

3/3/2011

(1)

- NO VIADUCT SOLUTION
 - HIGHER MAINT. COSTS, ICE IN WINTER.
- OCCASIONAL FLOODING
 - NEEDED? (SOLUTION)
- ELEVATE HALF OF DUBUQUE? (HILLSIDE LANES)
 - DON'T ELEVATE RIVERSIDE LANES...
 - SAVE \$\$?
- KIMBALL - PED ACCESS DURING CONSTRUCTION.
 - VEHICULAR ACCESS BY GILBERT
- SIDEWALK ALONG EAST SIDE OF DUBUQUE FROM MYFLOWER/KIMBALL
- LEFT TURNS FROM KIMBALL TO DUBUQUE (PROHIBITED AT TIMES DURING TRAFFIC)
- DON'T BURY THE GARAGES! S OF FOSTER
- ELKS CLUB, ^{AND GOLF COURSE} ACCESS ON FOSTER RD.

3/3/2011

(2)

- TOO MUCH \$\$ TO PROTECT NON-PUBLIC
(WHICH REPEATEDLY FLOODS) LAND.

- Flood protection for properties on S. end
of Park Place + Parkview Terrace

- Potential "softening" of curve on Kimball
→ icy road + oncoming traffic concerns

- LOOK AT FLOOD OF '93 OUTLINE
COMPARE.

- WHY WASN'T THIS DONE AFTER '93?

- Bridge on Park Rd critical to remain open
during construction on new bridge

ENV GLAR HWY WESTWARD - SINGBACH STOP
- @ RIDGE + DUBUQUE.

- Maintain access to trailer park during construction

3/3/2011

(3)

- ADDRESS DRAINAGE BACKUP EAST OF DUBUQUE STREET.
- FLOOD IMPACTS TO MAYFLOWER →
- ADDRESS PERIODIC FLOODING AS WELL AS HISTORIC EVENTS.
- Crandic Bridge intended as ped bridge
→ consideration of emergency use for access to water pumps
- PROTECT ACCESS TO RIDGE ROAD DURING CONSTRUCTION ('93-ACCESS CUT OFF FOR 5+ YEARS)
- Consideration of traffic on Linder Rd. during construction
- Ridge Rd intersection improvements?

- WHAT IS THE FREQUENCY OF THE FLOOD EVENTS? (LAST 10 YEARS)
- Source of fill material for project?
 - possibly free fill dirt offered to City
- WHAT HAPPENS DURING FLOODS BEFORE THIS PROJECT IS COMPLETE?
- KEEP DUBUQUE + PARK RD OPEN.
- Consider right turn on red from EB Foster to Dubuque → reduce traffic on Taft
- Turning lanes for bus traffic @ Mayflower also helped K small turn access
- CAN TAFT-SPEEDWAY NOT CONNECT TO DUBUQUE ST?
 - @ 21 MINUTE RD. FROM LAST HOUSE, ENTER OFF NO-NORTH
 - SAVES \$\$\$
- Timing of Public Mtg #2 to allow full consideration of public input

3/3/2011

- Two lanes of ~~NB SB~~ Dub. St. elevated to protect NB lanes → reduce costs vs. 4 lanes raised

(5)

- TAFT / SPEEDWAY - DUBUQUE ST. IMPROVEMENTS
SHOULDN'T PRECLUDE LEVEE ON TAFT.

- ELIMINATE ACCESS TO TAFT FROM DUBUQUE

- WOULD LIKE TO SEE TAFT LEVEE.

- WHAT ARE IMPACTS TO LOWER CITY PARK
ACCESS?

- Consider option of dredging soil on W end
+ using shorter bridge to save existing bridge + \$

- WHY NOT TRIM BACK LOWER CITY PARK
AND DREDGE TO WIDEN THE RIVER?

