

Revitalizing Madison's ADA Transition Plan

Public Right of Way

Rebecca Hoyt
Disability Rights and Services Specialist
ADA Coordinator
Department of Civil Rights



ADA Transition Plans



Public Entities

A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities.

28 CFR § 35.150 (a)



Background

- Madison enacted an ADA Transition Plan in the 1990s.
- Has maintained compliance, although some of the elements of that compliance have become somewhat decentralized over time.
- The City of Madison has grown and changed significantly since the 1990's.
- The compliance requirements have evolved.

As a result, our ADA Transition Plan needs to be updated to **ensure legal compliance accessibility and usability** of the City's programs and facilities.

An ADA Transition Plan must

- Identify barriers to access in public facilities that limit the accessibility of programs or activities for people with disabilities,
- Describe how we will make the facilities accessible,
- Make a schedule with steps to be taken each year that are needed to achieve compliance; and
- Name the official responsible for implementation of the plan.

(28 CFR § 35.150(d)(3))

Process & Elements

- ✓ Designate an ADA Coordinator or responsible employee
- ✓ Include Complaint Process
- ✓ Develop internal design standards
- ✓ Perform or Conduct Self-Evaluation
- ✓ Approve a schedule and budget for the Transition Plan
- ✓ Notice & public engagement
- Monitor progress

Complaints

Equal Opportunities Complaint

- <https://discrimination.cityofmadison.com/Home/ComplaintView>
- In-person: Monday – Friday 8:00 a.m. – 4:30 p.m. at City County Building, 210 Martin Luther King Jr Blvd. Room 523, Madison, WI 53703
- Request a complaint form by mail by calling: 608-266-4910

Metro Transit

- www.cityofmadison.com/metro/contact/feedback
- Phone: Customer Service - 608-266-4466. Monday – Friday: 6:15 a.m. – 6:00 p.m. and weekends and holidays 8:00 a.m. – 4:30 p.m.
- Email: mymetrobus@cityofmadison.com

Public Right of Way Team

Working Team –

- Disability Rights and Services Program
- Department of Civil Rights
- Access to Independence
- Office of the City Attorney
- Department of Transportation
 - Madison Metro
 - Traffic Engineering
- Streets Division
- Greater Madison MPO-Planning

Responsible for -

- Completing facilities inventory
- Listing physical barriers with consideration of updates to guidelines and standards
- Developing a description and schedule of methods to remove barriers
- Identifying official responsible

Key Collaborations



Our Mission

A disability-led organization that champions justice and empowers people with disabilities of all ages and identities.

Our Vision

A fully equitable, inclusive, and accessible society where all disabled people belong, and stigma is eliminated.



Services for Individuals with Disabilities

- Information and Referral
- Peer Support
- Advocacy
- Skills Training
- Institutional Transition and Diversion
- Assistive Technology
- Youth Services and Post-Secondary Transition
- Home Accessibility Evaluations

Community Impact Services

- Collaboration
- Community Education
- Systemic Advocacy
- Technical Assistance
- Outreach



Accessibility Consultation and Training Services

Access to independence has several years of experience, along with training and certification, to support businesses, organizations, and even state and local governments with improving accessibility and inclusion for people of all disabilities, and all ages.



