



# **Dubuque Regional Bicycle and Pedestrian Network Plan**

**Work Session:  
Dubuque City Council  
March 20, 2023**

# Welcome and Introductions

## What is East Central Intergovernmental Association?

- Regional council of governments
- Serves five counties in Northeast Iowa
- Services in 6 broad categories:
  - Community Development
  - Economic Development
  - Housing Assistance
  - Special Programs
  - Transit
  - Transportation and Planning.





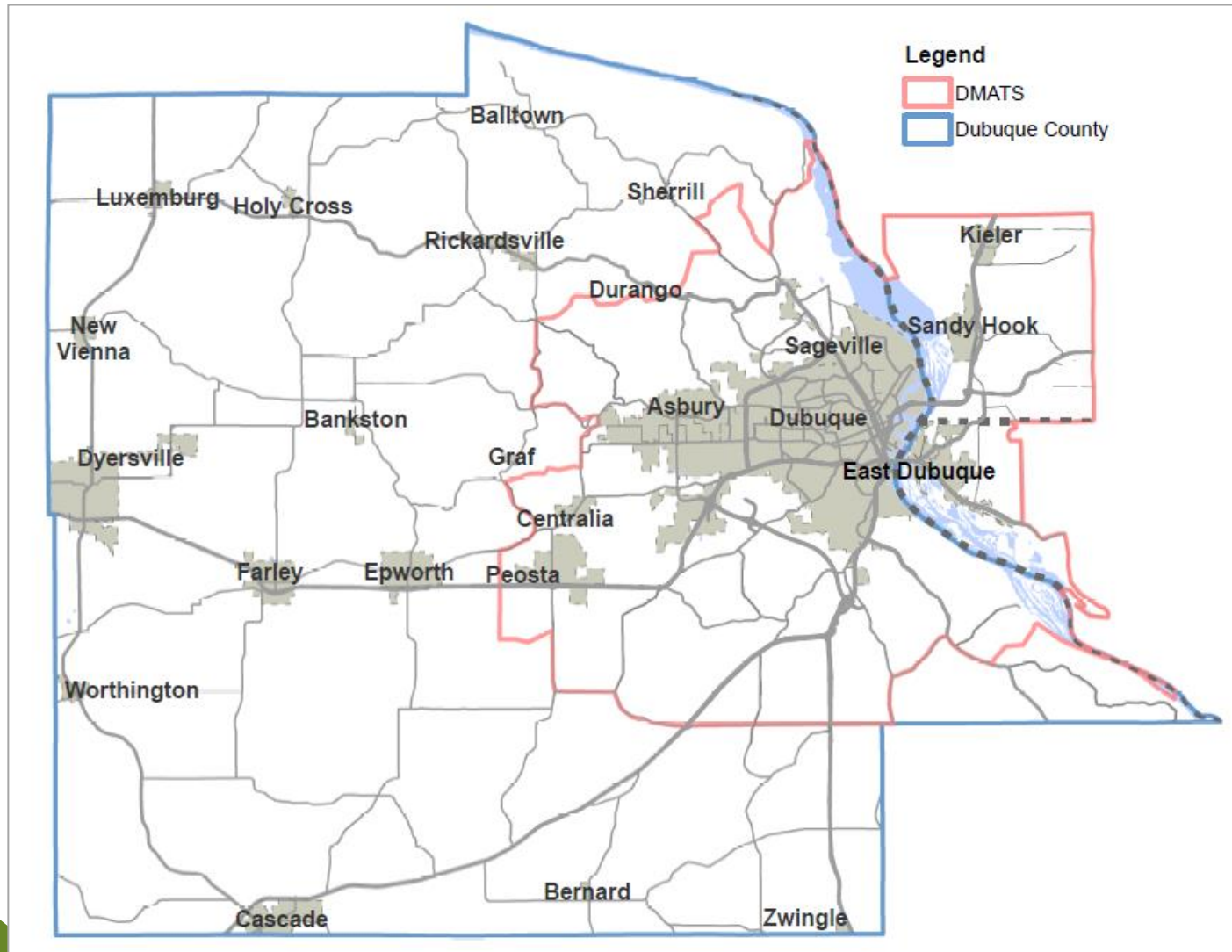
# Presentation Outline

- Review draft Dubuque Regional Bicycle and Pedestrian Network Plan
- Summary of Public Input
- Review Project Schedule
- Questions and Discussion

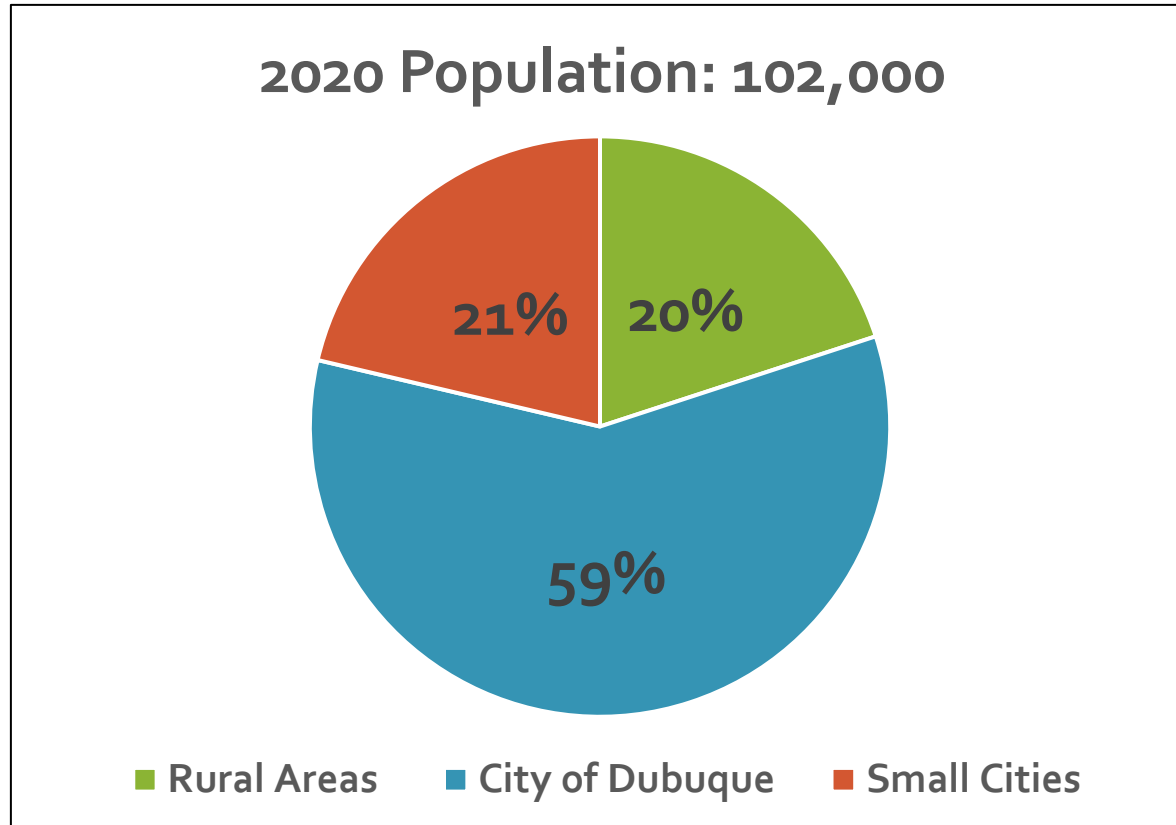
# Purpose

- Develop a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system for:
  - Dubuque Metropolitan Area Transportation Study (DMATS)
  - Dubuque County

