

Town of Culver

Americans with Disabilities Act Transition Plan: Pedestrian Facilities in the Public Right-of-Way



2012

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INTRODUCTION

The purpose of this plan is to ensure that the Town creates reasonable, accessible paths of travel in the public right-of-way for everyone, including people with disabilities. The Town has made a significant and long-term commitment to improving the accessibility of their pedestrian facilities. The Transition Plan identifies physical barriers and prioritizes improvements that should be made throughout the Town. This Transition Plan describes the existing policies and programs to enhance the overall pedestrian accessibility.

TRANSITION PLAN HISTORY AND OVERVIEW

In the late 1990's the Town of Culver established a "sidewalk program" where citizens can sign up and share the expense of replacing sidewalks in disrepair. That program remains active today. In 2012, the town had completed a "Safe Routes To School" project that replaced over 6,000 feet of sidewalk and over 100 handicap ramps in the community. Also in 2012 the town has started a "Downtown Streetscape" project where we will be replacing over 880 feet of sidewalk, 8 crosswalks and 16 handicap ramps within our downtown district. This plan demonstrates the continued progress by the Town of Culver to make our pedestrian facilities reasonably accessible for all persons.

LEGAL REQUIREMENTS

The federal legislation known as the American 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. The plan shall, at a minimum includes:

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 a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. Before a transition plan can be developed, an inventory of the current curb ramps and sidewalks must be developed.

IDENTIFIED OBSTACLES TO THE PUBLIC RIGHT-OF-WAY

The Town has a two-tiered system to identify and assess obstacles in the public right of way: a Preliminary Evaluation and a Detailed Evaluation. The barriers used in the evaluations are based on the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (ADA Guidelines) from the U.S. Architectural and Transportation Barriers Compliance Board.

PRELIMINARY EVALUATION

The first tier is a Preliminary Evaluation of the intersections. The purpose of this evaluation is to determine which intersections are obviously non-compliant to the ADA Guidelines and to get a comprehensive overview of the complete pedestrian network. The preliminary inventory evaluates three (3) criteria for curb ramps and three (3) criteria for sidewalks:

Curb Ramps

1. Is there a curb ramp?
2. Does the curb ramp have a color contrasting detectable warning?
3. Does the curb ramp have a clear landing at the top of the ramp?

Sidewalks

1. Is there a continuous clear space for pedestrian access?
2. Does the sidewalk appear to provide adequate passing zones?
3. Does the sidewalk appear to be smooth without grade breaks?

The Preliminary Evaluation utilizes aerial and street-level photography to view each intersection. The criteria used can be seen on these aerials and are key design components to determine ADA compliance. If the curb ramps and sidewalks do not meet the criteria, then that intersection does not need further evaluation because it is obviously non-compliant with the ADA Guidelines. If it did meet the criteria, then that intersection would be “potentially compliant” and would need a Detailed Evaluation to determine if it fully complies with the ADA Guidelines.

DETAILED EVALUATION

The second tier is a Detailed Evaluation of the intersections identified as “potentially compliant” during the Preliminary Evaluation. This requires fieldwork at the intersection and measuring of specific physical attributes, such as width, running slope, and gaps in the curb ramp or sidewalk, to determine compliance to the identified ADA barriers. For a description of the identified barriers see Attachment A. When the data is gathered, it is

recorded into an intersection database¹. The result from this evaluation is a detailed understanding of the ADA barriers at that intersection.

METHODS TO REMOVING BARRIERS – POLICIES & PRIORITIES

The Town utilizes many different approaches in removing barriers in the public right-of-way, including proactively identifying and eliminating the barrier, responding to public complaints, and ensuring the appropriate design and build-out of new construction following the most recent design guidelines.

BARRIER REMOVAL PRIORITIES

The Town of Culver bases barrier removal priorities on two factors: location and the accessibility condition of the intersection.

Location Priority

According to the *Accessible Rights-of-Way: A Design Guide*, “the DOJ regulation imposes a specific construction requirement...specifies a priority for locating (curb ramps) at: State and local government offices and facilities; transportation; places of public accommodation; places of employment; and other locations.” Following this guidance, the City identified its location priority as follows:

1. Intersections serving government facilities,
2. Intersections serving commercial and employment centers, and
3. Intersections serving other areas.

