

Iowa City Gateway

City Council Work Session
July 15, 2014





Council Work Session 6

Tonight's Objectives:

- Review activities since the April work session
- Discuss design
- Discuss parameters for aesthetic and landscape treatments
- Seek direction on:
 - Alignment and sidewalk at north end
 - Trail option along the retaining wall



Council Work Session 6

Agenda:

- Design update
- Aesthetics and landscape parameters
- Trail options at Dubuque Street retaining wall



Design Update

Mayflower to Taft Speedway

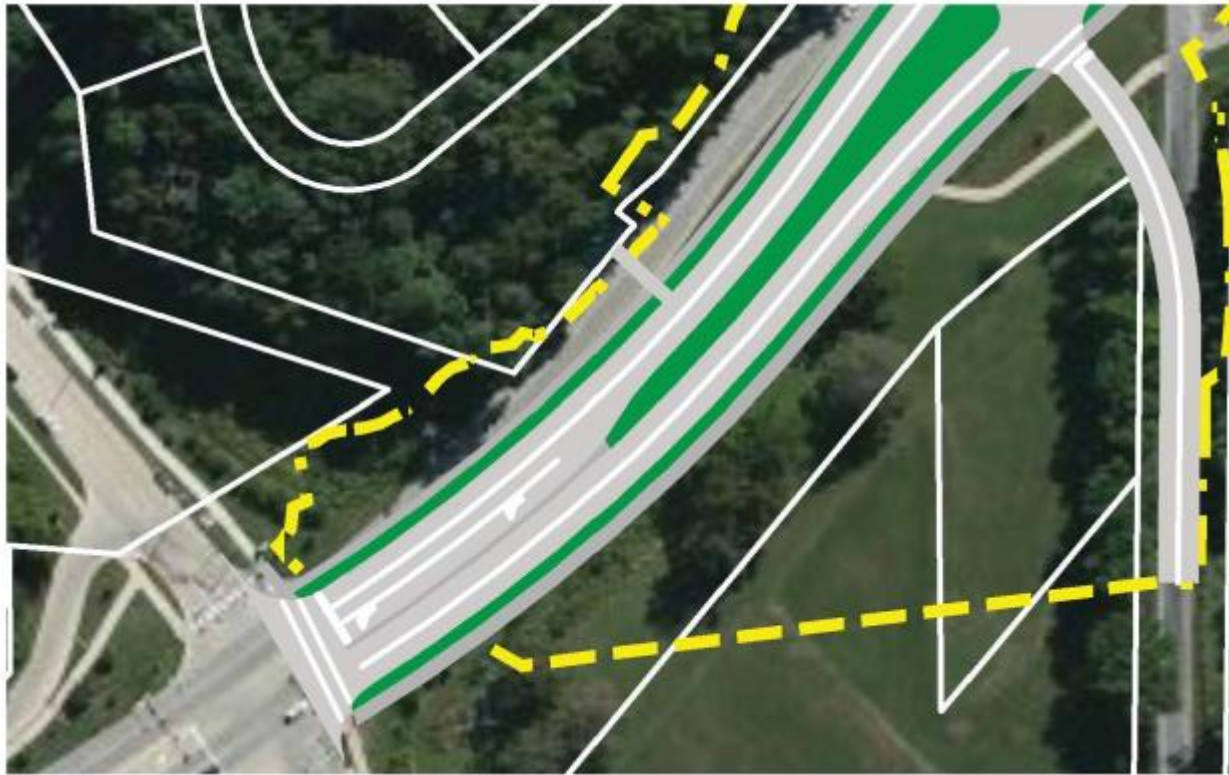
- Dubuque Street
 - Roadway alignment
 - Impact minimization to residential properties
 - Sidewalks
- Iowa River Trail and east sidewalk – Mayflower to Foster
 - Alignment
 - Elevation



Realigned Dubuque Street

Extent and Goals

- Mayflower to Foster
- Minimize retaining wall
- Minimize residential impacts
- Design curves for traffic calming
- Improve intersection geometry
- Assess east sidewalk



