

City of Madison



Americans with Disabilities Act Transition Plan - Pedestrian Facilities August 29, 2016

Introduction	1
Purpose	1
Transition Plan History.....	1
ADA.....	1
Information	1
Title II.....	1
Requirements	1-2
Obstacles within the Public Right-of-Way.....	2
Existing Pedestrian Facilities.....	2
Review of Pedestrian Facilities.....	2
Evaluation	3
Methods of Replacement and Modification	3
Maintenance Projects.....	3
New Developments within the Public Right-of-Way.....	4
Barrier Removal Schedule.....	4
Factors that Influence the Barrier Removal Schedule.....	4
Schedule.....	4
Funding	4
Public Involvement.....	5
Informing the Public.....	5
How the Public is Allowed Input.....	5
ADA Coordinators.....	5-6
Attachments	
A: Request for Service Form.....	7
B: City Pedestrian Accessibility Inventory Map.....	8
C.1: Typical General Evaluation: Sidewalk.....	9
C.2: Typical General Evaluation: Signalized Intersection.....	10

Introduction

Purpose

The City of Madison’s Americans with Disabilities Act (ADA) Transition Plan has been created with the purpose of creating a plan to better accommodate the need for accessible paths in the public right-of-way that ensure equal means of access to all people, including the disabled. The City has made multiple efforts to ensure compliance with ADA standards and regulations with the goal of improving the accessibility of pedestrian facilities.

Transition Plan History

In the past, the City of Madison provided various curb ramps through curbs and gutters to allow more accessibility to pedestrian facilities. The City has also been preparing for the proposed Public Rights-of-Way Accessibility Guidelines to become law.

ADA

Information

The Americans with Disabilities Act, enacted as federal law on July 26th, 1990, forbids discrimination towards people with disabilities and ensures equal opportunity to those with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

Title II

Title II of the ADA applies to “public entities”, which includes any State or local government and its departments, agencies, or other type of branch or division.

Title II specifies that “No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.” 28 CFR 35.130(a).

Requirements

The ADA requires public entities containing more than 50 employees to develop a transition plan. According to 28 CFR 35.150(d)(3), the plan shall, at a minimum:

- (i) Identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- (ii) Describe in detail the methods that will be used to make the facilities accessible;
- (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

Obstacles within the Public Right-of-Way

Existing Pedestrian Facilities

In regards to existing pedestrian facilities, 28 CFR 35.150(b)(1) states that “A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section.” Alternative methods may be pursued including nonstructural methods such as acquisition or redesign of equipment, assignment of aides to beneficiaries, and provision of services at alternate accessible sites. The City of Madison takes 28 CFR 35.150(b)(1) into consideration during reviews and evaluations of existing pedestrian facilities.

Review of Pedestrian Facilities

As specified by ADA Guidelines, compliance is expected to be met for all newly constructed or altered portions of existing facilities along with elements added to existing facilities for pedestrian circulation and use located in the public right-of-way.

Sidewalks

Sidewalks in the City of Madison are inventoried through GIS mapping and the observation of aerial maps of the City. Inventory updates will be completed every 1-2 years. From the inventory done on December 2014, the City has determined that the City of Madison contains 220 miles of sidewalks. These sidewalks are generally of concrete or asphalt construction and are generally 4-5 feet wide. An inventory of the City’s sidewalks is provided in Attachment B.

Curb Ramps

Curb ramps are generally provided by the City wherever pedestrian walks cross curbs. The City of Madison inventories curb ramps using the same process as the sidewalk inventories. As determined from an inventory conducted in December 2014, with exceptions, the City contains 1,772 curb ramps. The curb ramps are of concrete construction with a width of 4 feet (excluding flared sides).

Signalized Intersections

There are 42 signalized intersections within the City of Madison. Of those intersections, 20 have pedestrian accessibility.

Street Parking

There are 2,608.32 linear feet of parallel parking in the City and 2 streets with on-street parking: Main Street and Portal Lane. Main Street provides the adequate number and type of accessible parking spaces for the amount of parked vehicles the street can hold. Portal Lane contains striping on each side of the road for on-street parallel parking.

Evaluation

General Evaluation

The objective of the general evaluation is to deduce which intersections or walkways are clearly non-compliant to the guidelines set forth by the ADA.

Random sidewalk measurements were conducted on existing sidewalks to obtain a scope of compliance with ADA law. The general evaluation aids in determining which pedestrian facilities are non-compliant and how many are non-compliant.

Detailed Evaluation

A detailed evaluation is conducted whenever the City of Madison improves existing roads. The evaluation requires fieldwork at the intersection or walkway in the form of recording measurements of the running slope, cross slope, width, etc. to determine compliance with ADA law.

The City has only evaluated signalized intersections that contain sidewalks. The evaluation process consists of ensuring that sidewalks, ramps, and traffic signal controls are ADA compliant.

Summary of Findings

Based on the general evaluations, the City can reasonably deduce that most of the sidewalks, ramps, and driveways located in Madison City are non-compliant. About 150 miles of sidewalks are non-compliant, and about 1700 ramps are non-compliant.