Accessibility Condition

Using the data from the Preliminary Evaluation and the Detailed Evaluation, an accessibility condition, or Access Grade, can be determined. Points are assigned to the identified ADA barriers and calculated for each intersection. This will give the intersection an overall Condition Score for accessibility. The Access Grade assesses the Condition Score out of the total possible points and assigns a letter grade. This letter grade is A through E, A being the most accessible and E being the least accessible.

¹ The database is quite large and is constantly updated; it is not feasible for it to be included in the text of this ADA Transition Plan. The database may be made available for public review by advanced written request to the ADA Coordinator.

Priority Rank

In order to determine the overall priority of an intersection, or Priority Rank, the City uses the following matrix to match the location priority to the Access Grade.

	Location Priority		
	1	2	3
Access Grade	Locations serving Government Facilities	Locations serving Commercial & Employment Centers	Locations serving Other Areas
E	1E	2E	3E
D	1D	2D	3D
C	1C	2C	3C
B	1B	2B	3B
A	1A	2A	3A

Priority Rank Levels

High	Medium	Low
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The Town determines the priority of improvements by identifying which of the groupings are high, medium, or low priorities. A listing of priority intersections and a map,² that shows which intersections are high, medium, and low priorities for barrier removal, are in Attachment B.

PUBLIC COMPLAINT PROCESS

The public complaint process is an integral part of the Transition Plan. Public complaints or requests may often drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, contact the ADA Coordinator in writing and describe the issue in detail, including the location. The ADA Coordinator will route this information to the appropriate Town department for inspection and possible action. That department will then respond to the ADA Coordinator with its findings, and 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. Attachment C is a copy of the Town's public Grievance Procedure for Pedestrian Facilities in the Public Right-of-Way.

NEW CONSTRUCTION & ALTERATIONS

In order to ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations, the Town has adopted the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (see Attachment C for a copy of the resolution). Whenever there is an intersection improvement project or new construction

² The map is constantly updated and may be currently out-of-date from this plan. An updated map may be made available for public review by advanced written request to the ADA Coordinator.

project, any affected curb ramps, sidewalks, and crosswalks will be rebuilt to these ADA design guidelines, where feasible and reasonable.

SCHEDULE

As opportunity allows, the Town will make efforts to improve the ADA Accessibility of pedestrian facilities in the public right-of-way. As stated in the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*, “compliance is required to the extent practicable within the scope of the project.” 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 slope of a hill 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 Town’s pedestrian network, the Town will follow the concept of Program Access under Title II of the ADA. Program Access does not necessarily require a public entity to make 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 Town 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 the sidewalk.

RESPONSIBLE INDIVIDUAL

The official responsible for the implementation of the Town’s ADA Transition Plan for the pedestrian facilities in the public right-of-way is:

Bob Porter
Street Superintendent
200 E. Washington St.
Culver, IN 46511

Email: culverstreet@townofculver.org
Phone: (574) 292-3943
Fax: (574) 842-3633

PUBLIC INPUT

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

- Document copies available and notices sent to local public libraries
- Document made available on Culver’s website
- Open house and presentation at a public meeting on November 13, 2012

The Town published legal notices in the major newspapers, Plymouth Pilot and The Culver Citizen starting on October 23, 2012. The legal notices announced the availability of the

Transition Plan draft at the local public library with easy public access. These notices also provided instructions regarding the timetable for comments and where to send them. Public comments were accepted for a period of no less than 30 days, ending November 27, 2012. Public comment form is available on Attachment D.

Formal adoption of the Transition Plan took place on December 27, 2012. It will be available on the web and by written formal request to the ADA Coordinator.

ATTACHMENT A

1. ADA GUIDELINES USED IN DETAILED EVALUATION

2. EVALUATION FORM

ADA GUIDELINES USED IN DETAILED EVALUATION

Curb Ramps

In evaluating the accessibility of existing curb ramps, the following factors were considered:

1. Is there a curb ramp?
2. Is there a curb ramp where a sidewalk crosses a street?
3. What type of curb ramp?
 - a. Perpendicular curb ramp
 - b. Parallel curb ramp
 - c. Blended transitions
4. Is the width of the curb ramp at least 4 feet wide (excluding flares)?
5. Are there detectable warnings properly installed where a curb ramp or blended transition connects to a street?
6. Is the running slope greater than 5% but less than 8.3% (blended transition 5% maximum)?
7. Is the cross slope less than 1%?
8. Is the landing a minimum of 4 feet x 4 feet?
9. Is the surface of the curb ramp or blended transition firm, stable, and slip resistant and clear of gratings, access covers, and other appurtenances?
10. Is the grade break at the top and bottom of the ramp flush and not located on the surface of the curb ramp, landing, or gutter areas?
11. Is the counter slope of the gutter or street at the foot of the curb ramp less than 5%?
12. Is the clear space beyond the curb face at least 4' x 4'?
13. If the curb ramp is perpendicular, is the slope of the flared sides less than 10% where a pedestrian path crosses the curb ramp or if the sides are returned, are they protected from cross travel?

