phase I project | Biorestor in '21 |
| Thurman to Vance | 2019 | 2" Grind and Overlay | 5 | ODOT in 2010 | |
| Vance to Huber | 2019 | 2" Grind and Overlay | 5 | ODOT in 2010 | |
| Huber to County Line | 2021 | 2" Grind and Overlay | 5 | Phase II project | |
| Kibler St. | | | | | |
| Harmon to Main St. | 2021 | 2" Grind and Overlay | 5 | None | |
| Main St. to Jackson | 2016 | 2" Grind and Overlay | 5 | None | |
| Jackson to Lawn | 2016 | 2" Grind and Overlay | 5 | None | |
| Lawn to Grove | 2016 | 2" Grind and Overlay | 5 | None | |
| Lake Dr. | 2008 | 2" Grind and Overlay | 5 | None | |
| Lausanne Ave. | 2017 | 2" Grind and Overlay | 5 | | |
| Lawn Ave. | | | | | |
| Kibler to Grove | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | |
| Grove to High | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | |
| High to College | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | |
| College to Franklin | 2013 | 2" Grind and Overlay | 5 | 2012 Water Project | |
| Franklin to Vine | 2014 | 2" Grind and Overlay | 5 | | |
| Vine to Vine | 2014 | 2" Grind and Overlay | 5 | | |
| Vine to Elm | 2014 | 2" Grind and Overlay | 5 | | |
| Elm to Jefferson | 2024 | 2" Grind and Overlay | 5 | | |
| Jefferson to Washington | 2024 | 2" Grind and Overlay | 5 | | |
| Washington to Riley | 2024 | 2" Grind and Overlay | 5 | | |
| Locust Ct. | 2018 | 2" Grind and Overlay | 5 | None | |
| Louise Ct. | 2021 | Crack Sealing | 5 | None | |
| Main Street | | | | | |
| Corp Limit to Beaver | 2014 | 2" Grind and Overlay | 5 | | |
| Beaver to SR 103 | 2014 | 2" Grind and Overlay | 5 | | |
| SR 103 to Garau | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 | |
| Garau to Kibler | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 | |

| | | | | |
|--|------|----------------------|---|--------------------|
| Kibler to Poplar | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Poplar to Grove | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Grove to High | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| High to College | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| College to Franklin | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Franklin to Cherry | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Cherry to Vine | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Vine to Elm | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Elm to Jefferson | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Jefferson to Washington | 2013 | 2" Grind and Overlay | 5 | |
| Washington to Riley | 2013 | 2" Grind and Overlay | 5 | |
| Riley to Lake | 2013 | 2" Grind and Overlay | 5 | |
| Lake to Snider | 2013 | 2" Grind and Overlay | 5 | |
| Snider to County Line/Corp Limit | 2013 | 2" Grind and Overlay | 5 | |
| Mound St | | | | |
| Dead End to College | 2018 | 2" Grind and Overlay | 5 | |
| College to Cherry | 2013 | 2" Grind and Overlay | 5 | |
| Cherry to Huber | 2013 | 2" Grind and Overlay | 5 | |
| Navajo Dr | | | | |
| Grob Systems to Airport Dr | 2013 | 2" Grind and Overlay | 5 | |
| Airport Dr. to Pocono | 2013 | 2" Grind and Overlay | 5 | |
| Pocono to Old TR 51 | 2013 | 2" Grind and Overlay | 5 | |
| Old TR. 51 SR 103 to corp limit | 2017 | 2" Grind and Overlay | 5 | |
| Pocono Dr. | 2013 | 2" Grind and Overlay | 5 | |
| Polo Dr. | 2022 | 2" Grind and Overlay | 5 | None |
| Poplar St. | 2012 | 2" Grind and Overlay | 5 | |
| Railroad St. | 2005 | 2" Grind and Overlay | 5 | None |
| Richland Dr. | | | | |
| Dead End to Riley Creek Ct. | 2017 | Crack Sealing | 5 | 2017 Crack Filling |
| Riley Creek Ct. to Bentley | 2017 | Crack Sealing | 5 | |

