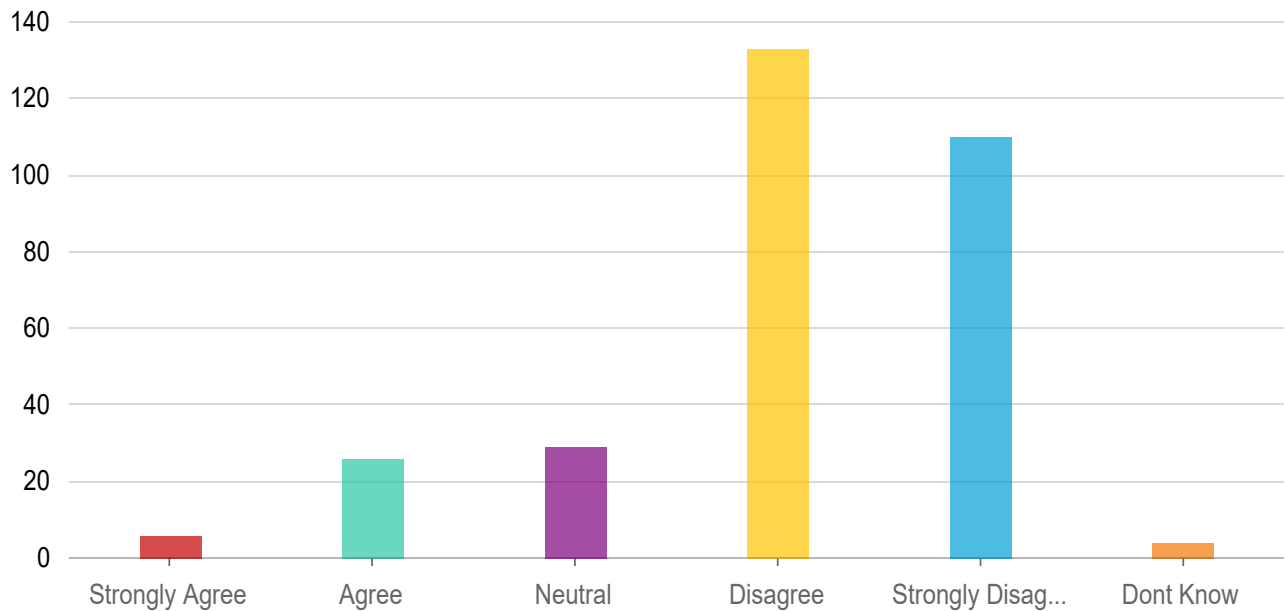


Dubuque Regional Bicycle and Pedestrian Network Plan Survey

Bicycle and Pedestrian Network

Bicycle and Pedestrian Network > Existing Network

- ○ The region has adequate infrastructure for walking and biking.



Answers

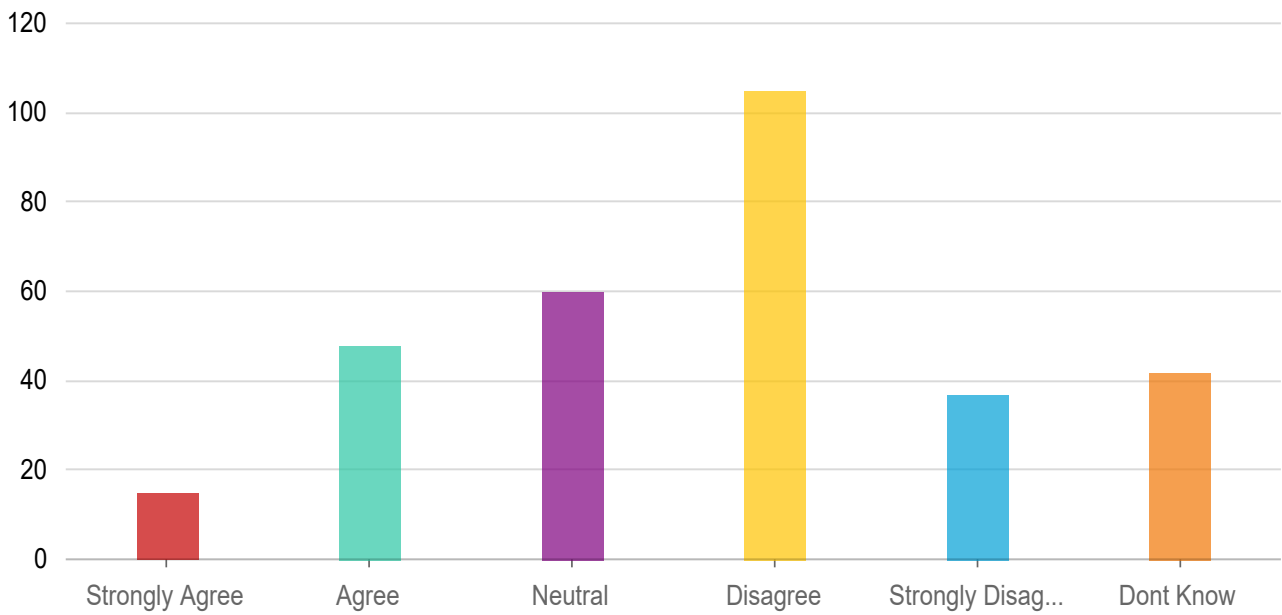
Count

Percentage

Strongly Agree	6	1.94%
Agree	26	8.41%
Neutral	29	9.39%
Disagree	133	43.04%
Strongly Disagree	110	35.6%
Dont Know	4	1.29%

Answered: 308 Skipped: 1

- ○ Planning for future network expansion is adequate.



Answers

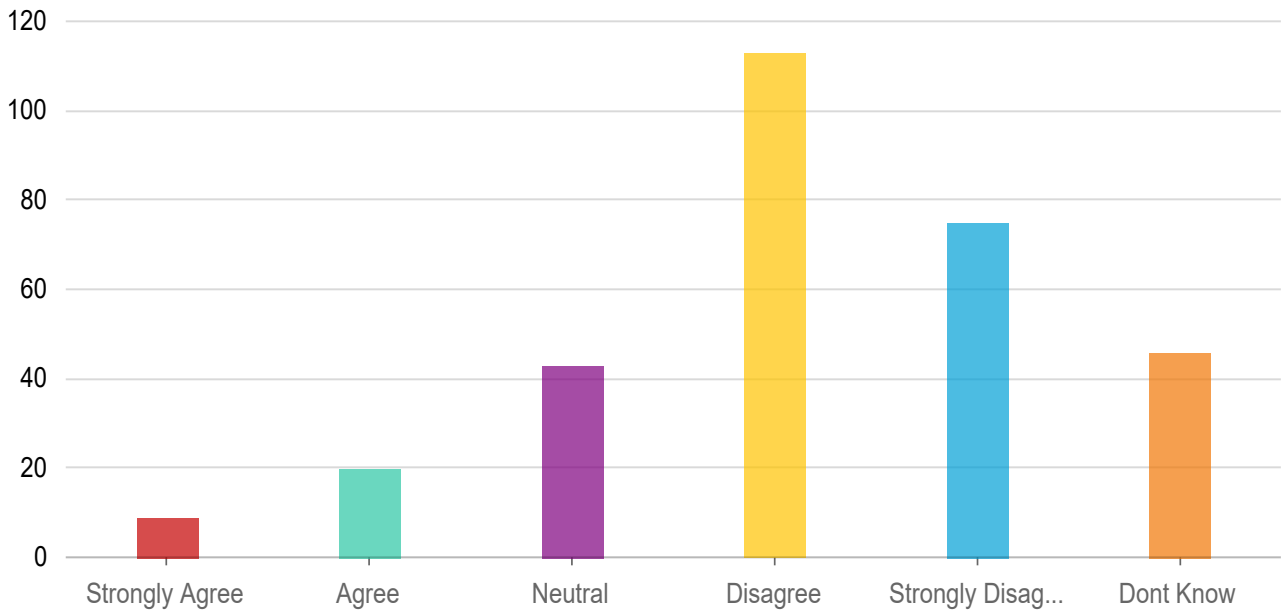
Count

Percentage

Answers	Count	Percentage
Strongly Agree	15	4.85%
Agree	48	15.53%
Neutral	60	19.42%
Disagree	105	33.98%
Strongly Disagree	37	11.97%
Dont Know	42	13.59%

Answered: 307 Skipped: 2

○ ○ **Funding for existing and planned bicycle and pedestrian network facilities...**



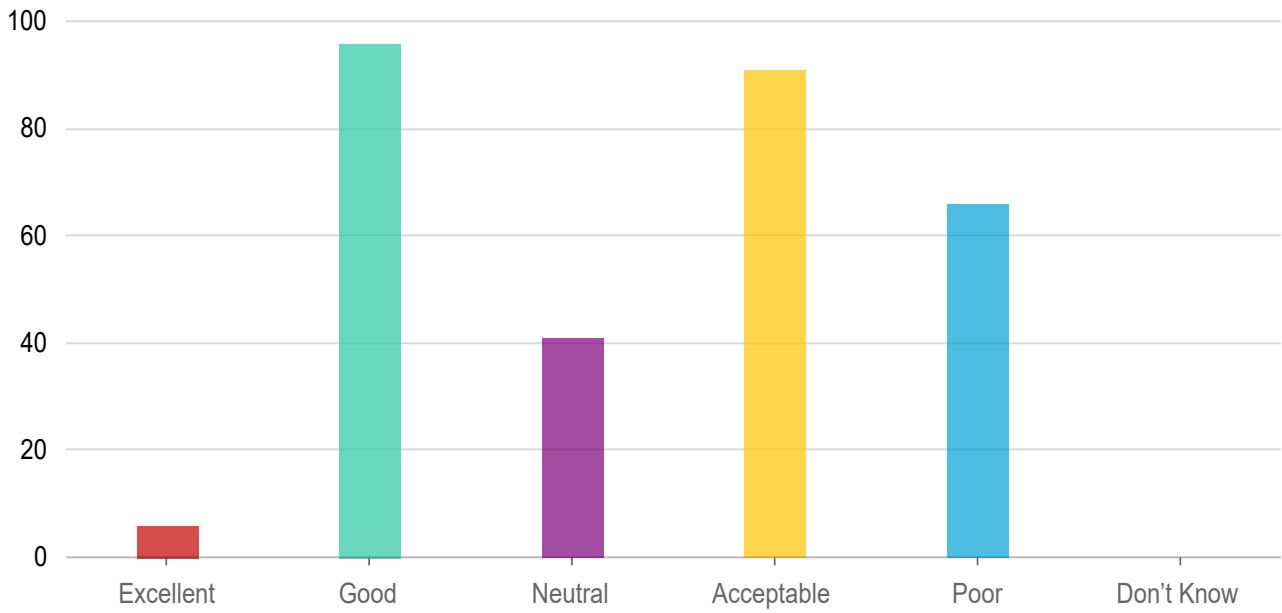
Answers **Count** **Percentage**

Strongly Agree	9	2.91%
Agree	20	6.47%
Neutral	43	13.92%
Disagree	113	36.57%
Strongly Disagree	75	24.27%
Dont Know	46	14.89%