Website Accessibility



Accessibility Evaluation



Event Accessibility



Accessibility/Inclusion Training

PROWAG

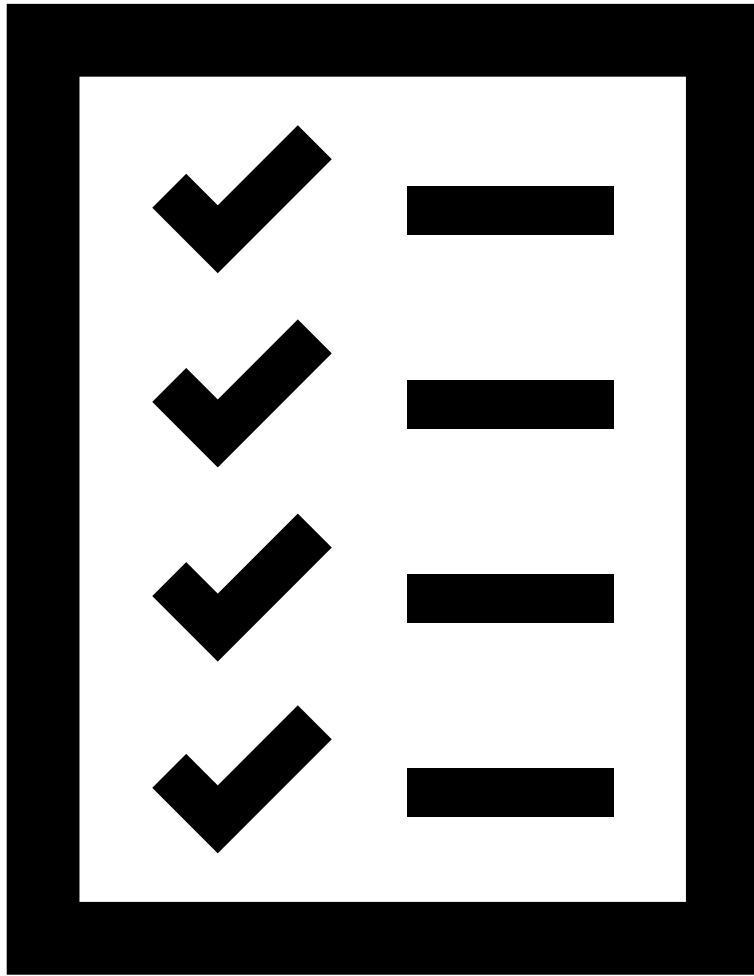
Public Right-of-Way Accessibility Guidelines (PROWAG) are design guidelines issued by the U.S. Access Board.

They set basic accessibility standards and practices for pedestrian pathways, including:

- sidewalks
- crosswalks
- curb ramps
- street furnishings
- pedestrian signals
- parking, and
- other features in public right-of-way.

Madison's Design Standards

- [Madison General Ordinance 3.72](#) mandates compliance with standards, guidelines, and requirements issued by the US Access Board.
- City of Madison Traffic Engineering Department's Pedestrian Transportation Plan
- City of Madison [Standard Specifications for Public Works Construction](#)-Engineering Division's Design Standards
 - For more information review the [City of Madison Guidelines for Installing ADA Compliant Sidewalk Ramps](#).
- Greater Madison MPO Bicycle Plan Path Design Standards



Self- Evaluation Process

Evaluation Process

The City of Madison partnered with the Greater Madison Metropolitan Planning Organization (MPO) to develop a list of elements like sidewalks, bus stops, and curb ramps within public travel way (right-of-way). To do this, they used existing data and mapping tools and added information from:

- Aerial photos
- Google Street View
- In-person site visits

Limitations

The findings only include things that could be measured with the tools and information available. For example, we do not have complete information about:

- How steep (slope) or wide a curb cut or ramp is
- If there are tactile warning strips (textured plates)
- Other accessibility features would need to be checked in-person