# Planning Area



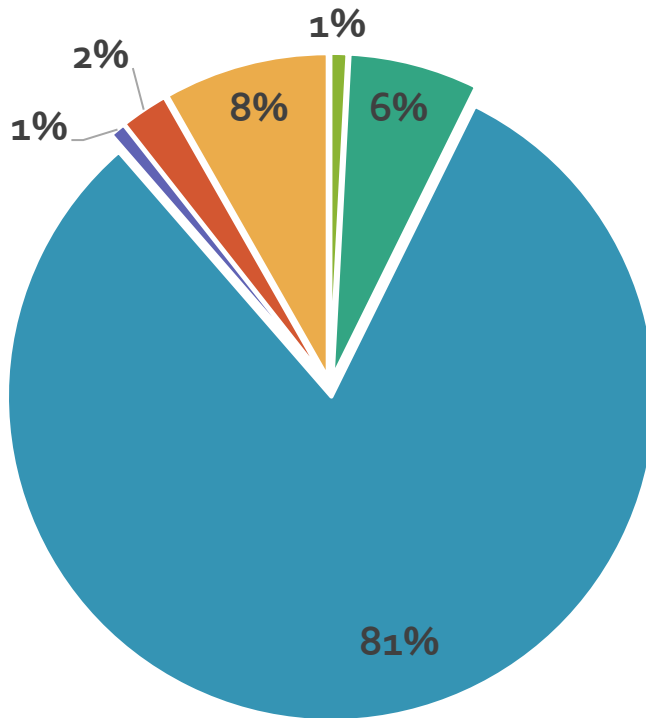
# Regional Context



Source: 2020 US Census

# Regional Context

## DMATS Area Commute to Work



- Bicycle, taxi, motorcycle, other
- Carpool
- Personal Vehicle (Drive Alone)
- Public Transit (Bus)
- Walking
- Work from home

Source: 2021 ACS 5-year estimates



# Planning Process Overview

1. Review Related Plans and Policies
2. Review Existing Conditions
3. Develop Future Network Concept
4. Provide for Community and Stakeholder Input
5. Revise Concept based on Community and Stakeholder Input
6. Finalize Future Network Plan

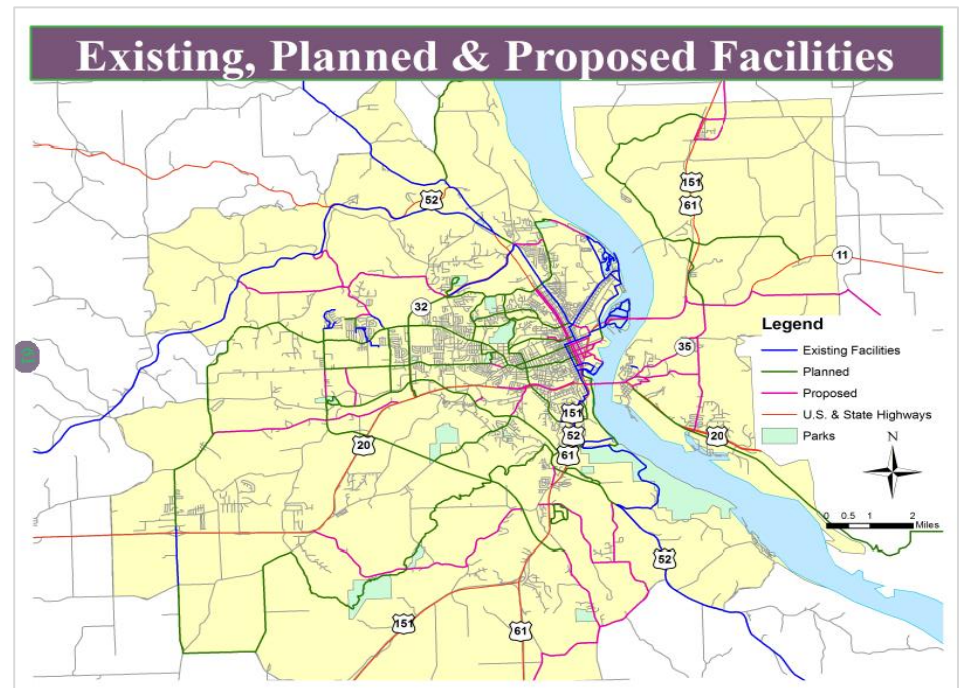


# Project Steering Committee

ORGANIZATION / AGENCY	REPRESENTING
Dubuque County	Engineer / Roads
Dubuque County	Conservation
City of Dubuque	Engineering
City of Dubuque	Leisure Services
City of Dubuque	Planning Services
City of East Dubuque	East Dubuque
Regional Planning Affiliation (RPA)	Small Cities
Dubuque Metro Area (DMATS)	Small Cities
Travel Dubuque	Tourism & Trails Advocacy Groups

# Related Plans: Urban & Rural

- State and Regional Plans
- County and City Plans



2008 Tri-State Area Integrated Walking, Bicycling and Hiking Plan

# Related Federal Policies

- Bicycle and Pedestrian Accommodation
- Context Sensitive Design
- Complete Streets

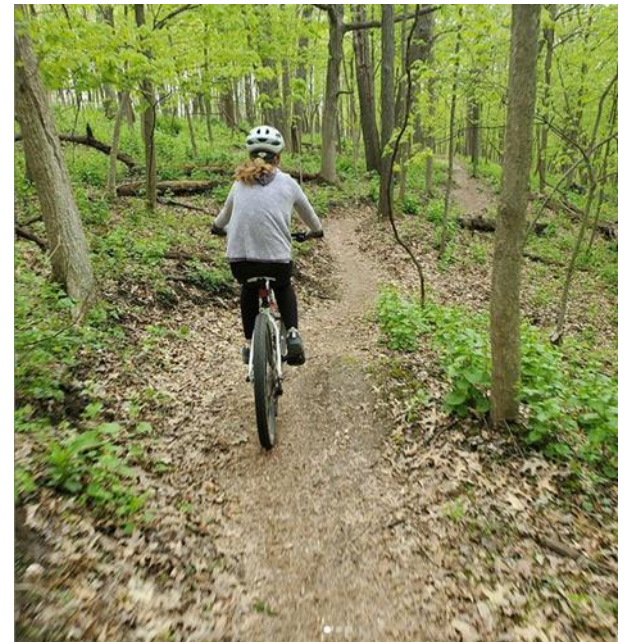


# Review Existing Conditions

- **OFF-ROAD:**
- Multi-Use Trails:
  - Walking and biking
  - Transportation and recreation
- Recreational Trails:
  - Often single users
  - Recreational only