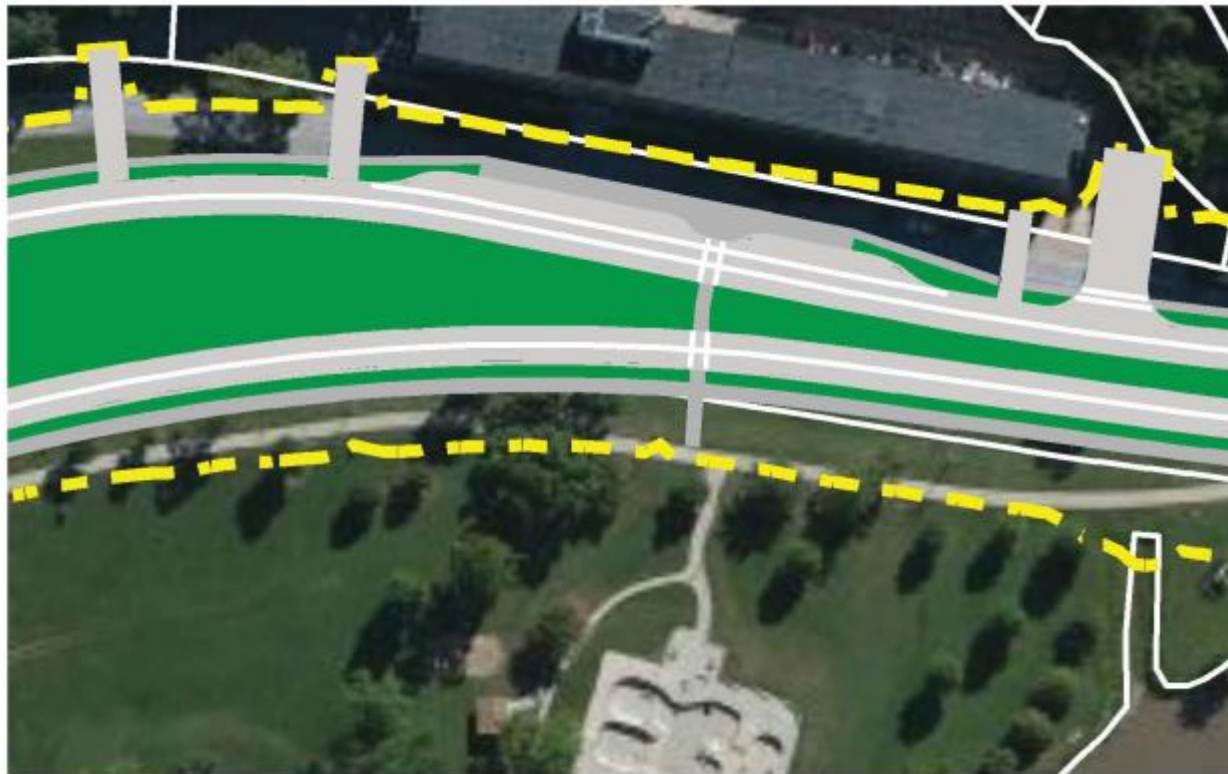
Dubuque at Foster



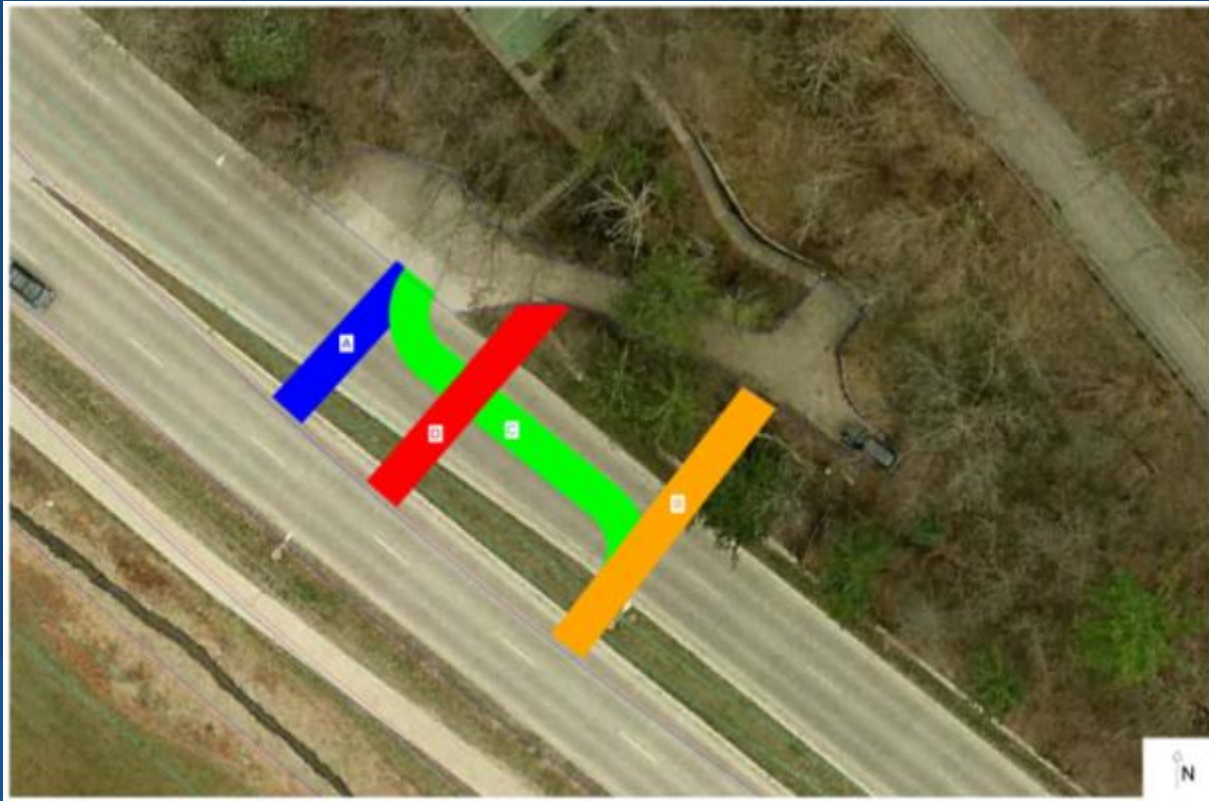
Dubuque at Taft Speedway



Dubuque at Ridge Road



Dubuque at Mayflower



1818 North Dubuque Street

Potential driveway locations



Realigned Dubuque Street

- Sweeping curves signal transition
- Improves Taft Speedway and Ridge Road intersections
- Ridge Road intersection stays in existing location
- Eliminates retaining wall at 1818 N. Dubuque
- Provides better opportunity for easterly sidewalk continuity to Foster
- Mayflower bus pull off and crosswalk improved
- NB lanes/bus pull off are parallel to front of Mayflower
- No difference in cost or elevation



East Sidewalk

- Cliff Apts to Foster
- Within existing ROW
- Continuity provided
- Save \approx \$18k today
- Pay \approx \$152k in future





