

# 2023 DUBUQUE REGIONAL BICYCLE AND PEDESTRIAN NETWORK PLAN

FINAL VERSION -- JULY 2023

## APPENDIX

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## **Dubuque Regional Bicycle and Pedestrian Network Plan: Public Participation Plan**

The Public Participation Plan for the Dubuque Regional Bicycle and Pedestrian Network Plan consists two general outreach components regarding existing and future bicycle and pedestrian facilities in the project area: Test with Stakeholders and Community Engagement.

### **Test with Stakeholders: September 2022 - February 2023**

This component involves contacting representatives of these stakeholders to confirm the status of planned bicycle and pedestrian facilities, changes in projects and plans, and completion of projects that can be added to the existing facilities map.

ECIA staff will test the draft plan with a range of state, regional and local stakeholders:

- State Transportation Agencies: Iowa, Illinois, and Wisconsin
- Regional Organizations: Grant Wood Mississippi River Region (IA), Blackhawk Hills Regional Council (IL), and Southwest Wisconsin Regional Planning Commission (WI)
- County Governments: Dubuque County (IA), Jo Daviess County (IL), and Grant County (WI)
- Local Governments: Asbury, Cascade, Dubuque, Dyersville, Epworth, Farley, and Peosta (IA); East Dubuque (IL); and Jamestown Township (WI)
- Project Steering Committee: Representatives from Regional Planning Affiliation 8 (RPA 8), Dubuque Metropolitan Area Transportation Study (DMATS), and Travel Dubuque

This process serves as a re-check for bicycle and pedestrian projects listed in the 2021 DMATS Long Range Transportation Plan (LRTP), the 2022 RPA 8 LRTP, and the DMATS Final FY2023-2026 Transportation Improvement Program (TIP).

Through this process, ECIA staff will clarify what projects should be shown in the final plan and on the maps of existing and future bicycle and pedestrian facilities.

ECIA staff also will confirm available cost estimates and planned timeframes for future projects.

### **Community Engagement: October 2022 – March 2023**

The Community Engagement component is a coordinated effort of ECIA regional outreach and the local outreach done by the County and City governments with planned bicycle and pedestrian facilities.

ECIA staff will coordinate opportunities for meaningful community engagement such as:

- Information at community outreach events
- Presentations for community groups
- Through virtual and hybrid engagement
- Review project information on websites and social media
- Provide input via project webpage on ECIA website
- Provide input through a regional community survey
- Provide input at public meetings on draft plan
- Provide input at public hearings on final plan

## Dubuque Regional Bicycle and Pedestrian Network Plan: Public Participation Plan

### ECIA Regional Outreach

*Project Webpage* created in October 2022 so the public can learn more about the plan and provide input at <https://eciatrans.org/projects/bikepedestrianplan.cfm>.

*Online Community Survey* launched in October 2022 with a media release and a flyer distributed to area media, Project Steering Committee members, RPA8 committee members, DMATS committee members, and local advocacy groups (Tri-State Trail Vision, Dubuque Bike Coop, Outdoors Dubuque, and Dubuque Main Street). ECIA distribution and promotion efforts will continue. Survey collection remains open into early 2023. The public are invited to share their opinions on the future of the Dubuque regional bicycle and pedestrian network by participating in the survey, available at <https://arcg.is/bi5jX>.

*Presentations for community groups* will be given by ECIA staff as requested. A presentation with Tri-State Trail Vision was re-scheduled for December 15, 2022.

*Public Input* will be collected from mid-December 2022 through early 2023 at local and regional libraries, as well as the Multicultural Family Center in Dubuque, using a mounted display of the Future Bicycle and Pedestrian Facilities Map (20 x 30 inches), hard copies of the community survey, and collection boxes for completed surveys.

*Regional Public Input Meeting on Draft Plan* will be scheduled in January 2023, with the location, date, and time to be determined. Intent is to have an in-person meeting. A recorded online option will be explored.

*Regional Public Hearings on Final Plan* will be scheduled in February and/or March 2023 at ECIA with the RPA 8 and DMATS Policy Committees prior to adoption of the final plan.

### Local Government Outreach

*Online Community Survey* distribution and promotion was provided by the Project Steering Committee members in October 2022.

*Local Public Input.* some County and City governments have reviewed their planned future facilities at Commission, Board, or Council meetings. Other communities have had local public input meetings on their planned future facilities. For example, the Asbury Park Board conducted a Public Information Meeting to discuss the Parks and Trails Master Planning throughout the City on November 1, 2022.

*Local Support for Final Plan.* County and City governments with planned bicycle and pedestrian facilities will need to provide support for the Final Plan prior to the regional public hearings by the RPA 8 and DMATS Policy Committees in February and/or March 2023.

Draft 11-30-2022

# 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.

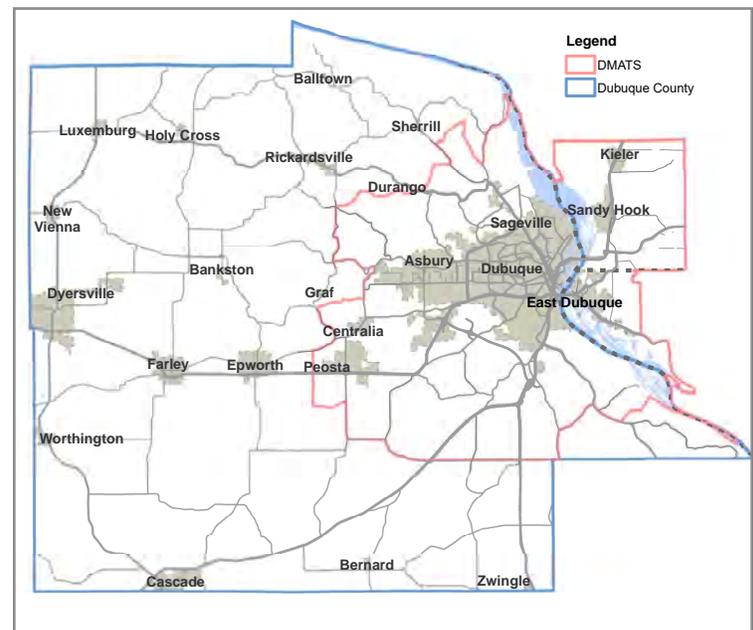
## Planning Process Overview

- 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 - [lcarsstens@ecia.org](mailto:lcarsstens@ecia.org)



## **Website Content: Dubuque Regional Bike and Pedestrian Plan 06 26 23**

<https://www.eciatrans.org/bikepedestrianplan.php>

### **Plan Overview**

The East Central Intergovernmental Association (ECIA) has drafted 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 maps out a general strategy for future bike and pedestrian network development and identifies specific projects that can be constructed to expand and enhance the existing network.

### **Public Hearings**

People are invited to share their opinions on the final Dubuque regional bicycle and pedestrian network plan at two public hearings scheduled for the upcoming meetings of the Regional Planning Affiliation (RPA) Policy Board and Dubuque Metropolitan Area Transportation Study (DMATS) Policy Board. Meeting dates and times are provided below and a full meeting notice with additional information is available [here](#).

Thursday, June 22, 9:00 am: RPA Policy Board.

Thursday, July 13, 12:00 pm: DMATS Policy Board.

### **Final Draft Plan**

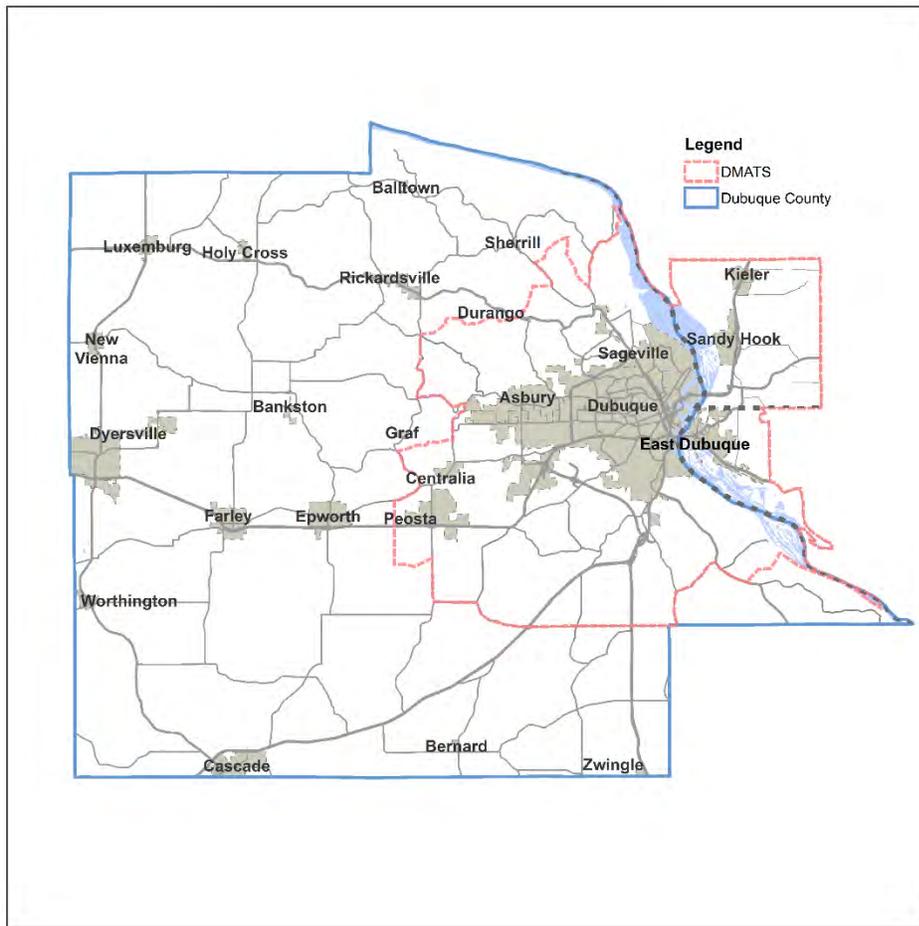
The final draft plan includes information about the Dubuque region, related plans and policies, existing conditions, community input, future network concept, bike and pedestrian projects, facility selection, facility design, facility maintenance, funding programs, and resources. Click [here](#) to review the final draft plan for the Dubuque Regional Bike and Pedestrian Network.

### **Interactive Map**

Communities in the Dubuque Region have developed a list of future projects that will address safety issues, expand the bike and pedestrian network, and remove barriers to walking and biking. Click [here](#) for an interactive map that includes the Dubuque Region's existing and planned future bicycle and pedestrian network facilities. You can zoom in to view more details, or click on the trail segments to see a pop-up window with some basic information about the segment.

### **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. Below is a map of the planning area.



### Planning Process Overview

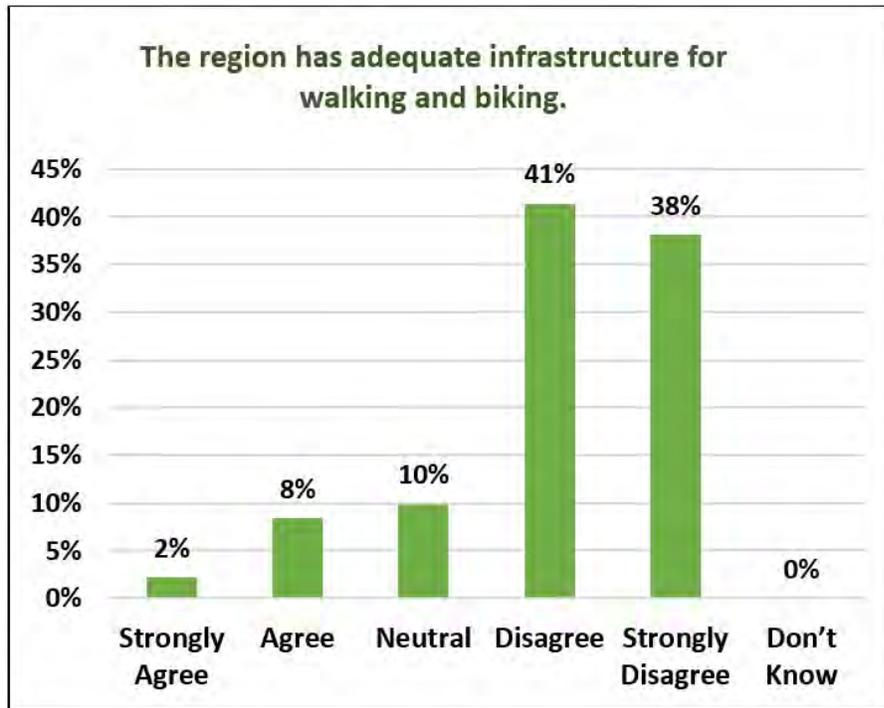
The primary tasks of the planning process were:

1. Review Related Urban and Rural Plans, and Federal Policies and Programs
2. Review Conditions of Existing Facilities
3. Develop a Concept for the Future Network
4. Encourage Community and Stakeholder Engagement
5. Revise Concept based on Community & Stakeholder Input
6. Finalize the Future Network Plan

As part of the process, a Steering Committee was formed with local representatives from Dubuque County, City of Dubuque, City of East Dubuque, Regional Planning Affiliation, Dubuque Metropolitan Area Transportation Study, and Travel Dubuque (representing advocacy groups for tourism and trails).

### Community Input

The plan was tested with stakeholders, advocacy groups, community members, and the general public using a project website, an online interactive map, an online community survey, local map displays, and two public input meetings. ECIA received positive comments on many of the region's individual bicycle and pedestrian facilities. But, when asked about the system overall, the feedback was more negative and indicated that there is more work to be done (see chart below).



Click [here](#) for the complete results of the bike and pedestrian community survey.

### Tri-State Community Needs

Based on community input, the following tri-state community needs are ranked for our elected representatives to give the most weight when choosing the bicycle and pedestrian network projects to fund. *1 = Most important to consider, 8 = Least important.*

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.

## Website Content: Dubuque Regional Bike and Pedestrian Plan 06 26 23

<https://www.eciatrans.org/bikepedestrianplan.php>

3. Provide safe and comfortable connections from neighborhoods to educational institutions, parks, employment, shopping, places of worship, entertainment, and other points of interest.
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.

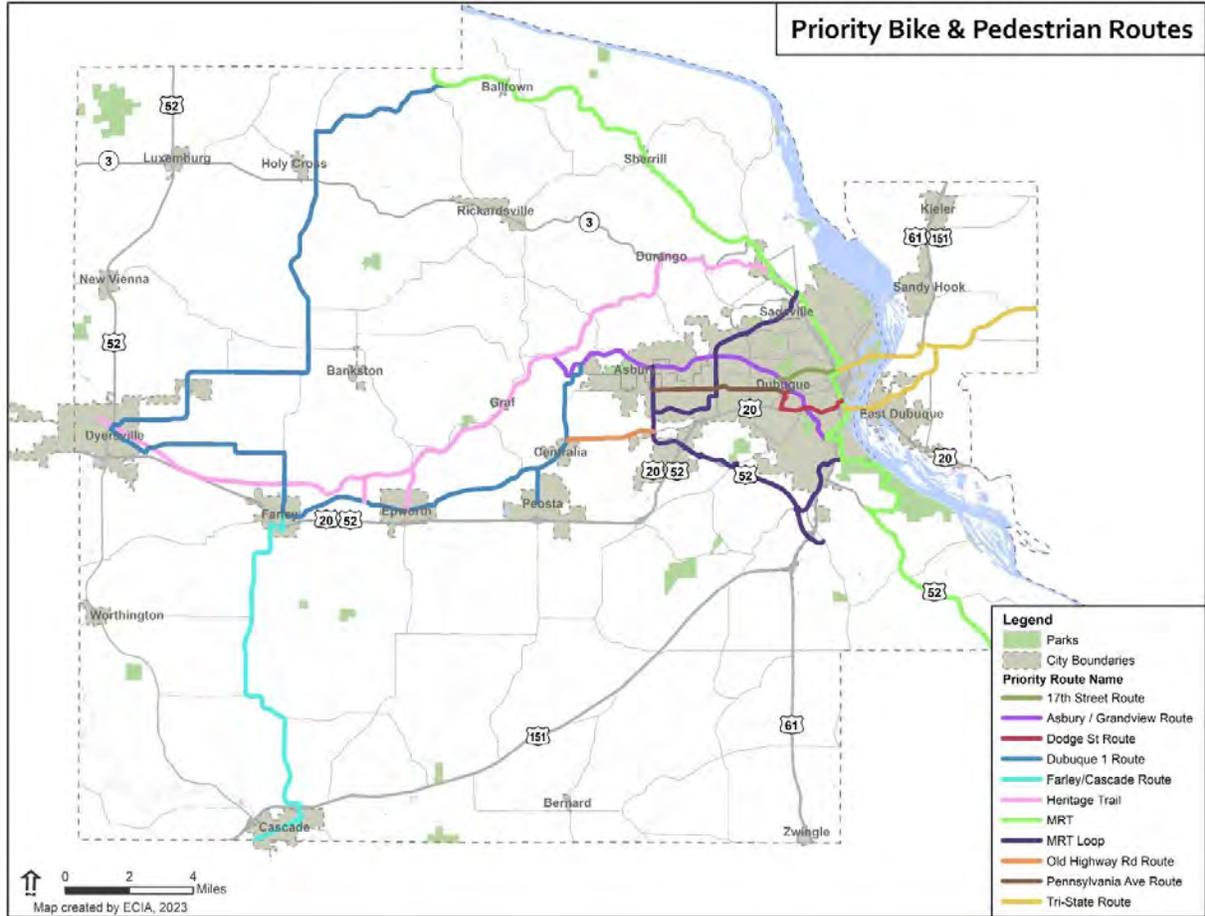
### Priority Goals for Future Network

Based on community input, the following priority goals are ranked for our elected representatives to give the most weight when choosing the bicycle and pedestrian network projects to fund. *1 = Most important to consider, 8 = Least important.*

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

### Priority Routes for the Future Network

Community input helped identify Priority Routes using existing and future bike and pedestrian facilities. Below is the map of the Priority Bike and Pedestrian Routes.





**FOR IMMEDIATE RELEASE**

Tuesday, October 18, 2022

ECIA Contact: Dan Fox

563.556.4166

**New survey asks about Dubuque regional bicycle and pedestrian network plan**

The public are invited to share their opinions on the future of the Dubuque regional bicycle and pedestrian network by participating in a new survey, available at <https://arcg.is/bi5jX>.

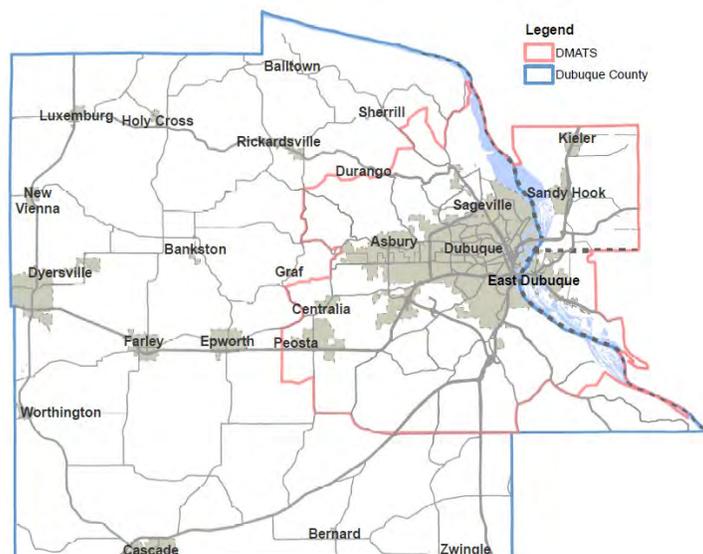
Working with member cities and counties, regional and state agencies, East Central Intergovernmental Association (ECIA) is developing a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system.

To create a plan that accurately reflects the needs of the region, ECIA needs to input from members of the community. This short survey will help identify the transportation issues that are important to residents and community partners. Public input will help determine how those issues should be addressed in the regional plan.

The public can learn more about the plan at <https://eciains.org/projects/bikepedestrianplan.cfm>.

For the purposes of this survey, the Dubuque Region includes Dubuque County with all its cities and rural areas in Iowa, East Dubuque and a portion of Jo Daviess County in Illinois, and Jamestown in Wisconsin including the communities of Kieler and Sandy Hook. See map of the region below.

For more information on survey or the plan, please contact Dan Fox at 563-556-4166 or [dfox@ecia.org](mailto:dfox@ecia.org).





## DUBUQUE REGIONAL BICYCLE AND PEDESTRIAN PLAN

### **TAKE THE SURVEY!**

We need your help to create a bicycle and pedestrian plan for the Dubuque region. Use the link or QR code to access the survey and share your thoughts.