Upper Bee Branch Creek Greenway, City of Dubuque



IPP Mountain Bike Trail, Dubuque County, @tmbtrails

# Review Existing Conditions

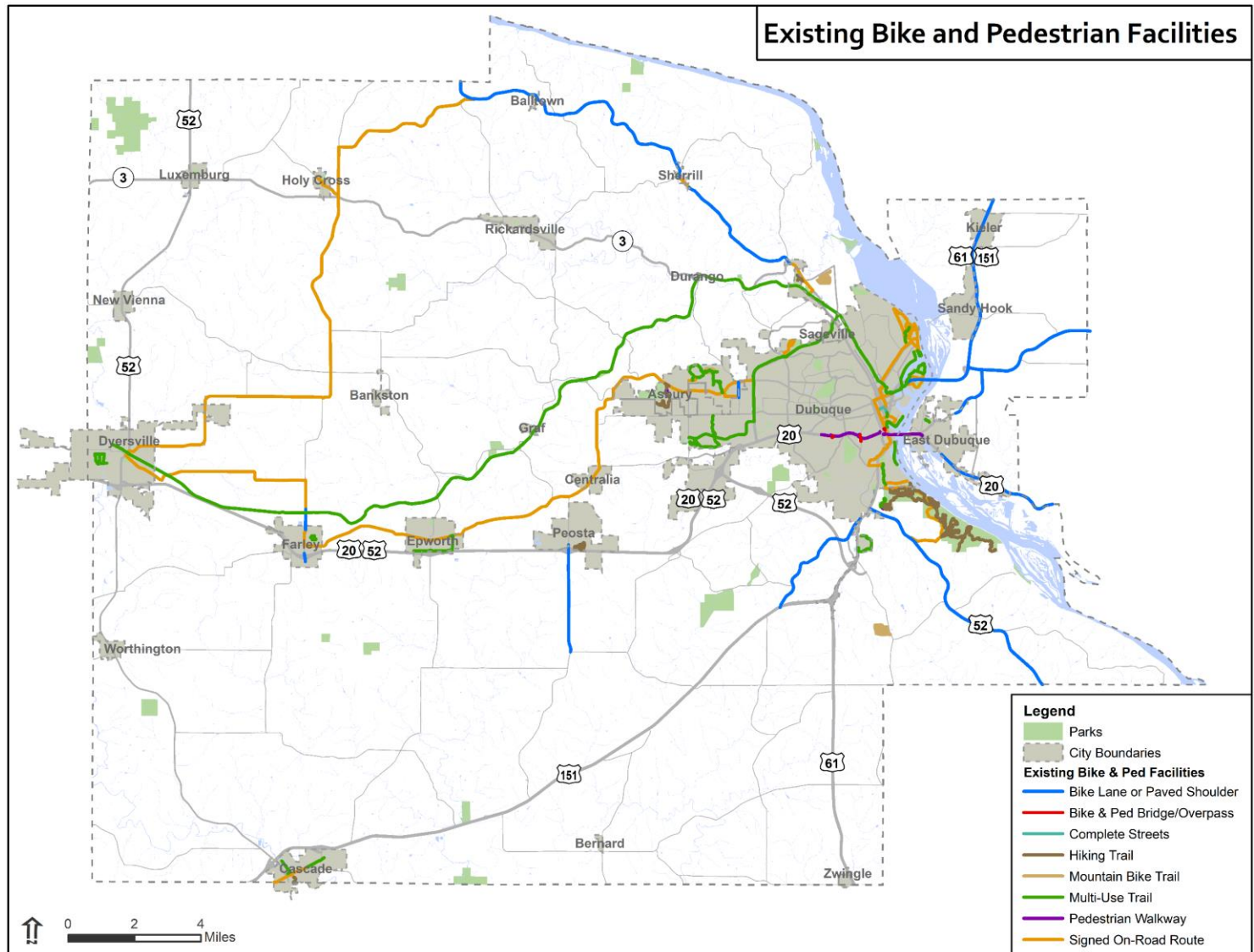
- **ON-STREET:**
  - Bike Lanes, Paved Shoulders, and Shared Roads
- **PEDESTRIAN FACILITIES:**
  - Sidewalks, Crosswalks, and Curb Ramps



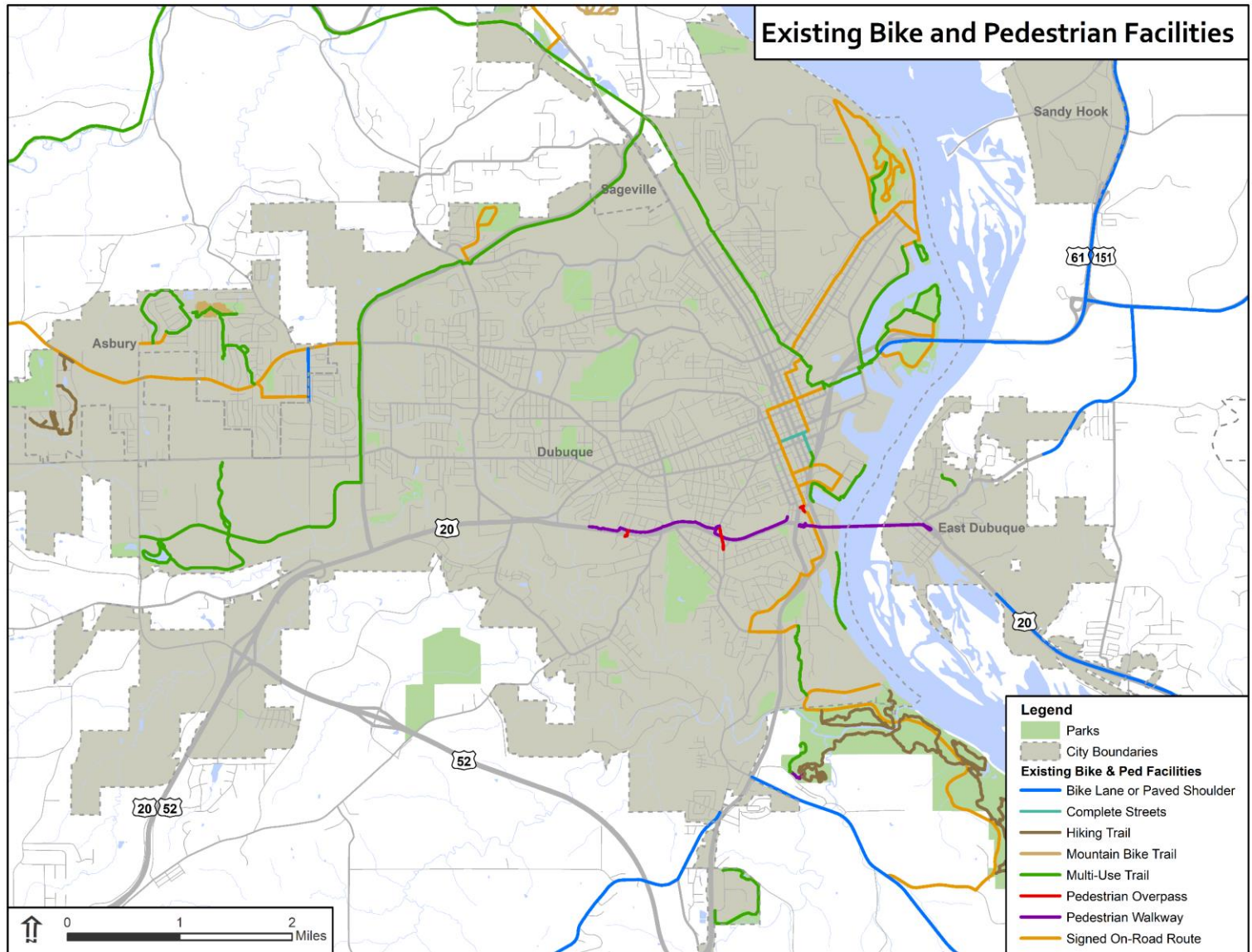
Bike lanes, sidewalks, crosswalks, and curb ramps on Radford Road in Asbury (Source: ECIA using Dubuque County GIS)



# Existing Bike and Pedestrian Facilities



# Existing City of Dubuque Facilities



# Common Challenges

- Providing a Choice of Transportation Options
- Providing Safe, Comfortable, and Equitable Access