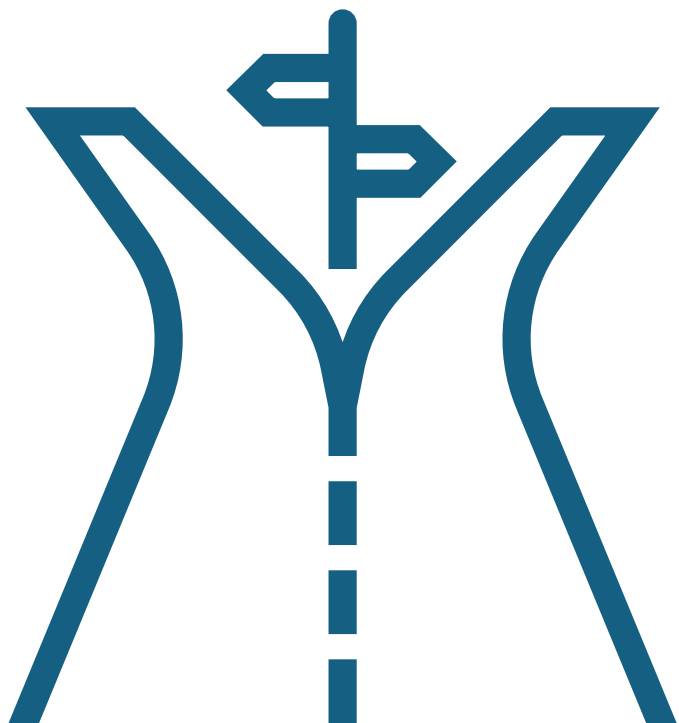
These will be further evaluated through existing Repair and Replacement programs over the next 10 years.



Public Right-of- Way Inventory

The evaluation reviewed pedestrian facilities including:









- 1,121 miles of sidewalk
- 149 miles of crosswalks
- 51 miles of walking and shared-use paths
- 2,558 pedestrian-bicycle signals
- 140 Rectangular Rapid Flash Beacons (RRFBs)
- 23,785 curb cuts
- 412 driveway aprons used to access sidewalks
- 134 sites with stairs within the pedestrian network
- 1,320 signed bus stops and 44 bus rapid transit (BRT) stations