<https://arcg.is/bi5jX>



# Community Survey for Dubuque Regional Bicycle and Pedestrian Network Plan

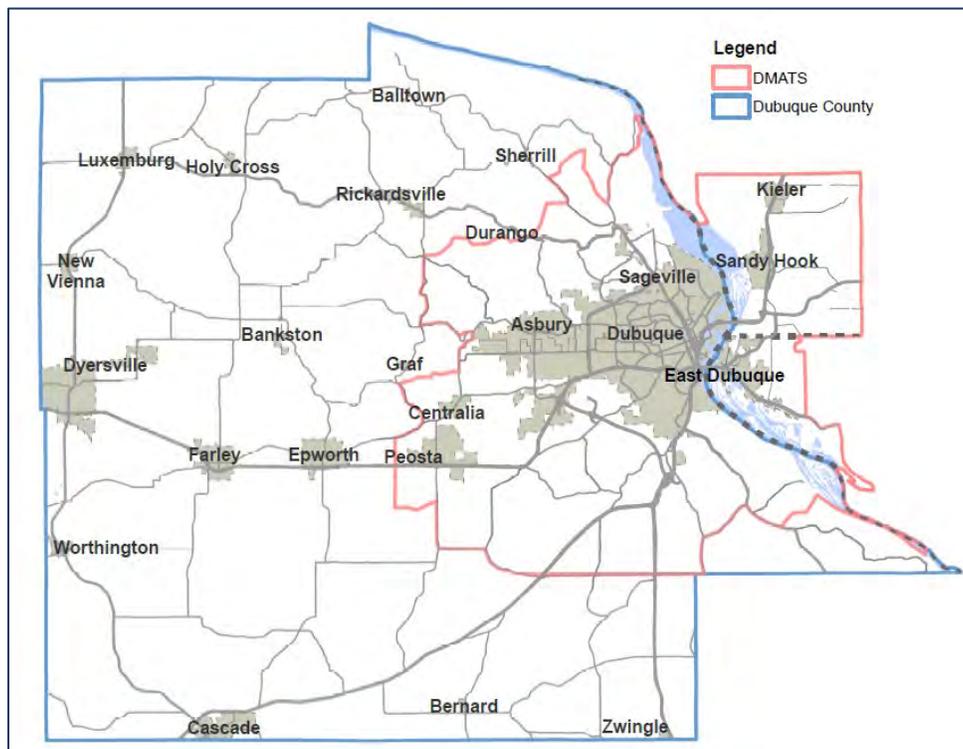
Working with member cities and counties, regional and state agencies, East Central Intergovernmental Association (ECIA) is developing the **Dubuque Regional Bicycle and Pedestrian Network Plan** to expand and improve the bicycle and pedestrian network as part of the regional transportation system.

To create a plan that accurately reflects the needs of our region, we need to know what you think. Your response to this short survey will help us identify the transportation issues that are important to our residents and community partners. Your input will help us determine how those issues should be addressed in the regional plan. All answers are confidential and cannot be traced back to you. Please take a few minutes to take this brief survey, and remember, your opinion counts!

For more information on the project please visit:

<https://eciatrans.org/projects/bikepedestrianplan.cfm>

For the purposes of this survey, the Dubuque Region includes Dubuque County with all its cities and rural areas in Iowa, East Dubuque and a portion of Jo Daviess County in Illinois, and Jamestown in Wisconsin including the communities of Kieler and Sandy Hook. See map of the region below.



**Please Return Your Completed Survey today to the Reception Desk!**

**Or mail to: Dan Fox, ECIA, 7600 Commerce Park Dubuque, IA 52002**

# Community Survey for Dubuque Regional Bicycle and Pedestrian Network Plan

## Existing Network

These statements relate to your satisfaction with the operation, planning, and funding of the region's bicycle and pedestrian network. *Please mark (x) in the column that best describes your opinion.*

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
The region has adequate infrastructure for walking and biking.						
Planning for future network expansion is adequate.						
Funding for existing and planned bicycle and pedestrian network facilities is adequate.						

## Network Quality

Indicate your level of satisfaction with each of the network elements listed below. *Please mark (x) in the column that best describes your opinion.*

	Excellent	Good	Neutral	Acceptable	Poor	Don't Know
Sidewalks						
Walking and biking trails						
On-road bicycle routes						
Bike and pedestrian traffic signs, crosswalks, and signals						
Bike and pedestrian safety						
Connections to schools, work, shopping, and services						
Connection with public transit (Jule and RTA)						

# Community Survey for Dubuque Regional Bicycle and Pedestrian Network Plan

## Future Network Priorities

Which of the following priorities would you want your elected representatives to give the most weight when choosing the bicycle and pedestrian network projects to fund? *Rank each issue by its importance. 1 = Most important to consider, 8 = Least important to consider.*

Network Priority	Rank
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	
Increase bike and pedestrian safety and comfort	
Educate all users in safety and rules of the road	
Develop a connected bike and pedestrian network close to all residents	
Connect residents and tourists with services and destinations	
Improve multi-modal access and mobility	
Use consistent street, wayfinding, trail, and map signs	
Link the bike and pedestrian network, public transit, and automobile facilities to foster multi-modal travel	

## Tri-State Community Needs

Which of the following tri-state community needs would you want your elected representatives to give the most weight when choosing the bicycle and pedestrian network projects to fund? *Rank each issue by its importance. 1 = Most important to consider, 8 = Least important to consider.*

Tri-State Community Needs	Rank
Improve clarity of route options for local residents, tourists seeking to visit the area, and bicyclists passing through.	
Provide safe, paved multi-use trails with restrooms, benches and bike racks linked to a corresponding website and maps.	
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.	
Provide connections to regional, state and national trail systems, including the Heritage Trail and the Mississippi River Trail (MRT).	
Advocate for adoption, strengthening, and implementation of “Complete Streets” policies by cities and counties in the Tri-State area.	
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.	
Encourage walking and biking safety education for all road users, and enforcement of traffic laws to improve safety.	
Provide safe and comfortable connections from neighborhoods to educational institutions, parks, employment, shopping, places of worship, entertainment, and other points of interest.	

# Community Survey for Dubuque Regional Bicycle and Pedestrian Network Plan

## Personal Information

- 1. Home Zip Code: \_\_\_\_\_
- 2. Which category includes your age?
  - Under 18
  - 18 to 24
  - 25 to 34
  - 35 to 44
  - 45 to 54
  - 55 to 64
  - 65 or older
- 3. Which category includes your annual household income?
  - Under \$15,000
  - Between \$15,000 and \$29,999
  - Between \$30,000 and \$49,999
  - Between \$50,000 and \$74,999
  - Between \$75,000 and \$99,999
  - Between \$100,000 and \$150,000
  - Over \$150,000
- 4. Do you have a disability that affects your transportation choices?
  - I have a disability
  - A member of my household has a disability
  - No one in my household has a disability
  - Other \_\_\_\_\_
- 5. What best determines your choice of transportation?
  - Accessibility
  - Availability
  - Reliability
  - Location
  - Cost
  - Other \_\_\_\_\_
- 6. What is your primary mode of transportation?
  - App-Based Ride Share (Uber or Lyft)
  - Bicycle
  - Carpool
  - Personal Vehicle (Drive Alone)
  - Public Transit (Bus)
  - Taxi
  - Walking
  - Other \_\_\_\_\_
- 7. Which of the following modes of transportation have you used in the past month? (mark all that apply)
  - App-Based Ride Share (Uber or Lyft)
  - Bicycle
  - Carpool
  - Personal Vehicle (Drive Alone)
  - Public Transit (Bus)
  - Taxi
  - Walking
  - Other \_\_\_\_\_
- 8. Which category best identifies your race?
  - Black or African American
  - White or Caucasian
  - Alaskan Native or Native American
  - Asian
  - Native Hawaiian or Pacific Islander
  - Hispanic or Latino
  - Other \_\_\_\_\_

12. Please provide any additional comments below.

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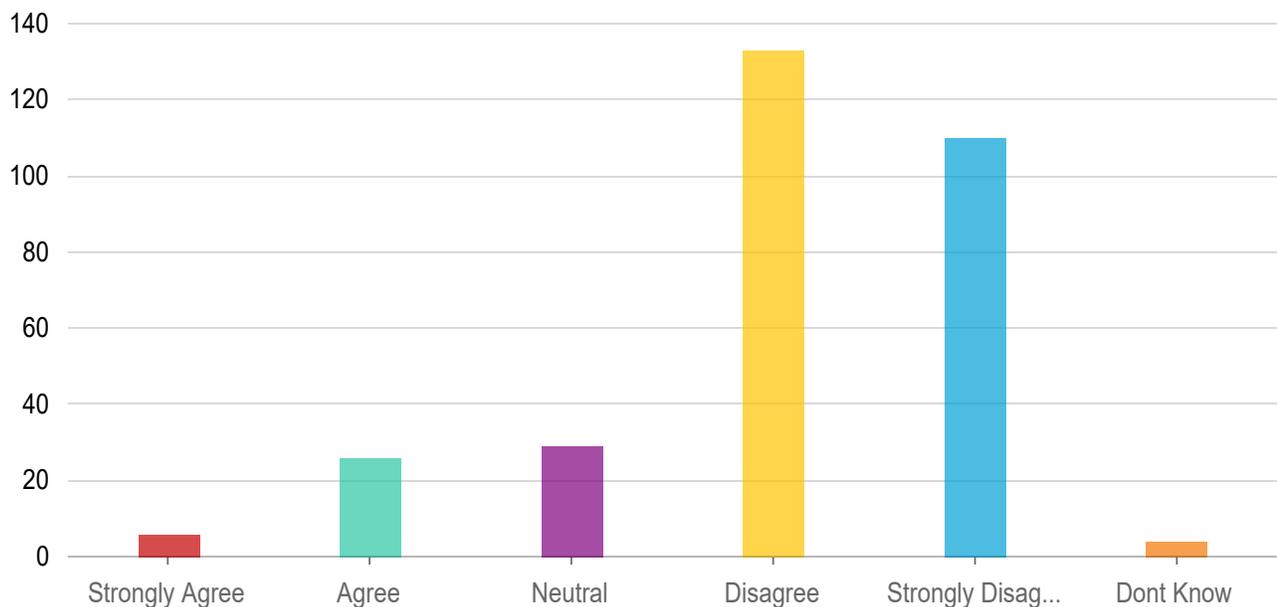
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# Dubuque Regional Bicycle and Pedestrian Network Plan Survey