In addition, the City has found multiple issues related to age that have caused pedestrian facilities to become non-compliant. Some issues include gaps caused by a 0.5 inch expansion by design, offsets, and landscape encroachments that included a bush that would have restricted wheelchair use and a tree that would have restricted the blind.

Methods of Replacement and Modification

Maintenance Projects

28 CFR 35.151(i)(1) states, “Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.”

City streets that are improved or upgraded in the City of Madison will ensure ADA compliance throughout the course of the project.

During upgrades or replacements regarding the equipment in traffic signal panels, the City of Madison will have to upgrade the intersection and ensure compliance.

New Development within the Public Right-of-Way

Newly constructed public facilities in the right-of-way are required to meet the current ADA law. The City currently follows the 2010 ADA Accessibility Guidelines (ADAAG) for newly constructed public facilities, and it is preparing for the Public Right-of-Way Accessibility Guidelines (PROWAG) to be implemented as law.

The City of Madison will be introducing new details into city standards to meet PROWAG requirements. City standards will be modified to comply with PROWAG standards, stricter inspections will be implemented, and new details will be required for plan submittals that add more specificity concerning ADA requirements.

Barrier Removal Schedule

Factors that Influence the Barrier Removal Schedule

Barrier removal will follow the priority guidance of 28 CFR 35.150(d)(2), which states that priority is to be given to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. Barriers will also be removed based on the City's budget.

In addition, the City of Madison will prioritize based on need of replacement. All factors will be considered for the improvement of pedestrian facilities in order to satisfy ADA law, which includes the removal of certain pedestrian facilities such as sidewalks, ramps, etc. to ensure compliance.

Schedule

In order to meet the requirements of 28 CFR 35.150, which pertains to providing access to existing facilities to achieve readily accessible use for all pedestrians, the City of Madison will upgrade existing pedestrian facilities during the resurfacing of roads.

There are currently plans to upgrade noncompliant sidewalks and ramps as the City of Madison resurfaces roads under the current road resurfacing program. The City will upgrade pedestrian facilities as requested by the Request for Service Form. These requests will be held in higher priority compared to road resurfacing projects.

Funding

The City of Madison will direct 10% of funds allocated towards road improvement projects for pedestrian accessibility improvements in the public right-of-way to make progress towards compliance with ADA law. The funds will be prioritized based on need for individuals with disabilities.

Public Involvement

Informing the Public

The City will create a page for the City of Madison website that will provide beneficial information regarding ADA to the public. A notice for requests for ADA compliance modifications will be added to the webpage along with the Request for Service Form for Pedestrian Facilities in the Public Right-of-Way.

The Madison City Disability Advocacy Board will be proactively working with the City to provide input on various accessibility needs.

A coordinator from the Madison City School Board will inform the City of Madison of the special needs of children with disabilities so that the City can better accommodate those needs. The coordinator responsible for this is Jacqueline Wilson Bradly.

The City of Madison will produce an annual report to catalog each improvement made by the City towards obtaining ADA compliance.

How the Public Is Allowed Input

The City of Madison holds public meetings to inform the general public on certain events or changes that are going to be made to the City. A public hearing was held on December 8th, 2015 discussing the new ADA Pedestrian Accessibility Guidelines for the Public Right-of-Way and current accessibility needs within the City. The City of Madison will hold another public hearing in the near future to review the first draft of the Transition Plan.

The City of Madison Request for Service Form (Attachment A) in regards to pedestrian facilities in the public right-of-way allows the public to submit a complaint to the City of Madison which will then be reviewed by the City and acted upon if necessary.

ADA Coordinators

The City of Madison official responsible for implementation of this Transition Plan is:

Dustin Riddle
ADA Compliance Coordinator
100 Hughes Rd
Madison, AL 35758
(256) 772-2894
dustin.riddle@madisonal.gov

The City of Madison official responsible for the implementation of the Public Right-of-Way Accessibility Guidelines (PROWAG) when enforced as law is:

Gary Chynoweth, PE

Director of Engineering
100 Hughes Rd
Madison, AL 35758
(256) 772-5639
gary.chynoweth@madisonal.gov

Attachments

- A: Request for Service Form
- B: City Pedestrian Accessibility Inventory Map
- C.1: Typical General Evaluation: Sidewalk
- C.2: Typical General Evaluation: Signalized Intersection

Request for Service Form

Pedestrian Facilities in the Public Right-of-Way

This form is to be filled out regarding complaints or issues faced within the public right-of-way and sent to the address listed below. If the City of Madison determines that the problem can be corrected while remaining within budget, a solution may be created by the City.