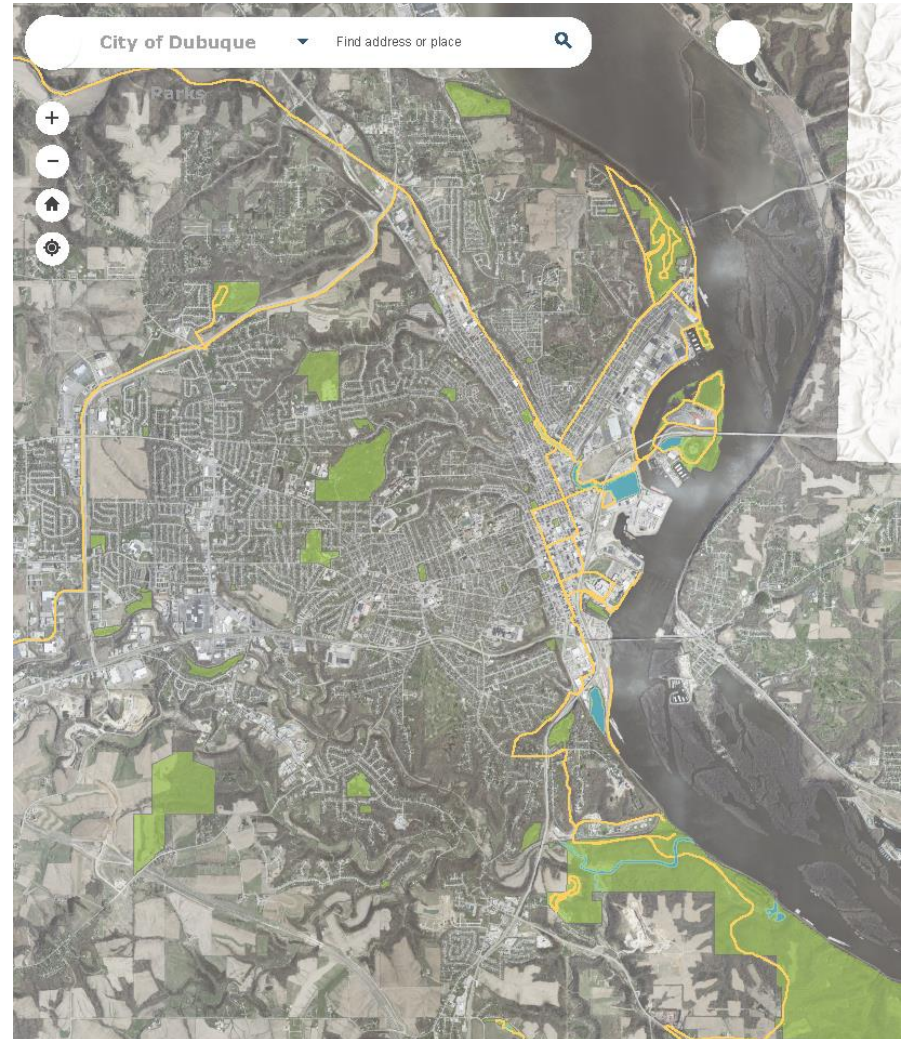


FHWA Guide



# Common Challenges

- Creating Multi-modal Connections
- Multi-Use Trails Come at a Price \$\$\$
- Constrained by Terrain, Right-of-Way, and Adjacent Land Use



Dubuque's Interactive Trails and Parks Map

# Common Challenges

- Connecting Schools
- Sidewalks = Public Facility + Private Maintenance
- Bicycle and Pedestrian Crashes



FHWA Guide

# Community Input

- **Tested with Stakeholders**

- State Agencies
- Regional Planning Agencies
- County Governments
- Local Governments
- Regional Organizations

## Dubuque Regional Bike and Pedestrian Plan

### Plan Overview

- The East Central Intergovernmental Association (ECIA) is working to develop a Bike and Pedestrian plan for the Dubuque Region.
- The plan will help the region and its communities improve their trails, on-road bike routes, sidewalks, and pedestrian crossings.
- The plan will map out a general strategy for future bike and pedestrian network development and identify specific projects that can be constructed to expand and enhance the existing network.

### Plan Objectives

- Expand existing bike and pedestrian infrastructure to connect destinations throughout the region.
- Provide more on-road bike facilities including bike lanes and paved shoulders.
- Provide more multi-use trails.
- Identify and prioritize future infrastructure projects.
- Improve safety and reduce the number of people injured in pedestrian and bike crashes.

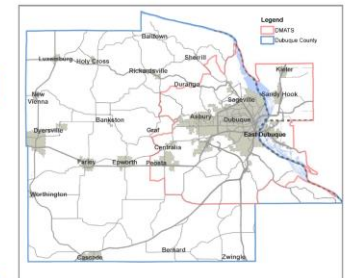
### Planning Process Overview

- Review Related Plans
- Review Conditions of Existing Facilities
- Develop Future Network Concept
- Community and Stakeholder Engagement
- Revise the Concept based on Stakeholder and Community Input
- Finalize Future Network Plan



### Planning Area

The planning area includes all of Dubuque County and the Dubuque metropolitan planning area. The area includes all cities in Dubuque County, Iowa, the City of East Dubuque, Illinois, and the communities of Sandy Hook and Kieler in Wisconsin. The map below shows the areas covered by the plan.



### ECIA Staff Contact

Please contact the following ECIA staff for more information about the plan.

Chandra Ravada - [cravada@ecia.org](mailto:cravada@ecia.org)  
Dan Fox - [dfox@ecia.org](mailto:dfox@ecia.org)  
Laura Carstens - [lcarstens@ecia.org](mailto:lcarstens@ecia.org)





# Community Input

- Local & Regional Outreach
  - Local Governments
  - Regional Groups
  - Project Website
  - Community Survey
  - Public Input Meetings



**DUBUQUE REGIONAL  
BICYCLE AND PEDESTRIAN PLAN  
PUBLIC INPUT MEETINGS**

ECIA is hosting two public input meetings for the plan.

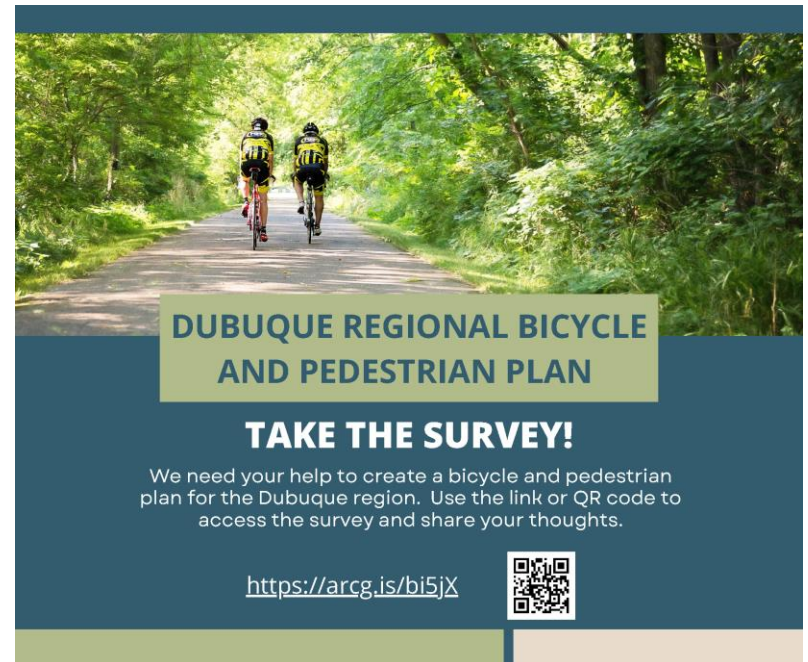
<b>MEETING 1</b> January 31, 2023 Prescott Elementary School 115 White St. Dubuque, IA Doors open at 5:00 p.m. Presentation at 5:30 p.m.	<b>MEETING 2</b> February 1, 2023 Dyersville Social Center 625 3rd Ave. SE, Dyersville, IA Doors open at 5:00 p.m. Presentation at 5:30 p.m.
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**MORE INFORMATION**  
Use link or qr code to visit the project website and take the survey  
<https://eciatrans.org/projects/bikepedestrianplan.cfm>



# Survey Distribution

- Stakeholders asked to share with their contacts
- Posted on project website
- Shared with advocacy groups
- Displayed with map posters at:
  - Multicultural Family Center in Dubuque, and
  - Public libraries in Asbury, Cascade, Dyersville, East Dubuque, Epworth, Farley, Holy Cross, and Peosta