## Bicycle and Pedestrian Network

### Bicycle and Pedestrian Network > Existing Network

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



#### Answers

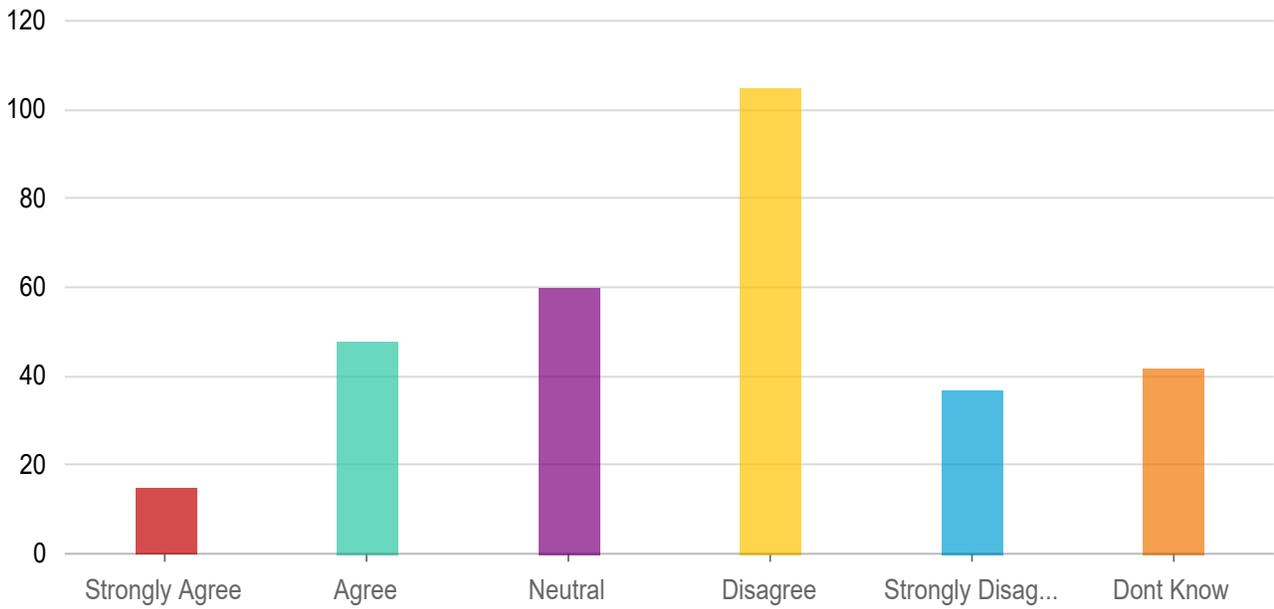
#### Count

#### Percentage

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**

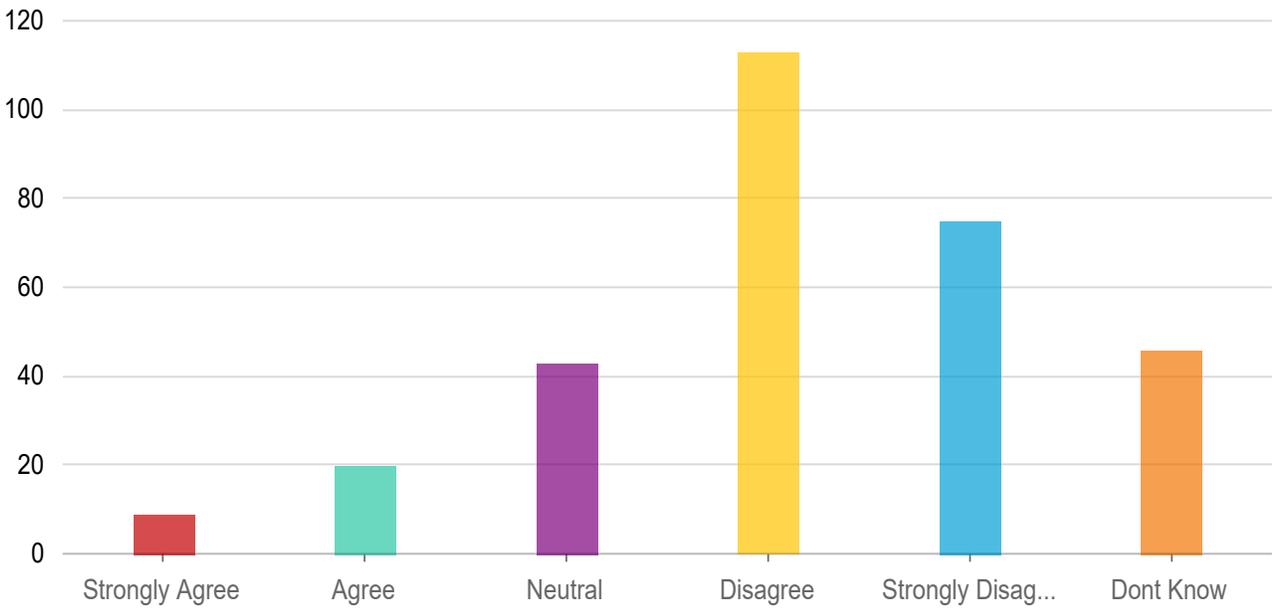
**Count**

**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**

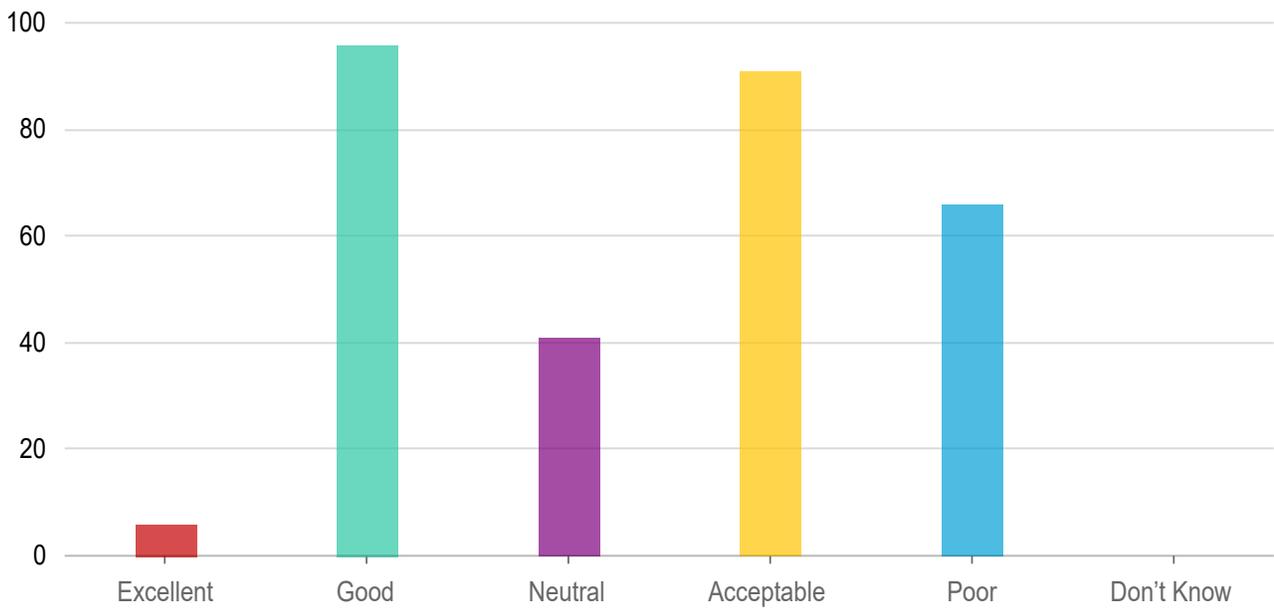
**Percentage**

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**

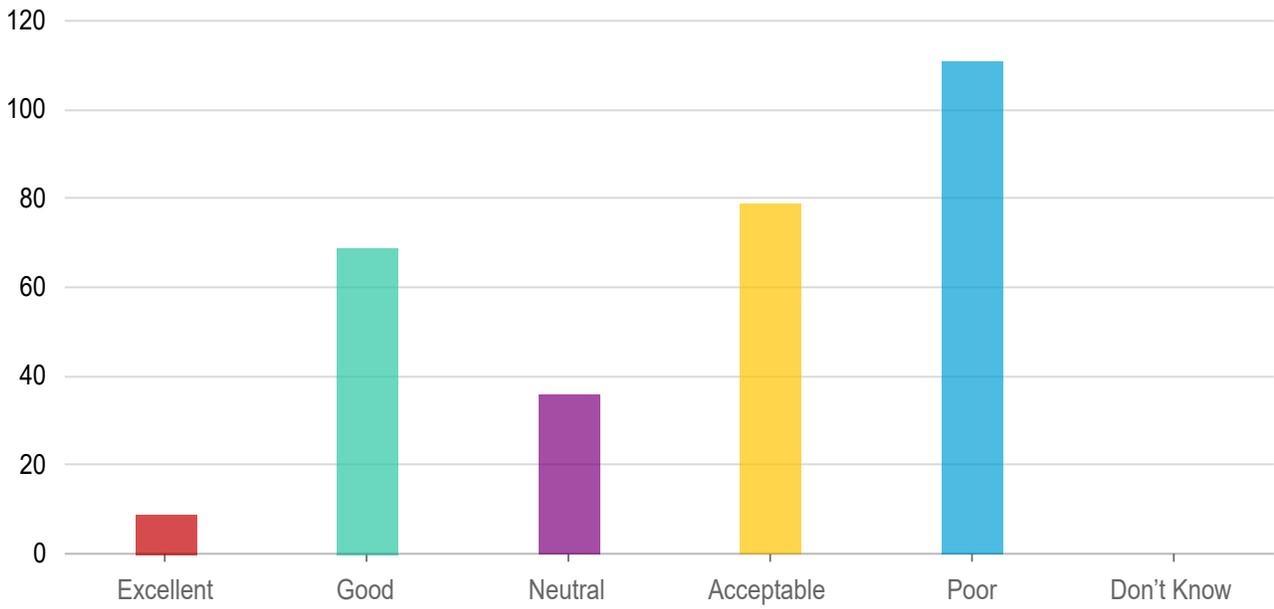
**Count**

**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**

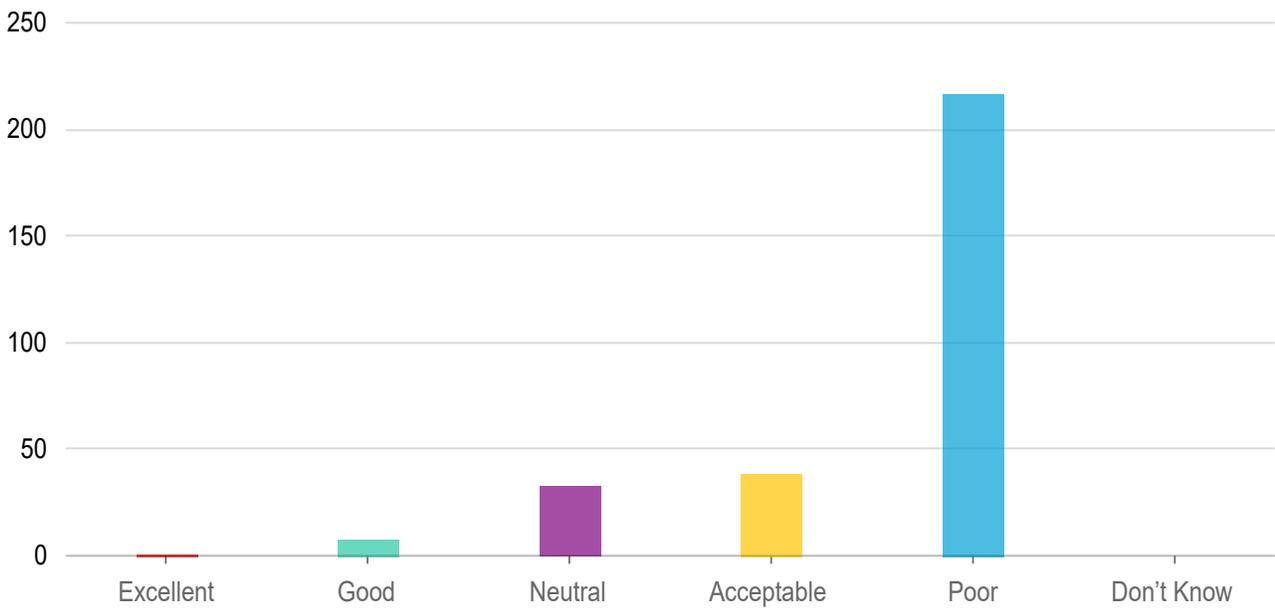
**Count**

**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**

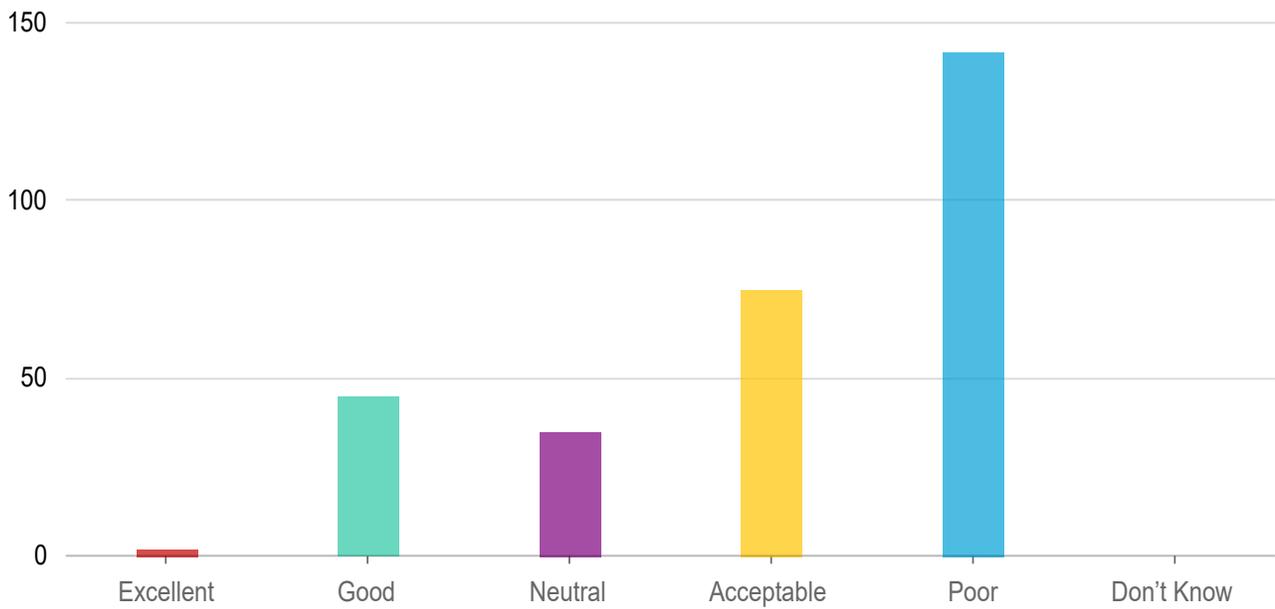
**Count**

**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**

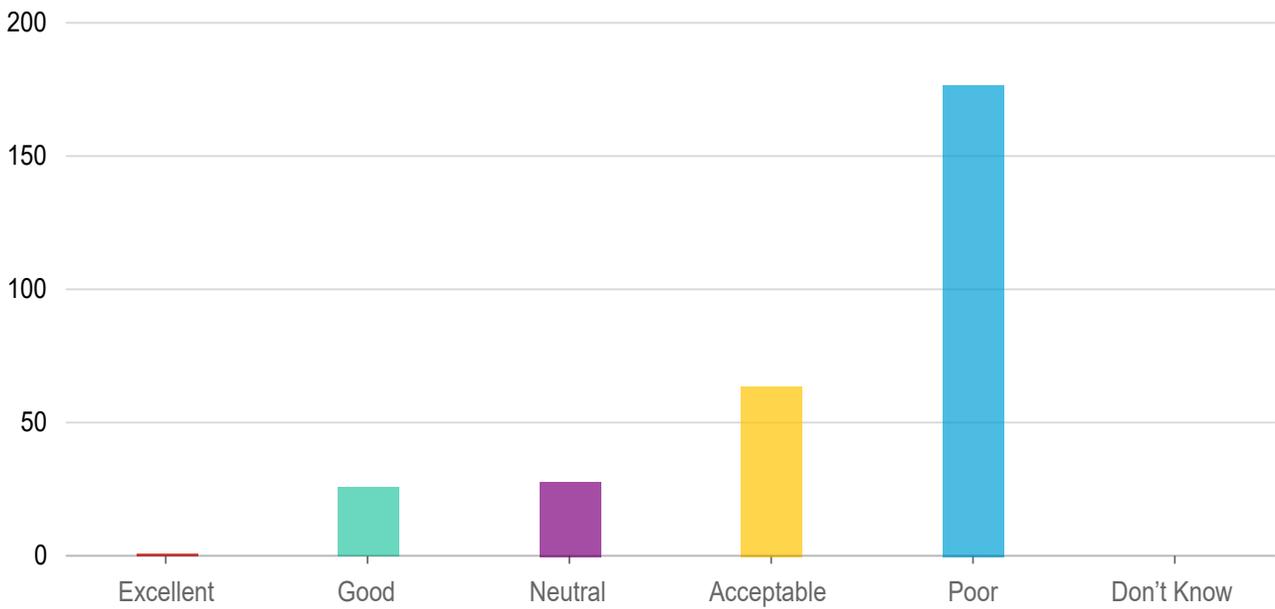


**Answers** **Count** **Percentage**

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**

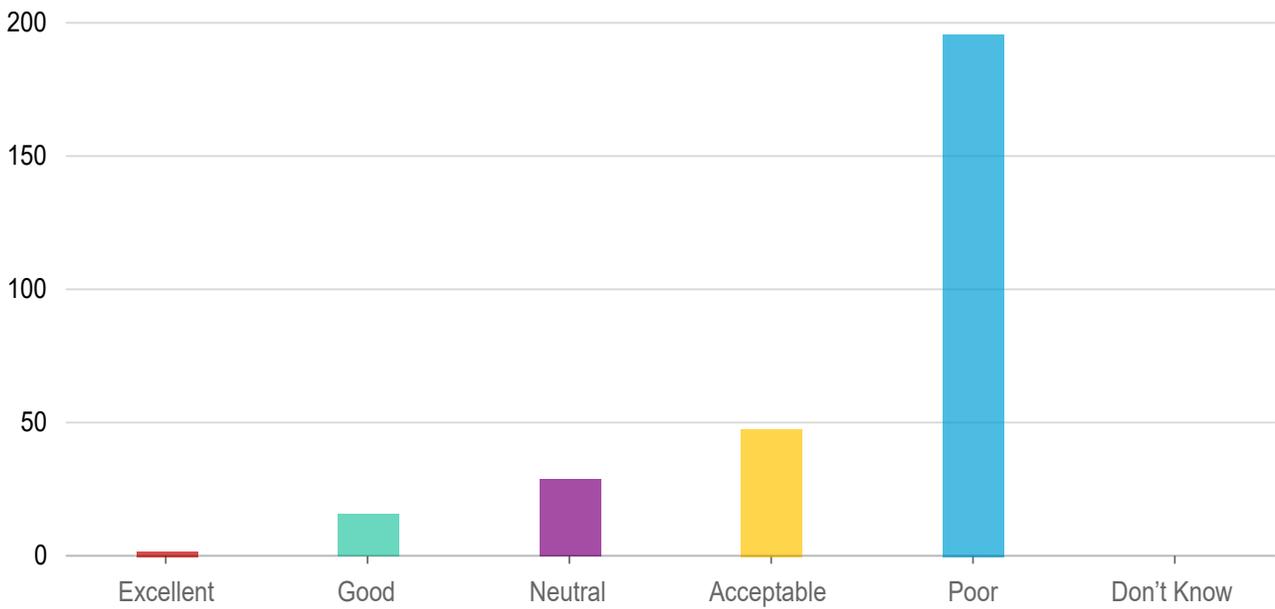
**Count**

**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**

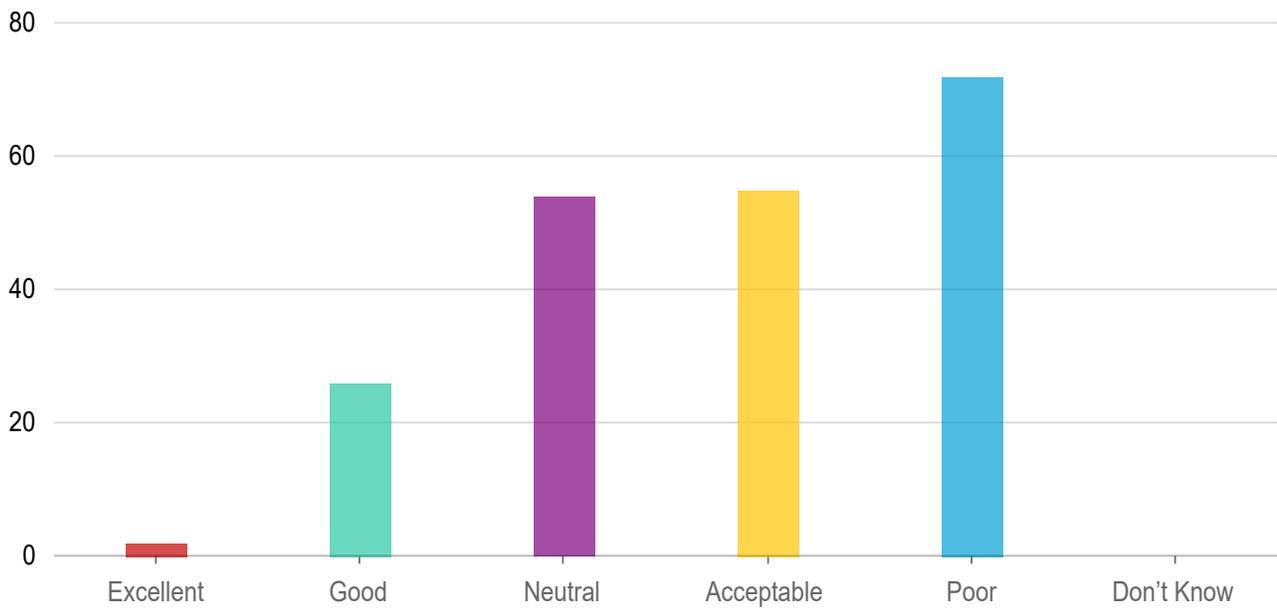


**Answers** **Count** **Percentage**

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**

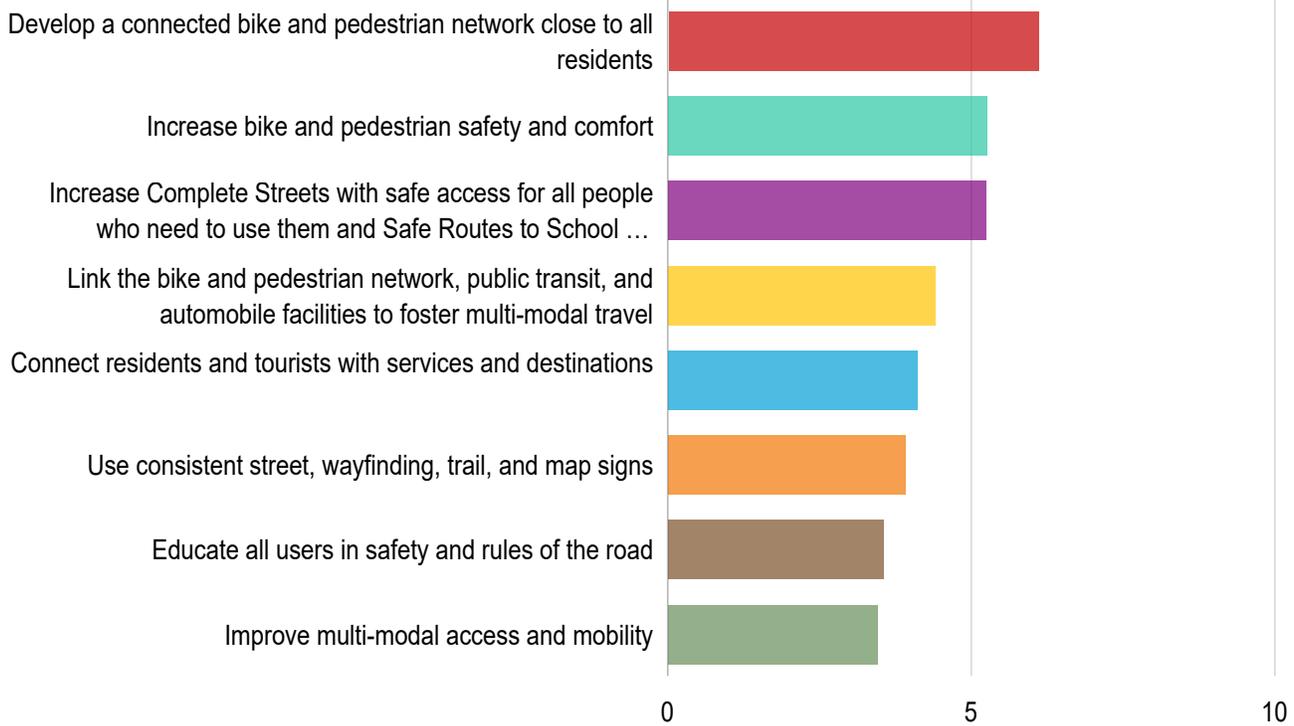
**Percentage**

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**

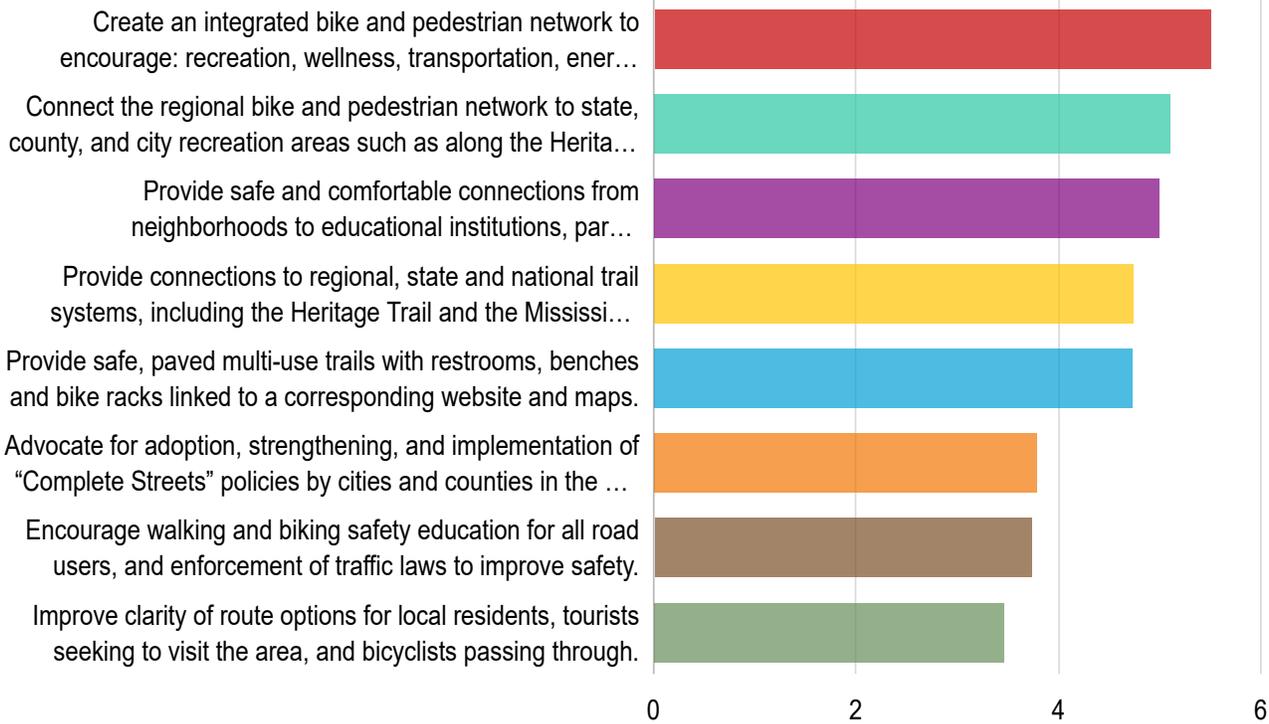
○ **Future Network Priorities**



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

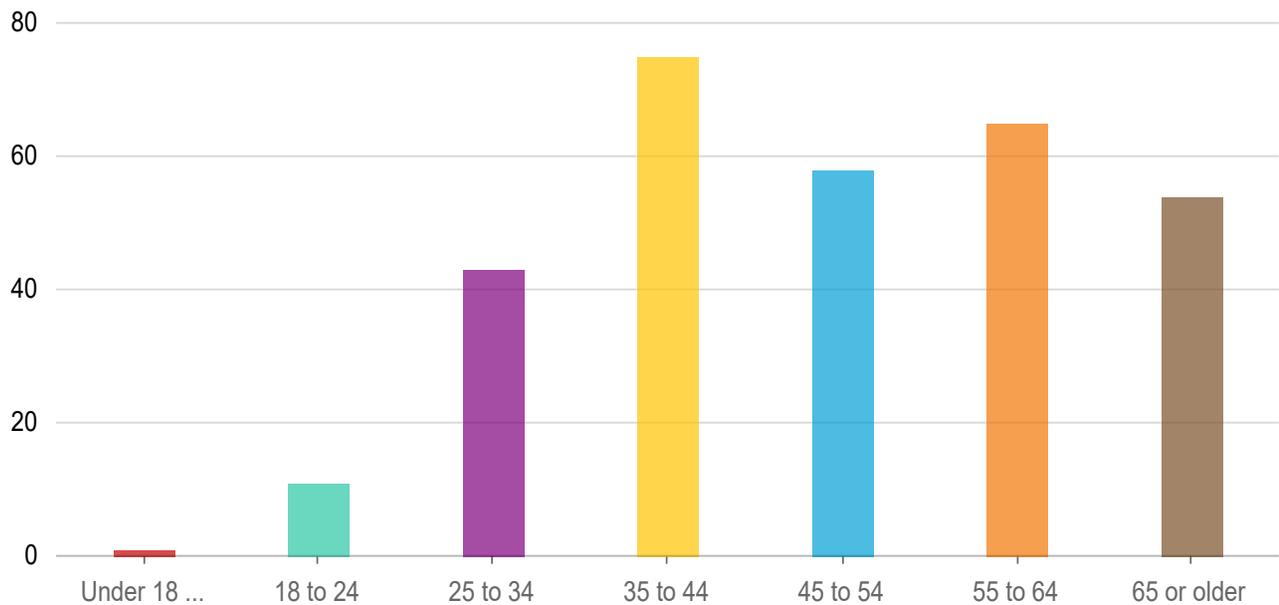
int

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%

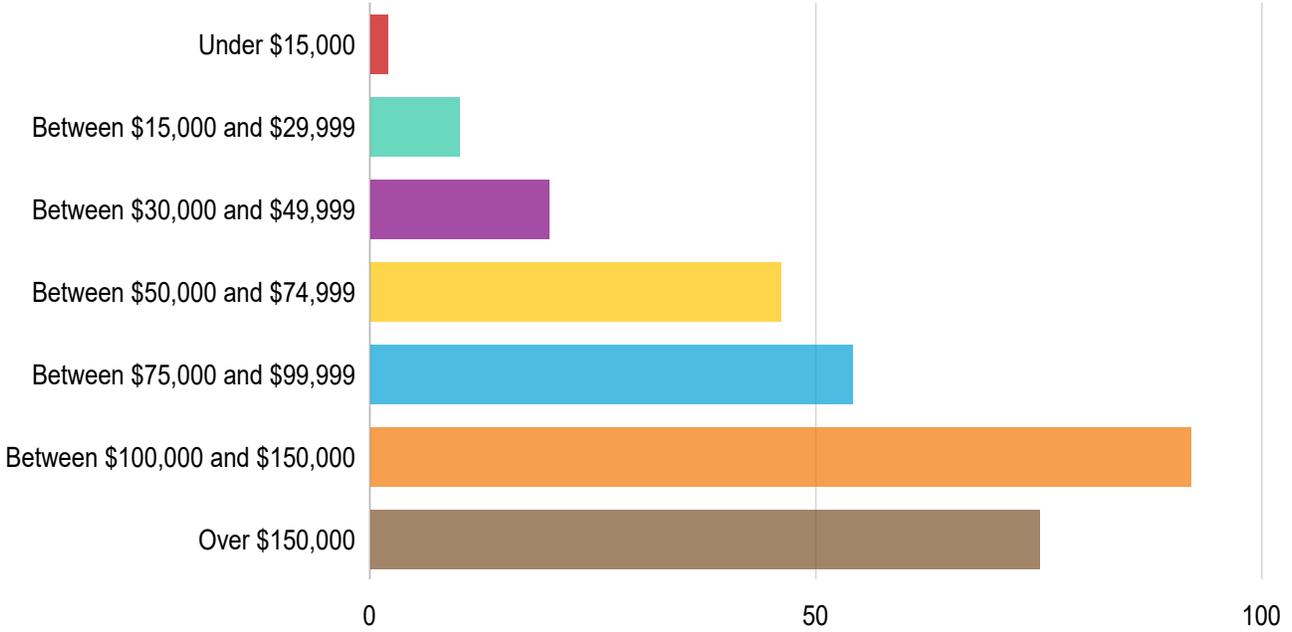
65 or older

54

17.48%

Answered: 307 Skipped: 2

Which category includes your annual household income?