- CONSTRUCTION IMPACTS (2 years) FAR LOWER
THAN TOTAL DUBUQUE CLOSURES (84 DAYS)

- 4 LANES NOT ENOUGH FOR EXISTING
MORNING/EVENING TRAFFIC.

- FULL ALLEYS OF DUBUQUE SUBJECT TO FREQUENT
FLOODING.

INPUT 3/3/2011

①

- WHAT ARE THE IMPACTS
DOWNSTREAM? RIVERSIDE DRIVE
AT THE DAIRY QUEEN
- WHY WIDEN PARK ~~ROAD~~^{DRIVE ROAD} WEST
OF RIVERSIDE ~~ROAD~~^{DRIVE}?
 - CONCERN ABOUT TAKING FRONT
YARDS
 - STOP BEFORE RESIDENTIAL
PROPERTIES
- WILL KIMBALL ROAD ACCESS BE
MAINTAINED?
- WHY NOT JUST WIDEN (LENGTHEN) BRIDGE
TO CREATE WIDER OPENING?

INPUT 3/8/2011

(2)

- WHERE IS THE WATER GOING TO GO IF YOU RAISE ROAD AND BRIDGE?
- IMPACTS TO ^{IDEAL WILD} IDEAL WILD IF DUBUQUE AND BRIDGE REPLACED?
- IMPACT OF DAM AT UNION UPSTREAM?
- IMPACTS TO PROPERTIES IF FACILITIES ARE RAISED - TIE GRADES BACK TO EXISTING.
- WIDEN FLOOD PLAIN
- IF FILL IS NEEDED - EVALUATE IMPACTS OF FUEL, HAULING, WEAR ON ROADS, ETC...

INPUT 3/3/2011

(3)

- DISRUPTION OF TRAFFIC -
- o WOULD RECONSTRUCTION BE A BIGGER IMPACT THAN JUST ALLOWING THE FLOODING? (2008, 1993)
- o DO NOT WANT LEVEE, JUST ALLOW FLOODING, NATURAL COURSE OF RIVER.
MINIMIZE ANY ^{CRITICAL} CITY FACILITIES IN FLOOD PLAIN
- o A BRIEF INCONVENIENCE ON DUBUQUE OR PARK ROAD BRIDGE IS ACCEPTABLE.
- o WANT SIDEWALKS ALONG EASTSIDE OF DUBUQUE.

3/3/2011 INPUT

(4)

- HOW WILL TAFT SPEEDWAY INTERSECTION BE IMPACTED?
 - MAKE IT SAFE
 - USE SIGNAL INTERSECTION
 - RIGHT TURN ONLY
 - CLOSE ACCESS OF TAFT AT CHURCH
 - SHARE CHURCH ROAD (PARKING)

WITH TAFT SPEEDWAY

- DOG PARK PEOPLE USE RIGHT TURN FROM TAFT TO DUBUQUE

- CONCERN ABOUT LAND USES ALONG TAFT THAT CREATE MORE TRAFFIC

- ARE THE IMPROVEMENTS WORTH THE INVESTMENT?
 - SHOULD NOT BE AS HIGH A PRIORITY AS CITY SAYS
 - FLOOD ISSUE IS NOT HIGHEST

INPUT 3/8/2011

(7)

3/3/2011 INPUT

(5)

- TRAFFIC ON PARK ROAD DRIVE HAS INCREASED IN LAST FEW YEARS CUT THRU TO GET TO OTHER AREAS - HOSPITAL IMPACTS ON NEIGHBORHOODS
- WHY IS TAFT SPEEDWAY INTERSECTION AT DUBUQUE NEEDED?
 - WOULD LIKE IT TO BE ELIMINATED
- KEEP THE INTERSECTION OF TAFT AND DUBUQUE
- CITY NEEDS TO PROTECT IDYLWILD AND PENINSULA - NEED FLOOD PROTECTION
- CONCERN ABOUT TRAFFIC ON PARK RD DRNE BACKED UP

(5)

INPUT 3/3/2011

(6)

