

Madison's Proposed ADA Transition Plan

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ADA Transition Plans



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.

Application

Programs, Activities, and Services

Employment

Public Facilities

Public Right of Way

Overview: Programs and Employment

Programs, Services and Activities

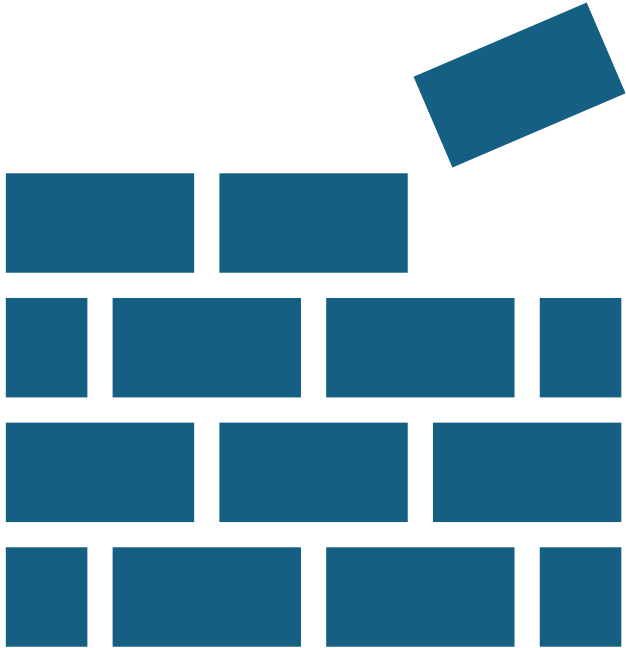
Training and Policy
Development:
December 31, 2025

Public-Facing Websites and Electronic Information and Technology

On track for WCAG 2.1
AA implementation:
April 24, 2026

Employment

Based on policy review
the City **is compliant**



Public Facilities

Self-Evaluation

Each Department completed an evaluation for all relevant facilities within their jurisdiction.

- Buildings, Offices, Recreation facilities - [2010 ADA Design Standards Existing Facilities Checklist](#)
- Public Transit Facilities - [Final FTA ADA Circular 4710.1.](#)
- Residential facilities dwelling units were evaluated based on US Access Board [Accessibility Standards Section 233](#)
- City Shelters based on US Access Board [Accessibility Standards Section 224.](#)

Safe Harbor Facilities

We encourage the City to make all facilities as accessible and useable as possible even if not required by law including determining alternative ways access to programs services.

- Facilities that predate ADA Desing Standards
- Historic facilities
- Employee-only areas





Findings

- A detailed list of access barriers for each facility and how they will be removed is included in ***Appendix VI - Schedule, Cost, and Priorities for Removal of Access Barriers in Public Facilities***
- All identified access barriers were assigned a Priority
 - Priority 1: Approach and entrance
 - Priority 2: Access to services
 - Priority 3: Restrooms
 - Priority 4: Additional services

Cost and Schedule

- Budget estimates and schedules for each access barrier with known remedies is included in the Plan.
- The City of Madison anticipates that it will remove the barriers to access in public facilities as outlined in the Plan by **2040** through reoccurring annual Capital Improvement Plan budget requests.
- Some access barriers require further exploration to determine remedies, estimated cost, and schedule. These will be included in a **Plan Addendum by 2030.**

Parks & Recreation Facilities

- All playgrounds installed after 2013 are required to comply with the 2010 ADA design standards. The Parks Division has an annual Capital Improvement Plan with funds for 5-10 playgrounds to be replaced annually, so that a full system replacement occurs on a 20-year cycle.
- Costs to remove other access barriers will be incorporated into the Parks Capital Improvement Plan. As park facilities are replaced or upgraded, they will be brought into compliance with modern ADA standards. This Plan will be **parks facilities into compliance by 2055.**



Policy and Training

By end of 2025:

- Relevant Engineering staff will receive training about how to complete the 2010 ADA Design Standards Existing Facilities Checklist.
- Checklists will be completed for all newly constructed, altered, or acquired facilities and a schedule, cost, and priorities for removing barriers to access will be submitted to Disability Rights and Services Program. Progress towards removing barriers to access will be monitored in conjunction with the Plan.
- The City will only acquire leased spaces that are compliant with 2010 ADA Design Standards or where compliance is readily achievable.

Additional Recommendations

- Provide learning opportunities for City planners and engineers related to universal design and incorporate universal design principles in new construction and renovations where feasible.
- Explore opportunities to incorporate the lived experiences and expertise of Disabled consultants, residents, and/or Disability Rights Commissioners with the support of the Disability Rights and Services Specialist in developing planning strategies that center inclusion in public facilities.





Public Right of Way



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

Self-Evaluation

Inventory:

- Crosswalks and crosswalk signals
- Rectangular Rapid Flash Beacons (RRFBs)
- Curb cuts
- Driveway aprons in the pedestrian network
- Stairs
- Sidewalks
- Pedestrian and shared-use paths
- Bus stops and bus rapid transit (BRT) stations



Scope of Findings and Schedule

The findings of the self-evaluation include a description of the barriers to access, schedule, 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 accessible bus pads to be installed
2. Number and locations of curb cuts to be installed
3. Ongoing Traffic Signals and Street Safety Improvements
4. Ongoing Sidewalk and Curb Ramp Repair and Replacement Programs
5. Additional recommendations

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

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



See: Sidewalk and Curb Ramp Repair and Replacement Programs, Appendix XIII and Traffic Signals and Street Safety Improvement Program, Appendix XII

Additional Recommendations

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





THE FUTURE
IS ACCESSIBLE

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