Answers

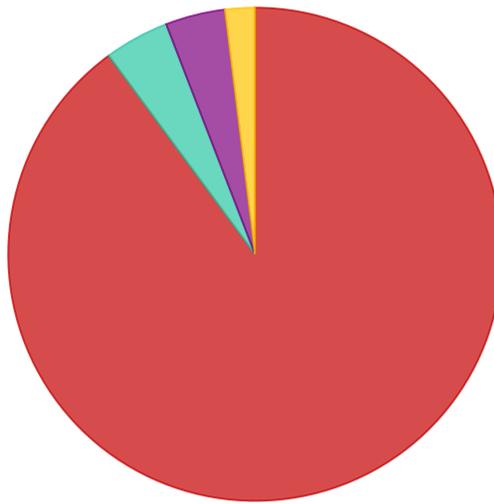
Count

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?

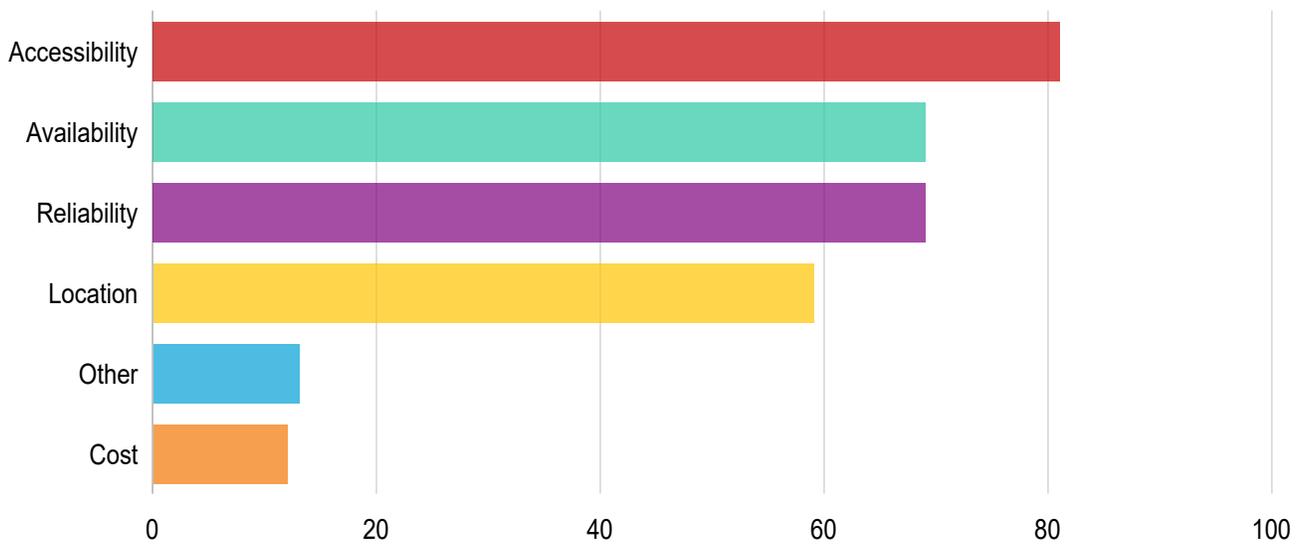


- No one in my household has a disability
- A member of my household has a disability
- I have a disability
- Other

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?

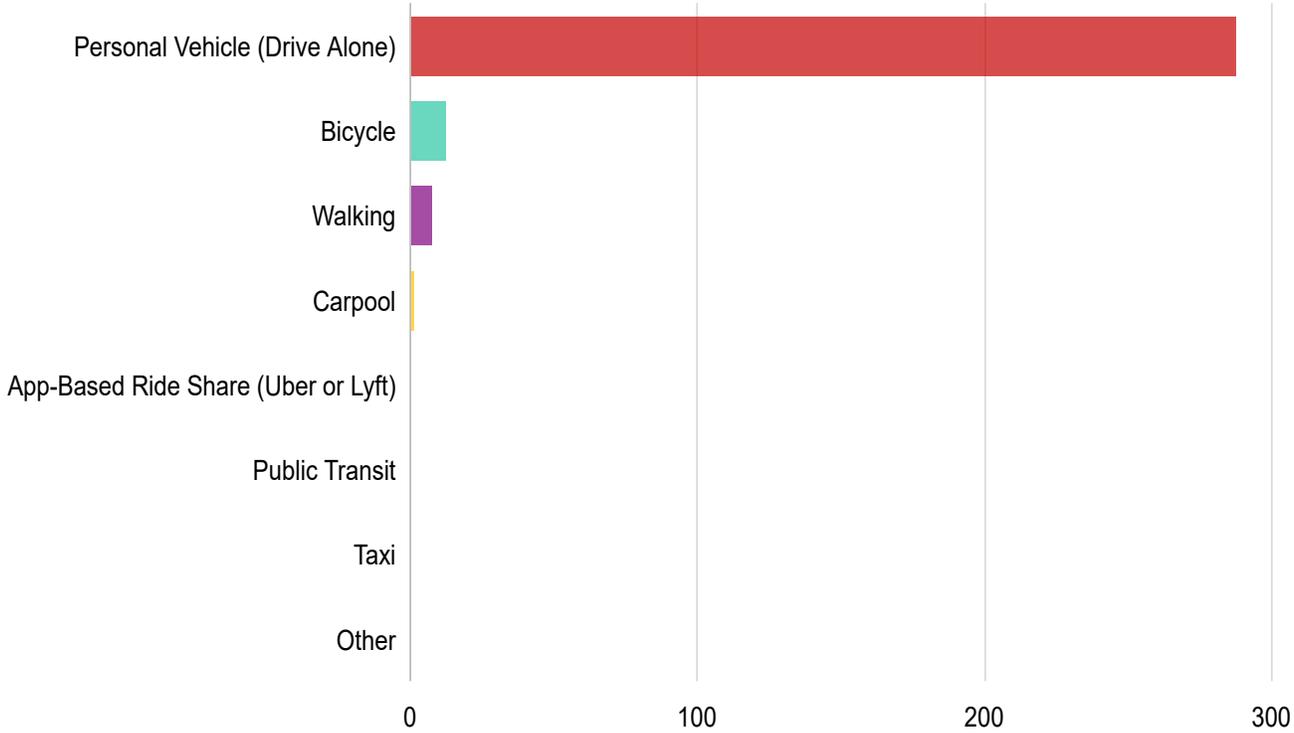


Answers	Count	Percentage
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Accessibility	81	26.21%
Availability	69	22.33%
Reliability	69	22.33%
Location	59	19.09%
Other	13	4.21%
Cost	12	3.88%

Answered: 303 Skipped: 6

○ What is your primary mode of transportation?



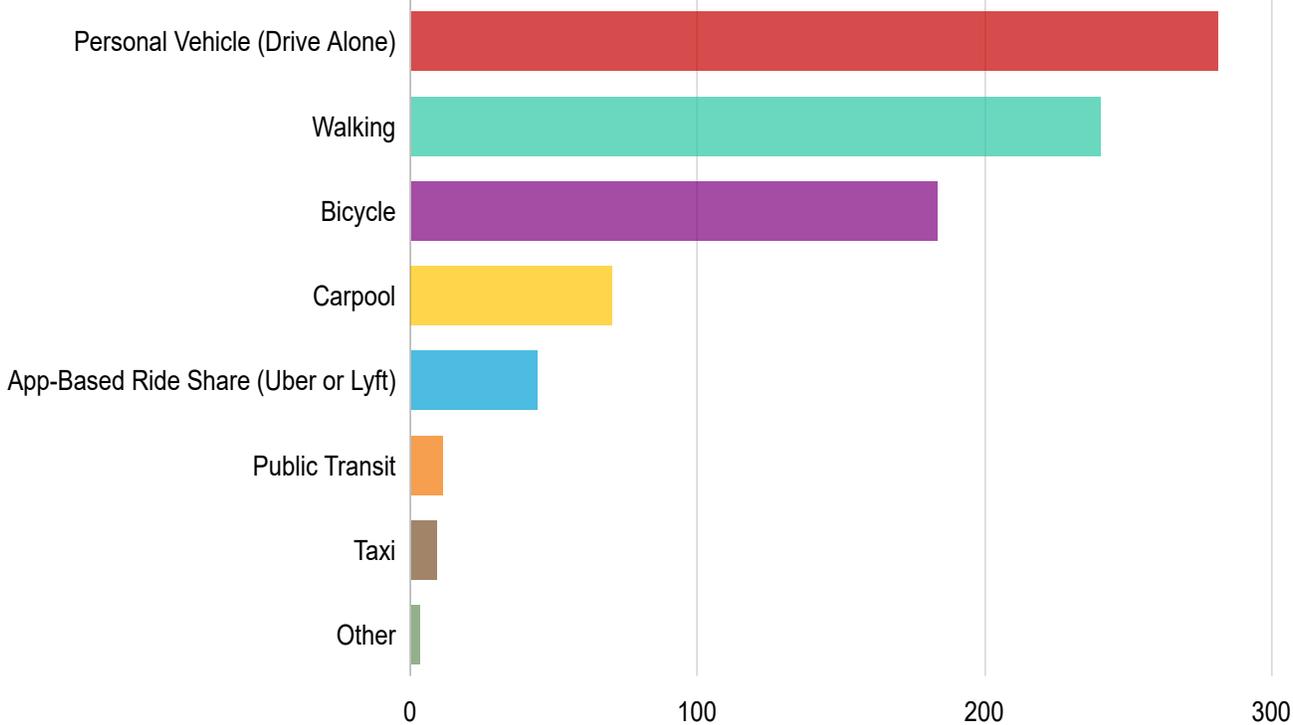
Answers	Count	Percentage
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Personal Vehicle (Drive Alone)	287	92.88%
Bicycle	12	3.88%

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

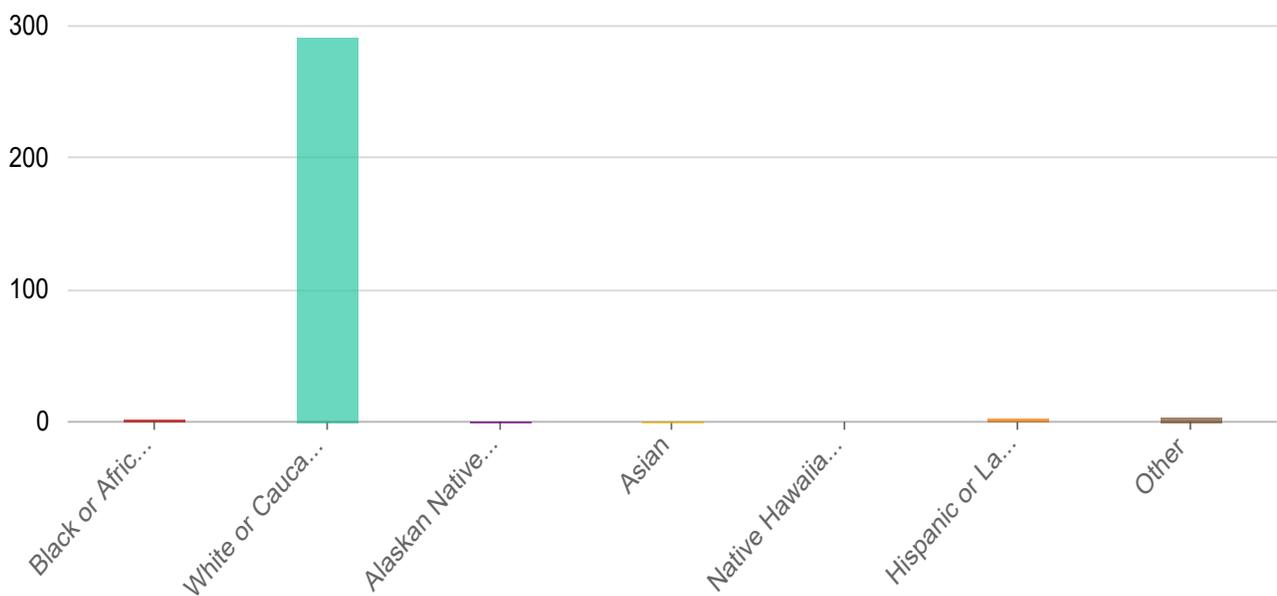
Age

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 all 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 biking as transport with my son in tow is very scary. I wish the city street felt safer for biking. We need to slow these cars down.	1
I love to bike the trails but most often travel to other counties in Iowa, Wisconsin, Illinois and Minnesota because the Dubuque area has limited hard surface biking trails. Most of our travel, day trips, long weekends, and vacations are based on locations with availability of hard surface biking trails. I love to invite friends 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 encourage 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 believe 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 unpaved.	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 Dodge 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 more 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 that 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 most of my adult life living in cities where we could bike/walk commute, I am incredibly frustrated that my husband 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 hardly a day when I am met or approached by someone on a bike when I am walking on the sidewalk. The bicyclists I encounter do not yield to pedestrians, they do not obey traffic signs or street lights, and make walking on sidewalks dangerous. Please do something to make it 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 moving 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 would 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



**FOR IMMEDIATE RELEASE**

Friday, February 17, 2023

ECIA Contact: Dan Fox

563.556.4166

**Surveys and maps available for Dubuque regional bicycle and pedestrian network plan**

People are invited to share their opinions on the future of the Dubuque regional bicycle and pedestrian network by viewing the proposed network map and completing a short survey at these community locations throughout the Dubuque Region:

- Dubuque County Library District branches in Asbury, Epworth, Farley, Holy Cross, and Peosta, IA
- Multicultural Family Center in Dubuque, IA
- James Kennedy Public Library in Dyersville, IA
- Cascade Public Library in Cascade, IA
- East Dubuque District Library in East Dubuque, IL

Working with member cities and counties, regional and state agencies, East Central Intergovernmental Association (ECIA) is developing a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system.

To create a plan that accurately reflects the needs of the region, ECIA needs input from members of the community. Maps of the Dubuque regional bicycle and pedestrian network will be on display along with the survey at these locations.

These surveys will help identify the bicycle and pedestrian transportation issues that are important to residents and community partners. Public input will help determine how those issues should be addressed in the regional plan.

The public can learn more about the plan at <https://eciatrans.org/projects/bikepedestrianplan.cfm>.

For the purposes of this plan, the Dubuque Region includes Dubuque County with all its cities and rural areas in Iowa, East Dubuque and a portion of Jo Daviess County in Illinois, and Jamestown in Wisconsin including the communities of Kieler and Sandy Hook. See map of the region below.

The proposed Dubuque regional bicycle and pedestrian network map of existing and future bicycle facilities is enclosed.

A list of the locations and hours of operation for the community locations is enclosed.

For more information on survey or the plan, please contact Dan Fox at 563-556-4166 or [dfox@ecia.org](mailto:dfox@ecia.org).



# ECIA

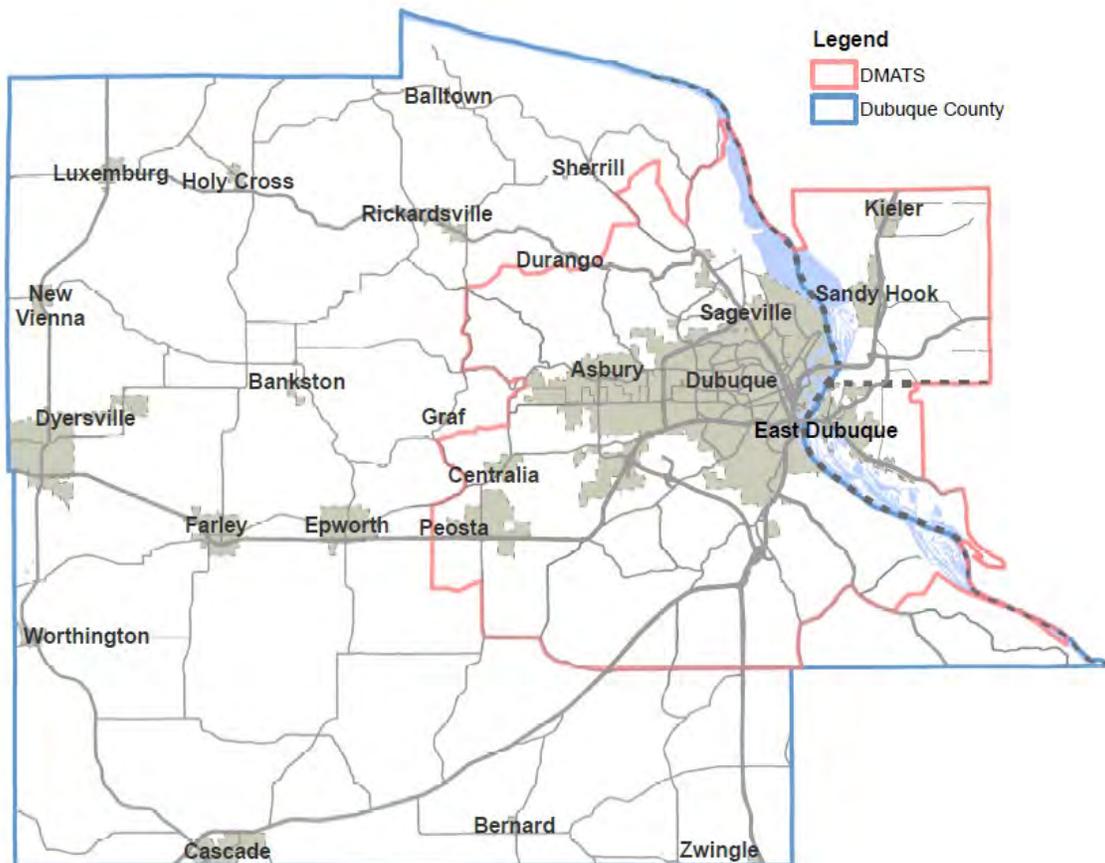
**FOR IMMEDIATE RELEASE**

Friday, February 17, 2023

ECIA Contact: Dan Fox

563.556.4166

Map of Dubuque Region





# ECIA

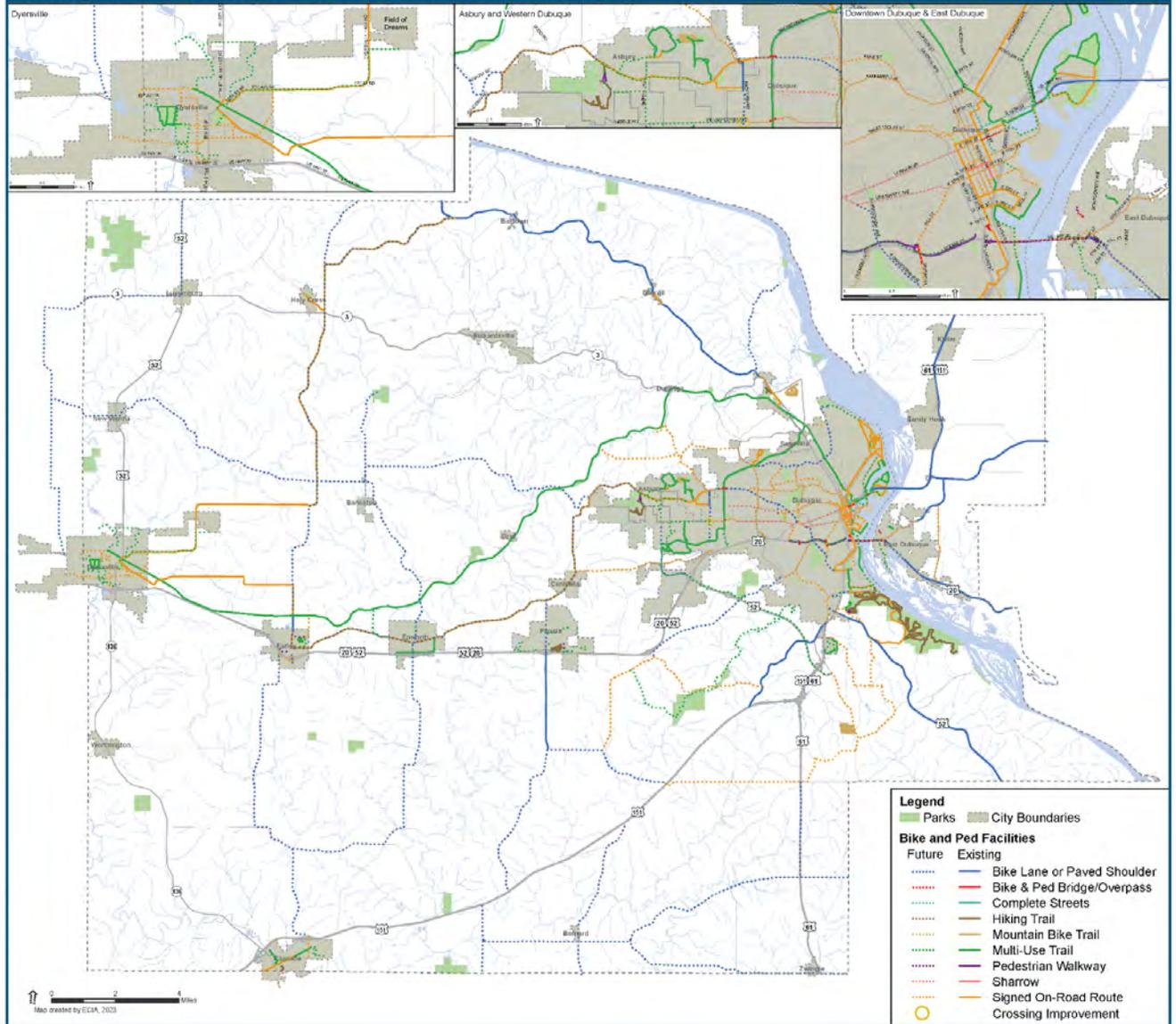
**FOR IMMEDIATE RELEASE**

Friday, February 17, 2023

ECIA Contact: Dan Fox

563.556.4166

## Existing and Future Bicycle and Pedestrian Facilities Map





ECIA

**FOR IMMEDIATE RELEASE**

Friday, February 17, 2023

ECIA Contact: Dan Fox

563.556.4166

**ASBURY BRANCH LIBRARY**  
5290 Grand Meadow Drive, Asbury, IA  
**MON – THURS:** 9:00 AM – 8:00 PM  
**FRI:** 9:00 AM – 6:00 PM  
**SAT:** 9:00 AM – 3:00 PM  
**SUN:** CLOSED