Trail Alignment

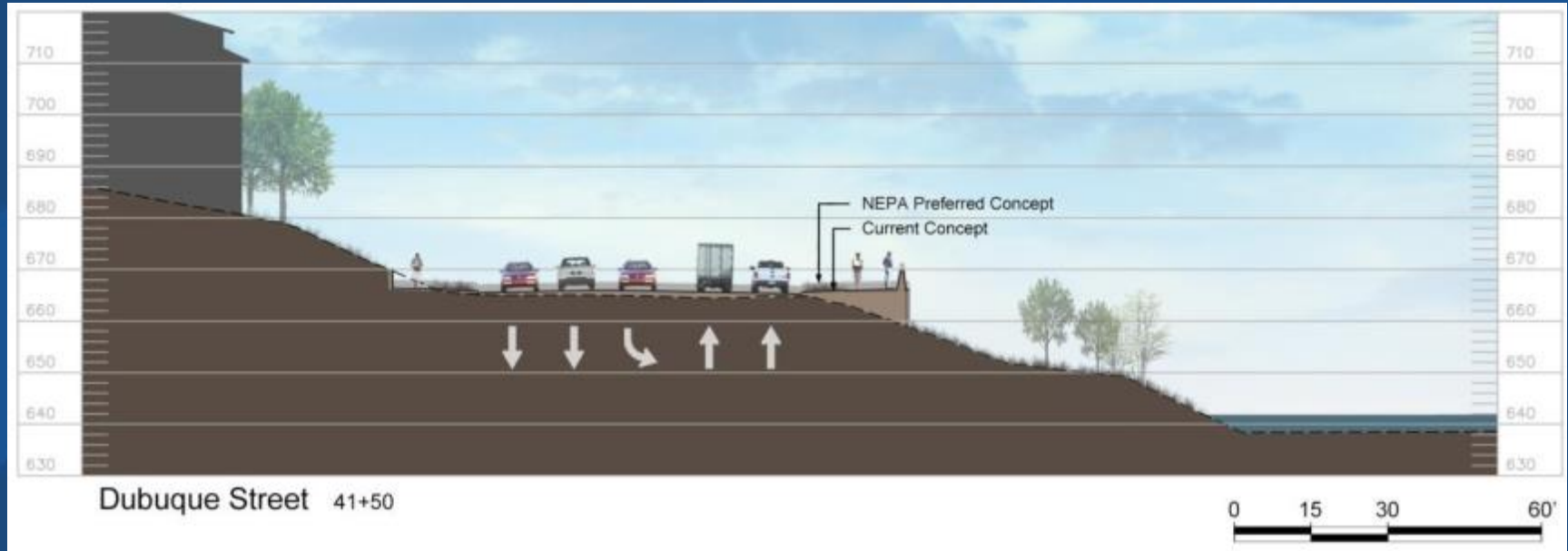
- Parallel to roadway
- Meander thru Terrell Mill
- Meander at or below 100+1
- Costs of options \approx equal





Dubuque South of Park Road

- Includes retaining walls
- 2' to 5', Brown to Park
- Wider sidewalk on east side
- Existing parking maintained
- No impact to structures
 - 729 N Dubuque
 - 804 N Dubuque
 - 816 N Dubuque





Aesthetic Concepts

- Trail connections
- Railing concepts
- Potential bump-outs and seating
- Street and bridge lighting
- Plantings
- Bio-swales and median drainage



What we heard previously...

Prioritized list of project elements

Bridge

- Bike / pedestrian traffic accommodations – under / over / on the bridge
- Bumpouts on bridge
 - Seating
 - Overlook
 - Fishing (widen sidewalk)
- Integrate aesthetics with Hancher Auditorium design and surrounding environment

Road

- Multi-modal safety improvements
- Enhance urban parkway character
- Median – function/aesthetics
- Landscape – urban character
- Non-parallel alignment of Dubuque St NB and SB lanes
- Preserve viewsheds
- Traffic calming

Amenities/Features

- Views of river, termini (i.e. boathouse from bridge, Park Rd at Dubuque St, etc)
- Preserve corridor character
 - Natural setting
 - No Disneyland
- Lighting – street / pedestrian
 - Reduce glare
 - Provide safety
 - Understated
 - Night Sky compliant
- Trail / Pedestrian Connectivity



