

Madison's Proposed ADA Transition Plan

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



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.

Overview: Programs, Web & Facilities

- Programs, Services and Activities: December 31, 2025
- Public-Facing Websites and Electronic Information and Technology: April 24, 2026
- Public Facilities:
 - Access barriers with identified remedies: December 31, 2040
 - Access barriers requiring further exploration to determine available remedies: Plan Addendum by December 31, 2030
 - Access barriers in parks and recreation facilities: December 31, 2055

Public Right of Way Accessibility Guidelines (RPOWAG) Compliance

- 2024 PROWAG was formally adopted by the U.S. Department of Transportation in December 2024.
- Required for new construction and alterations in the public right-of-way beginning January 17, 2025.
- [Madison General Ordinance 3.72](#) mandates compliance with standards, guidelines, and requirements issued by the US Access Board (PROWAG).
 - City of Madison Traffic Engineering Department's Pedestrian Transportation Plan
 - City of Madison [Standard Specifications for Public Works Construction](#)
 - [City of Madison Guidelines for Installing ADA Compliant Sidewalk Ramps.](#)
 - Greater Madison MPO Bicycle Plan Path Design Standards



Findings and Schedule for Removing Access Barriers in the Public Right of Way



Bus Stops and BRT Stations Accessibility

- All BRT stations were inspected in person to check for ADA compliance when installed.
- There were **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.



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

Curb Cuts and Curb Ramp Installation

- We identified **206 sites** within the pedestrian network where there is likely no curb cut or ramp.
- 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, 2025, the Disability Rights and Services Program and Engineering will review the standard drawings for contracted sidewalk repair and construction for compliance with 2024 PROWAG.

See Interactives Maps in Appendix X and XI

Sidewalk and Curb Ramp Repair and Replacement Programs

- 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.
- 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 and fixes barriers like uneven surfaces or raised edges.
- When complete, the information will be added to the plan as an addendum.

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

Public Right of Way: Existing Programs

- Crosswalk signals, new and altered pedestrian signal heads installed at crosswalks include APS, RRFBS and other traffic safety enhancements: Ongoing system improvements through Traffic Signals and Street Safety Improvement Program Sidewalk System Improvement Program
- Sidewalk network repair and replacement: Ongoing sidewalk system-wide improvements through Curb Ramp Repair and Replacement Programs on a 10-year cycle

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

These improvements are made through infrastructure and programs like Traffic Safety and Safe Streets Madison.



See: Sidewalk and Curb Ramp Repair and Replacement Programs, Appendix XIII

Accessible Pedestrian Signals (APS) Improvements

- 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.

See: Traffic Signals and Street Safety Improvement Program, Appendix XII



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.

Public Comments

- Overall, resident comments were supportive of the proposed ADA Transition Plan, in particular:
 - Addressing sites with no curb ramp.
 - New PROWAG requirements for perpendicular curb ramps which offer greater access than diagonal curb ramps.
 - Use of Polara equipment for APS and efforts to prioritize resident requests.
- Based on public comment we will include a review of the standard drawings for contracted sidewalk repair and construction in the Plan to support compliance with the PROWAG standards.

THE FUTURE

IS ACCESSIBLE

RHoyt@CityOfMadison.com

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