| | | | | |
|-----------------------------|------|----------------------|---|---------------------|
| Bentley to Hillcrest | 2022 | 2" Grind and Overlay | 5 | None |
| Hillcrest to Shannon | 2022 | 2" Grind and Overlay | 5 | None |
| Riley Creek Ct. | 2017 | Crack Sealing | 5 | 2017 Crack Filling |
| Riley St | | | | |
| Bentley to Polo | 2012 | 2" Grind and Overlay | 5 | |
| Polo to Shannon | 2012 | 2" Grind and Overlay | 5 | |
| Shannon to Hunter's Run | 2012 | 2" Grind and Overlay | 5 | |
| Hunter's Run to Hillcrest | 2012 | 2" Grind and Overlay | 5 | |
| Hillcrest to Garmatter | 2012 | 2" Grind and Overlay | 5 | |
| Garmatter to Spring | 2012 | 2" Grind and Overlay | 5 | |
| Spring to Lawn | 2012 | 2" Grind and Overlay | 5 | |
| Lawn to Jackson | 2012 | 2" Grind and Overlay | 5 | |
| Jackson to Main St. | 2012 | 2" Grind and Overlay | 5 | |
| Riverbend Dr. | | | | |
| Augsberger to Hawthorne Ct. | 2018 | 2" Grind and Overlay | 4 | None |
| Hawthorne Ct. to Locust Ct. | 2018 | 2" Grind and Overlay | 4 | None |
| Locust Ct. to Birch Ct. | 2018 | 2" Grind and Overlay | 4 | None |
| Birch Ct. to Sycamore | 2018 | 2" Grind and Overlay | 4 | None |
| Sycamore to Dead End | 2018 | 2" Grind and Overlay | 4 | None |
| Salome Circle | 2021 | Crack Sealing | 5 | None |
| Sara Ln | 2003 | 2" Grind and Overlay | 5 | Concrete patch 2020 |
| Shannon St. | | | | |
| Riley to Richland | 2021 | 2" Grind and Overlay | 5 | None |
| Richland to Hillcrest | 2021 | 2" Grind and Overlay | 5 | None |
| Hillcrest to Garmatter | 2021 | 2" Grind and Overlay | 5 | None |
| Snider Rd. | | | | |
| Main St. to Spring | 2011 | 2" Grind and Overlay | 5 | None |
| Spring to Corp Limit | 2011 | 2" Grind and Overlay | 5 | None |
| Spring St. | | | | |
| High St to College | 2014 | 2" Grind and Overlay | 5 | BU Completed |
| College to Franklin | 2015 | 2" Grind and Overlay | 5 | |
| Franklin to Vine | 2015 | 2" Grind and Overlay | 5 | |

| | | | | |
|---|------|------------------------|---|-------------------------------------|
| | | Overlay | | |
| Vine to Elm | 2015 | 2" Grind and Overlay | 5 | |
| Elm to Washington | 2014 | 2" Grind and Overlay | 5 | |
| Washington to Riley | 2014 | 2" Grind and Overlay | 5 | |
| Riley to Snider | 2022 | 2" Grind and Overlay | 5 | |
| SR. 103 | | | | |
| I-75 Exit 140 to Quarry Dr. | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Quarry Dr. to Harmon | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Harmon to Main St. | 2023 | Road reconstruction | 5 | ODOT in 2023 |
| <i>Continues as Main St.- See Above</i> | | | | |
| <i>At Jefferson, continues as</i> | | | | |
| <i>Jefferson to County Line</i> | | | | |
| County Line to Tower | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Tower to Citizens Parkway | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Citizens to Commerce | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Commerce to I-75 Exit 142 | 2023 | 2" Grind and Overlay | 5 | ODOT in 2023 |
| Sunset Dr. | 2021 | 2" Grind and Overlay | 4 | |
| Susan Dr. | 2003 | 2" Grind and Overlay | 5 | None |
| Swiss Circle | 2021 | Crack Sealing | 5 | |
| Sycamore | 2018 | 2" Grind and Overlay | 5 | None |
| Thurman St. | | | | |
| Family Dollar to Elm | 2009 | Overlay | 5 | Sealed 2015 |
| Elm to Jefferson | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Jefferson to Washington | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Washington to Riley | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Tower Rd. | 2002 | New Construction | 5 | Paved 100 ft off of S.R. 103 in '23 |
| Triplett Dr. | | | | |
| Polpar to College | 2010 | 2" Grind and Overlay | 5 | |
| Vance St. | | | | |
| Cherry to Elm | 2011 | 2" Grind and Overlay | 5 | None |
| Elm to Jefferson | 2011 | 2" Grind and Overlay | 5 | None |
| Vine St. | | | | |