**PEOSTA / NICC BRANCH LIBRARY**  
NICC Peosta Campus  
342 NICC Drive, Peosta, IA  
**MON - THURS:** 7:00 AM – 8:00 PM  
**FRI:** 7:00 AM – 5:00 PM  
**SAT:** 9:00 AM – 1:00 PM  
**SUN:** CLOSED

**EPWORTH BRANCH LIBRARY**  
110 Bierman Road, Epworth, IA  
**MON:** 10:00 AM – 6:00 PM  
**TUE & THURS:** 3:00 PM – 7:00 PM  
**WED:** 10:00 AM – 7:00 PM  
**FRIDAY:** 2:00 PM – 6:00 PM  
**SAT:** 9:00 AM – 1:00 PM  
**SUN:** CLOSED

**EAST DUBUQUE LIBRARY**  
122 Wisconsin Ave, East Dubuque, IL  
**MON - THURS:** 10:00 AM – 7:00 PM  
**FRIDAY:** 10:00 AM – 5:00 PM  
**SATURDAY:** 10:00 AM – 2:00 PM  
**SUNDAY:** CLOSED

**FARLEY BRANCH LIBRARY**  
Farley Municipal Building  
206 First Street N, Farley, IA  
**MON & THURS:** 3:00 – 7:00 PM  
**TUES & SAT:** 9:00 AM – 1:00 PM  
**WED:** 10:00 AM – 6:00 PM  
**FRI:** 2:00 – 6:00 PM  
**SUN:** CLOSED

**MULTICULTURAL FAMILY CENTER**  
1157 Central Ave, Dubuque, IA  
**MON - THURS:** 12:00 PM – 8:00 PM  
**FRIDAY:** 12:00 PM – 5:00 PM  
**SAT:** 9:00 AM – NOON

**HOLY CROSS BRANCH LIBRARY**  
895 Main Street, Holy Cross, IA  
**MON & THURS:** 3:00 PM – 7:00 PM  
**TUE:** 9:00 AM – 1:00 PM  
**WED:** 1:00 PM – 6:00 PM  
**FRI:** CLOSED  
**SAT:** 9:00 AM – 1:00 PM  
**SUN:** CLOSED

**JAMES KENNEDY PUBLIC LIBRARY**  
320 1st Ave E, Dyersville, IA  
**MON-THURS:** 9:00 AM - 8:00 PM  
**FRIDAY:** 9:00 AM - 5:00 PM  
**SATURDAY:** 9:00 AM - 3:00 PM  
**SUNDAY:** 1:00 - 4:00 PM

**CASCADE PUBLIC LIBRARY**  
301 1st Ave W, Cascade, IA  
**MON – WED:** 9:00 AM -6:30 PM  
**THURS & FRIDAY:** 9:00 AM - 5:00 PM  
**SATURDAY:** 9:00 AM - 12:00 PM  
**SUNDAY:** CLOSED

# Dubuque Region Existing & Future Bike & Ped Facilities

**Priority Routes**

- (Yellow line)

**Future Pedestrian and Bicycle Facilities**

- (Blue dashed line) Bike Lane
- (Red dashed line) Bike & Pedestrian Bridge
- (Yellow dashed line) Crossing Improvement
- (Green dashed line) Multi-Use Trail
- (Blue dashed line) Paved Shoulder
- (Purple dashed line) Pedestrian Walkway
- (Green dashed line) Safe Routes to School
- (Green dashed line) Safety Project
- (Yellow dashed line) Signed On-Road Route

**Existing Pedestrian and Bicycle Facilities**

- (Blue solid line) Bike Lane
- (Red solid line) Bike & Pedestrian Bridge
- (Green solid line) Completed Safety Project
- (Brown solid line) Hiking Trail
- (Yellow solid line) Mountain Bike Trail
- (Green solid line) Multi-Use Trail
- (Blue solid line) Paved Shoulder
- (Purple solid line) Pedestrian Walkway
- (Yellow solid line) Signed On-Road Route

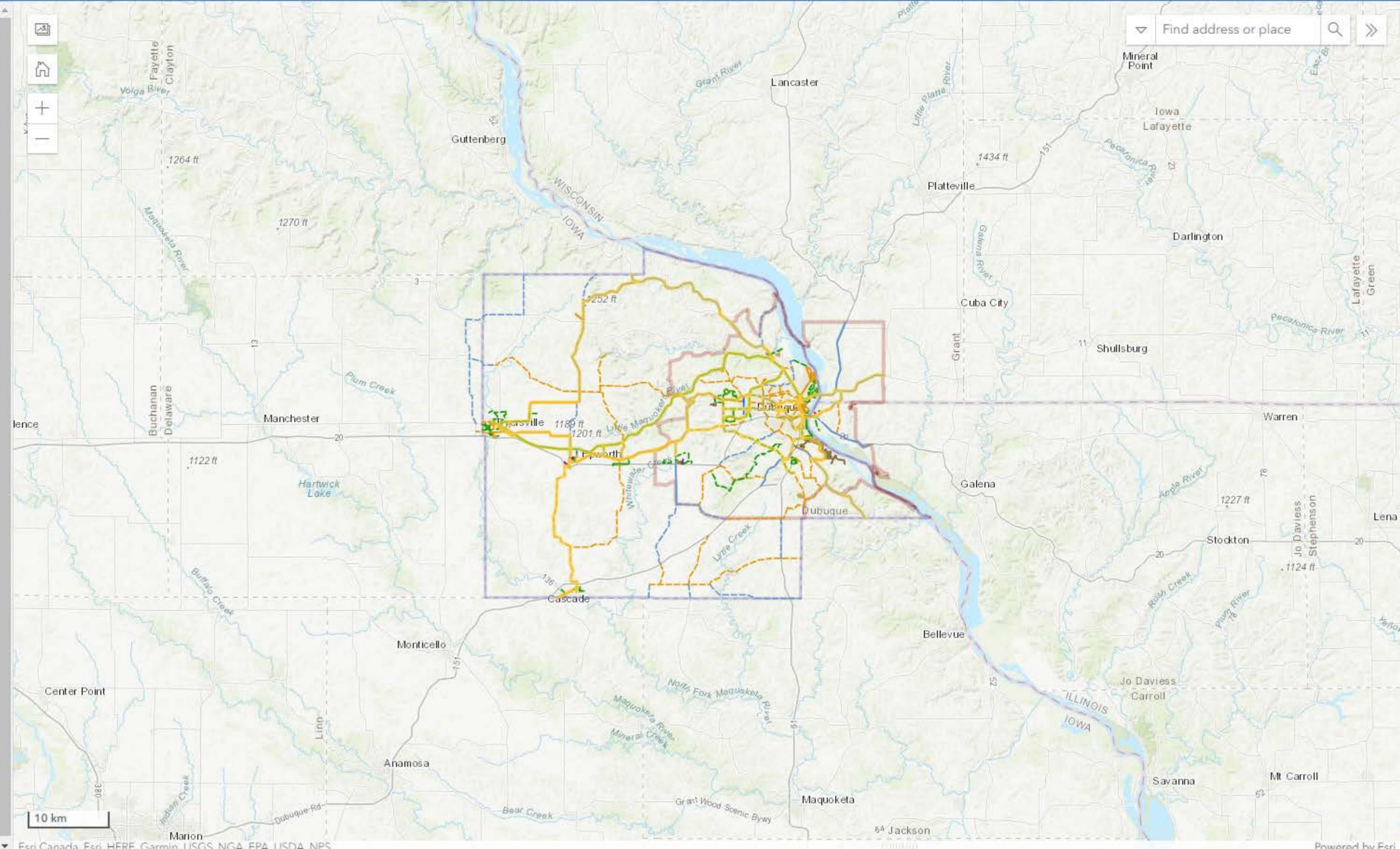
**Area Boundaries**

**Dubuque County**

- ▭ (Blue outline)

**DMATS (Dubuque Metropolitan Area)**

- ▭ (Red outline)



# DUBUQUE REGIONAL BICYCLE 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 bicycle routes, sidewalks, and pedestrian crossings.
- The plan will map out a general strategy for future bicycle and pedestrian network development and identify specific projects that can be constructed to expand and enhance the existing network.

## Plan Objectives

- Expand existing bicycle and pedestrian infrastructure to connect destinations throughout the region.
- Provide more on-road bicycle facilities including bicycle 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 bicycle crashes.

## Map

The map on the right includes the area's existing and planned bicycle and pedestrian facilities. An interactive version of the map is available on the project website. The site can be accessed by following the link or scanning the QR Code below.

The planing 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.

## Survey

The public are invited to share their opinions on the Dubuque regional bicycle and pedestrian network by participating in a short survey.

We need your input to create a plan that accurately reflects the needs of the region. The input collected will help identify the bicycle and pedestrian transportation issues that are important to residents and community partners. Public input will help determine how those issues should be addressed in the regional plan.

## More Information

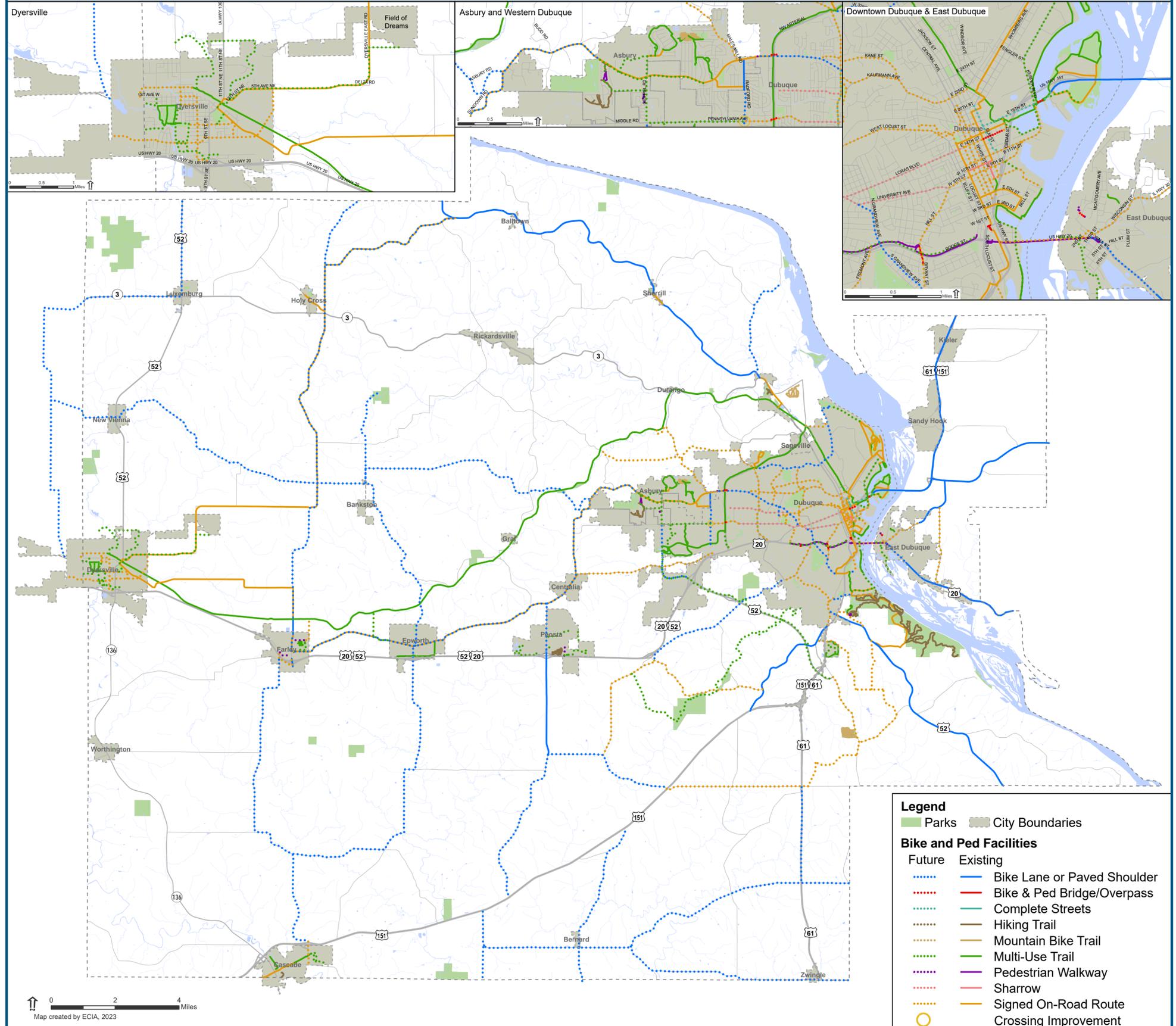
For the interactive map, survey, and additional information on the plan, scan the QR code or use the link below to our website.  
<https://eciatrans.org/projects/bikepedestrianplan.cfm>

ECIA Staff Contact  
 Dan Fox - dfox@ecia.org || 563.556.4166

## Scan Me



## Existing and Future Bicycle and Pedestrian Facilities Map



**Legend**

- Parks
- City Boundaries

**Bike and Ped Facilities**

Future	Existing
<span style="color: blue;">---</span>	<span style="color: blue;">—</span> Bike Lane or Paved Shoulder
<span style="color: red;">---</span>	<span style="color: red;">—</span> Bike & Ped Bridge/Overpass
<span style="color: green;">---</span>	<span style="color: green;">—</span> Complete Streets
<span style="color: brown;">---</span>	<span style="color: brown;">—</span> Hiking Trail
<span style="color: orange;">---</span>	<span style="color: orange;">—</span> Mountain Bike Trail
<span style="color: purple;">---</span>	<span style="color: purple;">—</span> Multi-Use Trail
<span style="color: pink;">---</span>	<span style="color: pink;">—</span> Pedestrian Walkway
<span style="color: yellow;">---</span>	<span style="color: yellow;">—</span> Sharrow
<span style="color: orange;">---</span>	<span style="color: orange;">---</span> Signed On-Road Route
<span style="color: orange;">○</span>	<span style="color: orange;">---</span> Crossing Improvement

Map created by ECIA, 2023

## MAP & SURVEY DISPLAYS: Dubuque Regional Bike and Pedestrian Network Plan

### DUBUQUE COUNTY LIBRARY DISTRICT

<p><b>ASBURY BRANCH LOCATION</b> 5290 Grand Meadow Drive Asbury, IA</p>	<p><b>ASBURY BRANCH CONTACT</b> Ryan Bankson, Circulation Manager <b>Phone</b> 563-582-0008 <b>Email</b> <a href="mailto:ryanb@dubcolib.org">ryanb@dubcolib.org</a></p>
<p><b>LIBRARY HOURS</b> <b>MON – THU:</b> 9:00 AM – 8:00 PM <b>FRI:</b> 9:00 AM – 6:00 PM <b>SAT:</b> 9:00 AM – 3:00 PM <b>SUN:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20” x 30” foam board</li> <li>• <b>30</b> copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

<p><b>EPWORTH BRANCH LOCATION</b> 110 Bierman Road Epworth, IA</p>	<p><b>EPWORTH BRANCH CONTACT</b> Julie Eggleston <b>Phone</b> 563-876-3388 <b>Email</b> <a href="mailto:juliee@dubcolib.org">juliee@dubcolib.org</a></p>
<p><b>LIBRARY HOURS</b> <b>MON:</b> 10:00 AM – 6:00 PM <b>TUE &amp; THU:</b> 3:00 PM – 7:00 PM <b>WED:</b> 10:00 AM – 7:00 PM <b>FRIDAY:</b> 2:00 PM – 6:00 PM <b>SAT:</b> 9:00 AM – 1:00 PM <b>SUN:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20” x 30” foam board</li> <li>• <b>20</b> copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

<p><b>FARLEY BRANCH LOCATION</b> Farley Municipal Building 206 First Street N Farley, IA</p>	<p><b>FARLEY BRANCH CONTACT</b> Josie Johnson <b>Phone</b> none <b>Email</b> <a href="mailto:josiej@dubcolib.org">josiej@dubcolib.org</a></p>
<p><b>LIBRARY HOURS</b> <b>MON:</b> 3:00 – 7:00 PM <b>TUES:</b> 9:00 AM – 1:00 PM <b>WED:</b> 10:00 AM – 6:00 PM <b>THURS:</b> 3:00 – 7:00 PM <b>FRI:</b> 2:00 – 6:00 PM <b>SAT:</b> 9:00 AM – 1:00 PM <b>SUN:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20” x 30” foam board</li> <li>• <b>20</b> copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul> <p><b><i>Library entrance is located on the north side of the building.</i></b></p>

## MAP & SURVEY DISPLAYS: Dubuque Regional Bike and Pedestrian Network Plan

<p><b>HOLY CROSS BRANCH LOCATION</b> 895 Main Street Holy Cross, IA</p>	<p><b>HOLY CROSS BRANCH CONTACT</b> Robin C <b>Phone</b> 563-870-2082 <b>Email</b> <a href="mailto:robinc@dubcolib.org">robinc@dubcolib.org</a></p>
<p><b>LIBRARY HOURS</b> <b>MON &amp; THU:</b> 3:00 PM – 7:00 PM <b>TUE:</b> 9:00 AM – 1:00 PM <b>WED:</b> 1:00 PM – 6:00 PM <b>FRI:</b> CLOSED <b>SAT:</b> 9:00 AM – 1:00 PM <b>SUN:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20" x 30" foam board</li> <li>• 20 copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

<p><b>PEOSTA / NICC BRANCH LOCATION</b> NICC Peosta Campus 342 NICC Drive Peosta, IA</p>	<p><b>PEOSTA / NICC BRANCH CONTACTS</b> Victor Lieberman, Learning Resources Coordinator, NICC Diedre Hively <b>Phone</b> 563-556-5110 ext.2224 <b>Email</b> <a href="mailto:liebermanv@nicc.edu">liebermanv@nicc.edu</a> <b>Email</b> <a href="mailto:hivelyd@nicc.edu">hivelyd@nicc.edu</a></p>
<p><b>LIBRARY HOURS</b> <b>MON-THU:</b> 7:00 AM – 8:00 PM <b>FRI:</b> 7:00 AM – 5:00 PM <b>SAT:</b> 9:00 AM – 1:00 PM <b>SUN:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20" x 30" foam board</li> <li>• 30 copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

## EAST DUBUQUE LIBRARY DISTRICT

<p><b>EAST DUBUQUE LIBRARY LOCATION</b> 122 Wisconsin Ave East Dubuque, IL</p>	<p><b>EAST DUBUQUE LIBRARY CONTACT</b> Brian Gomoll, Library Director <b>Phone</b> <b>Email</b> <a href="mailto:director@edlibrary.org">director@edlibrary.org</a></p>
<p><b>LIBRARY HOURS</b> <b>MON - THURS:</b> 10 AM – 7 PM <b>FRIDAY:</b> 10 AM – 5 PM <b>SATURDAY:</b> 10 AM – 2 PM <b>SUNDAY:</b> CLOSED</p>	<p><b>DROP OFF SUPPLIES</b></p> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20" x 30" foam board</li> <li>• 30 copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