Answered: 306 Skipped: 3

Bicycle and Pedestrian Network > Network Quality

○ ○ Sidewalks



Answers

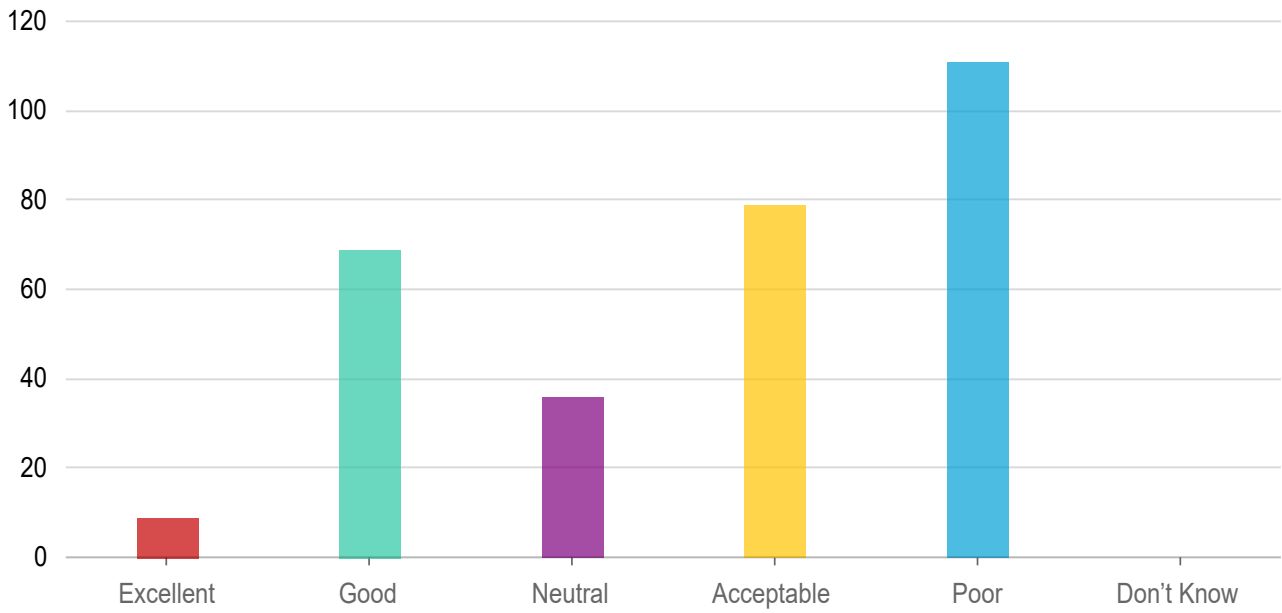
Count

Percentage

Answers	Count	Percentage
Excellent	6	1.94%
Good	96	31.07%
Neutral	41	13.27%
Acceptable	91	29.45%
Poor	66	21.36%
Don't Know	0	0%

Answered: 304 Skipped: 5

○ ○ **Walking and biking trails**



Answers

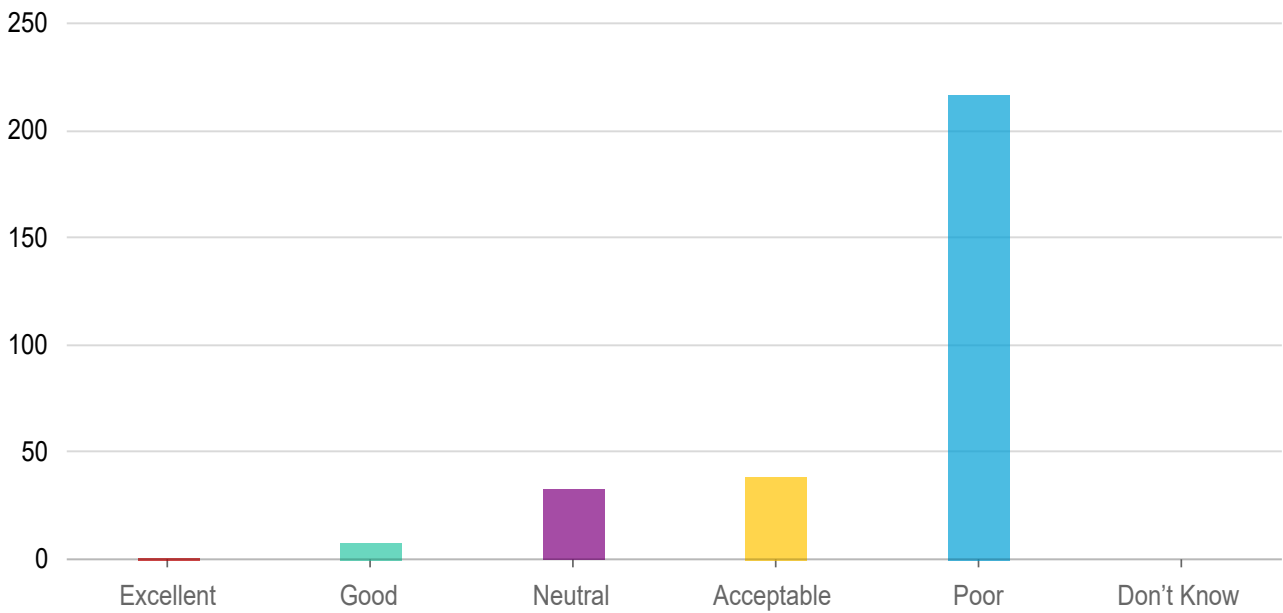
Count

Percentage

Answers	Count	Percentage
Excellent	9	2.91%
Good	69	22.33%
Neutral	36	11.65%
Acceptable	79	25.57%
Poor	111	35.92%
Don't Know	0	0%

Answered: 305 Skipped: 4

○ ○ **On-road bicycle routes**



Answers

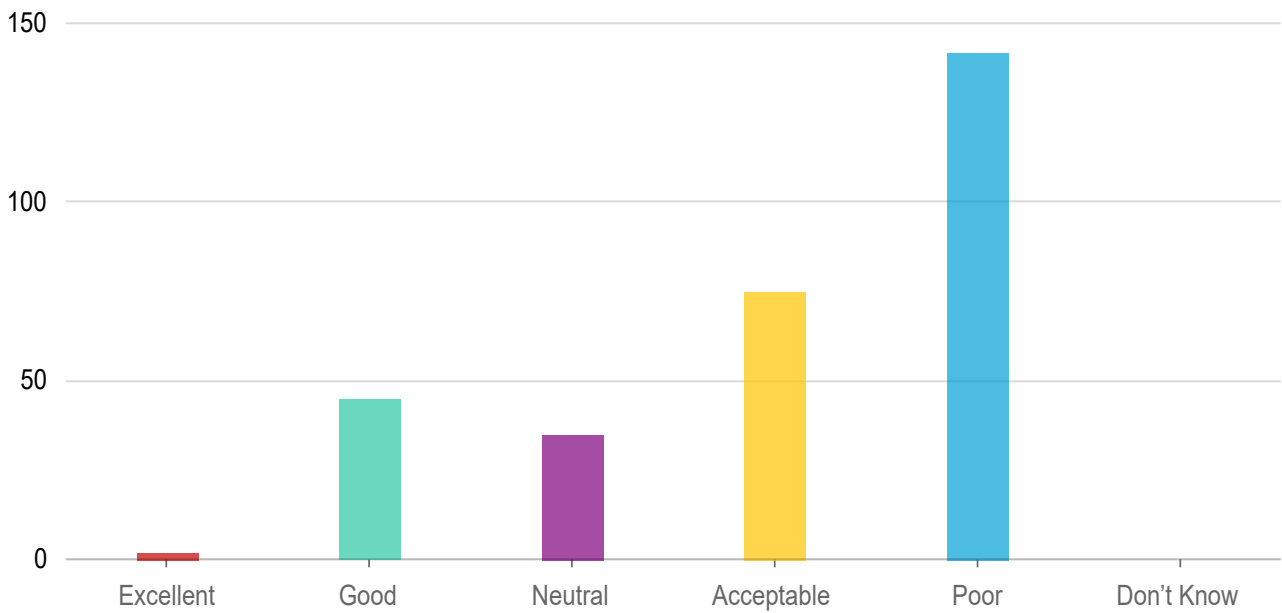
Count

Percentage

Answers	Count	Percentage
Excellent	1	0.32%
Good	8	2.59%
Neutral	33	10.68%
Acceptable	39	12.62%
Poor	217	70.23%
Don't Know	0	0%

Answered: 305 Skipped: 4

○ ○ **Bike and pedestrian traffic signs, crosswalks, and signals**



Answers

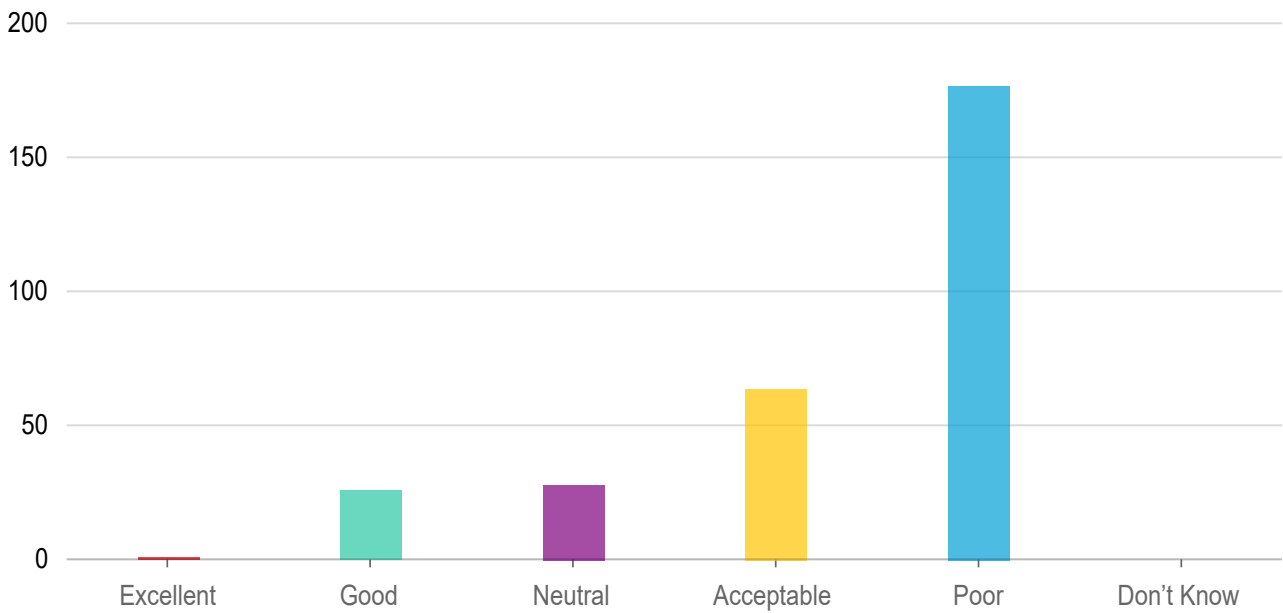
Count

Percentage

Answers	Count	Percentage
Excellent	2	0.65%
Good	45	14.56%
Neutral	35	11.33%
Acceptable	75	24.27%
Poor	142	45.95%
Don't Know	0	0%