| | | | | |
|--|------|------------------------|---|------------------|
| Spring to Lawn | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Lawn to Jackson | 2012 | 2" Grind and Overlay | 5 | |
| Jackson to Main St. | 2017 | 1.5" Grind and Overlay | 5 | |
| Washington St. | | | | |
| Dead End to Brookwood | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Brookwood to Spring | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Spring to Lawn | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Lawn to Jackson | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Jackson to Main St. | 2020 | 1 1/2" Grind & Overlay | 5 | None |
| Main St. to Thurman | 2020 | 1 1/2" Grind & Overlay | 5 | |
| Westland Dr. | 2017 | 2" Grind and Overlay | 5 | |
| Wilhelm Circle | 2021 | Crack Sealing | 5 | None |
| Municipal Parking Lot | 2009 | Overlay | 5 | None |
| Muni Lot Behind Hardware | 2014 | Overlay | 5 | |
| Public lot beside Fire Dept. | 2020 | New Construction | | |
| Alleys | | | | |
| Behind funeral home | 2017 | 2" Grind and Overlay | 5 | |
| Library Alley | 2015 | 2" Grind and Overlay | 5 | |
| Main St Alley mid block west side | | | | |
| Washington to Elm | | | | |
| Elm to Vine | 2019 | 2" Grind and Overlay | 5 | |
| Vine to Church | 2014 | 2" Grind and Overlay | 5 | |
| Church to Franklin | 2014 | 2" Grind and Overlay | 5 | |
| Jefferson to Washington | 2020 | New Construction | | |
| Lawn Ave-beside Methodist Church | | | | |
| Brush Dump Lot | 2020 | Overlay | | front 1/2 of lot |

Notes

1. Crosswalk Painting every year
2. Renew Double Yellow as needed (group together as much as possible)
3. Crack Sealing Needs reviewed on a yearly basis

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

In an attempt to comply with the Americans with Disabilities Act, Mayor Richard Johnson and Jesse Blackburn, Coordinator of the Village of Bluffton 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 Bluffton.

Jesse Blackburn can be reached for comment by telephone at 419-358-2066 or blackburnj@bluffton-ohio.com. Grievance procedures will require the filing of this form available at: <https://www.bluffton-ohio.com/> and at the Bluffton Town Hall, 154 N. Main Street, Bluffton, Ohio 45817.

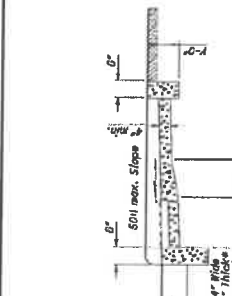
PUBLIC COMMENT/CONCERN & RESPONSE FORM
(Please provide specific locations and or pictures of obstacles)

Date of Comments: _____

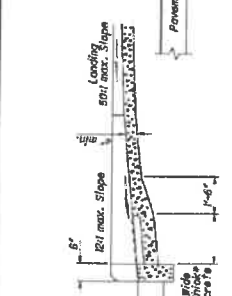
Name of Person: _____

Comments: _____

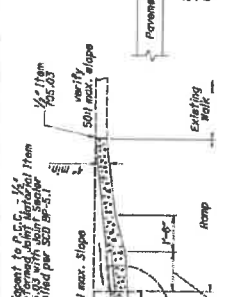
Response: _____



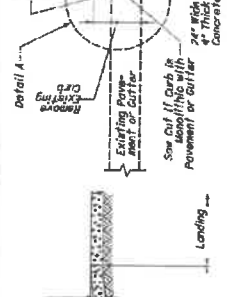
SECTION A-A
NORMAL DETAIL
See Sheet 2.



SECTION A-A
EXISTING WALK DETAIL
See Sheet 2.



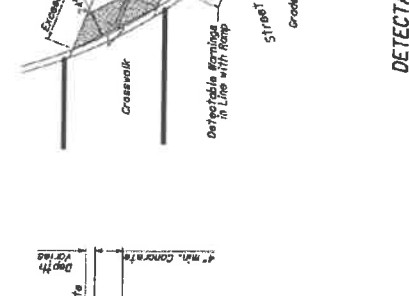
SECTION B-B
See Sheet 2.



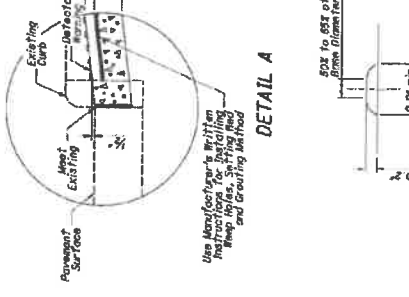
SECTION C-C
See Sheet 2.