## MAP & SURVEY DISPLAYS: Dubuque Regional Bike and Pedestrian Network Plan

<b>JAMES KENNEDY PUBLIC LIBRARY</b> 320 1st Ave E Dyersville, IA	<b>LIBRARY CONTACT</b> Dawn Schrandt, Assistant Library Director James Kennedy Public Library (563) 875-8912 <a href="mailto:dschrandt@dyersville.lib.ia.us">dschrandt@dyersville.lib.ia.us</a>
<b>LIBRARY HOURS</b> <b>MON.-THURS.</b> 9:00 AM - 8:00 PM <b>FRIDAY</b> 9:00 AM - 5:00 PM <b>SATURDAY</b> 9:00 AM - 3:00 PM <b>SUNDAY</b> 1:00 - 4:00 PM	

<b>CASCADE PUBLIC LIBRARY</b> 301 1st Ave W Cascade, IA	<b>LIBRARY CONTACT</b> Melissa Kane <a href="mailto:library@citycascade.com">library@citycascade.com</a> (563) 852-3222
<b>LIBRARY HOURS</b> <b>MON. – WED.</b> 9:00 AM -6:30 PM <b>THURS. &amp; FRIDAY</b> 9:00 AM - 5:00 PM <b>SATURDAY</b> 9:00 AM - 12:00 PM <b>SUNDAY</b> CLOSED	

### MULTICULTURAL FAMILY CENTER (MFC)

<b>MFC LOCATION</b> 1157 Central Ave Dubuque, IA	<b>MFC CONTACTS</b> Lenisha West, Customer Service Rep, MFC Kristen Dietz, Lead Secretary, Leisure Services <b>MFC Phone</b> 563.582.3681 <b>Email</b> <a href="mailto:Lwest@cityofdubuque.org">Lwest@cityofdubuque.org</a> <b>Email</b> <a href="mailto:Kdietz@cityofdubuque.org">Kdietz@cityofdubuque.org</a>
<b>MFC HOURS</b> <b>MON.-THURS.:</b> 12 PM – 8 PM <b>FRIDAY:</b> 12 PM - 5 PM <b>SAT.:</b> 9 AM - NOON	<b>DROP OFF SUPPLIES</b> <ul style="list-style-type: none"> <li>• 1 Map Display on self-supporting 20" x 30" foam board</li> <li>• <b>30</b> copies of survey form (duplex, stapled)</li> <li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li> </ul>

### JAMESTOWN TOWN HALL

<b>JAMESTOWN TOWN HALL</b> 2135 Elm St Kieler, WI	<b>JAMESTOWN TOWN HALL CONTACTS</b> Steve Freese, Chairman Town of Jamestown <b>Email</b> <a href="mailto:steve.freese@yahoo.com">steve.freese@yahoo.com</a> <b>Phone</b> (608) 341-8860
<b>TOWN HALL HOURS</b>	<b>DROP OFF SUPPLIES</b>

**MAP & SURVEY DISPLAYS: Dubuque Regional Bike and Pedestrian Network Plan**

<b>TBD</b>	<ul style="list-style-type: none"><li>• 1 Map Display on self-supporting 20" x 30" foam board</li><li>• 30 copies of survey form (duplex, stapled)</li><li>• 1 large manila envelope (big enough to hold 30 surveys) self-addressed to ECIA</li></ul>
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**FOR IMMEDIATE RELEASE**

Monday, January 23, 2023

ECIA Contact: Dan Fox

563.556.4166

**Public input sought for Dubuque regional bicycle and pedestrian network plan**

People are invited to share their opinions on the future of the Dubuque regional bicycle and pedestrian network at two public meetings, the first in Dubuque and the second in Dyersville.

**MEETING 1**

January 31, 2023  
Prescott Elementary School  
1151 White Street, Dubuque, IA  
Doors open at 5:00 PM  
Presentation at 5:30 PM

**MEETING 2**

February 1, 2023  
Dyersville Social Center  
625 3rd Avenue SE, Dyersville, IA  
Doors open at 5:00 PM  
Presentation at 5:30 PM

Working with member cities and counties, regional and state agencies, East Central Intergovernmental Association (ECIA) is developing a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system.

To create a plan that accurately reflects the needs of the region, ECIA needs input from members of the community. These public meetings will help identify the bicycle and pedestrian transportation issues that are important to residents and community partners. Public input will help determine how those issues should be addressed in the regional plan.

The public can learn more about the plan at <https://ecitrans.org/projects/bikepedestrianplan.cfm>.

The public also are invited to share their opinions on the Dubuque regional bicycle and pedestrian network by participating in a short survey, available at <https://arcg.is/bi5jX>.

For the purposes of this plan, the Dubuque Region includes Dubuque County with all its cities and rural areas in Iowa, East Dubuque and a portion of Jo Daviess County in Illinois, and Jamestown in Wisconsin including the communities of Kieler and Sandy Hook. See map of the region below.

For more information on survey or the plan, please contact Dan Fox at 563-556-4166 or [dfox@ecia.org](mailto:dfox@ecia.org).



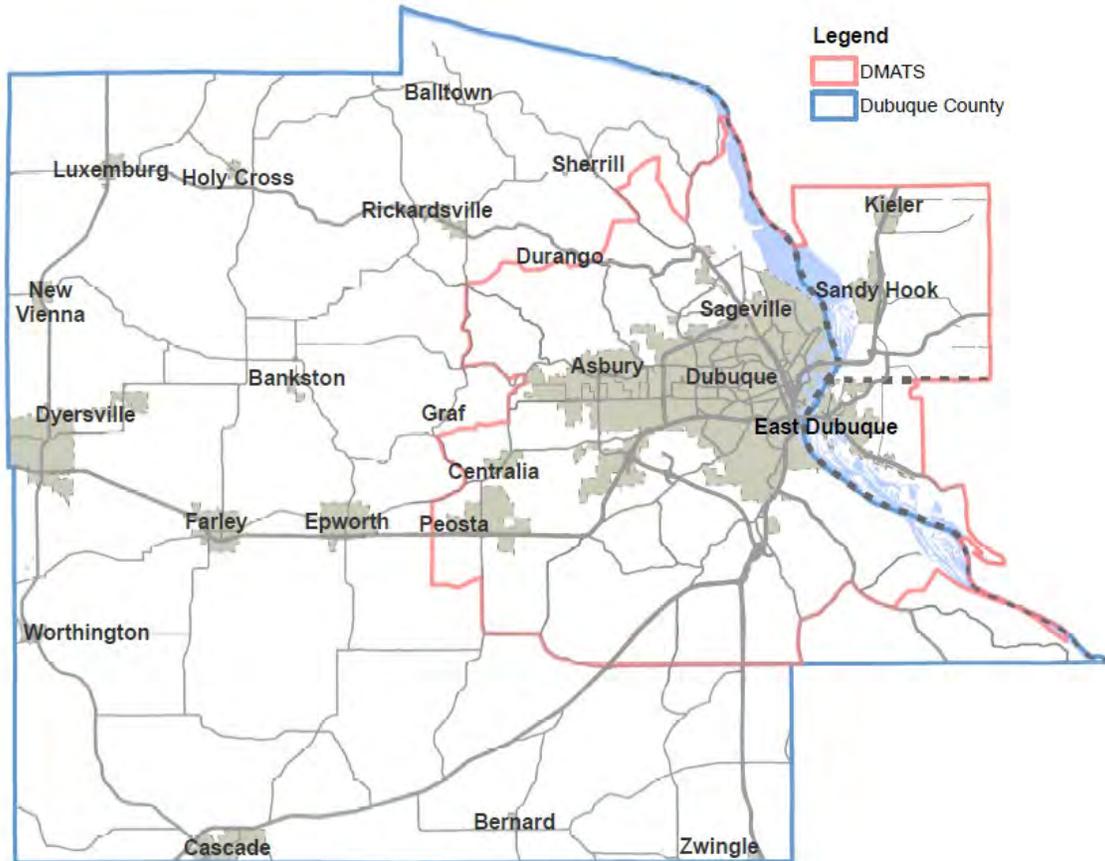
# ECIA

**FOR IMMEDIATE RELEASE**

Monday, January 23, 2023

ECIA Contact: Dan Fox

563.556.4166





# DUBUQUE REGIONAL BICYCLE AND PEDESTRIAN PLAN PUBLIC INPUT MEETINGS

ECIA is hosting two public input meetings for the plan.

## MEETING 1

January 31, 2023  
Prescott Elementary School  
115 White St. Dubuque, IA  
Doors open at 5:00 p.m.  
Presentation at 5:30 p.m.

## MEETING 2

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.

## MORE INFORMATION

Use link or QR code to visit the project website and take the survey  
<https://eciatrans.org/projects/bikepedestrianplan.cfm>



Dan Fox Meeting Notes  
Dubuque Regional Bicycle and Pedestrian Plan  
Public Input Meeting  
Prescott Elementary School, Dubuque  
5:00 pm. January 31, 2023

Note for future meetings at Prescott: The city of Dubuque's Leisure Services Department runs an after school program in the Community Resource Center. While we thought we had the larger room in the Community Resource Center reserved starting at 4:00, the room was not available until after the program ended at 5:30. We had to have people that arrived between 5:00 and 5:30, wait in the smaller conference room until 5:30, then we moved everything and everyone into the larger room. We were able to make it work, but the situation was not ideal. Apart from the scheduling issues Prescott was a good location for the meeting, it had good space and had the AV equipment we needed. If we want to have future meetings at Prescott, we need to confirm that the room is actually available. We should also consider a later start time to avoid conflicting with after school programming.

### **Attendance**

21 people signed in to the meeting. There were also several City of Dubuque Staff in attendance including John Dienst, Jason Duba, Marie Ware. Including city staff and the few people who didn't sign in, there were probably around 30 people in the room for the meeting.

### **Surveys**

Nine fully or partially completed surveys were returned at the end of the meeting.

### **Discussion Topics**

- 1) Prioritization
- 2) Public Education
  - a) Culture
    - i) Much of the discussion at the meeting came back to the culture of the community and the need to better incorporate walking and biking into that culture. Several meeting attendees said that they felt the community is indifferent or even hostile to people who walk or bike. Many reported having close calls with vehicles when walking or biking.
  - b) Bike Coop
    - i) Rob Williams from the Bike Coop said the organization is interested in getting more involved with public education.
    - ii) Marie Ware suggested the Coop Could consider applying for one of the city's small sustainability grants to help fund creation of an educational program.
  - c) Drivers Education
    - i) Could bicycle and pedestrian safety be a bigger part of drivers education. (I'm not sure if this could be done locally, or would it need to happen at the state level)
    - ii) In general the idea of a need for more safety education came up frequently at the meeting.
  - d) Signage and Paint

- i) Adding signs and pavement marking could be a relatively low cost way to improve safety and educate the public. With more visual cues out there on the roadways, people may be more likely to look out for people who walk and ride bikes and use more caution when driving.
  - ii) John Dienst mentioned that Sharrows have fallen out of favor with the city engineering department. They were used in the millwork district, but engineering staff have observed that they are not used correctly and don't seem to do much good for safety. Rob Williams asked what types of education had been done around using the sharrows and bike and ped safety in general? The city has done some educational activities in the past but could probably do more.
- e) Enforcement
  - i) People mentioned that better enforcement of existing laws could help educate drivers and improve safety.
- 3) Bike Counts
  - a) Having good count is important.
  - b) When we were discussing performance measures, an attendee pointed out that fatalities and injuries could increase, because of increased usage. Said that we could account for that if we had some general information about the numbers of bikes and peds out there.
  - c) Several people mentioned that the city could use Strava to help identify routes
- 4) Accessibility and Connectivity
  - a) People want to have connections to important destinations.
  - b) Currently the city has few connections to grocery shopping on the west end and Dodge Street area.
  - c) Also, few connections in the middle of the city.
  - d) Flat Areas
    - i) Flat areas down town are relatively flat. Could be a focus area to help people get around in these areas.
  - e) Bluffs
    - i) Bluffs are a barrier. Recommended routes should account for the bluffs and find the best way up.
- 5) Projects
  - a) Millwork to Port of Dubuque Connections
    - i) Is there a planned connection between the Millwork district and Port of Dubuque? Yes, the future map shows a route.
  - b) Repaving Loras Boulevard
    - i) Is Loras Boulevard Planned?
  - c) Bee Branch Tunnels
    - i) Good project – small section of the overall trail, but made a key connection.
  - d) Useful trails
    - i) Want to make sure that trails make useful connections, don't want trails to nowhere.
  - e) Mountain bike trails
    - i) Want to have trail connections to the area's mountain bike trails
  - f) John Deer Road Trail
    - i) Add to project Map

- ii) Crossing of Iowa 3 and connections to Little Maquoketa Mounds State Park and Heritage Trail
- g) Southern Levee Trail
  - i) Is there a better route to connect the South Port to Mines of Spain by staying on the west side of the railroad tracks and go around Maus Park.
- 6) Tourism \$
  - a) Walking and biking improvements will benefit local residents, but can also be a tourist attraction and bring money into local communities.
- 7) Sustainable Dubuque
- 8) Bike Racks
  - a) Having good secure bike parking is important.
  - b) Has the city considered the loop racks for city parking meters.
  - c) John Dienst said the city has not investigated these, but may in the future. The city will want to make sure that the racks don't obstruct pedestrian traffic.
  - d) Millwork district bike racks are good but not functional.
- 9) Business incentives
  - a) Do local businesses provide incentives for walking or biking to work?
- 10) Trail Counters
  - a) Kaytlan Moeller from Dubuque County Conservation said that they have purchased counters from a vender called TrafX. She would recommend using them they are very small and easy to use.
- 11) Performance Measures
  - a) Is there a way to measure connected miles or the value of a connection. Measuring total miles doesn't capture the value of a connection like the Bee Branch Tunnels. The tunnels are a relatively short link, but are a very valuable connection.

## **Adjourn**

The meeting wrapped up around 7:00

## Notes for Dubuque Regional Bike & Ped Network Plan from Public Input Meeting, Dyersville 02/01/23

- Pave Heritage Trail. Cedar Rapids trail system is seeing twice as many electric bike users each time I go. Heritage Trail will be accessible if paved. Like the Bee Branch Trail, it is nice and it's paved.
- Dubuque is not very bike-friendly or walkable.
- New middle school in Dubuque – hope it encourages students to walk or bike to school.
- How are we assessing if routes are connecting to destinations, like shopping?
- Projects are on the books, but they do not get completed. Who do you talk to about getting them done?
- Need to know who to talk to about projects – Are they planned? Are they funded?
  - Which department?
  - Which staff person?
  - Which board or commission?
  - Which elected officials – city councils? Supervisors?
- Dubuque lacks a Google Map that shows the existing bike trails, trailheads, and bike routes; this map needs to get done so residents and visitors can find their way around on the system.
- Dubuque County Conservation Board is trying to get small cities connected to Heritage Trail.
- Dubuque County Conservation Board is gathering data on Heritage Trail users. Findings so far:
  - runners at the Dubuque end want to keep the crushed rock surface, easier to run on.
  - cross-country runners from local high schools use the trail a lot for training.
  - Dyersville wants Heritage Trail paved much more than Dubuque.

**From:** [Jon Dienst](#)  
**To:** [Daniel Fox](#); [Laura Carstens](#); [Jason Duba](#)  
**Subject:** [EXTERNAL] Jon's notes from Tri-State Bike-Ped Plan Open House  
**Date:** Monday, February 6, 2023 4:22:01 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[Selecting Commercial Bike Racks Ebook v1.pdf](#)

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Hi Dan,

Here are my notes as promised. I was at a conference late last week.

Let me know if you have any questions. Good input from the bike clubs and residents.

Jon

Public meeting - tri state plan  
1/31/23 6:02 PM

- 1) Need to look at Grandview for bike lanes
- 2) Can we get more trail counters? How much? Objective data is helpful for showing where usage occurs. Maybe get data from websites that get crowd source data from smart phones.
- 3) Southwest arterial trail. When can we build?
- 4) How come Kaufmann Sidewalks aren't signed for bikes? They are 5 foot sidewalks where the recent construction occurred for the HUD Resiliency Project.
- 5) There is a need for more signage. Where are the routes? How do I get there? I think the plan would address standardized signage or have recommendations.
- 6) How come Dubuque doesn't have complete streets? Where are they? Confusion on what is a Complete Street. I mentioned funding is an issue. Most residential streets have sidewalks and are calm enough for bikes to travel.
- 7) Want more signs for cyclist awareness. Need standardized bike routes. Bike boulevards?  
Consistent signage
- 8) Enforcement needs to occur
- 9) Driver Ed section on bike safety
- 10) A lot of comments on signage needs
- 11) Where are routes to food, Walmart, connectivity? Comments were made to provide signage and bike facilities at hub locations around the tri-state area near attractions.
- 12) Mines of Spain route. Need bridge over catfish creek.
- 13) Rank trails based on connectivity to other trails. Prioritize connections.
- 14) How do we increase funding?
- 15) Mountain bike trails?
- 16) Bike racks at stores? After the meeting I was getting emails from Amanda Lewis (City) and Rob Williams (Bike Coop) about styles of bike racks. See links below for ideas.
- 17) Security of your bike at facilities – Concern about bikes being securely locked with U-locks. Are

there shelters?

18) Bike racks need to be useable – See links below.

19) 32nd street corridor – How can we improve this corridor given the future subdivisions planned? Multi-use trail? Dedicated climbing lane west bound for bikes?

20) Traffex counters. A brand of traffic counter that could be used to get objective data on trail usage.

Links for racks: **Regarding bike parking, here are a couple of examples of parking meter attachments:**

- <https://www.dero.com/product/meter-hitch/>
- <https://www.madrax.com/meter-bike-rack-mr>

These racks were possibilities given the parking meters in place on Central Avenue and White Street. Just a thought.

Jon



**Jon Dienst, P.E.** (pronouns – he,him,his)  
Civil Engineer II | City of Dubuque  
City Hall | 50 W. 13<sup>th</sup> Street  
Dubuque, Iowa 52001  
O: 563-589-4104 | C: 563-599-4524



## General Comments

- Painting a stenciled biker on the side of a lane of traffic does not make it a bike lane. The only cyclist that will utilize this type of bike lane are one's that are already comfortable riding on the same road without the stencil (experienced road riders).
- Signage designating bike routes does not change the behavior of motorists.
- A solid white line designating a ~4' wide lane (or a lane painted green) will make some relatively experienced adult cyclists feel more comfortable. Inexperienced adults and children will likely still feel unsafe utilizing this type of lane.
- If you are looking for a solution for riders of all ages and abilities, it would require a dedicated bike lane with some type of barricade.
- Road debris, dirt, salt and sand tend to collect on shoulders and make them less than ideal for cyclists. A good example of this are the dedicated shoulder bike lanes on Key West Dr. Some way of cleaning from time to time would be beneficial.

The single biggest need for all rider groups is a dedicated bike lane with barricade from the Alliant Powerline Trail Head on South Grandview, North on Grandview to University to Asbury to the Northwest Arterial to connect to the Hwy 32 Bike Path. The preference would be for an pedestrian/cyclists overpass at Hwy 32 & Asbury. If the overpass over Hwy 32 is constructed at Pennsylvania & Hwy 32, there would need to be a route from Asbury to Pennsylvania. Possibly St John Dr to Hillcrest to Rosemont. A dedicated bike lane with barricade would allow cyclists of all levels including children to get from the Southeast to the Northwest corner of the City. This would connect a large number of citizens to the Mines of Spain, Grandview District, Bryant Elementary, Washington Middle School, UnityPoint Hospital, Allison-Henderson Park, The University of Dubuque, Flora Park & Pool, Bunker Hill Golf Course, Emmaus Bible College, Fountain Park, Asbury Square, and ultimately the Hwy 32 bike path.

Completing a loop around the city using the following route would also be very valuable.

- Connect the Hwy 32 bike path to the existing path beginning at Chavenelle Rd & Radford Rd.
- Dedicated bike lane with barricade along Seippel Rd from Chavenelle Rd to the SW Arterial bike path.
- Connect the SW Arterial bike path to Military Rd. Dedicated bike path with barricade along Military Rd heading North to Key West Dr. Utilize existing shoulder bike lanes on Key West Dr to Rockdale Rd.
- Dedicated bike path with barricade along Rockdale Rd from Key West Dr to South Grandview.

## Experienced Recreational Cyclists

- Experienced recreational cyclists will typically ride 20+ miles per ride.
- This group is relatively comfortable utilizing roadways shared with motorists, but would welcome a 4' wide shoulder marked with a solid white line.
- This group is primarily looking for safe routes through city traffic to access more rural areas and a ~4' shoulder on popular rural routes.

Assuming the above listed loop around the city was completed, below are the most utilized routes heading out of the City of Dubuque.

#### Routes heading South

- Through MoS to 52S to Schueller Heights to Old Davenport Rd.
- Rockdale to Military to Swiss Valley
- North Cascade

#### Routes heading West

- Old Hwy Rd
- Humke to Sundown Rd
- Asbury

#### Routes Heading North

- Heritage Trail to 52N to Sageville then
  - Sherrill Rd
  - Mud Lake Rd to Circle Ridge
- Derby Grange to Budd Rd to Cedar Ridge

\*\* One immediate need is a safe route from the end of Old Davenport Rd to Key West Dr. The best option currently is utilizing the Hwy 61/151 Northbound onramp and riding on the shoulder of 61/151 to Digital Dr. to Lake Eleanor Rd to Key West Dr. The 151/61 shoulder is wide, but this is not ideal. This route also requires crossing both lanes of traffic (traveling 55 mph) on 151/61 at Lake Eleanor. Some type of connector from the SW Arterial shoulder to Military Rd would be an easy solution, but probably against Iowa DOT regulations.