Answered: 304 Skipped: 5

○ ○ **Bike and pedestrian safety**



Answers

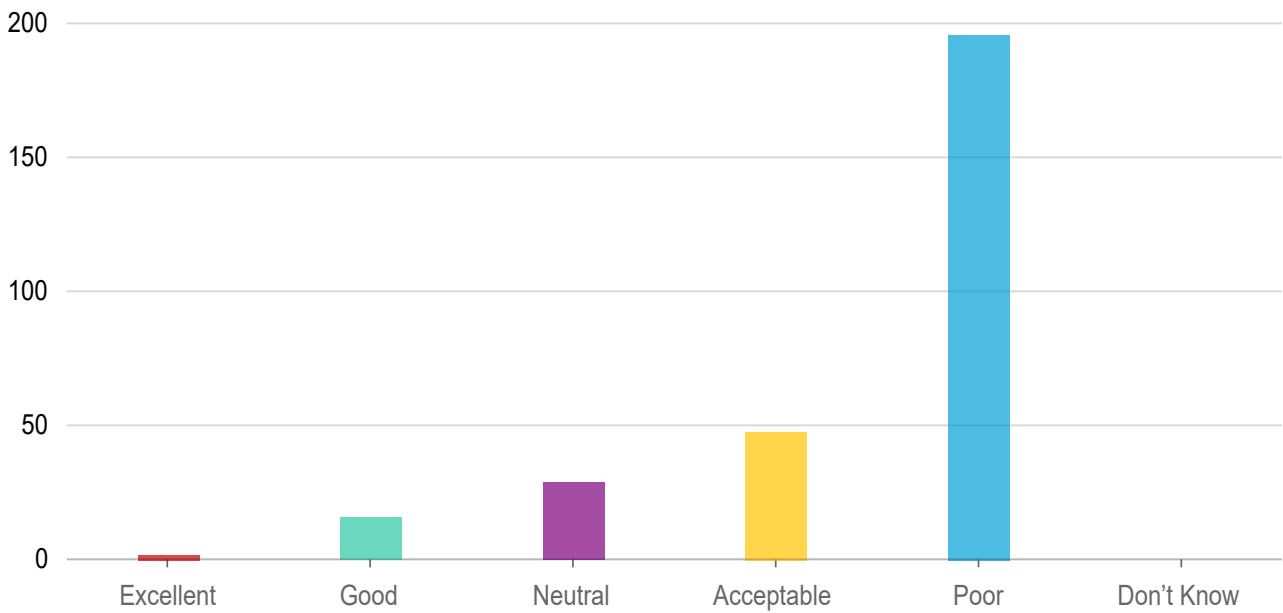
Count

Percentage

Answers	Count	Percentage
Excellent	1	0.32%
Good	26	8.41%
Neutral	28	9.06%
Acceptable	64	20.71%
Poor	177	57.28%
Don't Know	0	0%

Answered: 304 Skipped: 5

○ ○ **Connections to schools, work, shopping, and services**



Answers

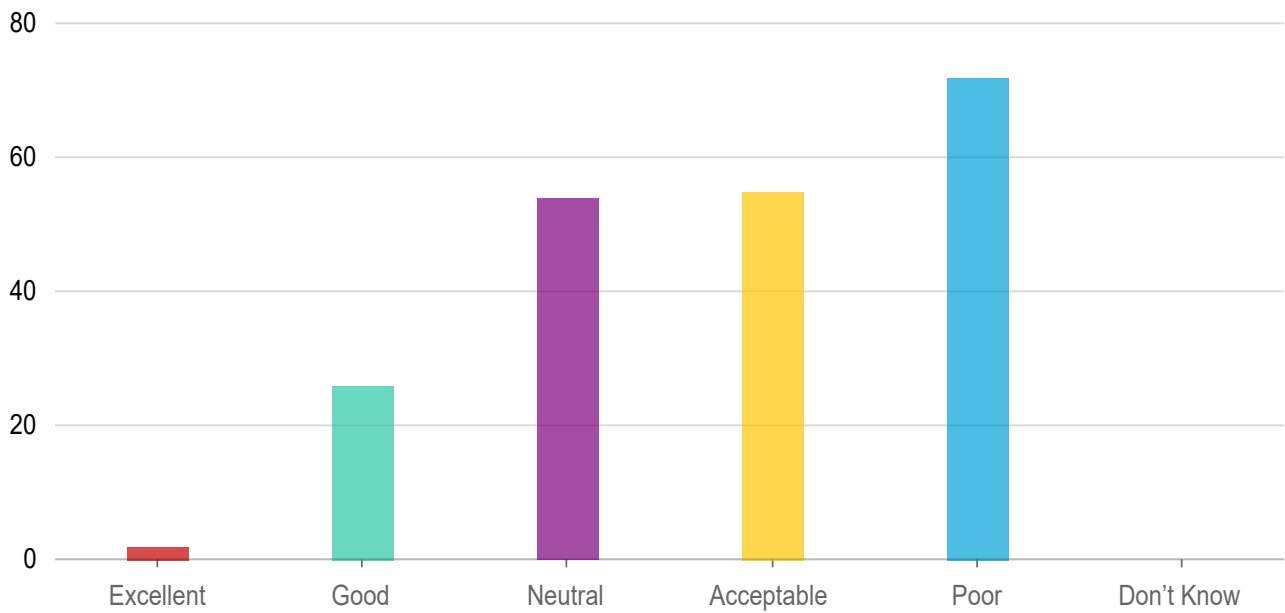
Count

Percentage

Answers	Count	Percentage
Excellent	2	0.65%
Good	16	5.18%
Neutral	29	9.39%
Acceptable	48	15.53%
Poor	196	63.43%
Don't Know	0	0%

Answered: 305 Skipped: 4

○ ○ **Connection with public transit (Jule and RTA)**



Answers

Count

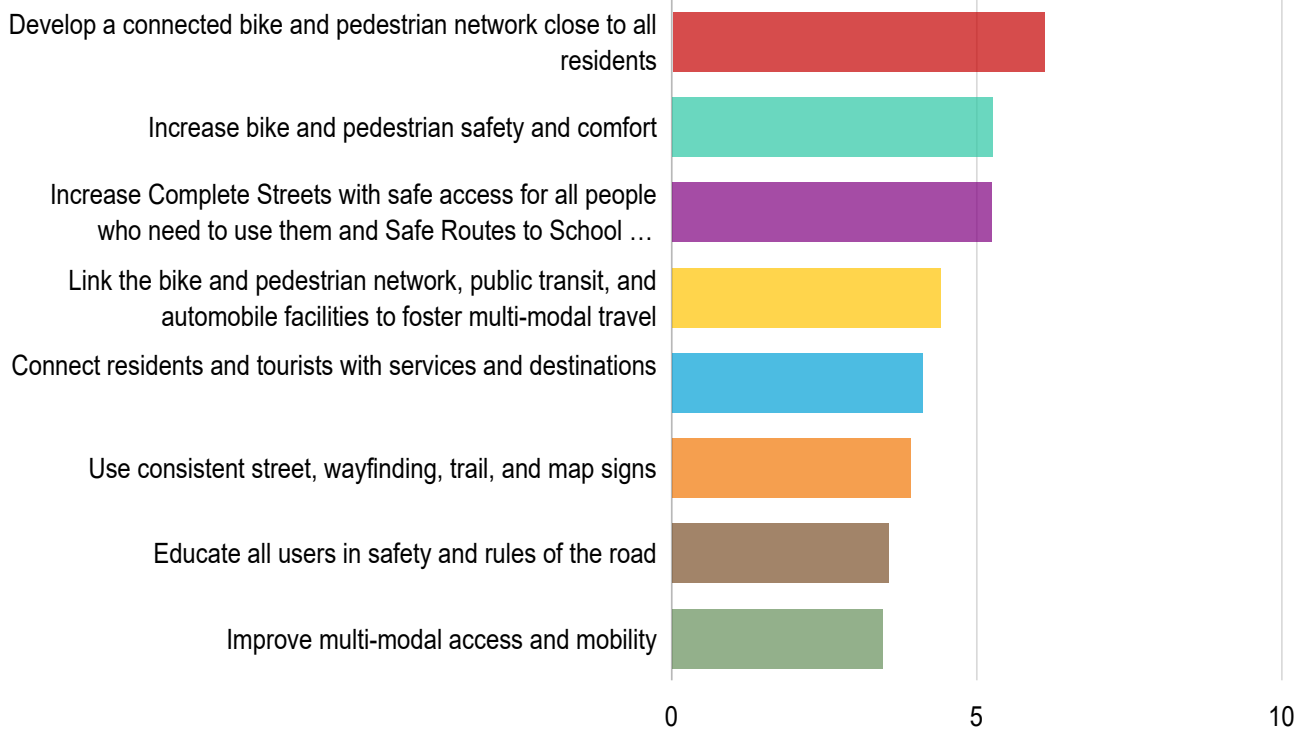
Percentage

Answers	Count	Percentage
Excellent	2	0.65%
Good	26	8.41%
Neutral	54	17.48%
Acceptable	55	17.8%
Poor	72	23.3%
Don't Know	0	0%