Sidewalks

In evaluating the accessibility of existing sidewalks, the following factors were considered:

1. Is there a sidewalk at each corner?
2. Is there at least 4 feet of continuous and unobstructed clear width of a sidewalk (excluding the curb width)?
3. If the continuous width is less than 5 feet, are the passing spaces at least every 100 feet along the sidewalk that are 5 feet wide or greater?
4. Is the cross slope of the sidewalk less than 1%?
5. Where the sidewalk is adjacent to the street, does the grade of the sidewalk not exceed the general grade of the street?
6. Is the surface of the sidewalk firm, stable, and slip resistant?
7. Are any gaps in the surface less than ½ inch?
8. Is the sidewalk clear of grates or if there is a grate:
 - a. are the openings no more than ½ inch wide and
 - b. do the elongated openings run perpendicular to the direction of travel?
9. Is the sidewalk clear of protruding objects? If there is a protruding object is:
 - a. the leading edge of that object less than 17 inch and more than 80 inch above the ground, or
 - b. the protrusion less than 4 inches into the travel path of the sidewalk, or
 - c. a barrier is provided no more than 17 inches from the ground where the vertical clearance is less than 80 inches.

Crosswalks

In evaluating the accessibility of existing crosswalks, the following factors were considered:

1. Is there a crosswalk that connects two sidewalks across a street?
2. Is the width of the marked crosswalk at least 6 feet?
3. Does the cross slope of the crosswalk meet the following guidelines:
 - a. If the crosswalk is crossing a street with a stop control, is the cross slope less than 1%?
 - b. If the crosswalk is crossing a street without a stop control, is the cross slope less than 5%?
4. Is the running slope of the crosswalk less than 5%?
5. If the crosswalk crosses a median, is the length of the median at least 6 feet and does it contain detectable warnings located at curb line or edge of the roadway?
6. If the intersection signalized, does it have a pedestrian signal, if so, does the pedestrian signal phase allow enough time for a walking speed of 3.5 ft/sec?