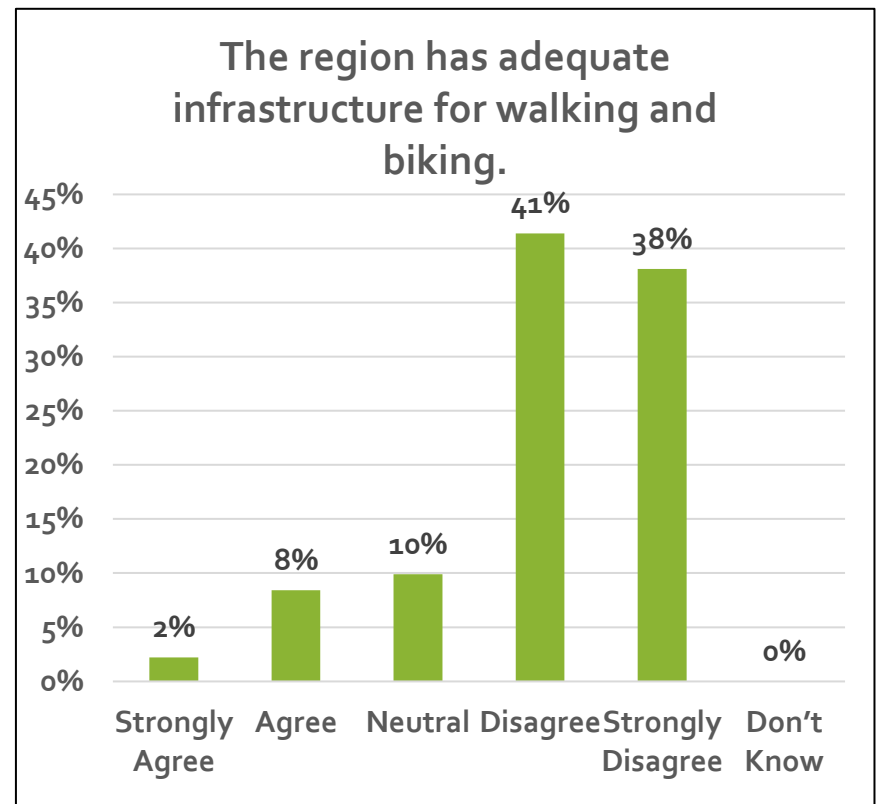


# Survey Results

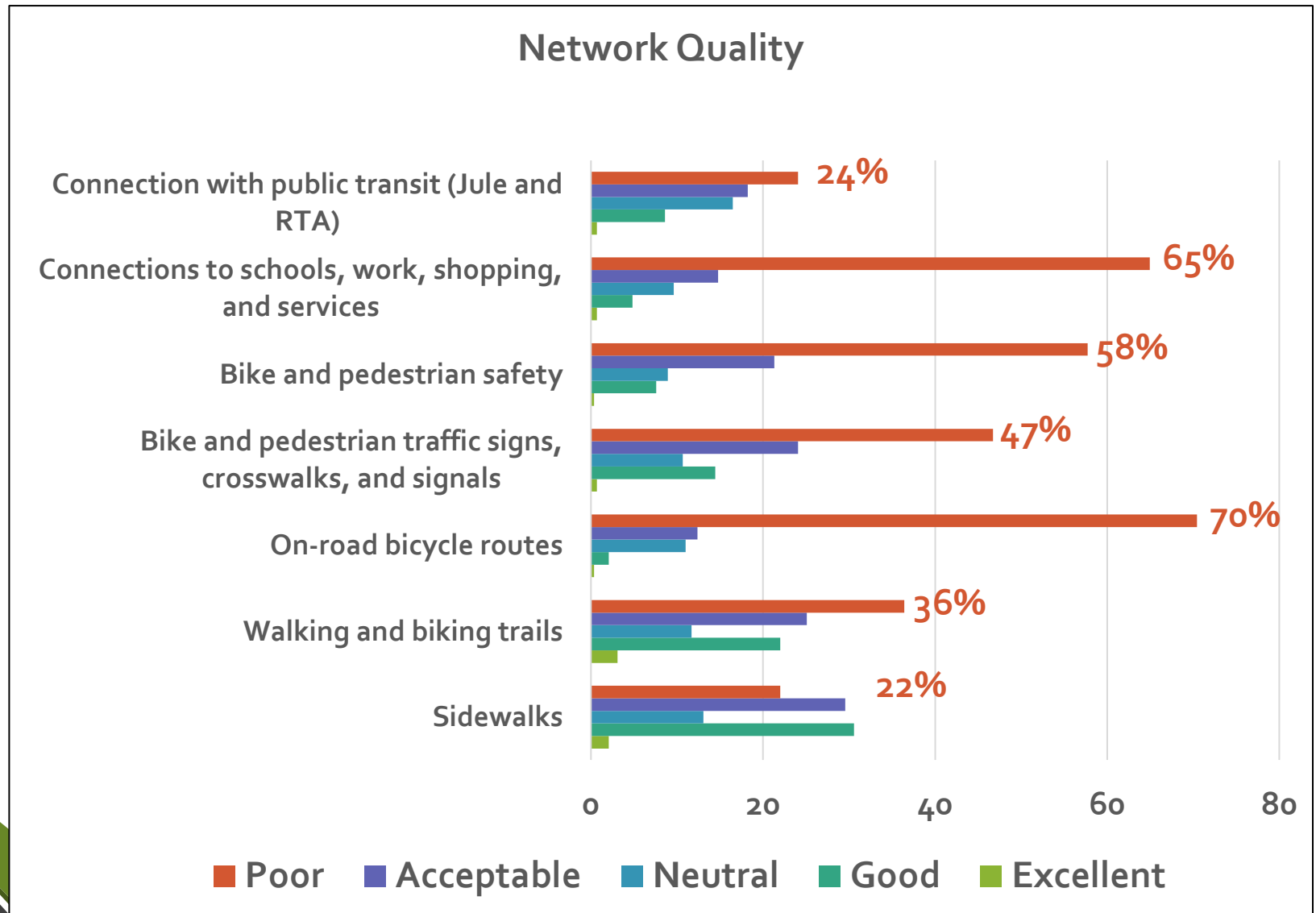
We received positive comments on many of the region's individual bike and ped facilities.



But, when we asked about the system overall, the feedback was more negative and indicated that there is more work to be done.