Answered: 305 Skipped: 4

Priorities and Needs

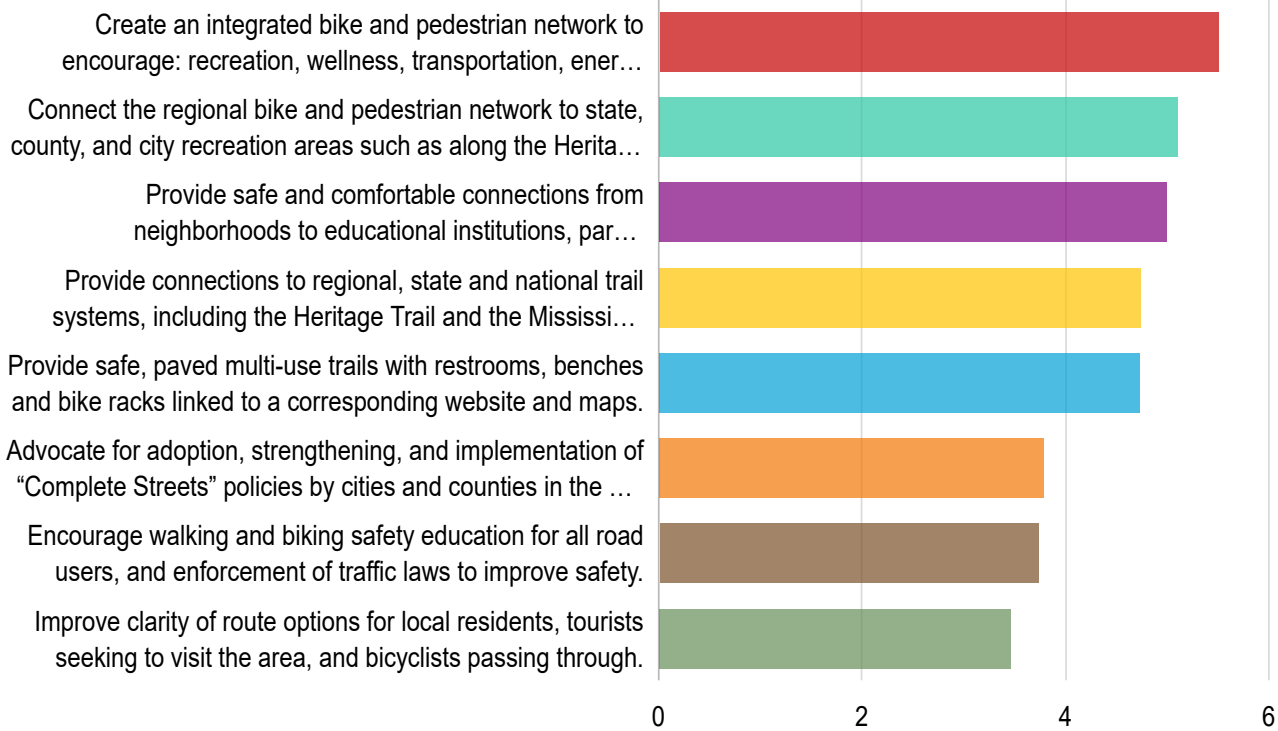
○ **Future Network Priorities**



Rank	Answers	1	2	3	4	5	6	Average score
1	Develop a connected bike and pedestrian network close to all residents	38.97% 113	17.93% 52	10.34% 30	7.93% 23	9.66% 28	6.10	
2	Increase bike and pedestrian safety and comfort	19.66% 57	16.21% 47	15.17% 44	12.76% 37	11	5.26	
3	Increase Complete Streets with safe access for all people who need to use them and Safe Routes to School for children to walk and bike	18.62% 54	16.21% 47	17.93% 52	12.41% 36	9.66% 28	5.24	
	Link the bike and pedestrian network, pub							

Answered: 290 Skipped: 19

o **Tri-State Community Needs**



Rank	Answers	1	2	3	4	5	6	Average score
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.	23.26% 67	15.97% 46	13.54% 39	14.24% 41	14.24% 41	5.50 41	
2	Connect the regional bike and pedestrian network to state, county, and city recreation areas such as along the Heritage Trail and Southwest Arterial							

Answered: 288 Skipped: 21

Personal Information

Home Zip Code



Count

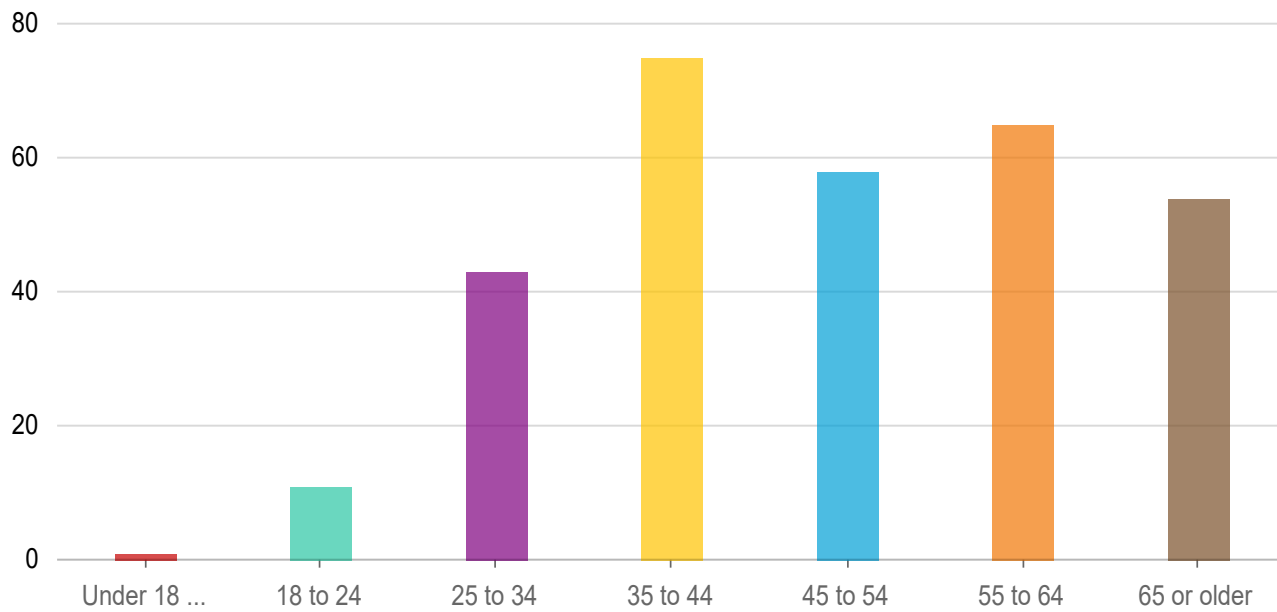
int

52001	84
52002	76
52003	43
52040	15
52068	10
52073	7
61025	6
52033	4
52031	2
52039	2
52053	2
50322	1
520001	1

52045	1
52060	1
52079	1
52092	1
53807	1
5522000033	1

Answered: 259 Skipped: 50

Which category includes your age?



Percentage

Age

Age Category	Count	Percentage
Under 18	1	0.32%
18 to 24	11	3.56%
25 to 34	43	13.92%
35 to 44	75	24.27%
45 to 54	58	18.77%
55 to 64	65	21.04%

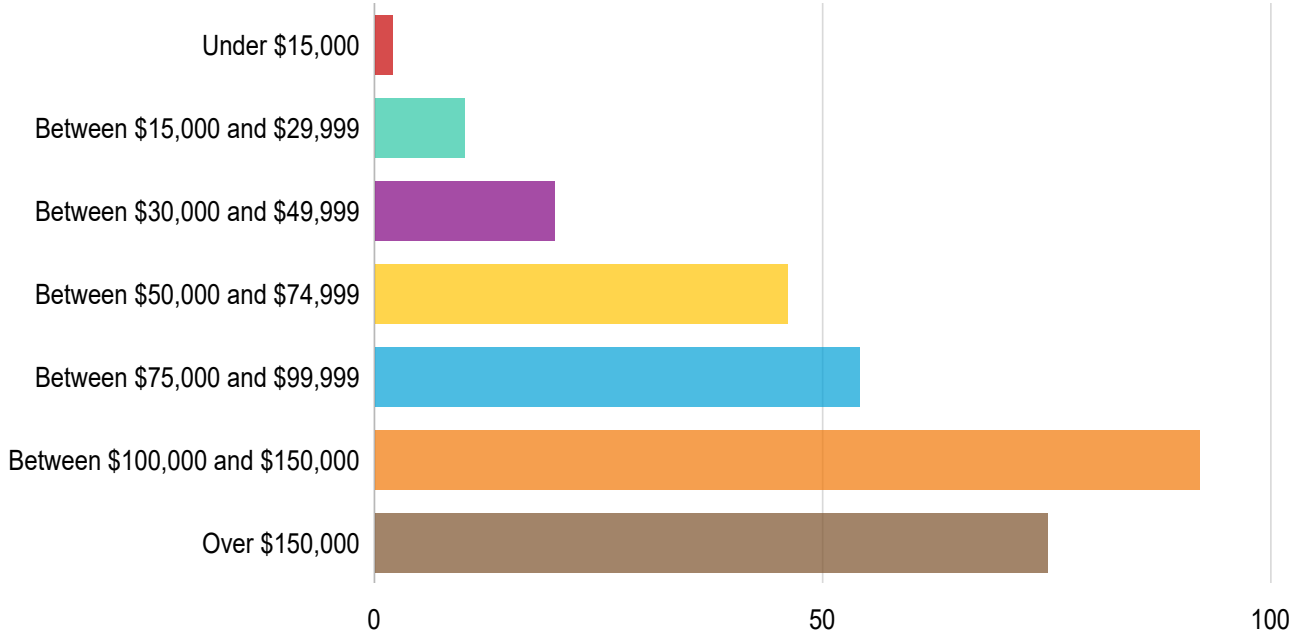
65 or older

54

17.48%

Answered: 307 Skipped: 2

○ Which category includes your annual household income?



Answers

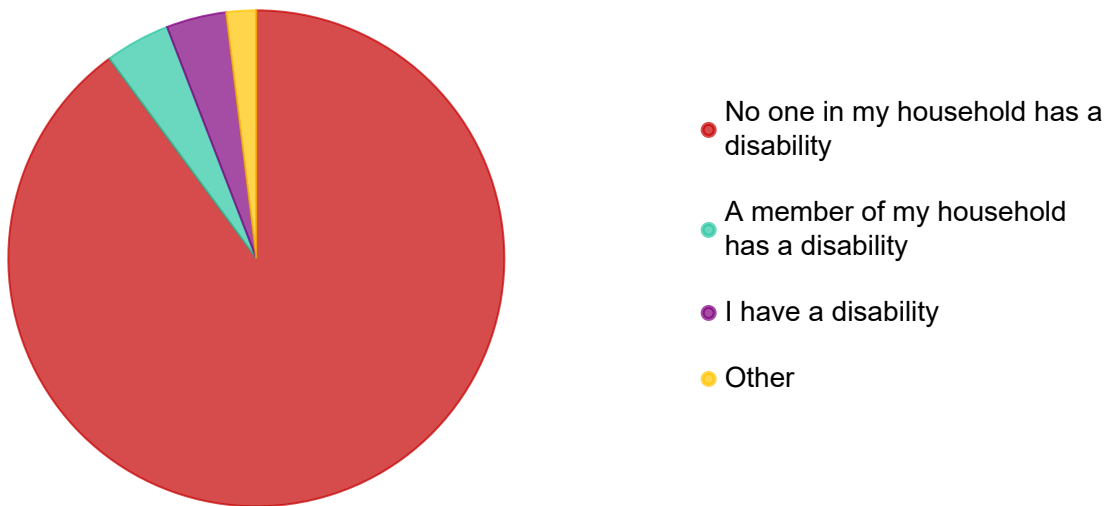
Count

Percentage

Under \$15,000	2	0.65%
Between \$15,000 and \$29,999	10	3.24%
Between \$30,000 and \$49,999	20	6.47%
Between \$50,000 and \$74,999	46	14.89%
Between \$75,000 and \$99,999	54	17.48%
Between \$100,000 and \$150,000	92	29.77%
Over \$150,000	75	24.27%

Answered: 299 Skipped: 10

○ Do you have a disability that affects your transportation choices?