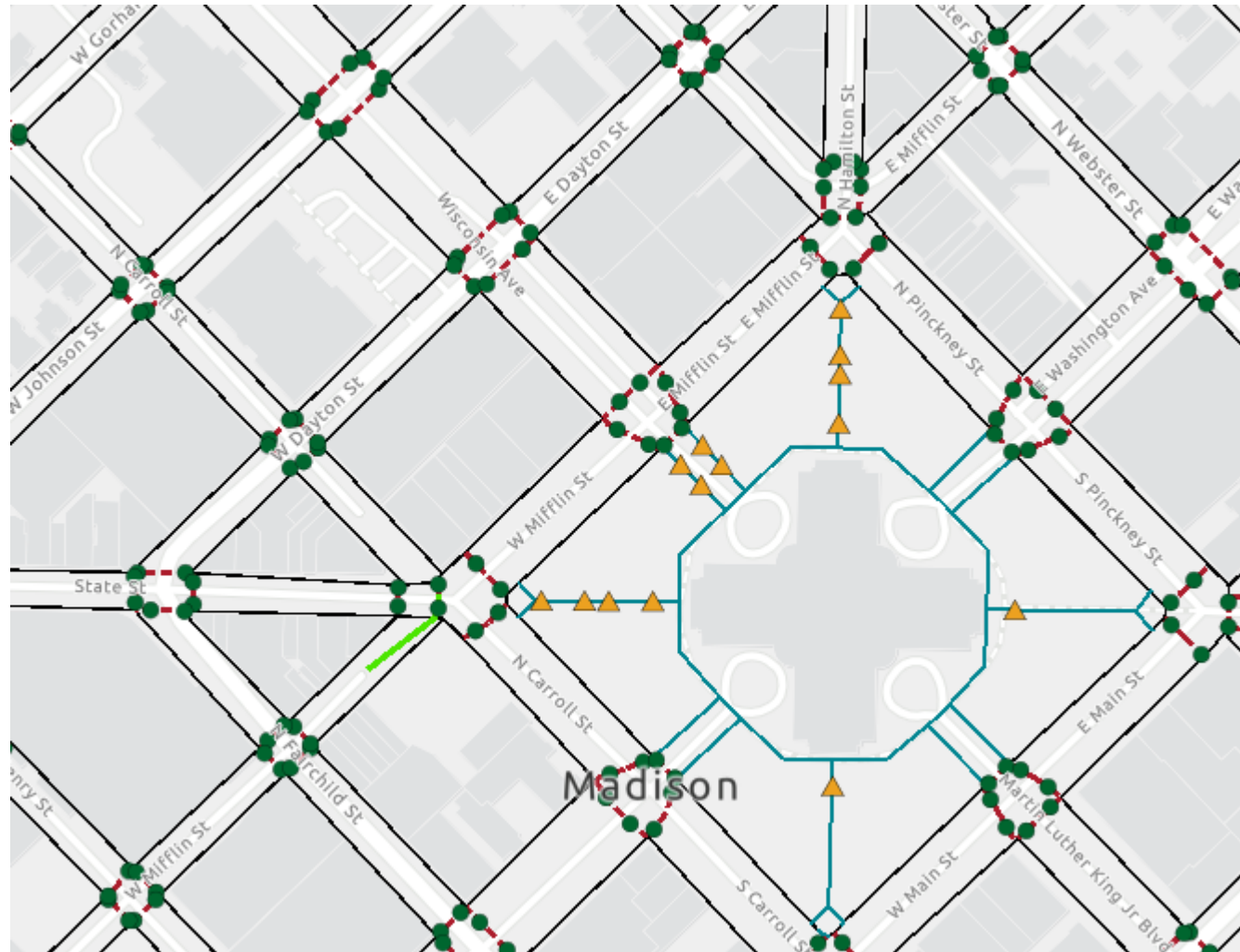


Public Right of Way Self-Evaluation Findings



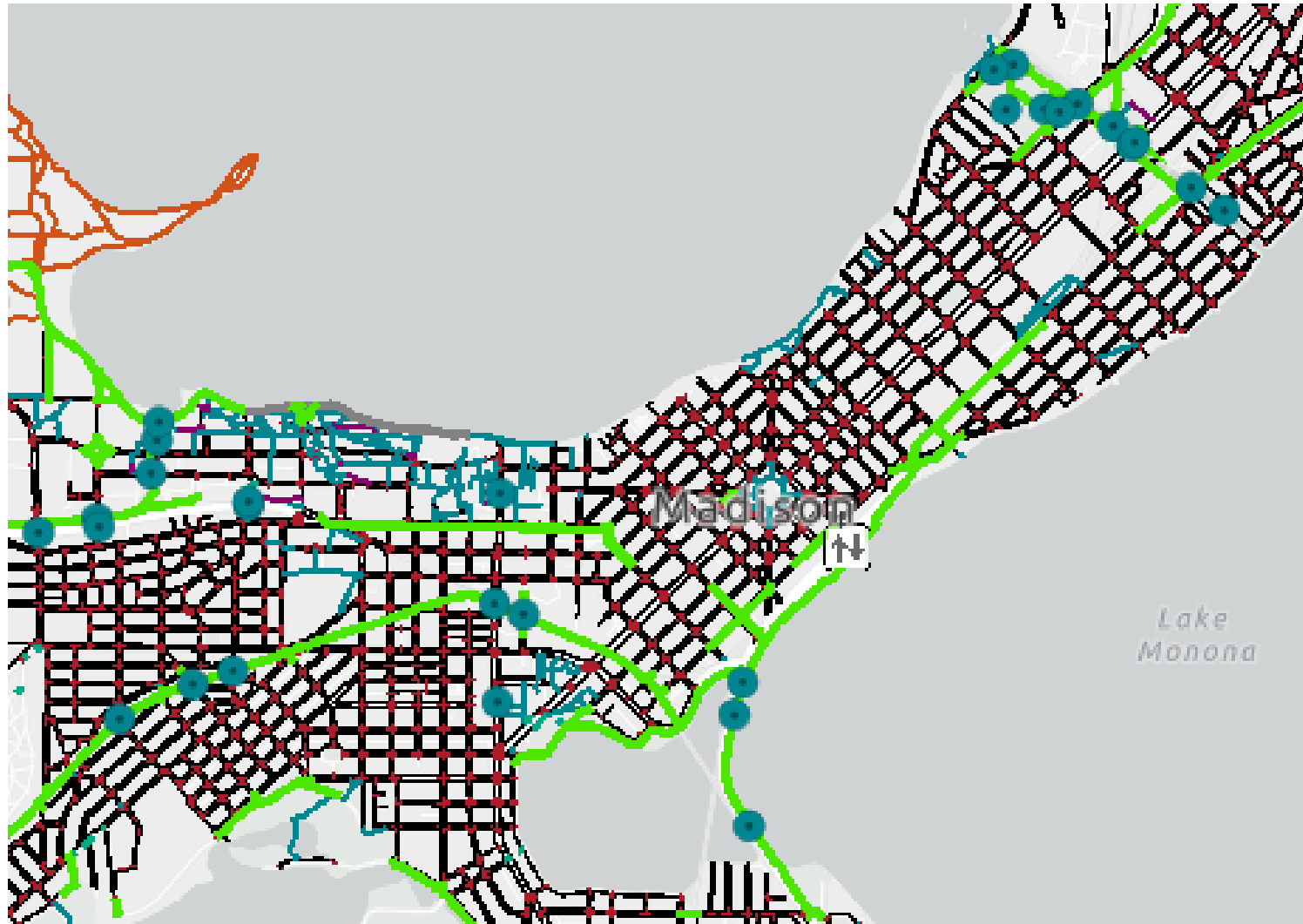
Pedestrian Network Interactive Web Map

Icon	Element
	Dark green circle: Curb Cut, Accessible
	Light green circle: No Curb Cut, Accessible
	Yellow circle: Driveway Apron, Accessible
	Yellow circle with an "x": Inaccessible
	Yellow triangle: Steps, Inaccessible
	Black lines indicate a sidewalk
	Red dashes indicate a crosswalk
	Light blue lines indicate a pedestrian path





Pedestrian Network Interactive Web Map



Methods and Timeline for Removing Barriers



Sidewalk and Curb Ramp Repair and Replacement Programs

- New projects use ADA and PROWAG design standards with inspections carried out in the construction process.
- Sidewalk Repair Program - fixes barriers like uneven surfaces or raised edges.
- Sidewalk Replacement Program - rotating through the alder districts on a 10-year cycle.

Report a Sidewalk Concern through our website or by contacting Bill McGlynn, Sidewalk Program Supervisor at 608-266-4537 or wmcglynn@cityofmadison.com.

Curb Cuts and Curb Ramp Installation

- We identified **206 sites** within the pedestrian network where there is likely no curb cut or ramp.
- Not having a curb ramps is usually due to steep grades or other factors that make them difficult to install.
- Beginning in 2024, City of Madison sidewalk inspectors began collecting data on locations where street reconstructions are needed to install compliant curb ramps.
- By **December 31, 2027**, Engineering will verify barriers to access related to curb cuts in the public right-of-way and identify which program will meet the need.

Curb Ramp Repair and Replacement

- By **2035***, the Sidewalk and Curb Ramp Repair and Replacement Programs will complete a **full analysis of street reconstructions** necessary in order to install compliant curb ramps.
- When complete, the information will be added to the plan.



*Initial date in proposed plan was 2044. Updated based on new information

Costs

- The budget for sidewalk construction in 2025 is \$5,000,000.
 - Curb ramp installations under these guidelines typically cost \$5,000 or less, per ramp, or \$10,000 per corner.
 - Curb ramp installation may vary considerably depending on the site conditions. Estimated \$3,250 for a site with average terrace width (7 ft) and standard sidewalk and curb.
- Street reconstruction at a minimum can cost approximately \$200,000 or more, per block.
 - Each year, the City has funding to reconstruct approximately 1.5-3 miles of street, depending on the types of projects selected.