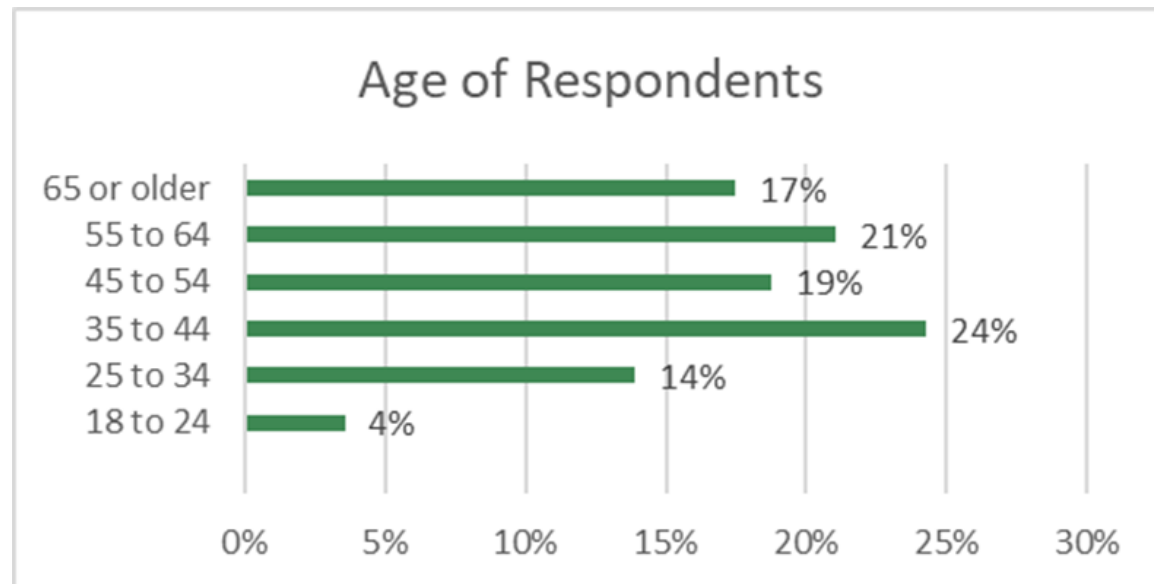


# Survey Results



# Who did we hear from?

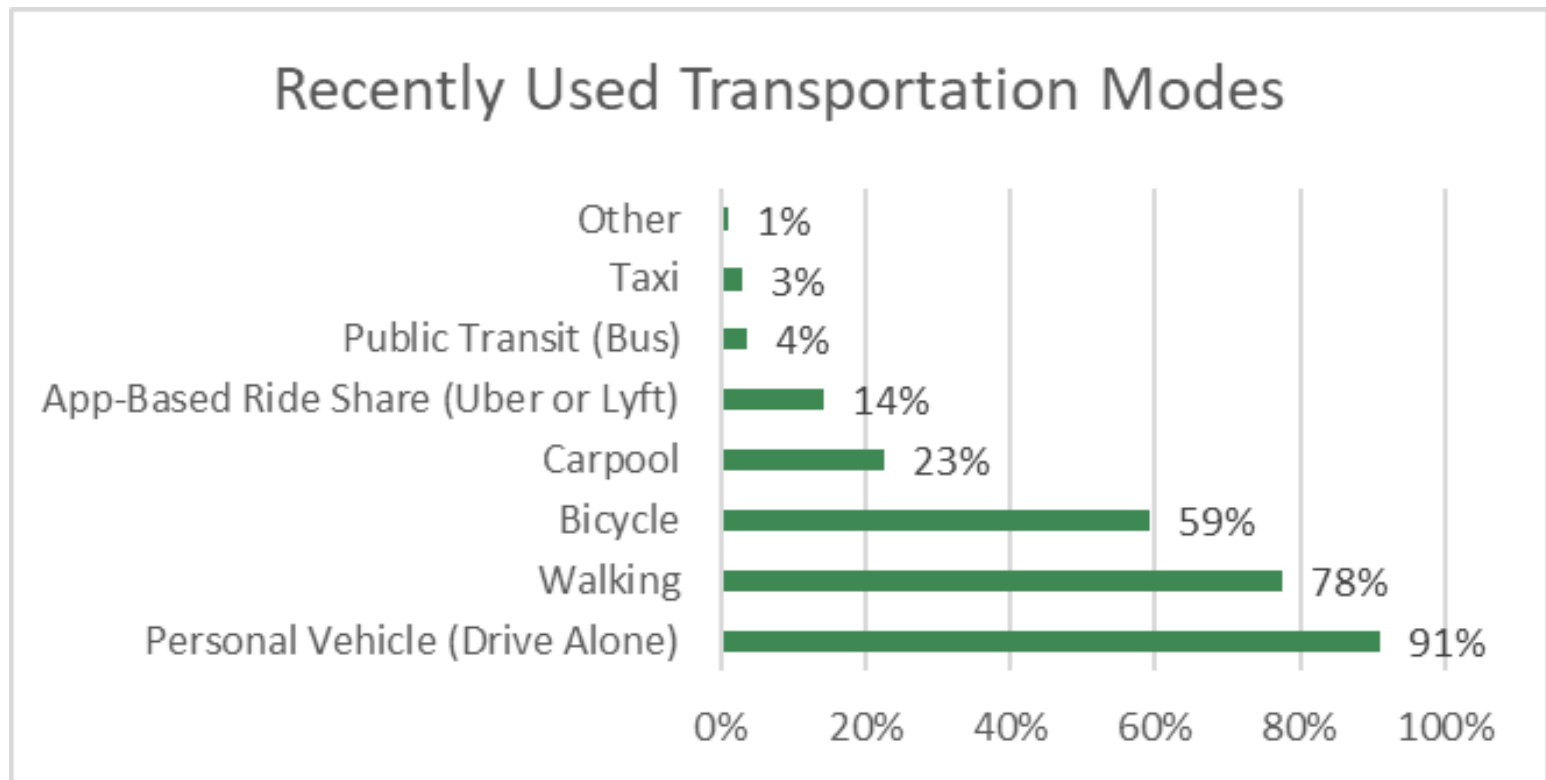
- 309 responses.
- 78% Dubuque/Asbury, 6% Dyersville, and 4% Peosta zip codes.
- 95% White, and 1% Hispanic or Latino.
- 8% Households had someone with a disability.





# How do they get around?

- **91%** use a Personal Vehicle (Drive Alone).





# Develop Future Network Concept

- Determine Tri-State Community Needs
- Establish Priorities for Future Network
- Set Goals, Objectives & Performance Measures
- Identify Future Bicycle and Pedestrian Facilities

# Tri-State Community Needs

1. Create an integrated bike and pedestrian network to encourage: recreation, wellness, transportation, energy conservation, tourism, environmental education, air quality, personal financial savings, and transit ridership.
2. Connect the regional bike and pedestrian network to state, county, and city recreation areas such as along the Heritage Trail and Southwest Arterial, on both sides of the Mississippi River, and at the Field of Dreams Movie Site.
3. Provide safe and comfortable connections from neighborhoods to educational institutions, parks, employment, shopping, places of worship, entertainment, and other points of interest.

# Tri-State Community Needs

4. Provide connections to regional, state, and national trail systems, including the Heritage Trail and the Mississippi River Trail (MRT).
5. Provide safe, paved multi-use trails with restrooms, benches and bike racks linked to a corresponding website and maps.
6. Advocate for adoption, strengthening, and implementation of “Complete Streets” policies by cities and counties in the Tri-State area.
7. Encourage walking and biking safety education for all road users, and enforcement of traffic laws to improve safety.
8. Improve clarity of route options for residents, tourists seeking to visit the area, and bicyclists passing through.



# Priorities for Future Network

1. Develop a connected bike and pedestrian network close to all residents
2. Improve bike and pedestrian safety and comfort
3. Increase Complete Streets and Safe Routes to School
4. Link the bike and pedestrian network, public transit, and automobile facilities to foster multi-modal travel



# Priorities for Future Network

5. Connect residents and tourists with services and destinations
6. Use consistent street, wayfinding, trail, and map signs
7. Educate all users in safety and rules of the road
8. Improve multi-modal access and mobility

# Tracking Future Network Progress

- **Goals** are broad statements that describe the way things should be. For this Plan, the 8 priorities are the Goals.
- **Objectives** are specific, measurable steps to be taken to reach a goal.
- **Performance Measures** are the means by which progress will be gauged. Performance measures are quantifiable.
- Each performance measure has a **Baseline** measurement and a **Target/Desired Trend**.
- Data Sources, related plans, and other resources are identified.

## GOAL 2: Improve bike and pedestrian safety and comfort

Objective	Performance Measures	Baseline	Target/Desired Trend
<b>Reduce nonmotorized fatalities and nonmotorized serious injuries<sup>1</sup></b>	Number of nonmotorized fatalities and nonmotorized serious injuries <sup>1</sup>	132.6 <sup>1</sup>	131.0 <sup>1</sup>
	Number of nonmotorized fatalities (5-year annual average) <sup>2</sup>	1.0 <sup>2</sup>	Decrease <sup>2</sup>
	Number of nonmotorized serious injuries (5-year annual average) <sup>2</sup>	4.8 <sup>2</sup>	Decrease <sup>2</sup>
<b>Reduce bicycle and pedestrian crashes<sup>3</sup></b>	Number of bicyclist and pedestrian crashes <sup>3</sup>	145 <sup>4</sup>	Making progress towards 0 by 2040 <sup>5</sup>