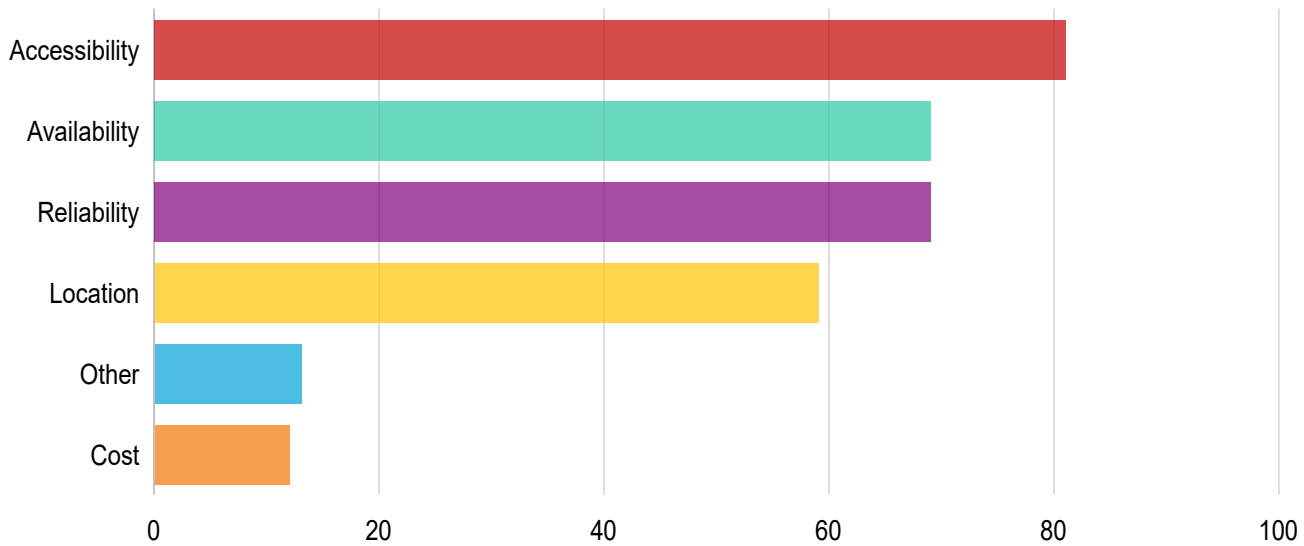


Answers **Count** **Percentage**

Answers	Count	Percentage
No one in my household has a disability	276	89.32%
A member of my household has a disability	13	4.21%
I have a disability	12	3.88%
Other	6	1.94%

Answered: 307 Skipped: 2

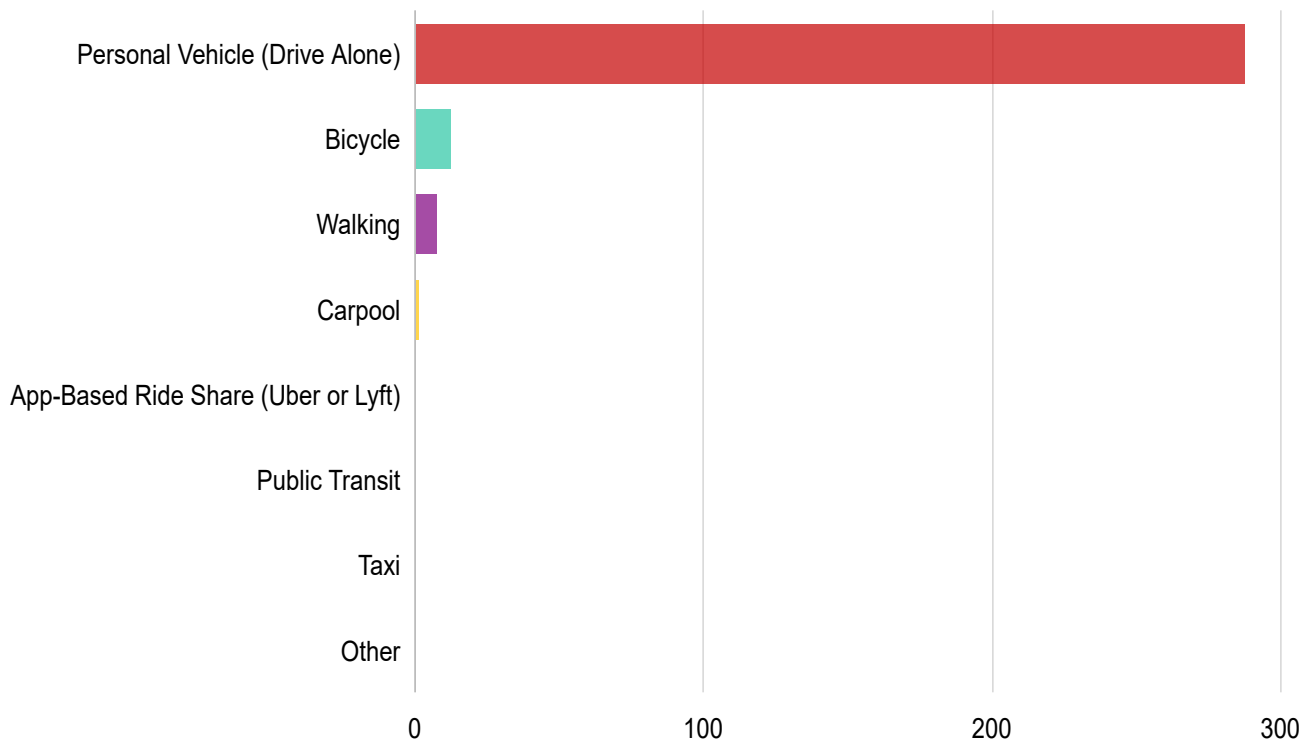
○ **What best determines your choice of transportation?**



Answers	Count	Percentage
Accessibility	81	26.21%
Availability	69	22.33%
Reliability	69	22.33%
Location	59	19.09%
Other	13	4.21%
Cost	12	3.88%

Answered: 303 Skipped: 6

○ What is your primary mode of transportation?



Percentage

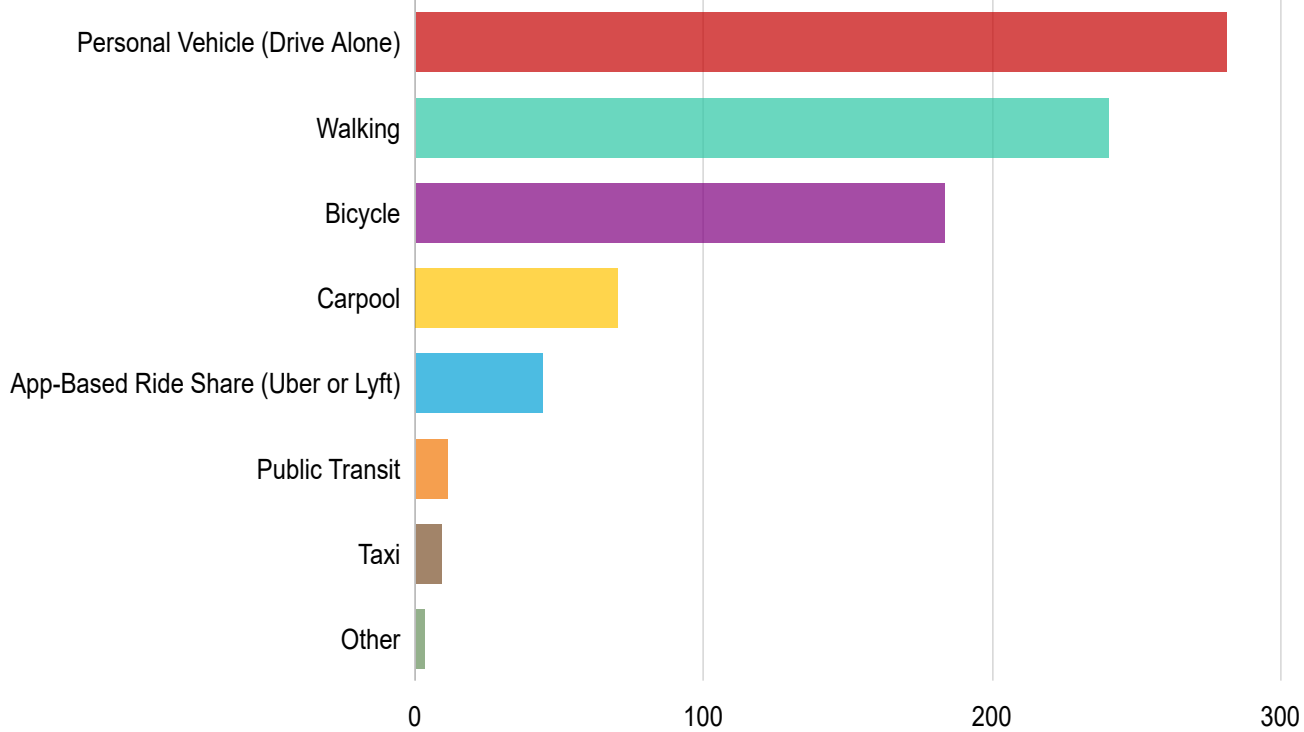
Percentage

Personal Vehicle (Drive Alone)	287	92.88%
Bicycle	12	3.88%

Walking	7	2.27%
Carpool	1	0.32%
App-Based Ride Share (Uber or Lyft)	0	0%
Public Transit (Bus)	0	0%
Taxi	0	0%
Other	0	0%

Answered: 307 Skipped: 2

Which of the following modes of transportation have you used in the past month?



Percentage

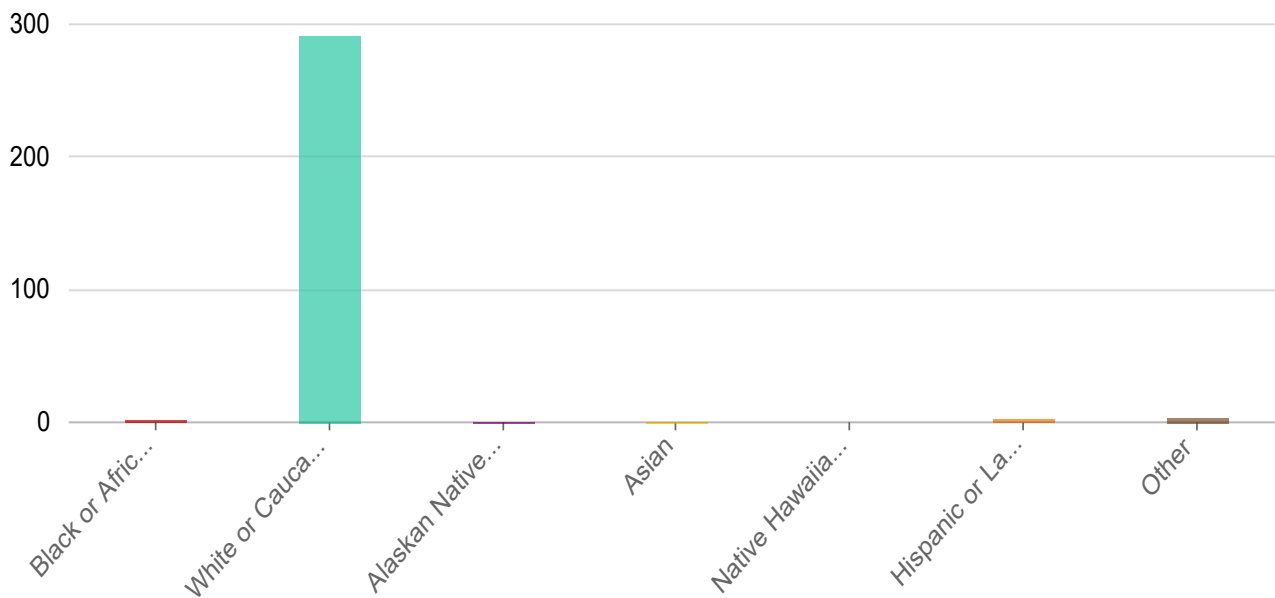
Age

Personal Vehicle (Drive Alone)	281	90.94%
Walking	240	77.67%
Bicycle	183	59.22%

Carpool	70	22.65%
App-Based Ride Share (Uber or Lyft)	44	14.24%
Public Transit (Bus)	11	3.56%
Taxi	9	2.91%
Other	3	0.97%

Answered: 306 Skipped: 3

Which category best identifies your race?