**From:** [Daniel Fox](#)  
**To:** [Laura Carstens](#)  
**Subject:** FW: [EXTERNAL] Fw: Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan  
**Date:** Wednesday, March 1, 2023 10:23:11 AM  
**Attachments:** [Cycling Infrastructure.docx](#)

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Laura,

I received some comments from Dave Hartig and the group of bikers that I spoke with at the Dubuque public input meeting. Overall I feel like the comments are pretty much in line with what we have been discussing so far. Nothing radically different.

One route that came up in their comments and at the meeting was a possible bike lane on South Grandview. At the meeting Jon Dienst mentioned that there is probably enough space for a bike lane on the existing roadway, and looking at aerial photos there does seem to be enough space to add a 5-6 foot bike lane. Our maps already show a future bike lane on S Grandview, but this might be a good corridor to focus on as a relatively easy/ lower cost project. Especially with the possibility of a new and larger middle school being constructed along the route.

**Dan Fox, AICP**

**Senior Planner**

**East Central Intergovernmental Association (ECIA)**

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**From:** LifeWorld Cycles <admin@bicycleworld-usa.com>  
**Sent:** Tuesday, February 28, 2023 5:22 PM  
**To:** Daniel Fox <dfox@ecia.org>  
**Cc:** ali@driftlessconsulting.com  
**Subject:** [EXTERNAL] Fw: Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan

Dan and Ali,

Per our recent virtual chat, I've forwarded a thorough review from Chris Pape who also vetted his thoughts with his ride group. Looking at the composition of the people Chris included in his "study," I'd say his response (including the attached Word doc) constitutes quality feedback on the current iteration of your plan.

Thanks for your continued good work in support of non-motorized mobility in and around Dubuque.

Best wishes,  
David S. Hartig

417-331-9315 mobile

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**From:** [cpape76@gmail.com](mailto:cpape76@gmail.com) <[cpape76@gmail.com](mailto:cpape76@gmail.com)>

**Sent:** Saturday, February 25, 2023 10:27 AM

**To:** LifeWorld Cycles <[admin@bicycleworld-usa.com](mailto:admin@bicycleworld-usa.com)>

**Subject:** RE: Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan

Good morning, Dave.

I composed the following Word document after reviewing the pages you shared from the ECIA Study/Plan. The focus was really on experienced recreational cyclists, with a secondary consideration for families. Not much time was spent on the downtown plan or commuters. That being said, if the loop that I suggested was completed, it would create the basis for commuting West of the bluffs. This could be connected to the downtown network via the Bee Branch/HT and/or improved trails along 32<sup>nd</sup> St, Kaufmann, Southern. I shared the document and pages you sent with the following people; Tim Hodge, Zach Hodge, Michael Fullan, Kevin Ehrlich, Ben Hoelscher, Trent Tangen, Eric Peters, Eric Mond, Jason Edwards, Aaron Skrocki and Eric Wold. All expressed general agreement with the document. Below are a few additional comments that were shared.

- I like all of this. Comprehensive and to the point. I realize this was more to do with city street bike/car interaction but I would add to the wish list the need to have a “corridor-type” bike trail that connects MOS with the Chavenelle/SW Arterial loops. (I believe this would be the proposed Middle Fork Catfish Creek Trail).
- I would like to emphasize the need for a better way to get back to Key West from Old Davenport since we do it so often. Riding on the Hwy sucks...
- My favorite sections on the map are the South Port Trail extension to the Mines of Spain that would then connect to the Catfish Middle Fork Corridor. That would allow a connection from downtown, Mines of Spain, then all the way to Chavenelle without traffic or major hill climbs, great for families / riders of all skill levels with hopefully multiple access points.
- If you could throw in a funicular for Mt. Carmel Rd. that would be nice for the days I just don't want to ride up the hill at the end of a long ride. HAHAHAHAAAA

Let me know if you have any additional questions or if you want to discuss anything presented. With additional time, I think we could gather input from a much larger group by hitting contacts of contacts, etc. My schedule is pretty open on Wednesday if you need any support at the meeting. The group was universally appreciative of the work you are doing to advocate for cyclists and a more bike friendly community.

Thanks.

Chris Pape  
563 599 0738

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**From:** LifeWorld Cycles <[admin@bicycleworld-usa.com](mailto:admin@bicycleworld-usa.com)>

**Sent:** Tuesday, February 21, 2023 1:08 PM

**To:** [cpape76@gmail.com](mailto:cpape76@gmail.com)

**Subject:** Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan

Chris,

Nice to visit.... which leaves me wondering how we lost the habit of our occasional nice dialogues about the shit that matters.

Anyway, attached are the relevant pages from the ECIA Study/Plan. Lots of other supporting elements in their document, but these pages represent the routes' piece we talked about; map and detailed summary.

If you can pull your Dads' crew together and produce some decent feedback (including some well-informed alternatives) to the route selection from the Study, I'd be appreciative.

My meeting with City staff is on Wednesday morning 3/1 if we could have the benefit of your feedback by then..... at least on the urban sections that will be the topic of the meeting.

Thanks,

D

**From:** [Jason Duba](#)  
**To:** [Laura Carstens](#); [Daniel Fox](#)  
**Subject:** [EXTERNAL] FW: ECIA / Dubuque Bike Route Proposals  
**Date:** Friday, March 10, 2023 12:57:47 PM

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Hi Laura and Dan,

Amanda Lewis, Climate Action Coordinator, asked me about this email from Jake Kohlhaas, who attended the meeting at Prescott School, so I told her I'd make sure you saw it and had a chance to consider his analysis and suggestions. He put a lot of good thought into this, and I think he has some good points.

Thank you,  
Jason

Jason Duba  
Assistant Planner  
(563) 589-4223

---

**From:** Jake Kohlhaas <jakekohlhaas@gmail.com>  
**Sent:** Friday, March 3, 2023 11:35 AM  
**To:** dfox@ecia.org; Gina Bell <gbell@cityofdubuque.org>; Jason Duba <Jduba@cityofdubuque.org>; Amanda Lewis <Alewis@cityofdubuque.org>  
**Subject:** ECIA / Dubuque Bike Route Proposals

Hello everyone,

I attended the recent public meeting on ECIA's proposal for the regional bike and pedestrian network. At that meeting I heard a lot of good ideas and brought up using heat maps generated by cell phone data by biking apps to help understand where people are actually biking.

Attached is a simple overlay I did of the most utilized bike routes from Strava and Bike GPS (Strava was more detailed, but there wasn't any significant disagreement in the data as far as I could see). I highlighted the most heavily used routes, then I drew in red the routes that are currently heavily utilized, but not currently designated as routes (the same could be done at the city or county level, but this is just a test run).

A few interesting things stand out.

First, I think it calls attention to priorities. Asbury Road from Grandview to Asbury is clearly a widely used route that needs to be prioritized. Radford and Seippel are similar.

Second, its easy to see there are connections on the north side of hwy 20 are much more utilized than the south side were Mines of Spain if popular, but no large loops exist. Prioritizing the SW arterial trail to Rockford Rd seems like a very important connection.

Third, Humke Rd and Old Hwy Rd are utilized at evidently the same rate, but Humke Rd is not marked as a future route. Rupp Hollow Rd is also very heavily trafficked, but is not included in the future routes. This seems like a safety concern and I think at least we should

put “Be Alert for Biker” signs on such routes even if for some reason they shouldn’t be designated bike routes.

Fourth, the downtown is a total mess with no overwhelmingly preferred routes. The current proposal looks to add routes on many streets, I suspect that will actually endanger biker safety more than help it. I suggest clearly marked and prioritized downtown loops that stand apart from other roads as a safer and more efficient option.

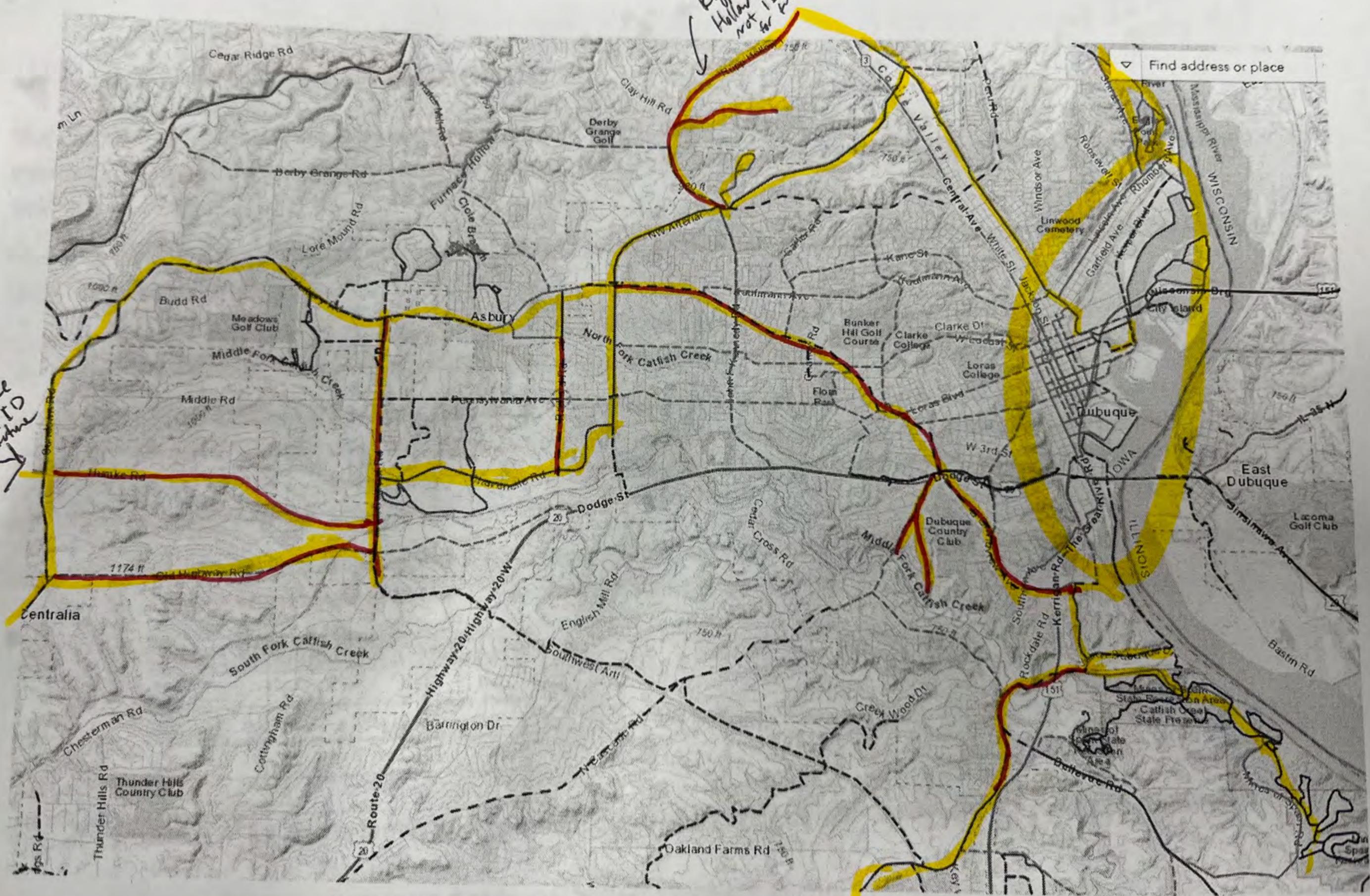
Finally, and unrelated to the map, I want to suggest consistent signage and road markings throughout at least the county as among the best ways to assure biker safety in routes that cross city boundaries. Currently, even within the city of Dubuque our signage and methods vary to the extent that they may confuse bikes and vehicles more than help in certain instances.

Thank you all for your work. I hope there’s some value in these ideas.

Jake

Ameyke  
not for  
ID

Ryo  
Hollan  
not for  
ID



Find address or place

Cedar Ridge Rd

Derby Grange Golf

Budd Rd

Meadows Golf Club

Asbury

Middle Rd

North Fork Catfish Creek

Bunker Hill Golf Course

Clarke College

Clarke College

Loras College

Dubuque

East Dubuque

Lacoma Golf Club

Centralia

Dodge St

Dubuque County Club

South Fork Catfish Creek

English Mill Rd

Chesterton Rd

Barrington Dr

Creek Wood Dr

Thunder Hills Rd

Thunder Hills Country Club

Cottingham Rd

Oakland Farms Rd

Rockdale Rd

Kerrigan Rd

Bellevue Rd

State Bank

Catfish Creek State Park

State Fire

Eastm Rd

Windsor Ave

Linwood Cemetery

Garfield Ave

Windsor Ave



**FOR IMMEDIATE RELEASE**

Wednesday, June 7, 2023

ECIA Contact: Dan Fox, Senior Planner

563.556.4166 or [dfox@ecia.org](mailto:dfox@ecia.org)

**Public hearings set for final Dubuque regional bicycle and pedestrian network plan**

People are invited to share their opinions on the final Dubuque regional bicycle and pedestrian network plan at two public hearings scheduled for the upcoming meetings of the Regional Planning Affiliation (RPA) Policy Board and Dubuque Metropolitan Area Transportation Study (DMATS) Policy Board.

**MEETING 1**

June 22, 2023

RPA Policy Board

ECIA, 7600 Commerce Park, Dubuque, Iowa

Meeting begins at 9:00 AM

**MEETING 2**

July 13, 2023

DMATS Policy Board

ECIA, 7600 Commerce Park, Dubuque, Iowa

Meeting begins at 12:00 PM

Working with member cities and counties, regional and state agencies, East Central Intergovernmental Association (ECIA) has developed a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system.

To create a plan that accurately reflects the needs of the region, ECIA sought input from stakeholders and members of the community. Public input helped identify the bicycle and pedestrian transportation issues that are important to residents and community partners. Public input helped determine how those issues should be addressed in the regional plan.

To review the draft plan, the interactive online project map, and the complete results of the community survey, visit the ECIA Project Website at <https://www.eciatrans.org/bikepedestrianplan.php>

The draft regional plan includes information about the Dubuque region, related plans and federal policies, existing conditions, community input, future network concept, bike and pedestrian projects, facility selection, facility design, facility maintenance, funding programs, and resources.

For the purposes of this plan, the Dubuque Region includes Dubuque County with all its cities and rural areas in Iowa, East Dubuque and a portion of Jo Daviess County in Illinois, and Jamestown in Wisconsin including the communities of Kieler and Sandy Hook. See map of the region below.

Meetings also are available by Zoom. For more information on the plan, to submit comments, or for Zoom meeting links, please contact Dan Fox at 563-556-4166 or [dfox@ecia.org](mailto:dfox@ecia.org).

East Central Intergovernmental Association  
a regional response to local needs



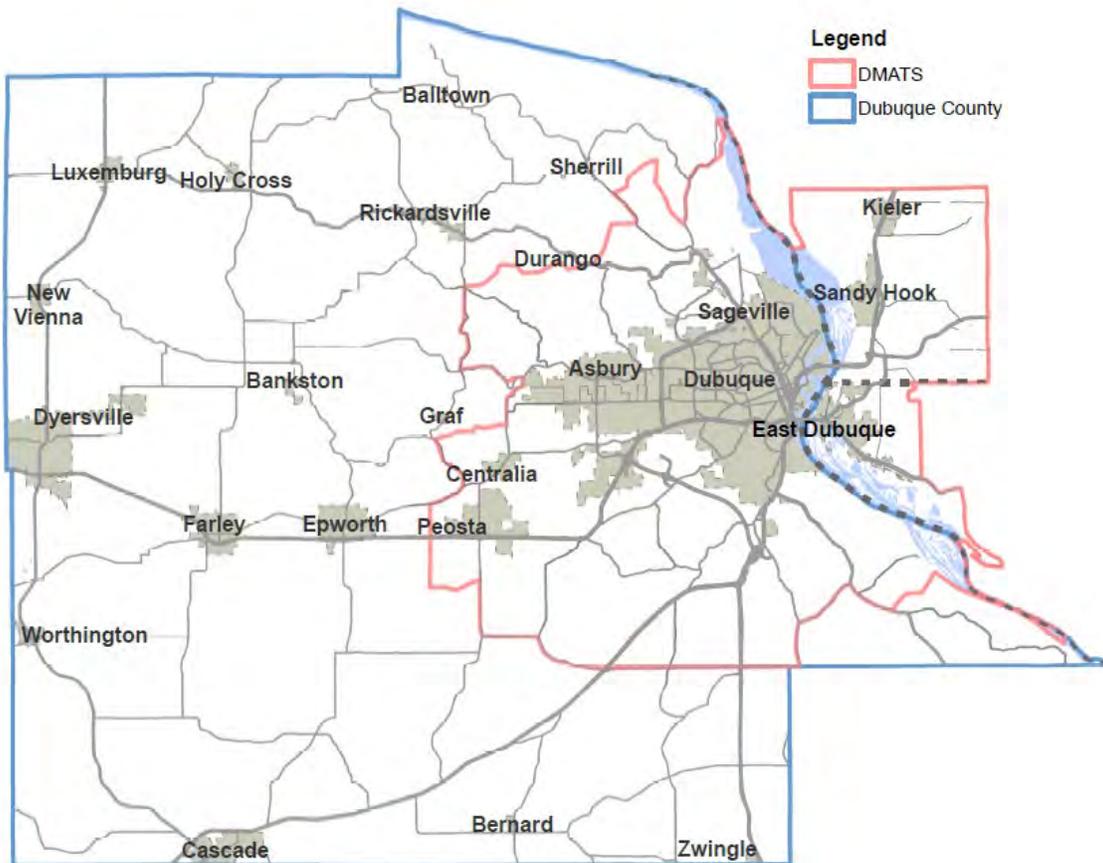
ECIA

FOR IMMEDIATE RELEASE

Wednesday, June 7, 2023

ECIA Contact: Dan Fox, Senior Planner

563.556.4166 or [dfox@ecia.org](mailto:dfox@ecia.org)



Dubuque Metropolitan Area Transportation Study	Eastern Iowa Development Corporation	
Eastern Iowa Regional Utility Services System	Eastern Iowa Regional Housing Authority	ECIA Business Growth, Inc.
Region 1 Employment and Training	ECIA Regional Planning Affiliation	Region 8 Regional Transit Authority

| 7600 Commerce Park, Dubuque, IA 52002 | [www.ecia.org](http://www.ecia.org) | [ecia@ecia.org](mailto:ecia@ecia.org) |  
| 563.556.4166 | Iowa only: 800.942.4648 | Relay Iowa 800.735.2943 | F: 563.556.0348 |

[https://www.telegraphherald.com/news/tri-state/article\\_6c6046fa-5887-11ed-bfa1-9fdd613ce65e.html](https://www.telegraphherald.com/news/tri-state/article_6c6046fa-5887-11ed-bfa1-9fdd613ce65e.html)

## **Public input sought on bicycle, pedestrian transportation in Dubuque region**

Telegraph Herald

Oct 31, 2022

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Public input is sought on bicycle and pedestrian transportation in the Dubuque region.

East Central Intergovernmental Association is working with area governments and agencies to develop a plan to expand and improve the bicycle and pedestrian network in Dubuque County and the surrounding area, including East Dubuque, Ill., and a portion of Jo Daviess County, and portions of Grant County, Wisconsin, including Kieler and Sandy Hook, according to a press release.

The release states that residents are asked to complete an online survey at <https://arcg.is/bi5jX>.

Information about the plan is available at [eciatrans.org/projects/bikepedestrianplan.cfm](https://eciatrans.org/projects/bikepedestrianplan.cfm).

## news in brief

### Police: Dubuque woman pepper-sprayed taxi driver

Police say a Dubuque woman was arrested after she pepper-sprayed a local taxi driver after refusing to pay her fare.

Lazzaria A. Barnes, 21, of 2015 Pasadena Drive, was arrested at 10:42 a.m. Saturday at her residence on a charge of assault causing bodily injury or mental illness.

Court documents state Barnes pepper-sprayed Daniel J. Foster, 53, of Dubuque, who had driven her home in his taxi. When he asked her to pay her fare upon arrival, she said she was having problems with her card and that she couldn't pay the fare.

The two then got into a verbal argument, and Barnes pepper-sprayed Foster and exited the vehicle. Police arrived on scene shortly after and observed Foster to have mace covering the right side of his face and ear.

Upon talking to Barnes, she confirmed she did use her pepper spray on Foster even though "she was never in fear of Foster and did not think she would have been assaulted or harmed by Foster if she did not pepper spray him."

### Public input meetings slated on regional bike, pedestrian plan

A pair of meetings this week will give residents the chance to weigh in on a bicycle and pedestrian plan being developed for the Dubuque region.

East Central Intergovernmental Association will host public input meetings on Tuesday, Jan. 31, at Prescott Elementary School, 1151 White St. in Dubuque, and on Wednesday, Feb. 1, at Dyersville Social Center, 625 Third Ave. SE.