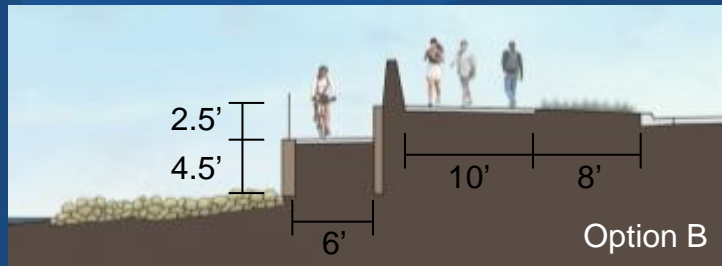
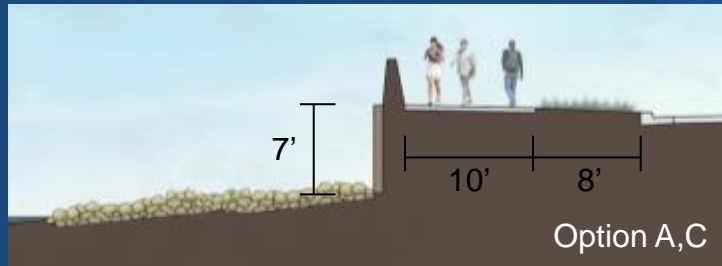
Trail Connections





Trail Options

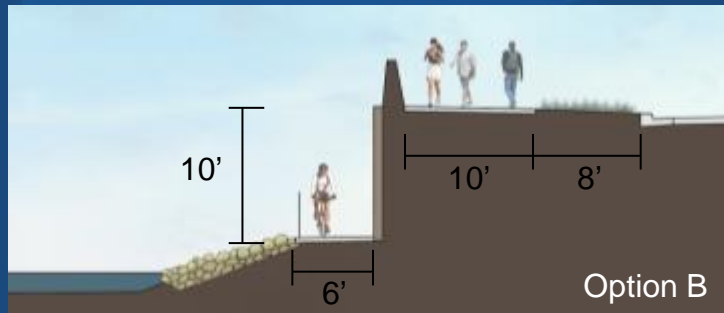
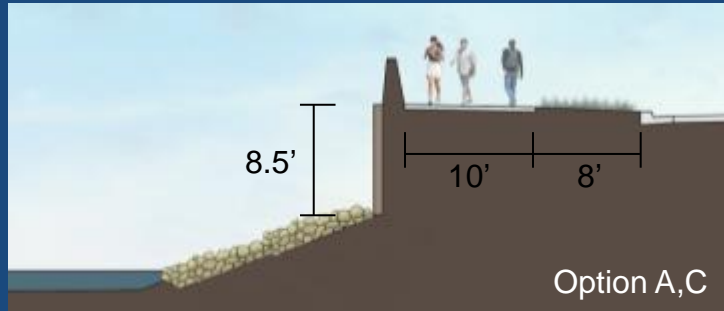
Section 32+50





Trail Options

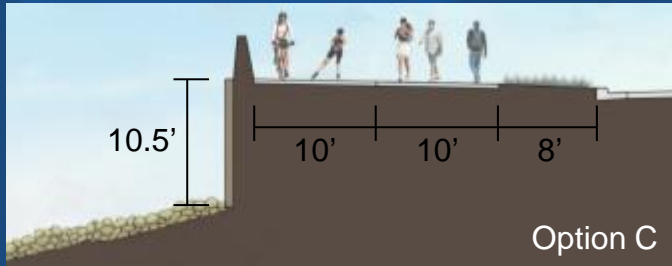
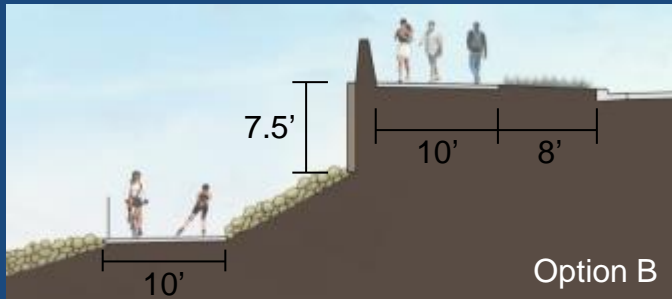
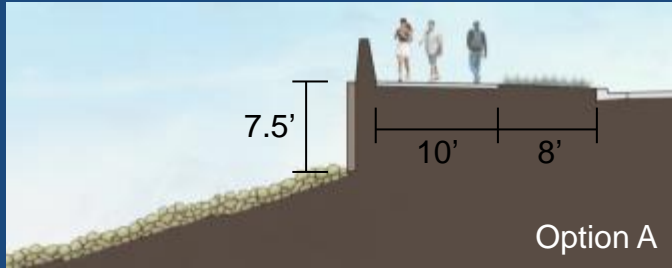
Section 36+00





