
2021 – 2022

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 2021 and anticipated for 2022 which furthers pedestrian accessibility in the City. For a full inventory of Iowa City's sidewalks and curb ramps, please visit: www.icgov.org/accessibility.

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 6,029 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 ditches (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).

2021 – 2022 Curb Ramp Transition Plan

During the 2021 construction season, a total of 223 curb ramps were repaired, replaced, or installed. This includes 63 new ramps which were part of subdivision development and 160 ramps which were completed as part of City projects. The 2021 Annual Curb Ramp Project funding was allocated to curb ramp locations in the Peninsula neighborhood, as well as locations along Riverside Drive, Lower West Branch Road, Shamrock Drive and Arbor Drive.

2021 Construction Season: Completed Projects		
Project	Location	# Curb Ramps
Subdivision/site plan	Community View	9
Subdivision/site plan	Cardinal Pointe West	3
Subdivision/site plan	West Side Estates	9
Subdivision/site plan	Lindemann Subdivision	20
Subdivision/site plan	Sandhill Estates	4
Subdivision/site plan	Brookwood Pointe	2

Subdivision/site plan	General Quarters	2
Subdivision/site plan	Churchill Meadows	6
Subdivision/site plan	The Palisades	3
Subdivision/site plan	Galway Hill	1
Subdivision/site plan	Windsor West	1
Subdivision/site plan	Kum & Go (S. Gilbert St.)	2
Subdivision/site plan	Kwik Trip (Keokuk St.)	1
Sanitary sewer project	Melrose Ct.	1
Sidewalk project	Gilbert Ct. Infill	3
Street project	Orchard St.	3
Street project	American Legion Rd.	15
Water Patching projects	Various	11
2021 Curb Ramp Program	Various	52
2020 Asphalt Overlay Program	Various	34
2021 Asphalt Overlay Program	Various	41
Total Completed 2021		223

A total of 318 curb ramps are anticipated for repair, replacement, or construction in the 2022 construction season. Additionally, as subdivisions develop, unanticipated curb ramps may also be installed.

2022 Construction Season: Anticipated Projects		
Project	Location	# Curb Ramps
Subdivision/site plan	Community View	7
Subdivision/site plan	Cardinal Pointe West	19
Subdivision/site plan	West Side Estates	9
Subdivision/site plan	Lindemann	5
Subdivision/site plan	Sandhill Estates	14
Subdivision/site plan	Brookwood Pointe	6
Subdivision/site plan	General Quarters	12
Subdivision/site plan	Churchill Meadows	25
Subdivision/site plan	The Palisades	1
Subdivision/site plan	Galway Hill	2
Subdivision/site plan	Windsor West	7
Subdivision/site plan	Tamarack Ridge	6
Subdivision/site plan	Cherry Creek	16
Subdivision/site plan	Gilbane	2
Subdivision/site plan	The James at Melrose	14
Subdivision/site plan	Hickory Trail Estates	2
Subdivision/site plan	21 S. Linn Street	1

Subdivision/site plan	The Grove	2
Subdivision/site plan	Cardinal Heights	12
Subdivision/site plan	Dunkin Donuts	3
Street project	American Legion Rd.	11
Street project	1 st Avenue/Scott Blvd	16
Street project	Wetherby Park Driveway/Sidewalk	2
Street Project	Rochester Ave.	30
Street Project	Benton St.	50
Water patching project	Lombard St.	2
2022 Asphalt Overlay Program	Various	29
2022 Curb Ramp Project	Various	13
Total Anticipated 2022		318

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.