Answers

Count

Percentage

Black or African American	2	0.65%
White or Caucasian	292	94.5%
Alaskan Native or Native American	1	0.32%
Asian	1	0.32%
Native Hawaiian or Pacific Islander	0	0%
Hispanic or Latino	3	0.97%
Other	4	1.29%

A walking/bike trail connection from the Westbrook subdivision to the walking/bike path from Chavanelle to Pennsylvania would be great. It would eliminate driving to the path beginning at either end in order to use it.	1
Access the bike/walking paths often involves walking in the street when there is no sidewalk, ex. Peru Road. This is very dangerous!	1
Add bike racks at school. Add bike lanes on thoroughfares. Increase awareness for easy rest spots: picnic table in the shade at HyVee gas station in Asbury, etc. Bring back Bicycle Rodeo event for kids where they give away free helmets but do it in town rather than at fire tower training station. Create a bike challenge that families can do April-October. Have local bike club host a fix it day for those whose gear is limiting them. Make it easier to get to Roosevelt and Hempstead by bike-zero kids take this reasonable option because it is not safe.	1
all neighborhoods need to have access and be connected to public areas. Westbrook is not connected to anything as there is no walking or bike path along Seipel to connect the neighborhood with other areas of Dubuque.	1
An effort should be made to promote the Jule's non-stop Express Route as a means to connect bicycle riders on the west side of town to the downtown and Millwork District. All Jule fixed route buses are equipped with fold down racks on the front to hold bicycles. Providing adequate and safe routes to the JFK Circle transfer station to allow bicyclists to ride down to the Intermodal Center can help provide a vital link between the west end and downtown which currently faces barriers with topography that may be too difficult for casual riders.	1
As a Bike store owner i talk to people everyday from every demographic that have stopped riding bikes anywhere near cars because it feels unsafe in Dubuque, so many people on their phones or just not paying attention to their surroundings. More options for people to use their bikes are the one thing I hear the most, and when we get a new trail it is immediately busy with new walking and biking traffic. We've made great progress over the past 15 years but we need to press on until we have a complete network that people don't have to drive to use!	1
ASAP on all trails	1
Bicyclists and pedestrians(runners) should not be allowed on roadways that do not have adequate room to accommodate both motor vehicle traffic and bicycle and pedestrian traffic safely at the same time. Common sense laws should be implemented and enforced.	1
Bike and walking trails are crucial for equitable transportation. We also need adequate trails to attract and retain young residents. We have witness paved and connected bike trails in other cities we visit around the country, and they are a major draw for both residents and tourists. People look for these types of amenities when they are selecting a place to live, and if we do not offer these types of trails then we may lose out on people.	1

Bike lanes on all roads please.	1
Bike trail to connect Wisconsin to Iowa would be a huge benefit and use to our family.	1
Bikers need to understand safety on roads. Very dangerous on Highways with small shoulders.	1
Community involvement that is published for all. Have more bike racks. DBQ is getting known for the great Mt biking and gravel. Get local bike groups involved for community events.	1
Connecting the existing bike lanes (heritage and arterial) to a shared network of bike lanes for recreation and getting to work would do wonders for the city and eliminate the need for huge parking ramps and lots that are not full half the time. The bike lanes built need to be protected otherwise getting around is impossible. Protected bike lanes across bridges would work well too. Making streets smaller to reduce speed and traffic deaths would make folks more willing to walk as well. Shade trees must be planted after construction to reduce the heat island affect on walkers on hot days too.	1
Continue to expand the heritage trail to more locations. Pave the trail where it makes sense in and around the city. Leave the heritage trail gravel in rural areas. Make wide shoulders / bike lanes for roads that connect to the Heritage trail. Connect as many parks as possible to the heritage trail network.	1
Creation of a bike lane route across the city from west to east side along Asbury. Eliminate street parking and create a designated bus /bike lane to connect the city residence. With the advent of eBikes popularity and usefulness in the hilly Dubuque Area a city tax credit for eBikes might help to incentivize alt methods of transportation	1
Current trails need improvements and removing things that are a safety concern. Water across the low spots on the NW Arterial create slick spots where I've seen 2 cyclists go down and be injured. Connections (street crossings) of trail north of the Bee Branch. Trail connections should be across from each other and marked with pedestrian crossing marks on the road with flashing lights when cyclist approach the crossings on the busier roads. (Peru Rd crossing) The hill and bridge with sharp turns north of Peru Rd are dangerous. The increase of E bikes and the rental business make trails more dangerous and should be addressed. Education of trail etiquette and safety is needed. Ebike rental business should be providing this. Heritage Pond area is a great example of the success of our trail system. It is so refreshing to ride by there and see all of the families enjoying the recreation that the area provides. Let's build on that. I'm so happy to see a plan being developed. Thank you!	1
Cycling safety, trail education are my 2 issues	1
Definitely more could be done right at the beginning of the heritage trail in Dyersville and better signage additional pavilion? Little park, bathrooms? etc. Bike Rental for visitors for the Field of Dreams? Just an idea! Also think biking up to eagle point park could be better marked. Could Chloe Creek biking be connected to some of these other walking paths (if wider?) I know a lot of people bike old highway road- is there a way to wide portions of that?	1

Develop safe, accessible combination bike/trails to schools, parks that are plowed and maintained by government	1
Do not pave Heritage trail. No more pavement. It's bad for the environment and will ruin the esthetic of the natural trail.	1
DO NOT PAVE HERITAGE TRAIL. Use the money to create new trails.	1
Do not pave the Heritage Trail. It's one of the few nice gravel paths around. Running is easier on the body as well as my dogs body and joints. If it were paved it would allow for bike groups to go at accelerated rates of speed and be an annoyance to those enjoying the trail. I'd rather see money put towards safe bicycling for them off that trail	1
Downtown Dubuque badly needs bike parking. There are very few bike racks, and most of those are more sculptural than practical. Bike parking in parking ramps is inconvenient, at best.	1
Dubuque City staff should listen to citizen concerns when & where they arise and make effort to find solutions instead of expressing doubt/ what has already been tried before. Also - the constant studies by 3rd party companies as a default response to citizen concerns are starting to come across as insincere "action" without the need for tangible action/ change by City officials (procrastination).	1
Dubuque county is well situated to develop recreational bicycle tourism, especially connecting Dubuque with Western Dubuque county. The Heritage trail is a nice option but since it is not paved it is not suitable for road bikes and some cyclists prefer the road. The East Dyersville road is nice - accommodates bikers safely on the wide shoulders. Really hoping that when Old Highway 20 is resurfaced, it can be done in a similar way. Old Highway 20 is attractive to all levels of cyclists because of the short distances between each town.	1
Dubuque desperately needs better biking infrastructure. The trails and paths that are in Dubuque, require users to get to them via vehicle or by riding on city streets (which is dangerous since there are not biking lanes).	1
Dubuque does a poor job maintaining bike paths. And H52 and Arterial is a very dangerous intersection for bikes. The Eng. Dept. Knows but will not fix. Take time and ride a golf cart on bike paths in Dubuque and note dangers. Take a biker with you.	1
Dubuque does an adequate job of biking paths and routes -- and is working to improve them. ...My hope is for a community that understands, values, and looks out for the safety of bicyclists and pedestrians to a much higher degree. It would benefit all who live and visit here.	1
Dubuque drivers are aggressive towards cyclists. Paving heritage should be a priority. Dubuque is a hard place to commute by bike because of the hills.	1

Dubuque Needs bike lanes on the streets. Cedar Rapids has done a great job of this. It would encourage people to ride more and maybe entice more young people to move here or stay to Dubuque. Bike path from the south end of town to the west end would be perfect. Follow Catfish creek!!! Mines of Spain to somewhere	1
Dubuque needs more transportation for those who live back by Cedar Cross Road and can't access downtown easily.	1
Dubuque needs to connect neighborhoods to our trail system. We need to have drivers share the road with cyclists and we need to start designing and refurbishing our streets for all modes of transportation and safety, not just more cars. It would also address our parking "issue"	1
Dubuque needs to model after Madison or Iowa City with transportation and walking options. Also, school children need to be considered. The sidewalk issue on JFK is maddening as my child would have walked but there were no safe routes, and that likely will be the case on W32nd with the new development going in. Not everyone has vehicle transportation available to them.	1
Dubuquers want to cycle more!! But the roads aren't safe as cyclists aren't thought about. And old Iowans don't think about cyclists. Because there are No Signs or Pathways for cyclists.	1
Dubuque's bike and multiuse trail network really pales in comparison to other communities and is VERY disappointing. I've seen communities like Iowa City grow and maintain safe biking infrastructure, while Dubuque is not very extensive. Often there are no safe routes to many locations across the city. I consider myself a very experienced cyclist. I wouldn't recommend my family or friends bike through much of Dubuque due to safety.	1
Due to the terrain, Dubuque MUST begin organized planning for bicycle lanes and safety. Go to any comparable sized city and there are paved bicycle trails around and through the town. Does Dubuque have even one mile of marked bicycle lanes? I think not.	1
Excellent project! Very nice website!	1
Heritage Trail from Dyersville to Dubuque should be a hard surface trail.	1
How about expanding offerings for e-bikes and scooters?	1
I believe that biking and walking is often unsafe in the Dubuque area. I have been to other areas where it must be learned growing up that the law is to give pedestrians the right of way. Bicyclists are often seen not stopping for lights and stop signs. It is hard to treat them like a vehicle when they break the law. The mindset needs to change. When I was out east everyone stopped for both bikes and walkers. How do we teach people to behave and be safe. We need zero accidents and fatalities.	1