Trail Options

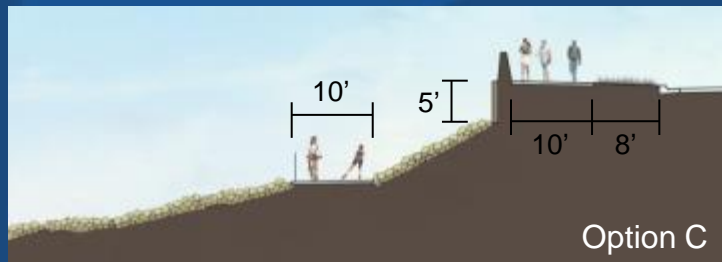
Section 39+50





Trail Options

Section 41+00





Trails/Wall Considerations

Option	Added Cost	Reason for Cost	Width of Trail/Multi-use Path	Low Elevation	Minimum Offset to River	Permitting Case	Increased Time for Approvals	Pedestrian Safety
Option A: Trail on Wall Only *	\$0	NA	10'	100+1 or above	10'	Standard process for entire project (4-6 months)	NA	All pedestrians visible to traffic
Option B: Trail on and Below Wall	\$470,000	Additional length and height of retaining wall required, bridge underpass	10'/6'	Trail 100+1 or above / Path at 10 year floodplain	8'	Increased coordination and study with permitting agencies	Additional 2 - 6 months	Pedestrians not visible on lower trail.
Option C: Trail on Wall / Future extension south of Park Road	\$240,000	Additional length of trail south of Park Road	10'/10'	100+1 or above north of Park Rd / 100+1, or above south of Park Road within study limits	27'	Increased coordination and study with permitting agencies	Additional 2 - 6 months	All pedestrians more visible than with Option B.

