
2024 – 2025

Curb Ramp Report & Transition Plan

Each year, the City of Iowa City installs and repairs sidewalks and curb ramps throughout the City to improve accessibility to all our community's residents and visitors and comply with the Americans with Disabilities Act (ADA). This report details progress made during calendar year 2024 and anticipated for 2025 which furthers pedestrian accessibility in the City. For a full inventory of Iowa City's sidewalks and curb ramps, please visit: www.icgov.org/ada.

Inventory

From 2012 through 2014, the Metropolitan Planning Organization of Johnson County (MPOJC) conducted an inventory of all sidewalk and curb ramp locations in the greater metropolitan area. Approximately 5,000 ramp locations within Iowa City were evaluated and photographed by field technicians. This inventory provided a baseline for scheduling and prioritizing curb ramp improvements in Iowa City.

The Iowa City Public Works Department maintains a living database and map of curb ramp locations within the city. The map includes existing curb ramp locations, data points, and photos as well as potential curb ramp locations to be evaluated. The database is updated annually after the construction season has ended. There are currently 6,445 curb ramps identified in the database (this includes a significant number of ramps that are on University property).

Residents may also report missing or insufficient curb ramps for inclusion in the City's repair and replacement program. Staff collect the details of these requests, conduct a field review, and document the process. If the site review verifies that work is required, it is scheduled and other planned projects in the vicinity are considered for the curb ramp to be paired with to avoid redundancy. In some instances, the requested site work may not be feasible, in which case staff will communicate any limiting factors.

Appendix I lists the criteria used for evaluating and tracking ADA compliance of curb ramps.

Projects & Prioritization

Curb ramp construction, repairs, and replacements are completed through many avenues in order to maximize opportunities for progress each year:

Capital Improvement Program (CIP): Curb ramps are built into The Annual Asphalt Overlay Program and Annual Curb Ramp Program and completed in conjunction with many other scheduled projects including dedicated road construction projects, underground utility projects, sidewalk infill projects, and parks improvement projects.

New subdivisions/site plans: In 2021, the City transitioned to requiring curb ramps in new subdivisions to be installed at the same time as other public improvements. Previously, curb ramps were not installed until development began.

Unscheduled Projects: If feasible, the City seeks to incorporate simple curb ramp projects into unexpected utility or roadway repairs that come up.

Curb ramp projects are prioritized based on a comprehensive set of considerations, including:

- **Condition** of ramp, including slope and domes (see Appendix I).
- **Location** of ramp, such as whether it is near a public facility or park, school, or other heavily used public location such as a bus stop.
- **Adjoining sidewalk** exists but lacks curb ramp(s).
- **Pedestrian safety** considerations, such as proximity to heavy traffic and whether the ramp is located at a controlled intersection or a mid-block location.
- **Exceptional accessibility needs**, such as located in a neighborhood with a high percentage of disabled or elderly residents.
- **Other scheduled projects** in the vicinity of the ramp requiring work.

Under certain conditions, the City is required to incorporate ADA improvements into construction and alteration projects (see Appendix II).

2024 – 2025 Curb Ramp Transition Plan

During the 2024 construction season, a total of 198 curb ramps were repaired, replaced, or installed. This includes 130 new ramps which were part of subdivision development and 68 ramps which were completed as part of City projects.

2024 Construction Season: Completed Projects		
Project	Location	# Curb Ramps
Subdivision/Site Plan	Cardinal Heights	11
Subdivision/Site Plan	Churchill Meadows	8
Subdivision/Site Plan	Churchill Meadows Parts 2 & 3	1
Subdivision/Site Plan	Community View Part 1	12
Subdivision/Site Plan	Galway Hill Subdivision Part 10	1
Subdivision/Site Plan	Hickory Trail Estates	2
Subdivision/Site Plan	Lindemann Subdivision Part 7	3
Subdivision/Site Plan	Monument Hills	26
Subdivision/Site Plan	Sandhill Estates Part 5	16
Subdivision/Site Plan	Tamarack Ridge	3
Subdivision/Site Plan	The Palisades 2nd Addition	1
Subdivision/Site Plan	Timber Valley Run	4
Subdivision/Site Plan	West Side Estates Phase 2	5
Subdivision/Site Plan	Western Home Gathering Place Lane	20
Subdivision/Site Plan	Windsor West Part 3	2
Subdivision/Site Plan	531 Highway 1 W	3
Subdivision/Site Plan	700 S. Dubuque Street	2
Subdivision/Site Plan	Cardinal Pointe West Part 2, Lot 32	2
Subdivision/Site Plan	Cherry Creek, Lot 3	8
Street/Sidewalk Project	S. Dubuque St.	10
Street/Sidewalk Project	S. Gilbert St. Bridge	1
Street/Sidewalk Project	Kirkwood Ave. Railroad Crossing	4
Street/Sidewalk Project	Rochester St.	8
Street/Sidewalk Project	Wayne Ave. & Village Rd. Patching	4
Street/Sidewalk Project	High St. SW Sidewalk Infill	6
Other Infrastructure Project	2023 Sanitary Sewer Repairs	2
Other Infrastructure Project	Sanitary Sewer Rehabilitation	1
2023 Curb Ramps Project - CDBG	Various	23
2024 Water Patching Project	Various	9
Total Completed 2024		198

A total of 206 curb ramps are anticipated for repair, replacement, or construction in the 2025 construction season. Additionally, as subdivisions develop, unanticipated curb ramps may also be installed.