DETECTABLE WARNING ALIGNMENT

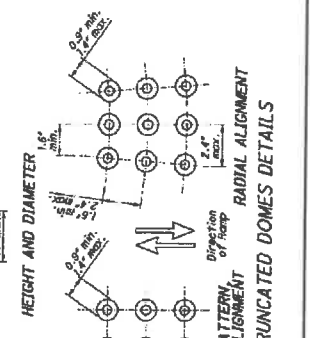


DETAIL A



SECTION D-D
See Sheet 2.

where possible, curb ramps are integral with the curb, otherwise use 6" thick curb.



TRUNCATED DOMES DETAILS

DETECTABLE WARNING NOTES

GENERAL: Detectable warnings are a distinctive surface pattern of truncated domes that is designed to be detectable by people with vision impairments as they approach to streets and hazardous crossings.

ALIGNMENT: Detectable warnings are to be installed at any location where a curb ramp is required, including at the top of a curb, the bottom of a curb, and at 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 travel. The dome pattern should be flush with the back of the curb, but only if the dome pattern is not a truncated dome. If the dome pattern is a truncated dome, the dome pattern should be flush with the back of the curb, but only if the dome pattern is not a truncated dome.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding pavement. The color of the truncated domes should be a color approved by the manufacturer. The color of the truncated domes should be a color approved by the manufacturer. The color of the truncated domes should be a color approved by the manufacturer.

1-20-2018
 David L. Holstein
 OFFICE OF
 ROADWAY
 ENGINEERING
 (with Detectable Warnings)
 NEW CURB RAMPS
 (with Detectable Warnings)
 BP-7.1
 THIS DRAWING REPLACES BP-7.1 DATED 7-18-11

APPENDIX D:

VILLAGE OF BLUFFTON 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 Bluffton creates reasonably accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. The Village of Bluffton is making a significant and long-term commitment to improving the accessibility of pedestrian facilities and has recently adopted a Complete Streets Policy that addresses ADA accessibility among other items. The Complete Streets Vision statement is as follows: "Thoughtful creation of streets to improve safety and facilitate movement for ALL users in the Bluffton community including pedestrians, cyclists, transit riders and motorists." The Transition Plan will specifically identify physical barriers and prioritize improvements that should be made throughout the Village of Bluffton that most closely relates to Section 6 of the Complete Streets Policy. This Transition Plan, working in tandem with Section 6 of the Complete Streets Policy, will describe the existing policies and programs to enhance 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 the 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. The public must be aware that their involvement in this plan is a valuable component of 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 contact the ADA Transition Plan Coordinator at 154 N. Main Street, Bluffton, Ohio 45817, by email at blackburnj@bluffton-ohio.com, or by telephone at 419-358-2066.

Public Input:

Public Comment & Response Forms are available on the Village website at the following link: <https://www.bluffton-ohio.com/>. The Village of Bluffton 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 a workable plan of compliance. We continue to solicit your additions to the ADA Transition Plan.

Summation:

An inventory of the Village of Bluffton 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 reassess priorities annually to better serve the mobility limited and work to ensure reasonable access and ADA compliance within the community.

Richard Johnson, Mayor

APPENDIX E:
PUBLIC NOTICE

Please note that the Village of Bluffton is compiling an Americans with Disabilities Act (ADA) Transition Plan. Public involvement is encouraged by The Village of Bluffton through written comments and/or attendance at the Village Council meetings. A presentation of the ADA Transition Plan will be held on Monday, July 8 at 7:00 PM during a regularly scheduled council meeting, which is always held at this time on the second and fourth Monday of each month at the Bluffton Town Hall, located at 154 N. Main Street, Bluffton, Ohio 45817. This and all meetings are open to the public. The ADA Transition Plan will be presented by a representative from the Lima-Allen County Regional Planning Commission. The plan is available for online viewing at www.lacprpc.com and public comment can also be submitted.

The Bluffton Mayor has appointed Village Administrator, Jesse Blackburn, as Coordinator of the Village of Bluffton ADA Transition Plan for pedestrian facilities in the public right-of-way. To file a complaint, request, or offer suggestions regarding the accessibility of a sidewalk or curb ramp, etc. please contact the ADA Coordinator who will inspect and document the concern and possible action. The ADA Coordinator will subsequently respond to the complainant/requestor within 30 days. Mr. Blackburn can be reached by telephone at 419-358-2066, or by email at blackburnj@bluffton-ohio.com.