Transportation Improvement Plan Priorities

- Safety improvements needed such as crash history
- Gaps in the sidewalk network
- Gaps in the bicycle facility network
- Other transportation operational needs such as public transit
- Condition of street infrastructure
- Condition or capacity needs of the underground infrastructure (City water mains, sanitary sewer, and storm sewer)
- Equity and accessibility need

Recommended Priorities for Evaluations of Equity and Accessibility Needs

1. Addressing facilities that are not accessible, including those with public complaints
2. Addressing facilities with existing accessibility features that are still receiving public complaints
3. Focusing on ongoing repairs and remediation to make facilities accessible in accordance with:
 - Traffic Signals and Street Safety Improvements
 - Sidewalk and Curb Ramp Repair and Replacement Programs, including private development
4. Prioritizing high-use areas over lower-use areas, and those that connect to public transit

Bus Stops and BRT Stations: Accessibility

- In 2023, Metro Transit redesigned its bus system. In 2024, we launched bus rapid transit (BRT).
- All new BRT stations were inspected in person to check for ADA compliance.
- Concrete boarding pads have been added at many regular bus stops to make boarding easier and safer for all users.
- Bus operators can safely deploy wheelchair ramps at every bus stop located in the City of Madison's public right-of-way.



Bus Stop Accessibility Improvements

- There are **10 bus stops that are not fully compliant** with accessibility requirements because they do not have a bus pad or accessible route to access the bus pad.
- By **November 30, 2025**, install accessibility improvements at 10 bus stops within the City of Madison right-of-way.
 - Cost: Approximately \$2,000 for an 800 square foot bus pad; cost varies for improvements to accessible routes.

Report access concerns related bus stops at 608-266-4466 or mymetrobus@cityofmadison.com

See Appendix IX for a full list of stops with planed accessibility improvements.

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signals (APS) help people who are blind or have low vision know when it's safe to cross the street. These signals include:

- **Sounds and vibrations** that tell you when the "walk" signal is on
- **Push buttons** placed where people using wheelchairs can easily reach them
- **Crossing times** that give people with disabilities enough time to cross safely

These features make streets safer and more accessible for everyone.



APS Improvements

- In 2025, the budget for Traffic Signal Installation is \$2,060,500.
- All new and altered pedestrian signal heads installed at crosswalks include APS.
- Priority is also given to resident requests based on available resources for the year.

Ongoing Street Safety Improvements

In addition to signal improvements, we prioritize proven safety countermeasures such as:

- Setting appropriate speed limits
- Enhancing crosswalk visibility
- Improving lighting
- Adding traffic calming safety improvements

The 2025 budget for Traffic Safety Infrastructure is \$78,750 with an additional \$1,152,200 in our Safe Streets Madison program which is where we make many of our pedestrian improvements.



Traffic Signals and Street Safety Improvements

Residents request safety improvements in the public right-of-way including accessible pedestrian signals, street lighting, street signs, pavement markings, and report concerns related to biking or walking, speeding issues, and traffic signals.

[Request a Safety Improvement](#) on our website or by contacting Traffic Safety at traffic@cityofmadison.com or 608-266-4761.

Additional Recommendation 1

Improving compliance with existing City of Madison requirements for temporary pedestrian facilities and elements in the public right-of-way during construction projects.





Additional Recommendation 2

Increasing accessibility and useability of pedestrian facilities and elements in the public right-of-way as they relate to snow clearance. In particular, during snowplow events, snow is pushed back in front of curb cuts and needs to be cleared after roads plowed to ensure pedestrian access.

Concerns about snow clearance can be [reported to the City of Madison.](#)



THE FUTURE
IS ACCESSIBLE

Submit Comments

www.cityofmadison.com/ADAcomments

RHoyt@CityOfMadison.com

Department of Civil Rights
ATTN: ADA Coordinator
210 Martin Luther King, Jr. Blvd., Suite 523
Madison, WI 53703