EVALUATION FORM

LPA: _____ N/S: _____ E/W: _____ Ins: _____ Date: _____ ID: _____

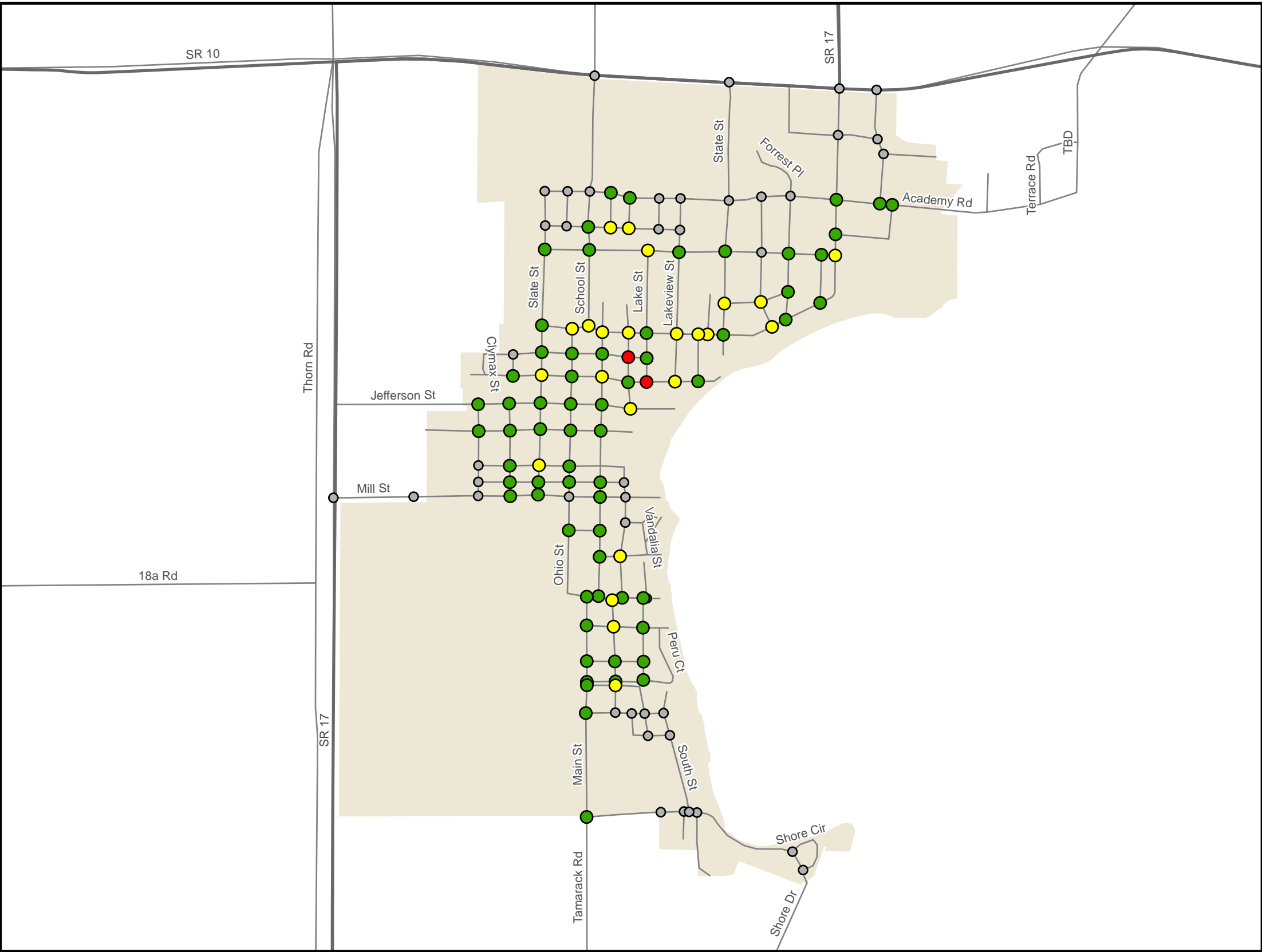
g		h				h				Approach				a		b							
Cross	%	Cross	%							# of Lanes				Cross	%	Cross	%						
Grade OK?	Y - N	Grade OK?	Y - N							Control N-ST-SG				Grade OK?	Y - N	Grade OK?	Y - N						
Surface OK?	Y - N	Surface OK?	Y - N							Median? Y - N				Surface OK?	Y - N	Surface OK?	Y - N						
Gap	"	Gap	"							Median Width	"			Surface OK?	Y - N	Surface OK?	Y - N						
Grate OK?	Y - N	Grate OK?	Y - N							Median Warn? Y - N				Gap	"	Gap	"						
Protrusion	Y - N	Protrusion	Y - N							Crosswalk				Grate OK?	Y - N	Grate OK?	Y - N						
Protr. Height	"	Protr. Height	"							Marked?	Y - N			Protrusion	Y - N	Protrusion	Y - N						
Protr. Length	"	Protr. Length	"							Width	"			Protr. Height	"	Protr. Height	"						
Protr. Barrier	Y - N	Protr. Barrier	Y - N							Length	ft			Protr. Length	"	Protr. Length	"						
										Cross	%			Protr. Barrier	Y - N	Protr. Barrier	Y - N						
										Run	%												
										Ped Signal?	Y - N												
										Ped Time	sec												
g Width: "				h Width: "				G Width: "				B Width: "				a Width: "				b Width: "			
Passing: Y - N				Passing: Y - N				Passing: Y - N				Passing: Y - N				Passing: Y - N				Passing: Y - N			
				H								A											
				East Bound								West Bound											
				Approach												Approach							
				# of Lanes												# of Lanes							
				Control N-ST-SG												Control N-ST-SG							
				Median? Y - N												Median? Y - N							
				Length												Length							
				Cross												Cross							
				Run												Run							
				Ped Signal?												Ped Signal?							
				Ped Time												Ped Time							
				E												D							
				f Width: "												c Width: "							
				Passing: Y - N												Passing: Y - N							
				e												d							
				Approach												Approach							
				# of Lanes												# of Lanes							
				Control N-ST-SG												Control N-ST-SG							
				Median? Y - N												Median? Y - N							
				Median Width												Median Width							
				Median Warn? Y - N												Median Warn? Y - N							
				Crosswalk												Crosswalk							
				Marked?												Marked?							
				Width												Width							
				Length												Length							
				Cross												Cross							
				Run												Run							
				Ped Signal?												Ped Signal?							
				Ped Time												Ped Time							