I can not ride on limestone because of my disability, only paved. It would be nice if Heritage trail was paved. The bike trails in town aren't connected so there is a lot of riding in the streets which I find very scary! Make all trails more accessible and safer.	1
I don't know how to load my bike onto Jule to get up steep Dbq hills. Need more bike racks to lock bikes at destination. Consistent visible signage that motorists can see-many times on NE Arterial and Asbury or Pennsylvania I've almost been run over by vehicles . Vehicles don't seem to look for bikes - I have 2headlights, taillights and flashing helmet light	1
I enjoy commuting to work on my bike and riding my bike to get groceries, shopping, etc. I don't always feel safe on the roads needed to access some of these places. I'd like to see a better inner city bike/pedestrian trail system. I live near Flora Park and I have to ride on quite a few non-bike-friendly roads for several miles to even get to a road/trail that is considered bike friendly.	1
I have commuted by bicycle whenever possible since I was 14. While running is less safe, cycling in Dubuque is challenging. Very few of the main conduits have bicycle lanes. Some are absolutely unsafe. Asbury road from Asbury to Kennedy road has some dangerous stretches, for example. Serious cyclists know to get in the middle of the lane. I have had cars come within 6 inches of me. Asbury road in particular needs to be widened and bike lanes added.	1
I hope that someday the Heritage Trail will be paved.	1
I like Sharrows can be dangerous. There should distinct areas for bikes	1
I live in Asbury on Palmer Drive. I would love to see a trail connecting the Wedgewood subdivision with Arrowhead Park and then to create a bike trail on Seippel Road to cross over Asbury Road into the Forest Hills subdivision. From the Forest Hills subdivision, one could access all of the trails in Asbury. As it stands, my kids and wife and I cannot bike into Asbury and then Dubuque because Asbury Road is unsafe to bike or walk on.	1
I live in Cascade & cycle for recreation and exercise. Most of my riding is on Dubuque county roads, which is honestly not safe but there are no other options in our area. The Heritage trail is not conducive to road bikes. I would like to see wider shoulders added to existing roads rather than trails (Dyersville East road is so great!) but trails do bring tourists. We go out of the area several times a summer to ride on trails in other cities (Cedar Rapids, Iowa City, Madison, Decorah, Lanesboro)	1
I live in Clarke Crest. When my children were in elementary school, I would have loved a safe way to get them to school by bike. Clarke U and Senior High School - areas where you think would have a high bike ridership were and remain a traffic nightmare. Even grandview is terrifying for children to ride bikes on, unless you have them on the sidewalk, which is annoying.	1
I live in the county and would love multiple options to travel the city.	1

I live in the middle of Dubuque near Asbury & University intersection. There is of traffic. The thought of bi king as transport with my son in tow is very scary. I wish the city street felt safer for biking. We need to sl ow these cars down.	1
I love to bike the trails but most often travel to other counties in Iowa, Wisconsin, Illinois and Minnesota b ecause the Dubuque area has limited hard surface biking trails. Most of our travel, day trips, long weeke nds, and vacations are based on locations with availability of hard surface biking trails. I love to invite frie nds from around the country to our area to bike Heritage trail but their number one concern is the gravel surface. Other areas have more hard surface and longer trails to offer.	1
I noticed that there is a plan to have a bike lane installed along Peru Rd. I applaud this but would also en courage the same along Sheridan Road.	1
I personally enjoy heritage trail. I use this trail up to four sometimes five times a week. If it was paved I b elieve we'd have more recreational use on it year-round. I don't bike on the streets / roads in Dubuque or Dubuque county for safety reasons. No shoulder or lanes for biking.	1
I prefer more connected bike trails over paving Heritage Trail. However, I will ride any trail paved or unpa ved.	1
I support more Dubuque County walking and biking infrastructure and trails.	1
I think the immediate needs are east-west bike routes and better pedestrian/bike crossings across Dodg e St west of Fremont.	1
I think we need to focus on making on-street routes safe and connected. We have good trails but need m ore routes through Dubuque.	1
I thought there was a plan to add a trail on S. John Deere Rd from Heritage Trail out to John Deere but th at no longer seems to be on the map	1
I walk my daughter to school each day, and it is absolutely the best way to start my day. Having spent mo st of my adult life living in cities where we could bike/walk commute, I am incredibly frustrated that my hu sband does not feel safe biking the 1.5 miles to work from our home. Signage/painting, dedicated lanes, and proper intersections would be so lovely to have within the city of Dubuque. South Grandview Ave is wide enough for a protected bike lane already!	1
I work downtown and try to get outside for a walk every day during my break or lunch break. There is har dly a day when I am met or approached by someone on a bike when I am walking on the sidewalk. The b icyclists I encounter do not yield to pedestrians, they do not obey traffic signs or street lights, and make w alking on sidewalks dangerous. Please do something to make is safer to walk on sidewalks. I do not walk in the street and I use crosswalks and traffic signs & street lights for crossing streets. Bicyclists are movin g vehicles and in my opinion do not belong on sidewalks.	1

I would bike if we had safe trails. But it isn't safe to bike down the bluff with no trail.	1
I would like to have heritage trail paved so I can use it year around. Also connect the trail on the flood wa ll to the grand river center area and to the south and connect it to mines os Spain. Also would be nice to have area to bike in the keywest area.	1
I would like to see more connectivity and signage with routes all around town. Additional routes and sign s will also alert drivers that bikers are present. Love the Bee Branch! Pave the Heritage Trail, widen and pave shoulders to the Old Highway 20 repaving project, and develop the Middle Fork Catfish Creek Trail and/or any others through rural areas within the city.	1
I would like to see trails planned in any developing housing project at the beginning of the project. More e ducation concerning cycling rights and penalties for hitting cyclists. Unless it is a DUI nothing happens st atewide. I was on a trail, crossing an intersection with a green light and a right turning car almost nailed me.	1
I would love for my kids to be able to ride bikes safely to school from Arrowhead Subdivision. We need a bike path that connects from our neighborhood to keep the kids off busy streets.	1
I would love if roads were safer to bike with standard bike signs. The bike signs in Dubuque look too simil ar to the Jule transportation and it is confusing for visitors. Dubuque looks like someone thought about a bike land and haphazardly implemented it and then gave up. Protected bike lanes would encourage mor e residents to bike as well as students to be able to bike to school. As the streets are already SO wide he re, eliminating parking on one side of the street would make that available for bike lanes.	1
I would love to see more non paved walking paths in Dubuque.	1
I would place priority on connecting and creating longer loops and routes thru the area. There is a definit e tourism draw to ride a bike in this scenic area. The trail system in lanesboro, Mn is a good example.	1
I'm a life long cyclist and have commuted by bike in other cities, but drive in DBQ because of the lack of safe bike routes. We need more bike infrastructure to connect downtown to up town to west end and do it in a way that connects neighborhoods and gives the option to use a bike. The city gets a 0/10 rating from me, terrible support for the cycling community. DBQ County Conservation is the opposite, go talk to Brian Preston about his interactions with the bike community, they do it right and get a 9/10 score. The city has zero support for the mountain biking community, yet DBQ is a biking destination in spite of, not thanks to the city of DBQ. That credit goes to DBQ Co Conservation, and groups like Tristate Mountain Bike Riders (TMBR) for creating and maintaining trails with the total lack of support from the city. DBQ could be a nati onal cycling destination if embraced/supported by the city. How does a kid ride from downtown to Flora P ark? What route? They don't.	1
I'm excited about the future expansions to the already existing trails and increasing sidewalks and lanes t o safely walk, bike and run in the community!	1

Improving local options for bike and walking is important to the growth of our community.	1
In addition to paved bike trails, wooded single track would also be great. Many cities include these in their bike transportation plan.	1
Increase in designated space for bicycles on the road. Do NOT pave Heritage Trail. Use the Katy Trail in Missouri as a model trail. It's 300 miles of limestone with lots of options.	1
Increasing public transportation to the point of easy access and consistent reliability is what I would like to see the City of Dubuque more towards. Monthly car payments, maintenance fees, insurance, annual renewals and more, can quickly eat up a large chunk of a persons income. My household would jump, skip, and run at the opportunity to go down to one car and then rely on public transportation to get around the Dubuque area. The freed up income would still go back into the economy in the form of buying more groceries (*being able to actually buy healthier/nutritious options), goods/product, real-estate (save for a downpayment on a home), start up a small business - put more money back into your business, etc. Increasing public transportation would also allow individuals to access more Dubuque businesses and as a result, stimulate the Dubuque economy.	1
It is my understanding that many volunteers assist the Dubuque County Conservation Board in maintaining walking trails/bike trails in the county. This is something to keep in mind in terms of funding for the future. Please talk to DCCB to get their input of their needs for trails already in existence and their insights for recommendations for improvement, as well as cost for maintaining trails (work hours, machine cost, etc.)	1
Leaving the heritage trail unpaved allows more people to use it for more than just for biking. The entire Dubuque running community relies on the trail being unpaved and it has become unsafe with ebikes and poor trail etiquette. Proposed paving in the past was not going to help it become more safe and there is enough paved trail options for bikers the paved option are just not well connected.	1
Link Heritage Trail from Graf to Swiss Valley and to SW Arterial through Peosta.	1
Linking trails with mountain biking parks would be nice. Having dedicated bike trails is an essential part for me biking. I will not bike on roads that cars are also on because of the additional risk of injury. I would rather bike on a sidewalk and navigate pedestrians rather than being next to a car on a regular road. I really enjoy the trail options that Ankeny, Iowa has as well as Des Moines. Dubuque is extremely lacking compared to that town even though we have more mountain biking options. Their paved bike paths are amazing. Also including bike repair stands along the trails would be nice. And having a way to get to a southwest arterial trail from the northwest arterial trail. Also linking north west arterial trails over to the Kennedy mall with a dedicated bike path could be convenient.	1
Look at Google maps. Bike walking trails in Dubuque, vs Madison, CR, Davenport.	1

Making it easy for people to use biking as a mode of transportation in the city of Dubuque would be fantastic. There is also opportunity to make recreational biking more accessible by encouraging bike rental options and clearly showing people where trails are and how to access them.	1
Many of the choices on what to prioritize from a policy standpoint all seemed to say the same thing - get the trail system to connect within the city and to larger trail systems, all connecting us to where we need/want to go. This made it difficult to rank them.	1
More trails and bike lanes. better for everyone. Cars and users	1
One side parking on dedicated bike routes through town would be nice.	1
Parking may need to be expanded at Heritage Pond	1
Pave heritage trail and develop more paved trail system across the area. This Would generate more tourism like the cedar fall/Waterloo and cedar valley trail systems.	1
Pave Heritage Trail. Need more road bike options/trails	1
Pave the Heritage Trail	1
Paving the Heritage Trail is not a good idea. As someone who participates in many outdoor activities including biking and running, having a lime trail and not paved is something that brings runners from out of town to the trail. There are few places to run on a soft surface like the trail. If there were other safer options for bikes put into place instead of paving the trail it could satisfy the reasons why the trail is being proposed to be paved. Trail etiquette also needs to be communicated better to the people using trails in the entire county. Not everyone understands the trails have etiquette and how to be respectful of the other trail/path users.	1
People feel unsafe riding a bicycle for transportation in Dubuque. We are lacking major arteries catering to crosstown transportation use of a bicycle, especially heading up the bluff from the downtown area. Roads are largely built for automobile traffic only, and are marked as such, with very few actual bike lanes in the county. The paved trail system is nice, but mostly hugs the outskirts of the north and west end of town, not adding much to residents who wish to use a bicycle for in-town transport. Main roadways like Asbury, Grandview, JFK, etc. need more thoughtful renovation to safely accommodate new cyclists. I know a lot of people who are hesitant to take their bike off the Heritage trail in fear of being struck by or harassed by motor traffic. I have been riding daily yearlong in the city for the last 9 years. If you are looking for additional or specific insight on cycling infrastructure needs and wants, feel free to contact me. Jim fleetfingered@yahoo.com	1
Please consider connecting outlying areas and subdivisions of Peosta to city and business amenities with safe bike/walking paths.	1