2025 Construction Season: Anticipated Projects		
Project	Location	# Curb Ramps
Subdivision/Site Plan	Brickyard Hollow	2
Subdivision/Site Plan	Churchill Meadows	13
Subdivision/Site Plan	Churchill Meadows Part 4	4
Subdivision/Site Plan	Community View Part 1	1
Subdivision/Site Plan	General Quarters Part 2	4
Subdivision/Site Plan	General Quarters Part 3	8
Subdivision/Site Plan	Lindemann Part 8	2
Subdivision/Site Plan	Melrose Commercial Park	6
Subdivision/Site Plan	Tamarack Ridge	1
Subdivision/Site Plan	West Side Estates Phase 2	2
Subdivision/Site Plan	Western Home Gathering Place Lane	18
Subdivision/Site Plan	Windsor West Part 3	6
Subdivision/Site Plan	225 Southgate Avenue	2
Subdivision/Site Plan	313 N. Dubuque Street	2
Subdivision/Site Plan	1112 N. Dodge Street	2
Street/Sidewalk Project	N. Gilbert St. Reconstruction	10
Street/Sidewalk Project	Camp Cardinal Rd.	8
Street/Sidewalk Project	Court St.	30
Street/Sidewalk Project	Greenwood Dr. Railroad Crossing	2
Street/Sidewalk Project	Lakeside Dr. & Lombard St. Patching	4
Street/Sidewalk Project	Court Hill Trail	2
Street/Sidewalk Project	Muscatine Ave. Pedestrian Crossing	5
Other Infrastructure Project	City Park Pool	2
2024 Asphalt Overlay Program	Various	17
2025 Curb Ramps Project - CDBG	Various	25
2025 Pavement Rehabilitation Program	Various	28
Total Anticipated 2025		206

Appendix I

Iowa City Curb Ramp Condition/Evaluation Criteria

Ramp type:

Left or Right (perpendicular)
Center (diagonal)
Under Construction

Detectable warnings:

None installed
25% damaged
50% damaged
75% damaged
None Damaged

Truncated domes aligned with crosswalk:

Yes
No
Unknown

Common panel slope:

Cross slope over 2%
Cross slope less than 2%
No common panel

Ramp running slope:

0-5%
5-8.3%
8.3-11%
11%+

Receiving ramp on opposite side of street:

Yes
No

Pavement Condition:

Good – no major cracks or uneven areas
Fair – some major cracks or uneven areas
Poor – major cracks or missing and uneven concrete

Appendix II

Triggers for Barrier Removal

Public Right-of-Way Alterations and New Construction

In an alteration or new construction project in the public right-of-way, the City must incorporate ADA accessibility standards to the maximum extent feasible.¹ The [ADA Title II Toolkit](#) incorporates guidance about sidewalks and curb ramps. Any design exceptions taken by the Iowa City Public Works Department should be documented.

Roadway Alterations and Maintenance

The Department of Justice, in coordination with the U.S. Department of Transportation, specifies that public agencies are required to provide curb ramps or upgrade curb ramps whenever roadways are altered. An alteration is a change that affects or could affect the usability of all or part of a building or facility.² Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, overlay, and projects of similar scale and effort.³ Maintenance activities on streets, roads, or highways, such as filling potholes, pavement patching, chip seals, and joint patching/repairs, are not alterations⁴ and do not trigger barrier removal.

Safe Harbor, Undue Burden, and Historic Facilities

Several provisions contained in the ADA regulations and standards specify exceptions to barrier removal requirements.

- Safe Harbor provisions allow some facilities to remain as-is until a planned alteration.
- Public entities are not required to take actions that would create a hazardous condition or represent an undue financial or administrative burden.
- Exceptions may be granted if barrier removals would threaten or destroy historic significance of a facility as determined by the State Historic Preservation Office.

¹ DOJ, Title II Regulations Subpart D §35.151(b) Existing facilities

² DOJ, Title II Regulations Subpart D §35.151(b)(1) Alterations

³ 2010 ADA Standards, 106.5.

⁴ "Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing." July 8, 2013.