Curb Ramps												
	Type	Width	Landing	Clear Space	Run %	Cross %	Gutter %	Edge Type	Flare %	Surface OK?	Warning OK?	Grd Brk OK?
A	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
B	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
C	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
D	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
E	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
F	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
G	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
H	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N

ATTACHMENT B

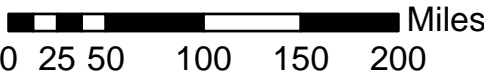
1. ADA PRIORITIES MAP

2. PRIORITY LISTING OF INTERSECTIONS



ADA Priorities Map

Town of Culver



Coordinate grid is based on Indiana East State Plane Coordinate System 1983 North American Datum.

Information shown on this map is not warranted for accuracy or merchantability. Further reproduction or distribution of this material is not authorized without the expressed written permission of MACOG.

Legend

- Low
- Medium
- High
- No Sidewalk



Date Printed: 10/3/2012

Source: Map Source, date of validity, and other relevant information.



Priority Matrix

Culver

Total Intersection Per Priority				Legend
	1	2	3	
Access Grade	Locations serving Government Facilities	Locations serving Commercial & Employment Centers	Locations serving Other Areas	
E	0	0	0	
D	2	1	12	
C	4	6	13	High: <div></div> Med: <div></div> Low: <div></div>
B	8	6	18	
A	2	3	14	

Ranking Intersections by Priority

High 2						
ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5010366	Lake Street	E Washington Street	Government	58.3	1D	Preliminary
5010399	N Plymouth Street	E Cass Street	Government	59.2	1D	Preliminary
Med 23						
ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5010332	Obispo Street	Prado Street	Other	51.7	3D	Preliminary
5010247	N Slate Street	W Washington Street	Other	54.2	3D	Preliminary
5010416	Harding Court	E Lake Shore Drive	Other	55.8	3D	Preliminary
5010301	State Street	Pearl Street	Commercial	55.8	2D	Preliminary
5010313	Obispo Street	Batabano Street	Other	55.8	3D	Preliminary
5010175	N Plymouth Street	W Lewis Street	Other	55.8	3D	Preliminary
5010351	S Plymouth Street	Winfield Street	Other	57.5	3D	Preliminary
5010367	Lakeview Street	E Washington Street	Other	59.2	3D	Preliminary
5010333	Obispo Street	Davis Street	Other	60.0	3D	Preliminary
5010257	S Slate Street	W Marmont Street	Other	60.8	3D	Preliminary
5010190	Williams Street	W Lewis Street	Other	61.7	3D	Preliminary
5010412	N Plymouth Street	E Lake Shore Drive	Other	61.7	3D	Preliminary
5010400	Lake Street	College Avenue	Other	62.5	3D	Preliminary
5013376	Liberty Street	Pearl Street	Commercial	66.7	2C	Preliminary
5010365	N Plymouth Street	E Jefferson Street	Commercial	68.3	2C	Preliminary
5013552	Coolidge Street	E Lake Shore Drive	Commercial	68.3	2C	Preliminary
5013558	Lake Shore Drive	College Avenue	Commercial	70.8	2C	Preliminary
5013375	Liberty Street	E Lake Shore Drive	Commercial	72.5	2C	Preliminary
5010231	N Ohio Street	W Lake Shore Drive	Government	72.5	1C	Preliminary
5010185	Lakeview Street	E Lake Shore Drive	Commercial	72.5	2C	Preliminary