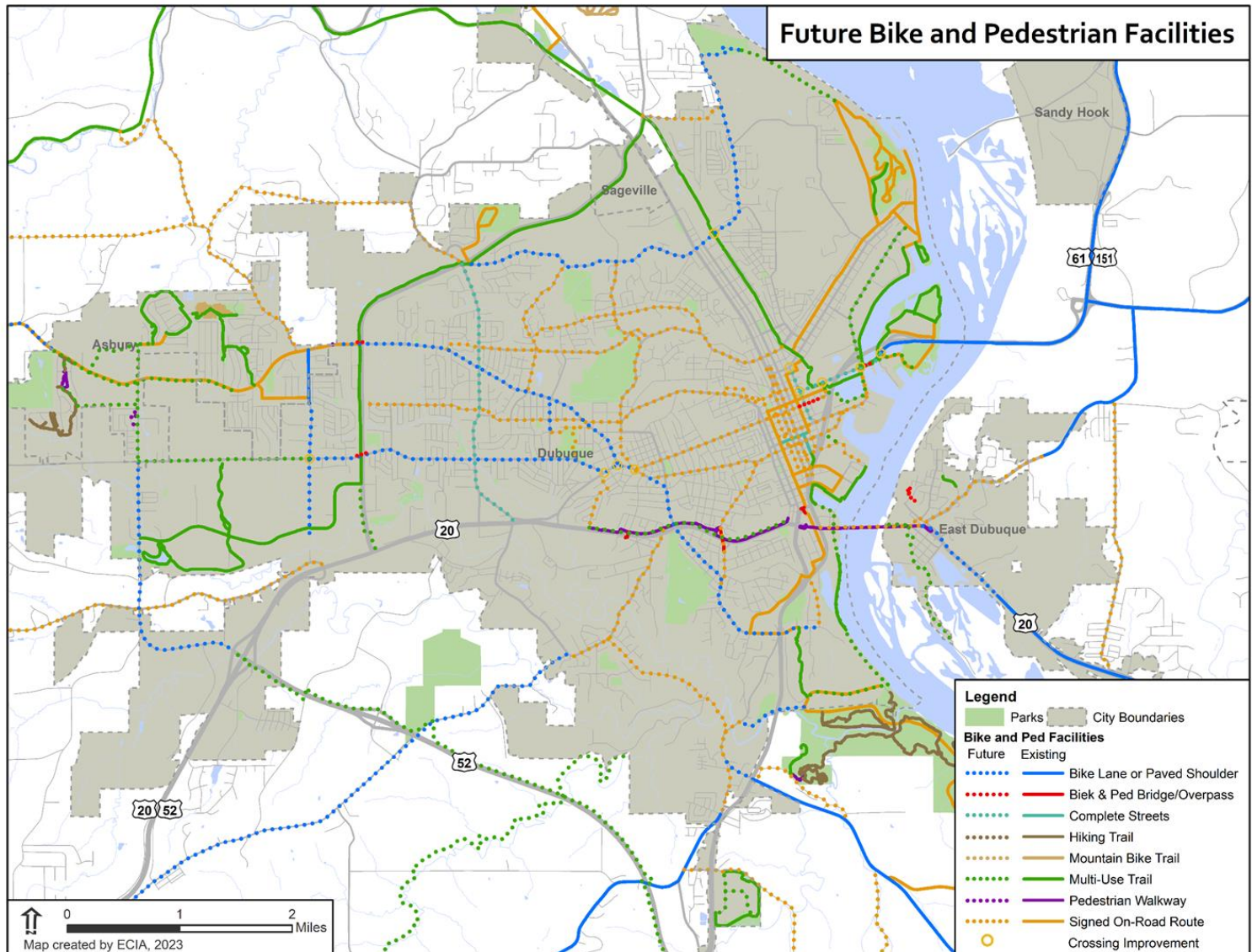
Data Source: Iowa Crash Analysis Tool (CAT)

Related Plans & Policies: 2021 DMATS Plan, 2022 RPA Plan, 2018 Iowa DOT Plan, STAR Community Technical Guide

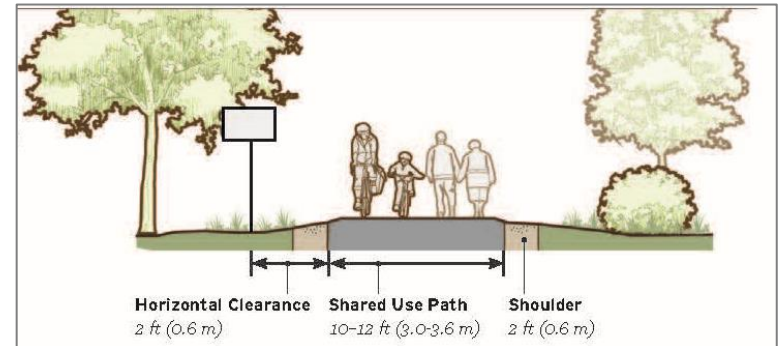
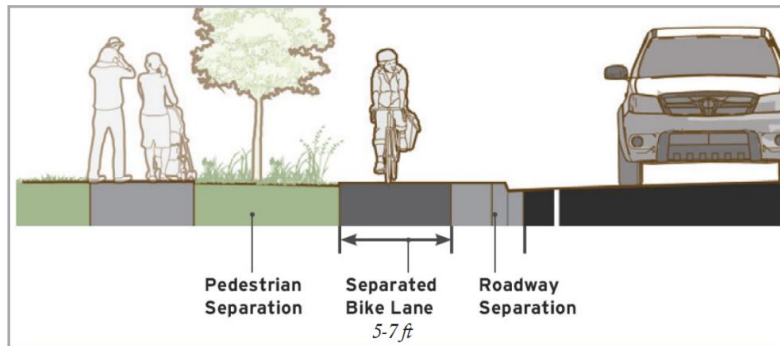
References: <sup>1</sup> FHWA performance measure, DMATS Plan. <sup>2</sup>RPA Plan. <sup>3</sup>Iowa DOT Plan. <sup>4</sup>CAT for Dubuque County, 2018-2022. <sup>5</sup>STAR Transportation Choices.



# Future Bike and Pedestrian Facilities



# Off-Road Facilities



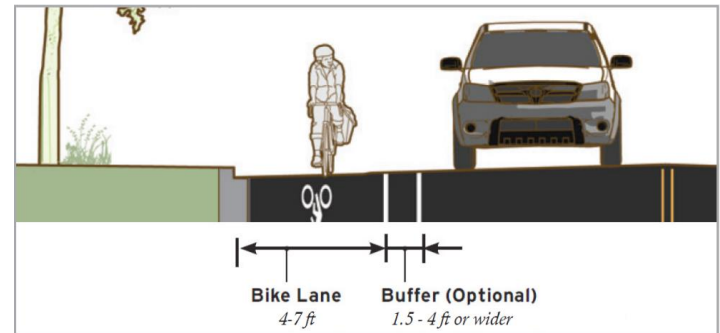
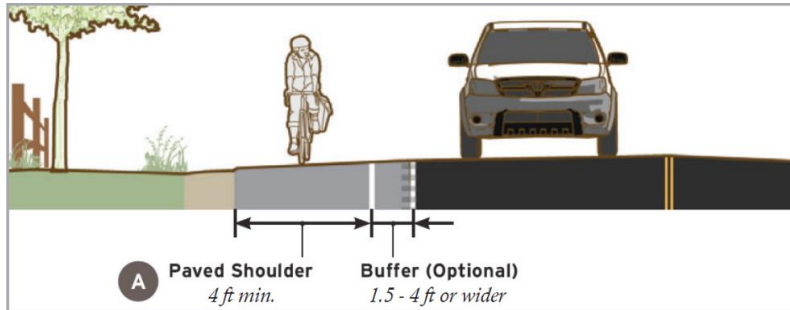
**Separated  
Bike Lane &  
Sidewalk –  
FHWA Guide**