0 MAKE SURE CARS CAN'T GO
"70 MILES AN HOUR" - DESIGN FOR
BIKES, PEDESTRIANS

✓ 0 SIDEWALKS ON BOTH SIDES OF DUBUQUE

✓ 0 IMPROVE INTERSECTION W/ RIDGE ROAD
- LESS HAZARDOUS

0 ACCESS TO FOREST VIEW ROAD - OFTEN
FLOODED - NEED ANOTHER ACCESS

0 WHY DO WE NEED TO DO THIS? JOE MURPHY
NOT WORTH \$32 MILLION TO
IMPROVE

0 IMPROVE PEDESTRIAN ACCESS FROM EAST
OF DUBUQUE TO CITY PARK, (BROWN ST)
PED LIGHTS TO CROSS ROAD

INPUT 3/3/2011

(7)

- 0 KEEP PROCESS EASY TO FOLLOW ON CITY WEBSITE.
- 0 MOVE ROAD BED AWAY FROM HOMES
- 0 DREDGE THE DAM TO INCREASE CAPACITY - WHAT IS THE COST?
- 0 COORDINATE HANCHER ~~W~~ W/PROJECT
- 0 REMOVAL OF HANCHER - WHEN WILL THAT OCCUR?
- 0 HOW CAN TAFT/DUBUQUE INTERSECTION AND IMPROVEMENTS BE PLANNED NOW SO IT FACILITATES CONSTRUCTION OF TAFT LEVEE.
- 0 RIDGIE ROAD NEEDS SIDEWALKS AND KIMBALL
- 0 SLANE SECTION FOR DUBUQUE
DON'T NEED FANCY GARDENS IN MIDDLE (MEDIAN)

- PED ACCESS & CROSSING AT MAYFLOWER
- BUS ROUTE/TURNAROUND AT MAYFLOWER
- ACCESS TO PARKVIEW CHURCH DURING CONSTRUCTION
- REMOVE ACCESS ~~TO~~ FROM TAFT TO DUBUQUE
- CAN THE RIVER BE WIDENED
- WHY WAS THE BRIDGE ENG. NOT CONTACTED DURING THE FLOOD 2008
- CAN COMMENTS BE POSTED ON WEBSITE

INPUT 3/3/2011

(8)

○ WHY NOT A LEVEE ALONG EAST
SIDE OF RIVER (ISOLATE BOAT
HOUSE AS WELL)

○ NEW BRIDGE
INCLUDE OBSERVATION PLATFORMS
CONSIDER ARCH TYPE
WIDE SIDEWALKS

○ COFFER DAM BACK-UP

Iowa City

1-Plan

Your thoughts about the draft goals:

- Think "green"
- What does "secondary" mean? For this to be a complete project, the secondary goals need to be achieved as well.
- Do not use Parkview Terrace as a detention basin → no increase of water in the area 4/6 of levees or elevated road.

flooding on the local transportation system and the Iowa River corridor

Draft Project Need:

Maximize the reliability of the Dubuque Street corridor

Maximize the reliability of the Park Road Bridge and corridor

Minimize upstream flood backwater caused by the existing Park Road Bridge

Your thoughts about the Draft Purpose and

Need:

- * DEFINE MORE SPECIFICALLY "MULTI-MODAL"
- * INTEGRATE GATEWAY INTO PROJECT PURPOSE. THIS SHOULD BE MORE THAN A BRIDGE REPLACEMENT PROJECT.
- * The emphasis needs to be on making sure that any "improvements" do not cause damage to existing uses. Planning, for example, make sure that the levee/road elevation will not result in additional losses on to neighboring plots. And make sure that your study incorporates the effect of the Lake Spawbuck levee and elevated Dubuque Street.

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○ COFFER DAM BACK-UP

MAINTAIN LOWER NORTHBOUND LANES & RAISE
ONLY THE SOUTHBOUND LANES