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5010369	N Main Street	Washington Street	Government	73.3	1C	Preliminary
5010404	N Main Street	Lake Shore Drive	Government	73.3	1C	Preliminary
5010403	School Street	W Lake Shore Drive	Government	75.0	1C	Preliminary
Low 64						
ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5010316	S Main Street	Wabash Street	Other	64.2	3C	Preliminary
5010343	Nueva Gorda Street	Prado Street	Other	65.0	3C	Preliminary
5010255	S White Street	W Madison Street	Other	65.8	3C	Preliminary
5010232	S Slate Street	W Madison Street	Other	65.8	3C	Preliminary
5013379	Lakeview Street	College Avenue	Other	65.8	3C	Preliminary
5010274	Slate Street	W Jefferson Street	Other	66.7	3C	Preliminary
5010372	Lake Street	E Lake Shore Drive	Other	67.5	3C	Preliminary
5010364	Coolidge Street	E Washington Street	Other	67.5	3C	Preliminary
5010337	S Main Street	Winfield Street	Other	67.5	3C	Preliminary
5010268	S Slate Street	W Clover Street	Other	72.5	3C	Preliminary
5010256	S White Street	W Marmont Street	Other	72.5	3C	Preliminary
5010331	S Plymouth Street	Davis Street	Other	72.5	3C	Preliminary
5010303	Obsipo Street	Tampa Street	Other	74.2	3C	Preliminary
5010299	S Main Street	W Hawkins Court	Other	75.8	3B	Preliminary
5010263	S Clymax Street	W Madison Street	Other	75.8	3B	Preliminary
5010338	S Main Street	Davis Street	Commercial	76.7	2B	Preliminary
5010379	N Plymouth Street	E Washington Street	Government	77.5	1B	Preliminary
5010388	S Main Street	Madison Street	Commercial	77.5	2B	Preliminary
5010184	N Lake Shore Drive	Baker Street	Other	77.5	3B	Preliminary
5010187	School Street	W Lewis Street	Other	78.3	3B	Preliminary
5013574	S White Street	W Jefferson Street	Other	78.3	3B	Preliminary
5010248	N White Street	W Washinton Street	Other	78.3	3B	Preliminary
5010415	Lake Street	E Cass Street	Government	78.3	1B	Preliminary
5010389	Main Street	Jefferson Street	Government	79.2	1B	Preliminary
5010230	Ohio Street	W Jefferson Street	Government	79.2	1B	Preliminary
5010418	State Street	E Lake Shore Drive	Government	79.2	1B	Preliminary
5010302	Nueva Gorda Street	Tampa Street	Other	79.2	3B	Preliminary
5010334	S Main Street	Davis Street	Commercial	80.0	2B	Preliminary
5010405	N Main Street	Cass Street	Commercial	80.0	2B	Preliminary
5010380	S Main Street	Mill Street	Other	80.8	3B	Preliminary
5010339	S Main Street	Prado Street	Other	81.7	3B	Preliminary
5013567	N State Street	W College Avenue	Government	81.7	1B	Preliminary

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5010254	S Clymax Street	W Jefferson Street	Other	83.3	3B	Preliminary
5010307	S Main Street	Tampa Street	Other	83.3	3B	Preliminary
5010319	S Main Street	Batabano Street	Other	83.3	3B	Preliminary
5010470	W Terrace Drive	Academy Road	Other	83.3	3B	Preliminary
5010283	W Cass Street	N Slate Street	Other	84.2	3B	Preliminary
5013554	Forest Place	E Lake Shore Drive	Commercial	84.2	2B	Preliminary
5010459	N Lake Shore Drive	Academy Road	Commercial	84.2	2B	Preliminary
5010281	N Slate Street	W Lake Shore Drive	Government	85.0	1B	Preliminary
5010237	School Street	W College Avenue	Government	85.0	1B	Preliminary
5010422	Forest Place	Pearl Street	Other	85.0	3B	Preliminary
5010300	S Ohio Street	W Hawkins Court	Other	85.8	3B	Preliminary
5010312	Obispo Street	Akron Street	Other	86.7	3B	Preliminary
5010252	S White Street	W Clover Street	Other	87.5	3B	Preliminary
5010305	Nueva Gorda Street	Akron Street	Other	88.3	3A	Preliminary
5010363	State Street	College Avenue	Other	89.2	3A	Preliminary
5010420	Bradley Court	College Avenue	Other	89.2	3A	Preliminary
5010454	Williams Street	Academy Road	Government	89.2	1A	Preliminary
5010289	S Main Street	W Shore Drive	Other	89.2	3A	Preliminary
5010458	N Plymouth Street	Academy Road	Other	89.2	3A	Preliminary
5010346	Nueva Gorda Street	Davis Street	Other	89.2	3A	Preliminary
5010251	S White Street	W Mill Street	Other	89.2	3A	Preliminary
5010273	S Slate Street	W Mill Street	Other	89.2	3A	Preliminary
5010182	Forest Place	College Avenue	Other	89.2	3A	Preliminary
5010229	S Ohio Street	W Clover Street	Other	89.2	3A	Preliminary
5010228	N Ohio Street	W Cass Street	Commercial	90.0	2A	Preliminary
5010233	S Ohio Street	W Marmont Street	Other	90.8	3A	Preliminary
5010318	S Main Street	Akron Street	Other	93.3	3A	Preliminary
5010392	S Ohio Street	W Madison Street	Commercial	93.3	2A	Preliminary
5013557	Bradley Court	E Lake Shore Drive	Commercial	94.2	2A	Preliminary
5013573	Wall Street	Academy Road	Other	96.7	3A	Preliminary
5010236	N Ohio Street	w Washington Street	Government	97.5	1A	Preliminary
5010381	S Main Street	Marmont Street	Other	99.2	3A	Preliminary

