

Revitalizing Madison's ADA Transition Plan

Public Right of Way Overview

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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.

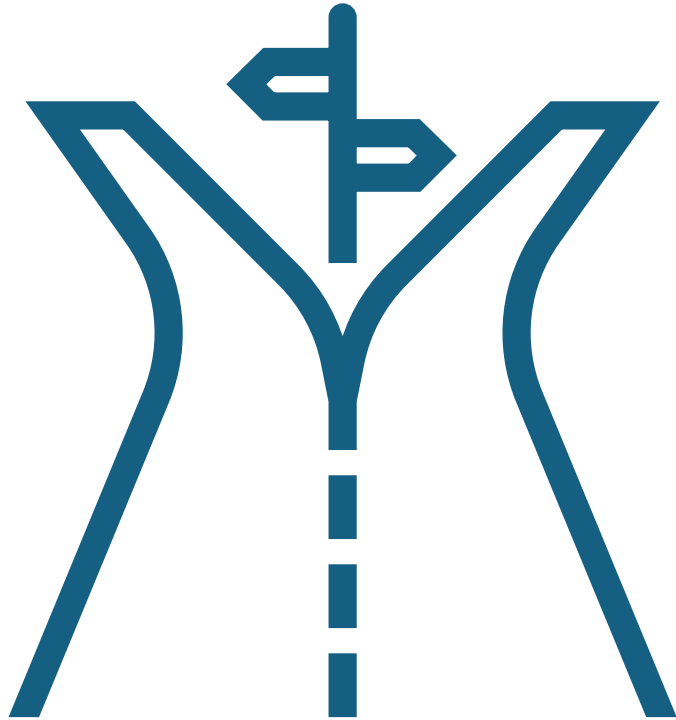
As a result, our ADA Transition Plan needs to be updated to **ensure legal compliance accessibility and usability** of the City's programs and facilities.

Madison's Proposed Transition Plan

- The ADA Transition Plan as well as a Summary are available online in four languages at: <https://www.cityofmadison.com/civil-rights/programs/disability-rights-services-program/ada-transition-plan-summary>
- Open for public comment **June 25 – August 24, 2025**
- Plan is projected to be introduced to Common Council in **September 2025**
 - Will be referred to Disability Rights, Transportation and Public Works

Public Information Sessions

- Programs, Services, Activities, and Employment
July 9th 6:00 – 8:00 p.m.
- Public Right of Way
July 16th – 6:00 – 8:00 p.m.
- Public Facilities & Web and Digital Accessibility
July 23rd – 6:00 – 8:00 p.m.



Public Right of Way Highlights

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.

The U.S. Department of Transportation adopted updated guidelines in December 2024. All new construction and alterations of transit stops in the public right-of-way beginning January 17, 2025, must meet the 2024 PROWAG.

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 PROWAG standards
- Developing a description and schedule of methods to remove barriers
- Identifying official responsible

Evaluation Process

The City of Madison partnered with the Greater Madison MPO to develop an inventory of facilities within public right-of-way. This review used a combination of existing data sets analyzed with ArcGIS (mapping tools), supplemented by:

- Spot-verifications using aerial photography,
- Google Street View imagery, and
- In-person site visits

Public Right-of- Way Inventory

The evaluation reviewed pedestrian facilities including:

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

Scope of Findings and Schedule

The findings of the self-evaluation include a description of the barriers to access. The schedule include estimated costs, and a timeline to remove access barriers and meet minimum compliance with PROWAG and other relevant standards. Specifically:

1. Number and locations of curb cuts to be installed
2. Number and locations of accessible bus pads to be installed
3. Ongoing Traffic Signals and Street Safety Improvements
4. Ongoing Sidewalk and Curb Ramp Repair and Replacement Programs
5. Additional recommendations

Curb Cuts Installation

- We identified **206 sites** within the pedestrian network where there is likely no curb cut.
- The absence of curb ramps is usually due to steep grades in the vicinity or other mitigating factors.
- By **December 31, 2027**, Engineering will verify barriers to access related to curb cuts in the public right-of-way and identify which program - Sidewalk and Curb Ramp Repair and Replacement Programs, City Street Reconstruction Program, or WISDOT funded projects that require full reconstruction - will meet the need.

Curb Ramp Repair and Replacement

- By **2044**, 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 analysis will be included as an addendum to the plan.

Buss Stop Accessibility Improvements

- Operators can safely deploy accessible ramps at all bus stop locations within the City of Madison public right-of-way.
- There are **11 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.

Traffic Signals and Street Safety Improvements

- Prioritizes proven safety countermeasures such as setting appropriate speed limits, enhancing crosswalk visibility, improving lighting and adding traffic calming safety improvements.
- Residents request safety improvements in the public right-of-way including audible 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.

Sidewalk and Curb Ramp Repair and Replacement Programs

- New projects incorporate 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.

Additional Recommendations

1. Improving compliance with existing requirements for temporary pedestrian facilities and elements in the public right-of-way during construction projects.
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 snowplows, snow is pushed back in front of curb cuts and needs to be cleared after roads plowed to ensure pedestrian access.



THE FUTURE
IS ACCESSIBLE

Questions?

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