* Staff recommends Option A and the first 50'+/- of Option C

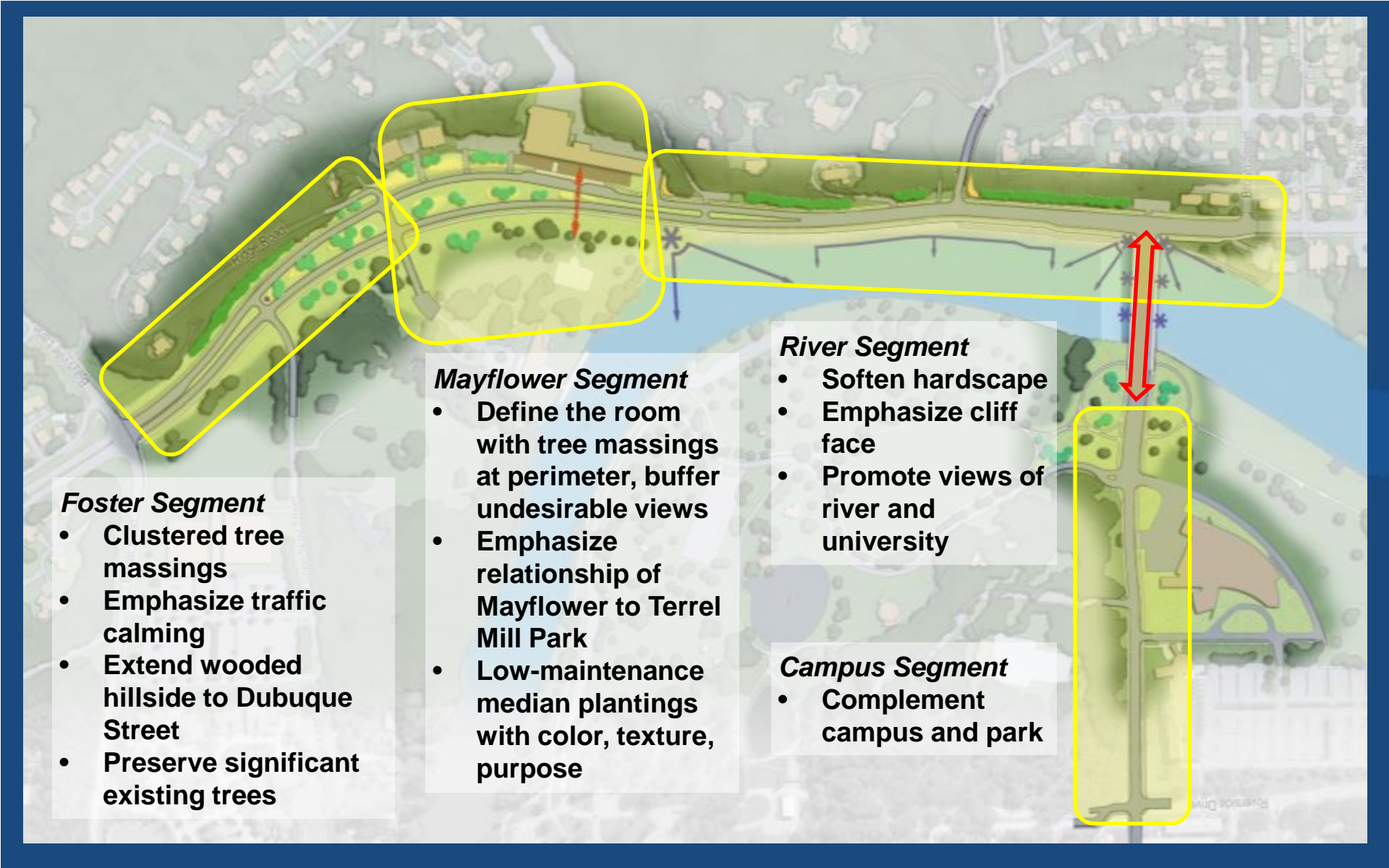


Foster Segment

Mayflower Segment

River Segment

Campus Segment



Foster Segment

- Clustered tree massings
- Emphasize traffic calming
- Extend wooded hillside to Dubuque Street
- Preserve significant existing trees

Mayflower Segment

- Define the room with tree massings at perimeter, buffer undesirable views
- Emphasize relationship of Mayflower to Terrel Mill Park
- Low-maintenance median plantings with color, texture, purpose

River Segment

- Soften hardscape
- Emphasize cliff face
- Promote views of river and university