ATTACHMENT C

- 1. RESOLUTION ADOPTING ADA DESIGN GUIDELINES**
- 2. RESOLUTION APPOINTING ADA COORDINATOR**
- 3. ADA GRIEVANCE PROCEDURE**
- 4. RESOLUTION ADOPTING THE AMERICANS WITH
DISABILITIES ACT TRANSITION PLAN: PEDESTRIAN
FACILITIES IN THE PUBLIC RIGHT-OF-WAY**

RESOLUTION 2011-004

**A RESOLUTION OF THE CULVER TOWN COUNCIL
OF THE TOWN OF CULVER, INDIANA
ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)
ACCESSIBILITY GUIDELINES FOR STANDARDS FOR ACCESSIBLE DESIGN
AND
GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY**

WHEREAS, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

WHEREAS, Title II of the ADA requires that municipalities adopt the Americans with Disabilities Standards for Accessible Design that provide accessibility, through proposed structural modifications to remove accessibility barriers; and

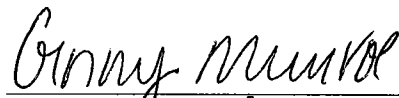
WHEREAS, Title II of the ADA recommends that municipalities adopt the Americans with Disabilities Guidelines for Pedestrian Facilities in the Public Right-of-Way that provide accessibility, through proposed structural modifications to remove accessibility barriers; and

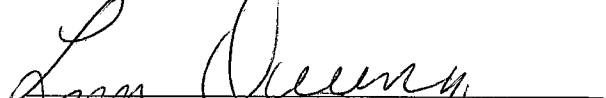
WHEREAS, the United States Department of Justice recently modified the ADA Standards for Accessible Design and the Guidelines for Pedestrian Facilities in the Public Right-of-Way in 2010 and 2011, respectively; and

WHEREAS, the Town of Culver remains committed to the ADA and the elimination of barriers to public facilities; and


NOW, THEREFORE, BE IT RESOLVED that the Culver Town Council of the Town of Culver hereby adopts the 2010 Americans with Disabilities (ADA) Standards for Accessible Design and 2011 Guidelines for Pedestrian Facilities in the Public Right-of-Way.

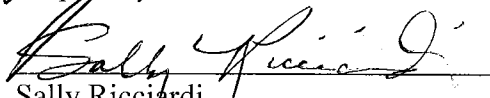
PASSED, APPROVED AND ADOPTED this 13 day of September, 2011


Ginny Munroe

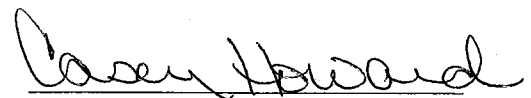

Lynn Overmyer


Ralph Winters


Ed Pinder


Sally Ricciardi

ATTEST:


Casey Howard

RESOLUTION 2011-005

**A RESOLUTION OF THE CULVER TOWN COUNCIL
OF THE TOWN OF CULVER, INDIANA
ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)
ADA COORDINATOR AND PROCEDURES**

WHEREAS, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

WHEREAS, in compliance with Title II of the ADA the Town of Culver shall name an ADA Coordinator; and

WHEREAS, in compliance with Title II of the ADA the Town of Culver shall adopt a grievance procedure for resolving complaints alleging violation of Title II of the ADA; and

WHEREAS, in compliance with Title II of the ADA the Town of Culver shall publish notice to the public regarding the ADA;

WHEREAS, in compliance with Title II of the ADA the Town of Culver shall post the ADA coordinator's name, office address, and telephone number along with the ADA Notice and ADA grievance procedure on its website.