Date of Request: _____

Name of Person: _____

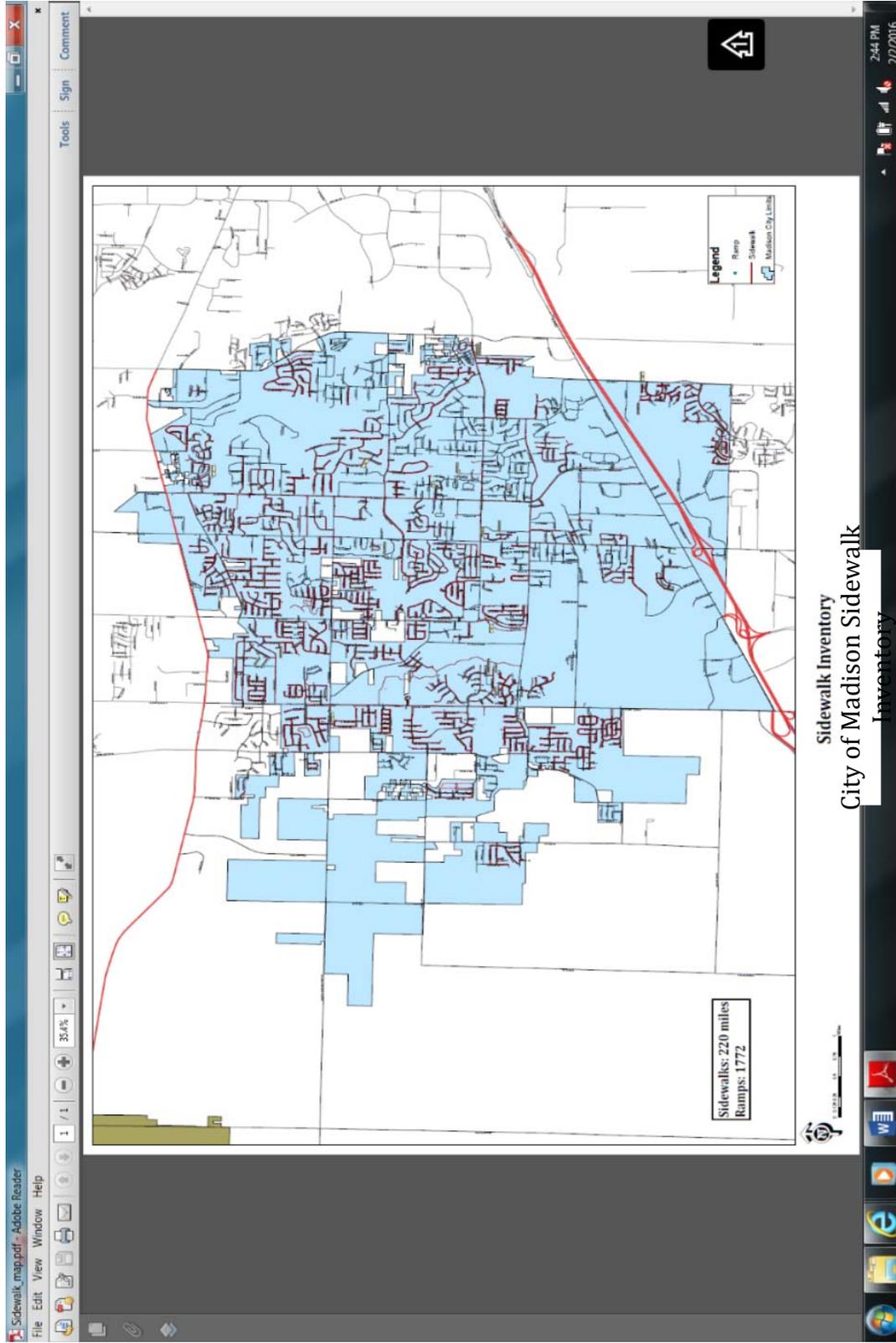
Location of Problem: _____

Description of Need: _____

Phone: _____

Address: _____

Return to: City of Madison Engineering Department
100 Hughes Rd
Madison, AL 35758
(256) 772-8431
(256) 772-6244 (Attachment B)
City Pedestrian Accessibility Inventory Map



Attachment C.1

Typical General Evaluation: Sidewalk



Oakstone Subdivision – Intersection of Silo Hill and Overbrook Drive			
	Width	Cross Slope (2.0% or less)	Running Slope (8.33% or less)
Point #1 – Sidewalk	4'	3.32%	
Point #2 – Driveway	3'11"	4.54%	2.97%
Point #3 – Ramp	3'11"	1.57%	
Point #4 – Sidewalk	4' x 2'	4.02%	18.53%
Point #5 – Sidewalk	4'	2.79%	
Point #6 – Ramp	4'	6.64%	4.02%
Point #7 – Driveway	4'	2.62%	
Point #8 – Sideway	4' x 2'	0.87%	19.44%
Point #9 – Sidewalk	4'	1.92%	
Point #10 – Driveway	4'	2.62%	
Point #11 – Sidewalk	4'	6.82%	4.89%
Point #12 – Ramp	4' x 2'	6.64%	18.89%
Point #13 – Sidewalk	4'	1.05%	
Point #14 – Sidewalk	4'	4.19%	
Point #15 – Driveway	4'	8.22%	3.32%

