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**2025-2026**

# **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 2025 and anticipated for 2026 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](http://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 more than 6,000 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.

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## 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).

# 2025 – 2026 Curb Ramp Transition Plan

## 2025 Construction Season: Completed Projects

During the 2025 construction season, a total of 117 curb ramps were repaired, replaced, or installed. This includes 26 new ramps which were part of subdivision development and 91 ramps which were completed as part of City projects.

Project	Location	# Curb Ramps
Subdivision/Site Plan	General Quarters Part 2	2
Subdivision/Site Plan	General Quarters Part 3	2
Subdivision/Site Plan	West Side Estates Phase 2	2
Subdivision/Site Plan	Western Home Gathering Place Lane	18
Subdivision/Site Plan	225 Southgate Ave.	1
Subdivision/Site Plan	2415 Freedom Ct.	1
Street/Sidewalk Project	Court St.	8
Street/Sidewalk Project	Gathering Place Ln.	1
Street/Sidewalk Project	N. Gilbert St. Reconstruction	10
Other Infrastructure Project	Fair Meadows Park	2
2025 ADA Curb Ramps Project	Various	26
2025 Pavement Rehabilitation Program	Various	29
2025 Water Patching Program	Various	15
<b>Total Completed 2025</b>		<b>117</b>

## 2026 Construction Season: Anticipated Projects

A total of 282 curb ramps are anticipated for repair, replacement, or construction in the 2026 construction season. Additionally, as subdivisions develop, unanticipated curb ramps may also be installed.

Project	Location	# Curb Ramps
Subdivision/Site Plan	Cardinal pointe West Part 5	5
Subdivision/Site Plan	Cherry Creek Subdivision	8
Subdivision/Site Plan	Churchill Meadows	4
Subdivision/Site Plan	Churchill Meadows Part 4	2
Subdivision/Site Plan	Community View Part 1	1
Subdivision/Site Plan	General Quarters Part 2	2
Subdivision/Site Plan	General Quarters Part 3	6

Subdivision/Site Plan	Kestrel Hills	18
Subdivision/Site Plan	Lindemann Part 8	2
Subdivision/Site Plan	Sky Commerce	6
Subdivision/Site Plan	South Village	12
Subdivision/Site Plan	Tamarack Ridge	1
Subdivision/Site Plan	Windsor West Part 3	2
Subdivision/Site Plan	244 Kenneth Dr.	2
Subdivision/Site Plan	420 <sup>th</sup> St. (Parcel #0930128001)	2
Subdivision/Site Plan	500 S. Dubuque St.	4
Subdivision/Site Plan	2402 Freedom Ct.	1
Subdivision/Site Plan	2475 Freedom Ct.	1
Subdivision/Site Plan	Lot 66, Monument Hills	1
Street/Sidewalk Project	ACT Circle Intersection	12
Street/Sidewalk Project	Alley, 100 Block from N. Gilbert. St. to N. Van Buren St.	4
Street/Sidewalk Project	Camp Cardinal Rd.	9
Street/Sidewalk Project	Court St.	52
Street/Sidewalk Project	Kimball St.	2
Street/Sidewalk Project	Muscatine Ave.	4
Street/Sidewalk Project	Napoleon St.	8
Street/Sidewalk Project	Washington St. & Juniper Dr.	14
Street/Sidewalk Project	Sidewalk Infill	8
Other Infrastructure Project	City Park Pool	2
Other Infrastructure Project	Rundell Pump Station	8
2026 ADA Curb Ramps Project	Various	21
2026 Pavement Rehabilitation Program	Various	50
2026 Stormwater Improvements	Various	4
2026 Water Patching Program	Various	4
<b>Total Anticipated 2026</b>		<b>282</b>

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## Appendix I: 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

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## 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. 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. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, overlay, and projects of similar scale and effort. Maintenance activities on streets, roads, or highways, such as filling potholes, pavement patching, chip seals, and joint patching/repairs, are not alterations 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.