NOW, THEREFORE, BE IT RESOLVED by the Culver Town Council of the Town of Culver, Indiana:

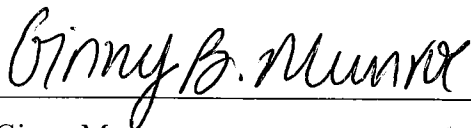
The Town Manager and/or Clerk-Treasurer is designated as the ADA Coordinator for the Town of Culver.

The Notice under the Americans with Disabilities Act, a copy of which is attached hereto, is adopted as the Town of Culver Notice under the Americans with Disabilities Act.

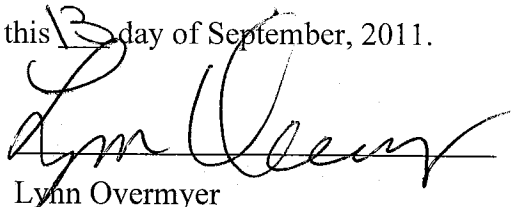
The Town of Culver Grievance Procedure under the Americans with Disabilities Act, a copy of which is attached hereto, is adopted as the grievance procedure for addressing complaints alleging discrimination on the basis of disability in the provision of services, activities, programs or benefits by the Town of Culver.

In compliance with Federal and State laws as set forth above, the Culver Town Council resolves to post the required information regarding the ADA coordinator, Notice under the Americans with Disabilities Act, and Town of Culver Grievance Procedure under the Americans with Disabilities Act on its website and at such other locations as may be determined from time to time.

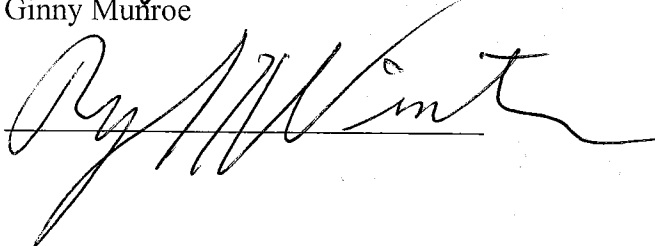
PASSED, APPROVED AND ADOPTED this 13 day of September, 2011.



Ginny Munroe

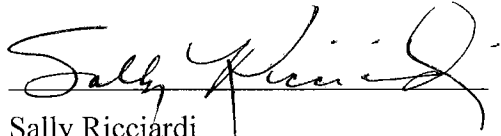


Lynn Overmyer





Ralph Winters


Sally Ricciardi

Ed Pinder

ATTEST:


Casey Howard, Clerk-Treasurer

RESOLUTION NO. 2012-004

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF CULVER, INDIANA
ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION
PLAN FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY

WHEREAS, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

WHEREAS, Title II of the ADA requires that municipalities develop and adopt a Transition Plan that documents physical barriers to accessibility, proposed structural modifications to remove those barriers, and a schedule to complete the modifications; and

WHEREAS, the Town of Culver adopted a Resolution pertaining to ADA Standards for Accessible Design and Guidelines for Pedestrian Facilities in the Public Right-of-Way; and

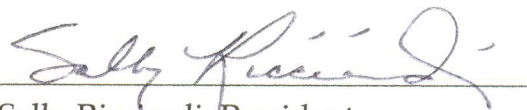
WHEREAS, the Town of Culver remains committed to the ADA and the elimination of barriers to public facilities; and

WHEREAS, a Transition Plan for the pedestrian network has been prepared that reflects current municipality infrastructure and ADA design standards, referred to as the "ADA Transition Plan: Pedestrian Network";

NOW, THEREFORE, BE IT RESOLVED BY THE CULVER TOWN COUNCIL OF CULVER, MARSHALL COUNTY, INDIANA, that the ADA Transition Plan: Pedestrian Network is hereby approved.

PASSED AND ADOPTED by the Culver Town Council this 27th day of December, 2012.

TOWN COUNCIL
TOWN OF CULVER, INDIANA

By 
Sally Ricciardi, President

By Ginny B. Munroe
Ginny B. Munroe, Vice President

By Ed Pinder
Edward G. Pinder, Member

ATTEST:

By William W. Githens
William W. Githens, Member

Karen Heim
Karen Heim, Clerk-Treasurer
jcu:resolution ADA 2012

By Lynn Overmyer
Lynn Overmyer, Member

ATTACHMENT D

1. PUBLIC COMMENT AND RESPONSE FORM

PUBLIC COMMENT AND RESPONSE FORM

Date of Comment: _____

Name of Person: _____

Comment: _____

Response: _____