**Shared Use Path or Multi-Use Trail  
(photo from Iowa DOT)**



# On-Street Bike Facilities



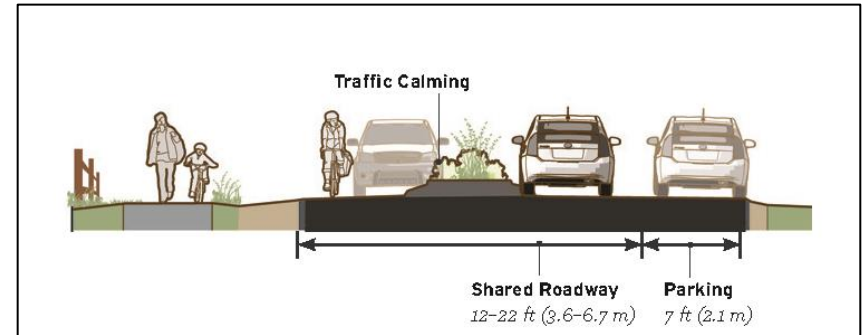
Paved Shoulder – FHWA Guide



Bike Lane – FHWA Guide

# On-Street Bicycle Facilities

**Bicycle Boulevard:** bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods.

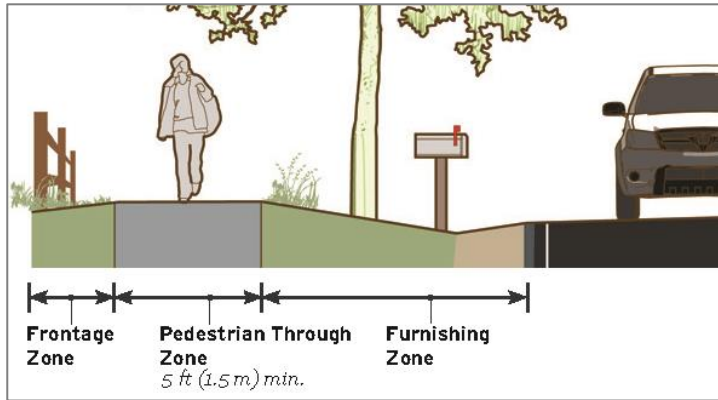


FHWA Guide



Combines road markings, traffic-calming measures, and crossing improvements for bicyclist comfort and priority.

# Pedestrian Facilities



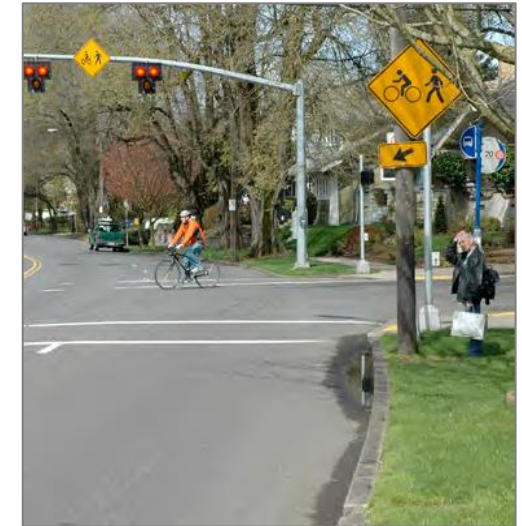
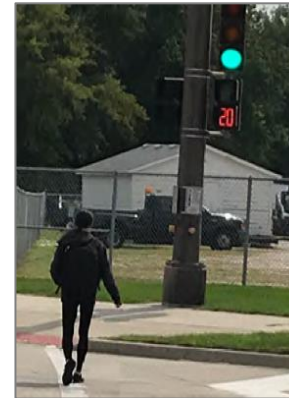
Sidewalk - FHWA Guide



Curb extensions/bump-outs (Dubuque)



Marked crosswalks and pedestrian refuge island (Iowa DOT Plan)



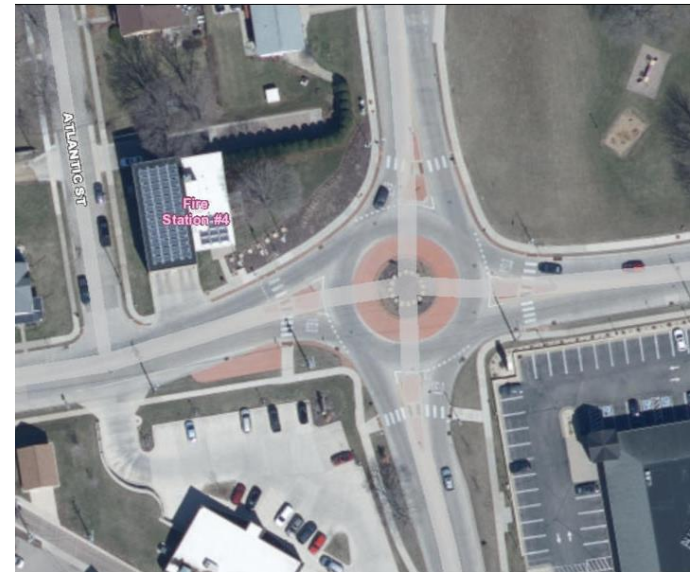
HAWK signal (right) and pedestrian countdown signal (left) (Iowa DOT Plan)



# Traffic Calming Improvements

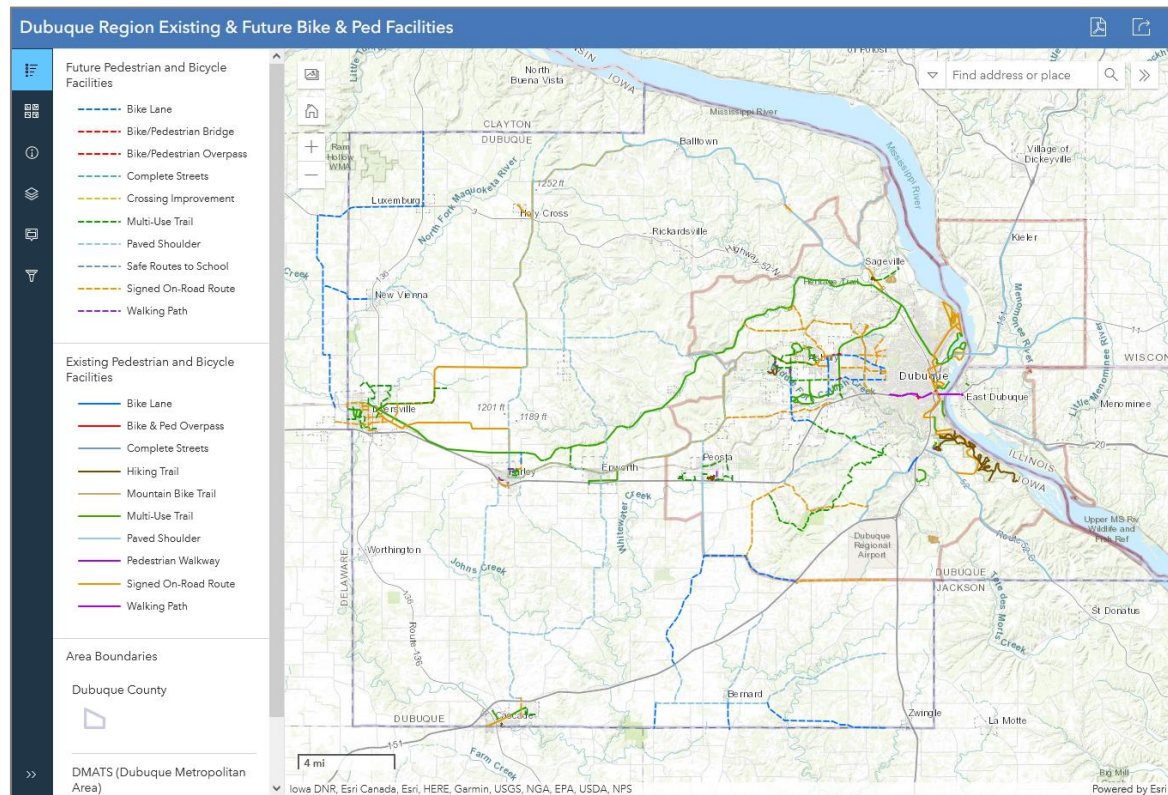


Road Diet -- Davenport reconfigured a four-lane road to a three-lane road diet. The center turn lane helps reduce collisions. The remaining space is used for bike lanes. (Iowa Complete Streets Guide)



Roundabout at University and Grandview Avenues in Dubuque (Created by ECIA with Dubuque County GIS)

# Interactive Project Map



Link to Project Website -  
<https://arcg.is/1rnzaG3>

Scan Me



# Questions and Discussion



Interstate Powerline Trail, Dubuque