Campus Segment

- Complement campus and park



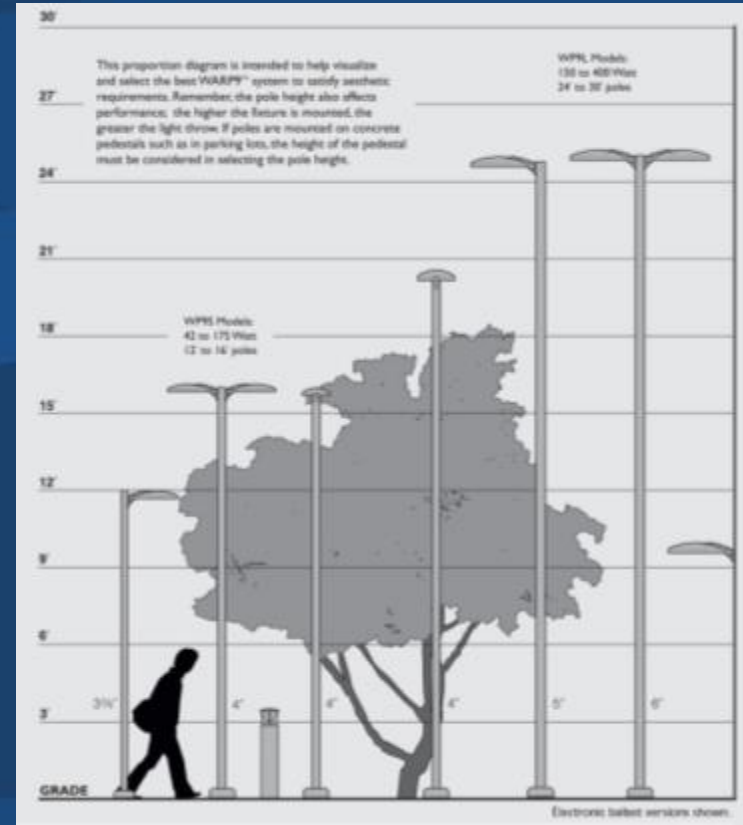
Lighting

Existing





Lighting *Options*





Landscape - Corridor

Existing





Landscape - Median

Existing





Landscape - Stormwater

Existing





Landscape

Options





Bridge Aesthetics

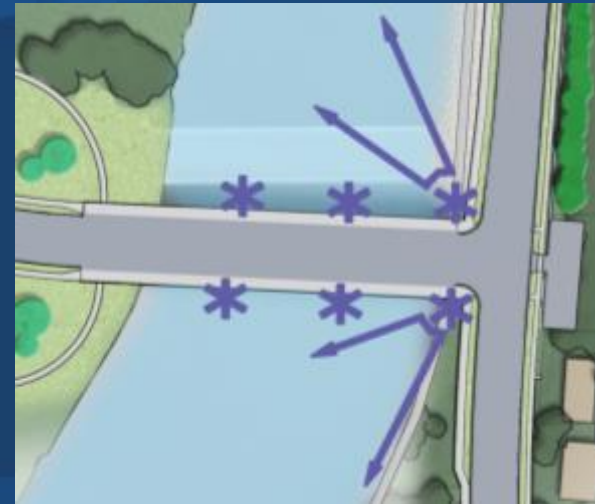
Existing





Bridge Aesthetics

Options - Overlook





Bridge Aesthetics

Options - Lighting





Railings

Options





Retaining Wall

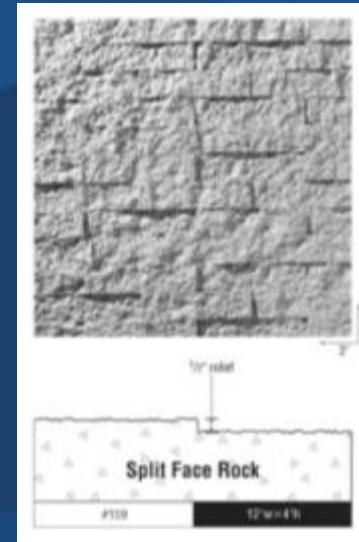
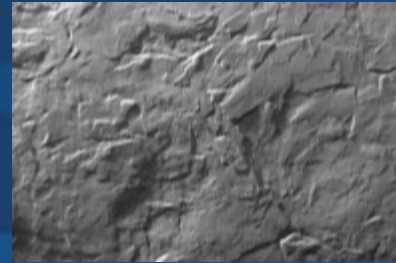
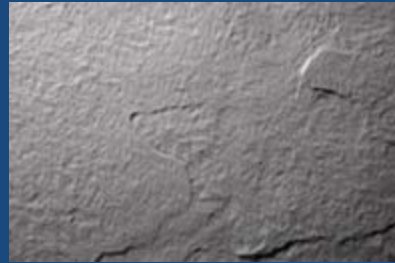
Existing





Retaining Wall

Options





Pedestrian Amenities

Existing





Pedestrian Amenities

Options





Signage

Existing