Please do more to make the streets safe for bicyclists - with on street parking and no bike-lanes its not safe to consider bicycling as a primary means of transport. The heritage trail provides excellent recreation opportunities, but safe pathways for commuting are non-existent.	1
Please do not pave the Heritage Trail.	1
Please educate about and enforce rules about crosswalks. I've almost been hit numerous times when trying to cross Asbury road by people not as much as slowing down when crosswalk signals have been activated.	1
Please make an effort to involve Dubuque in national routes such as the US Bike route system.	1
Please spend funding on a NEW system of bike/pedestrian trails in our community as opposed to the costly endeavor of paving Heritage Trail.	1
Rating of 1-8 is inaccurate because when you chose your first selection it doesn't allow you to select 2-8. The survey places the 2-8 numbers. Results won't be actually. As an avid walker and bicyclist I enjoy our trail system but it has a great room for improvement. The system needs to be connected to cover all of Dubuque. The flood wall to downtown should have a clear path for tourists. Also encourage businesses along our path to bring people to the trails. The quad cities has an amazing trail system that goes everywhere and is safe. Lots of places to stop and eat or drink. Dubuque has so much potential but we have very few businesses along our river front to walk or bike to. Safety is a concern here also because our trail runs on some very busy streets with no bike lane and the people of Dubuque are not educated on the rights of bikes and pedestrians. I feel by investing in bike and walking areas around Dubuque it will benefit our residents and bring more tourists!	1
Safety! Biking opportunities with less traffic.	1
Some neighborhoods aren't connected to anything My neighborhood is one connected to nothing. Live on Westbrook Dr. It should be priority to provide safe connections to all neighborhoods especially one like this that is on the edge of Dubuque.	1
Southwest arterial needs to connect key west to west dubuque and Asbury. Mines of Spain to connect to sw arterial Have access to mountain bike trails via routes along roads and to heritage trail. Heritage trail at the dubuque end needs to lead somewhere. Seems to dead-end currently downtown. .	1
Southwest Arterial trail system is a major priority from a south side resident. Giving access to the west side of Dubuque and a connection to Heritage Trail would be major improvements to help build this collaboration of accessibility.	1
Thanks for facilitating this conversation!	1
Thanks for survey	1

<p>The city of Asbury is well-connected except for the west end of the city. It would be great to connect the west end of the city to the rest of the city. Bike routes along Asbury Road should be a priority.</p>	1
<p>The Dubuque area really needs more paved off-road bicycle trails. In addition, many roadways could use a painted bicycle lane. Some roads are already wide enough, such as Seipple Road. Some would require removal of curb parking such as Grandview Avenue, Pennsylvania Avenue, Asbury Road, Kaufmann Avenue, and Carter Road. North Cascade Road and Cedar Cross Road would need paved shoulders. I would also strongly encourage paving Heritage Trail. It would probably double or triple use of the trail. My wife and I take trips to Madison, the Twin Cities, Waterloo/Cedar Falls, and Iowa City specifically to bicycle their wonderful paved trail systems. Not to mention all over Minnesota on their countryside paved trails - Root River, Cannon River, Sakatah, and dozens more. Iowa and Dubuque are decades behind. Time to catch up!</p>	1
<p>The Dubuque region could use safe trails. In comparison to other cities, such as Waterloo and Cedar Rapids, Dubuque is behind. We travel to these communities to ride bikes on safe paved paths, which benefits that city's economy. We know if the Dubuque area would invest in this project it would help grow the economy and would boost travelers visiting this region.</p>	1
<p>The largest impact that could be made is the previously planned east-west trail that follows catfish creek from the Mines of Spain to Bergfeld pond. It would greatly increase access to many areas of Dubuque, along with a complete streets reconstruction of Rockdale Road thus tying a Catfish Creek trail with the future SW Arterial trail. CR Metro and the Des Moines area have greatly expanded their off-street networks, which has resulted in significant positive impact on area businesses. Dubuque County has historically lagged behind, all while having one of the best trails in Iowa.</p>	1
<p>The most important thing the City of Dubuque can do to increase walkability is densify and diversify its zoning. Simply adding more bike lanes will not help if the distance people need to travel to work, shop, and live is too great. Failing the ability to densify and diversify zoning, increasing the regularity, connectivity, quality, and advertisement of public transport services should go a long way in reducing the number of cars on the road. This is because: 1) People will not take buses if there are 30-60 minute gaps in schedules. 2) People cannot take buses if they need to walk a mile to get to the nearest stop (especially in hilly DBQ). 3) People will not ride buses if they're dirty or otherwise unpleasant. 4) People will not ride buses if they don't know they can. Otherwise, I highly encourage DBQ officials to analyze what bad planning decisions might be costing the City money and how they can be fixed, via resources such as "Strong Towns" and the "Urban3" planning firm.</p>	1
<p>The part of the survey designed to place items in numerical priority is difficult to navigate</p>	1

<p>The paved biking and walking trails in the City of Dubuque and county are poor Ive seen for community o f similar size. Their are little to no painted bike lanes on our streets. Only one paved bike path that is hilly and still cross major roads which discourages many riders. Why this community refuses to pave Heritage Trail is astonishing. Paved trails provide the best year round access for everyone! Dubuque is a good tou rist destination and many travelers want enjoy biking and having a PAVED bike trail that connects downto wn, port area, warehouse district out to other communities like Dyersville this also gives options for all th e communities in between. This path should also connect to our parks and recreation area. I speak with dozens of residents who tell me they don't bike because of how poor our streets are marked and no acce ss to safe trails I understand Dubuque has its challenges with hills and land options, but we are so far be hind other communities its very unfortunate</p>	1
<p>The priority ranking software did not work on my iPad. As soon as I selected a first priority, all of the other rankings filled in and could not be changed.</p>	1
<p>The ranking doesn't work on phone after select first rank doesn't allow to change rest of ranks. City need s to do better job of connecting subdivisions to existing trails. For example there is no path to connect W estbrook Esrates to bethels pond. In fact city end sidewalk path at end of Chavenelle. Coil have continue d path north to Middle Rd with bike trail. Don't need to widen overpass by Commerce park but need to cr eate bike trail with wooden bridge alongside road so bikers and walkers can safely get to Bergfeld pond f rom neighborhoods north of Chavenelle.</p>	1
<p>The section for what your priorities are did not work correctly. I could choose number 1 but 2-8 could not be accessed after the initial choice.</p>	1
<p>The survey does not specify what other modes of transportation would be available for inter-modal use. The only mode of public transportation I'm aware of in Dubuque is the bus, is there plan to add another f orm of transit?</p>	1
<p>This is a poor survey. TH link doesn't work, parts of survey don't work. I bicycle over 2000 miles on Dubu que paths and streets. Very bad, dangerous...52 and Arterial. This is kind of a joke.</p>	1
<p>To pave the Heritage Trail would be a waste of tax dollars. The cost of keeping it up would be a burden to all. If the trail would become multiuse (Such as allowing ATV's) the trail would need to be widened at leas t 10 feet. What a waste!</p>	1
<p>Trails connecting small towns in the area to each other and to Dubuque would allow more people to bike to work, especially during warmer months. Most towns in the area would be an easy bike commute if saf e pedestrian exclusive trails were more available.</p>	1
<p>We are so fortunate to have rhe Heritage Trail. For disabled people and safety it would be an ideal trail ro pave. That woild Make It more assessable for everyone. There are other Unpaved trails for everybody to use</p>	1

we have enough bicycle trails. Love to walk, but do not like it when bicycles whiz by me. Keep bicycles off trails.	1
We have some great trails, linking them all together is most important. Thank you.	1
We need a comprehensive pedestrian trail network from Platteville and Galena to Asbury and Peosta	1
We need better connections to the existing trails as well as much better education for all in Dubuque on the rules of pedestrian/bicycle travel.	1
We need either more bike trails or a physical barrier between the road and the bike path, that is the only way to encourage more riding	1
We need to work together to connect all small towns to Dubuque and surrounding areas. Hard surfaced trails would be used for commuting and with energy costs going up many people would bike to save and improve health, etc. Dubuque county could be an example for the rest of the state by connecting the smaller towns into Dubuque. Today with E bikes being a big sell for many older Americans for exercise, I am sure different age groups would find this mode of transportation very affordable and helpful in the future. Consider making these connections a priority. Every time we repair a road or build a new road we should be considering how to put that bike/ multi use trail connection alongside it. I love to bike and when I was younger I was fearless as to my road choices to get to town on a bike. As I age I have to really think about the safest way to get to Dubuque to connect with its trails so I won't get hit by a vehicle. As it has been said before, "if you build it we will come use it."	1
What we desperately need is protected bike paths so cyclists can feel safe on the roads. It is not appropriate for cyclists to be on the sidewalks (and most in Dubuque are too narrow and poorly designed to also serve as a bike lane). Sharrows are never the answer and should not be used as a cheap solution. Consistency in marking bike paths should be done with standard DOT bike signs to help residents and tourists as well. Specifically in Dubuque, an e-bike share would be ideal - and perhaps starting implementing this kind of program on the Heritage Trail first to trial it with people who are already driving there with their cars to utilize the only bike path in Dubuque.	1
When we moved here I primarily traveled via bicycle but have been nearly hit by cars several times, including with my kids in the trailer, and no longer ride my bike for transportation. The urban bike infrastructure in Dubuque is completely insufficient.	1
While the bike and walking routes are expanding, I would like to see even more throughout the city. The existing routes are in good condition for the most part. Sharrows painted on routes would remind drivers that bicyclists are present. Thanks for all the work finding out what we want.	1
Would like Asbury Road connect with a pedestrian/bicycle path to Southwest Arterial as right now not safe to walk/bike.	1

Would like more dedicated bike routes on main streets for biking safety.	1
Would like to have Heritage Trail connect to City (Dyersville) bike trail. Not safe crossing Hwy 136 to Heritage Trail entrance.	1

Answered: 138 Skipped: 171