

Revitalizing Madison's ADA Transition Plan

Public Right of Way Overview

Rebecca Hoyt
Disability Rights and Services Specialist
Department of Civil Rights



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.

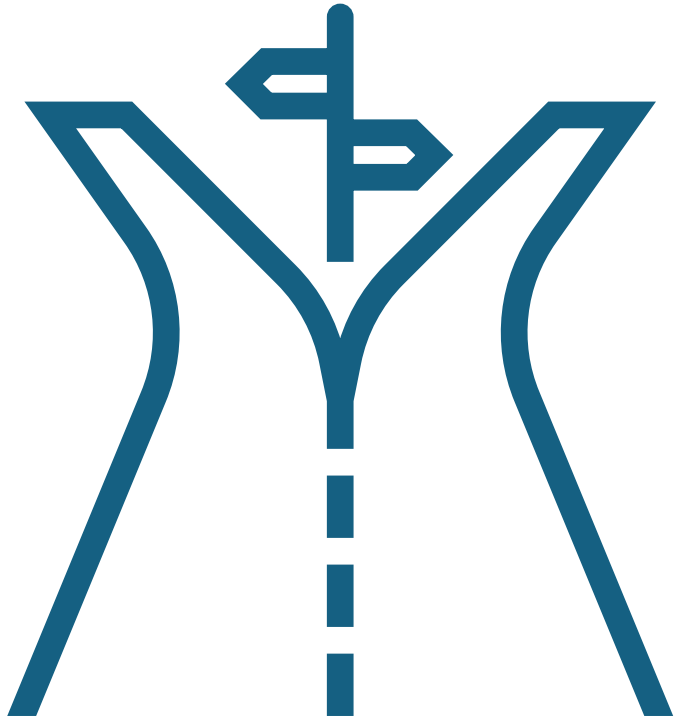
A Transition Plan must

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

(28 CFR § 35.150(d)(3))

Process & Elements

- ✓ Designation of Responsible Employee (ADA Coordinator)
- ✓ Complaint Process
- ✓ Develop internal design standards
- ✓ Self-Evaluation
- Approving a schedule and budget for the Transition Plan
- Notice & public engagement
- Monitoring the progress on the implementation of the Transition Plan.



Public Right of Way

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 will include a description of the barriers to access. The schedule will 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

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.



THE FUTURE
IS ACCESSIBLE

Questions?

Rebecca Hoyt
Disability Rights and Services
Specialist (ADA Coordinator)
RHoyt@CityOfMadison.com
(608) 266-6511