For both meetings, doors open at 5 p.m., with a presentation at 5:30.

Officials seek input as ECIA develops a bike and pedestrian plan for the Dubuque region. The plan will seek to help communities improve area

"trails, on-road bike routes, sidewalks and pedestrian crossings," according to ECIA's website.

More information about the plan, along with a link to a related public input survey, are available at <https://bit.ly/3DjhzEI>.

### City seeks lifeguards for pool season

The City of Dubuque seeks lifeguards for the 2023 municipal pool season.

The city only opened one of its two municipal pools last summer due to staffing issues. City officials have said the city will need to hire about 60 lifeguards to open both pools this summer.

A press release states that hired lifeguards will receive free training and certification.

First-year lifeguards will be paid \$15 per hour, with returning lifeguards paid \$17 per hour. Applicants must be at least 15 years old.

Training consists of virtual and in-person sessions. In-person training will be held from 9 a.m. to 4 p.m. Feb. 19, March 26 and April 23 at Loras College's San Jose Swimming Pool, 1815 Cox St.

Lifeguards will receive a two-year certification upon completion of training.

Visit [cityofdubuque.org/lifeguarding](http://cityofdubuque.org/lifeguarding) for more information, including applications.

[https://www.telegraphherald.com/news/tri-state/article\\_cf54cd20-0607-11ee-968d-53dcbca3b70a.html](https://www.telegraphherald.com/news/tri-state/article_cf54cd20-0607-11ee-968d-53dcbca3b70a.html)

## Priority routes, projects outlined in regional bicycle, pedestrian plan

BY KAYLI REESE [kayli.reese@thmedia.com](mailto:kayli.reese@thmedia.com)  
Jun 14, 2023

1 of 2



People walk along Heritage Trail in Dubuque last week. It is among trails that could be targeted for improvements.

Photo by: JESSICA REILLY

The East Central Intergovernmental Agency is rolling out a plan that it says, if implemented, would enhance the bicycle and pedestrian network throughout the Dubuque region.

The ECIA will host two public hearings about the proposal, which could cost more than \$140 million if fully implemented.

The 2023 Dubuque Regional Bike and Pedestrian Plan was created through a joint effort of the Dubuque Regional Intergovernmental Agency and the Dubuque Regional Planning Commission. [Privacy](#) - [Terms](#)

Metropolitan Area Transportation Study and Regional Planning Affiliation, which are staffed by the East Central Intergovernmental Association. The plan — which includes all of Dubuque County, as well as East Dubuque, Ill., Sandy Hook, Wis. and Kieler, Wis. — aims to expand and improve the area’s bicycle and pedestrian network.

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“The general idea was to take several of the existing plans that communities in our area have already created,” said Dan Fox, senior planner at ECIA. “The City of Dubuque had some plans done. Dubuque County (and) several smaller communities have plans in place to make updates. We really wanted to create a regional-level plan that would help connect all those projects together to create a regional network in the county.”

Both DMATS and RPA will vote on adopting the plan later this summer.

The project’s steering committee identified 11 priority routes for the project that include those easiest to implement and ones that will have the greatest impact on the region. Those routes include both existing and future bike and pedestrian facilities, including the Heritage Trail, the Dubuque 1 Route that extends throughout Dubuque County, and a portion of the Mississippi River Trail that extends the length of the riverfront.

Regional community representatives identified areas of high demand for bike and pedestrian amenities, many of which involved the priority routes. The list of future bike- and pedestrian-friendly projects across the area included adding paved shoulders, multi-use trails, bike lanes, crossing improvements, on-road bicycle routes and walking paths across the region.

The total cost for all projects outlined in the plan is \$142.5 million.



“It’s a long-range vision,” Fox said. “It will take a long time to build some of these projects. The main reason we wanted to have this plan, as communities are moving forward and as street and road projects come up, we want to make sure bike and pedestrians are considered as part of those projects, whether it’s a paved shoulder or a bike lane. We want to make sure those are considered early on.”

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In addition to the steering committee, the plan also was created with input from over 300 survey results.

“The two biggest takeaways from the public-input process was connectivity and safety,” Fox said. “I think there’s a desire to be able to walk and bike to different places people go to over the course of their day. Some may be less likely to do that, because they can’t get there safely.”

City of Dubuque Planning Services Manager Wally Wernimont, who was on the steering committee, said the city has focused on ways to implement bike and pedestrian projects, with several projects currently in the works.

“I think a lot of the results of the survey kind of identified that the region, as a whole, needs to look at having more infrastructure for biking and walking,” Wernimont said. “I think a lot of that came out of COVID-19. That forced a lot of people to get outside. And we have people who ride bikes for recreational purposes, and we also have individuals riding bikes as a necessity.”

Wernimont said having the plan will also allow for city officials to track progress as they continue to work through projects.

Travel Dubuque President and CEO Keith Rahe, who was also on the plan’s steering committee, said guests frequently ask about ways they can get from one place to another by biking or walking.



“The big thing is connectivity,” he said. “We heard that across the board, not only from tourists who want to get from point A to point B, but from locals. To be able to really easily connect downtown Dubuque with the western part of the county, that’s a big, big thing, I think.”

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Following the adoption of the plan, Fox said, the counties and cities within the region would then implement the projects and line up funding and construction.

“For any of those types of projects, it’s probably going to include a variety of funding sources,” Fox added. “There’s lot of state and federal grant opportunities.”

More information on the plan can be found online at [eciatrans.org/bikepedestrianplan.php](https://eciatrans.org/bikepedestrianplan.php).

### Upcoming public hearings

The plan will be discussed at two upcoming public hearings at ECIA, 7600 Commerce Park in Dubuque.

- 9 a.m. June 22 at the RPA Policy Board meeting.
- Noon on July 13 at the DMATS Policy Board meeting.

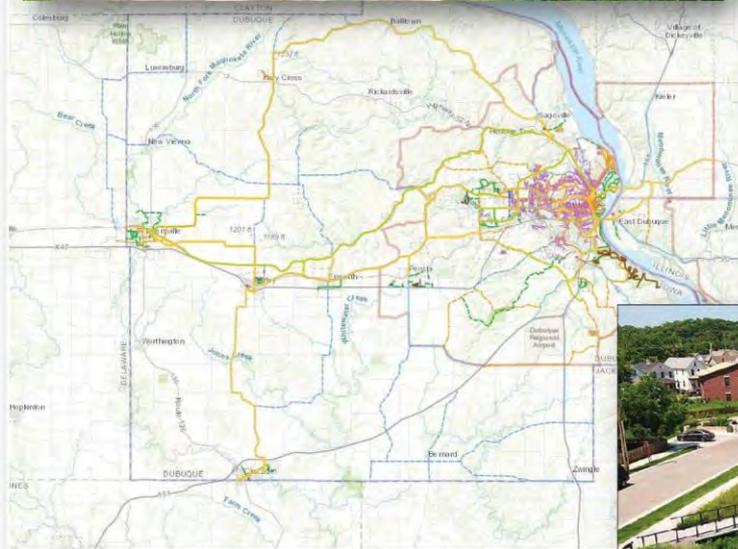


# Final 2023 Dubuque Regional Bicycle and Pedestrian Plan



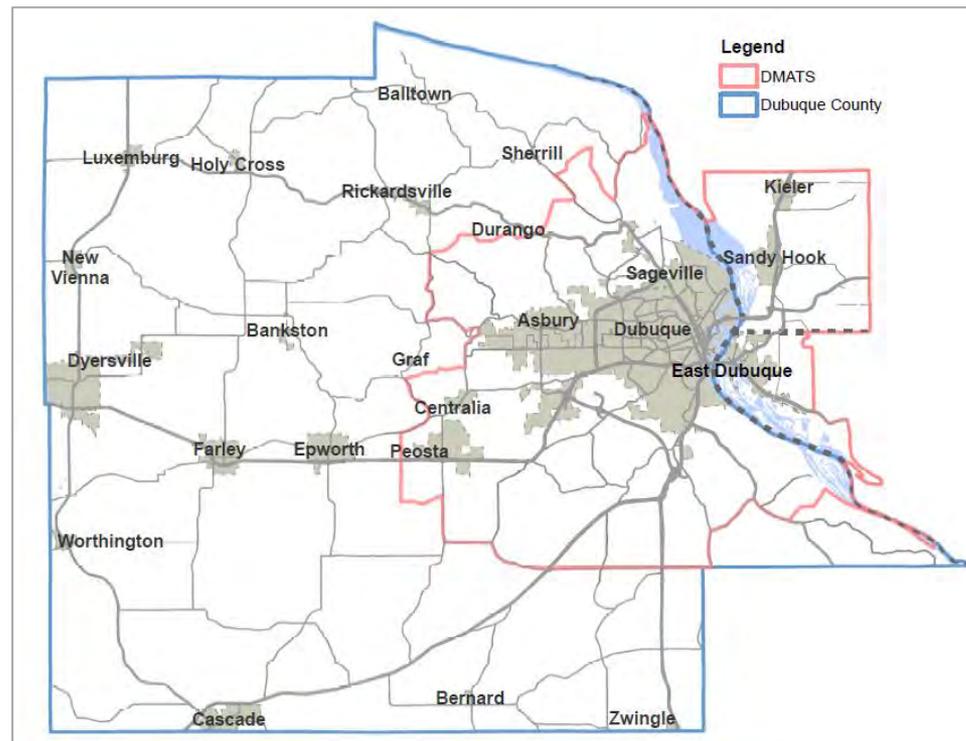
## 2023 DUBUQUE REGIONAL BICYCLE AND PEDESTRIAN NETWORK PLAN

FINAL VERSION -- JULY 2023



# Purpose

Develop a plan to expand and improve the bicycle and pedestrian network as part of the regional transportation system.



# Project Steering Committee

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

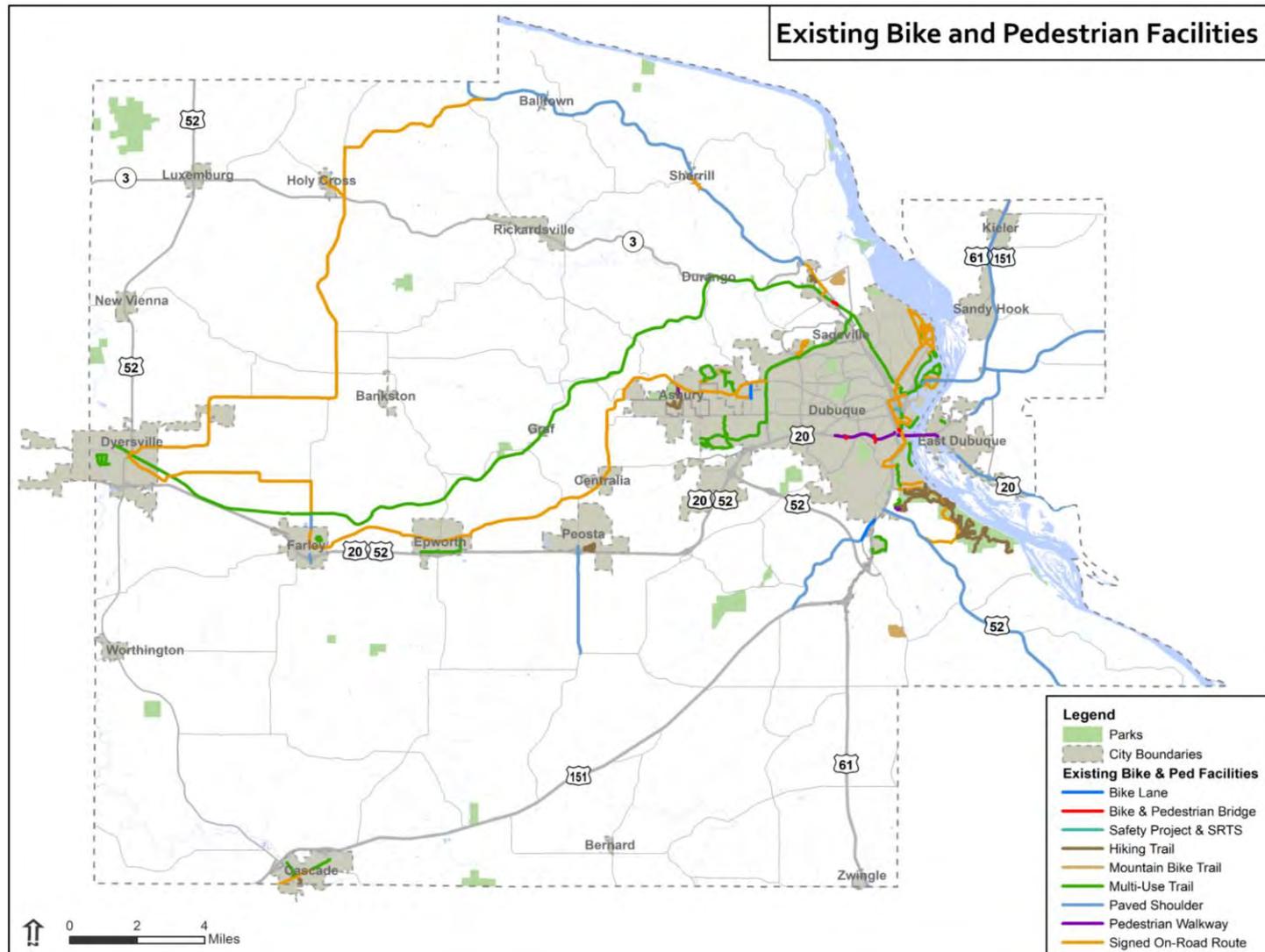
# 1. Review Related Plans & Federal Policies

- State, Regional, County & City Plans
- Bicycle and Pedestrian Accommodation
- Context Sensitive Design
- Complete Streets
- Safe Routes to School
- Safe System Approach



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

# 2. Review Existing Conditions: Facilities



## 2. Review Existing Conditions: Common Challenges

- **Providing a Choice of Transportation Options**
- **Providing Safe, Comfortable, and Equitable Access**
- **Creating Multi-modal Connections**
- **Multi-Use Trails Come at a Price**



Lack of Safe Options (FHWA Guide)

## 2. Review Existing Conditions: Common Challenges

- **Constrained by Terrain, Right-of-Way, and Land Use**
- **Connecting Schools**
- **Sidewalks = Public Facility + Private Maintenance**
- **Bicycle and Pedestrian Crashes**



Crash Potential (FHWA Guide)

# 3. Stakeholder & Community Input

- Tested with Stakeholders
- Local & Regional Outreach
- Project Website
- Interactive Online Map
- Community Survey
- 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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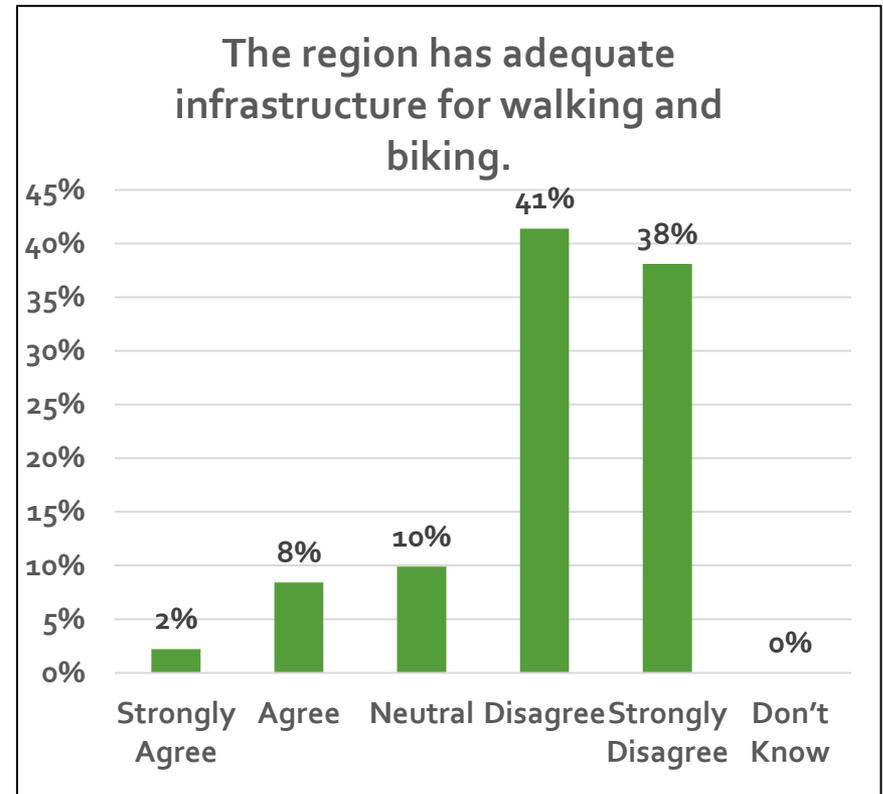
**MORE INFORMATION**  
Use link or qr code to visit the project website and take the survey  
<https://eciatrans.org/projects/bikepedestrianplan.cfm>



# Community Survey Results

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

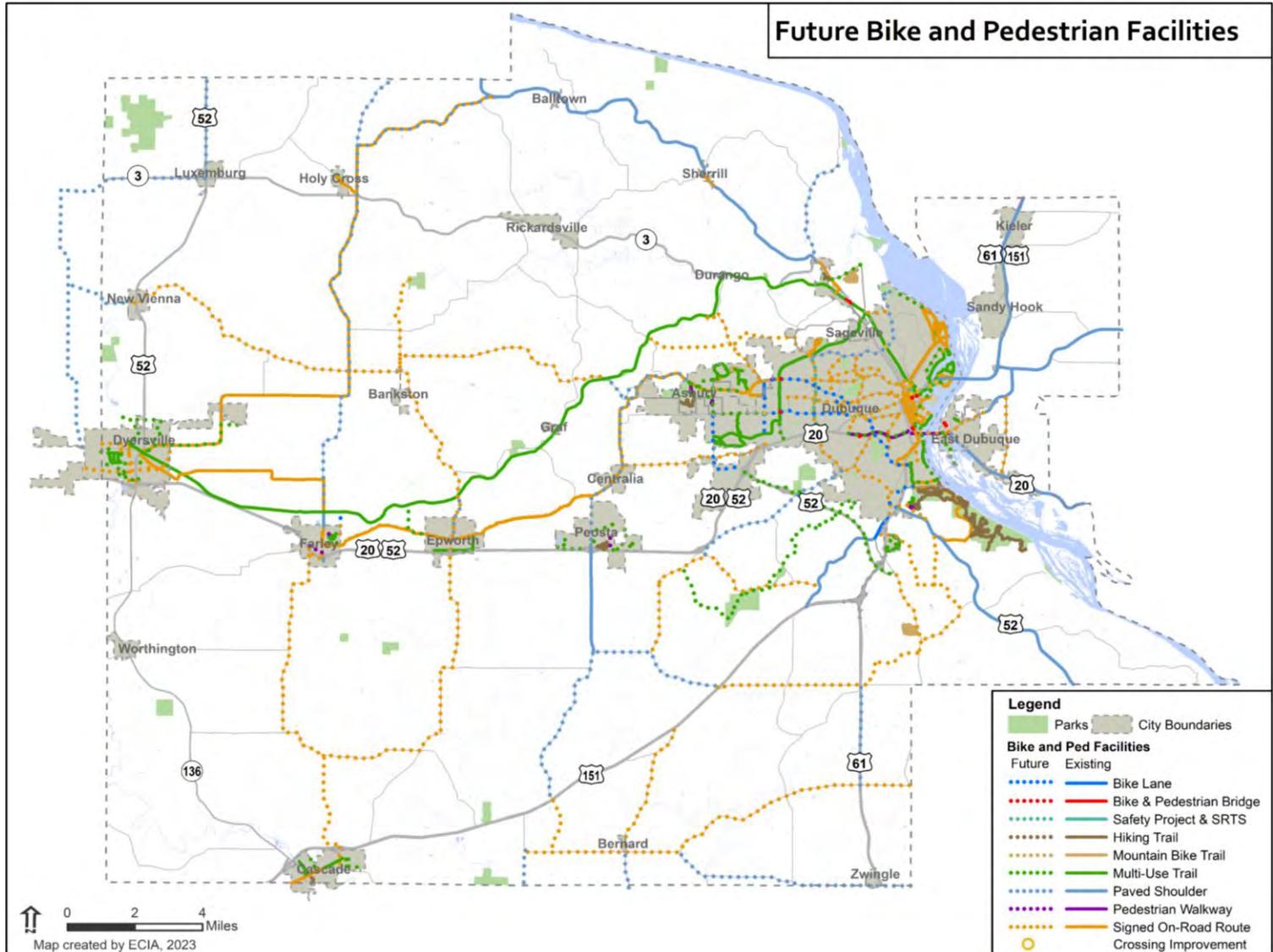
But, when we asked about the system overall, the feedback was more negative and indicated that there is more work to be done.



# 4. Develop Future Network Plan

- **Determine Tri-State Community Needs**
  - Focus on Safety and Connectivity
- **Establish Priorities: 8 Ranked Goals**
  - Set Objectives, Performance Measures, & Targets
- **Identify Future Bicycle and Pedestrian Facilities**
  - Address safety, expand network, and remove barriers

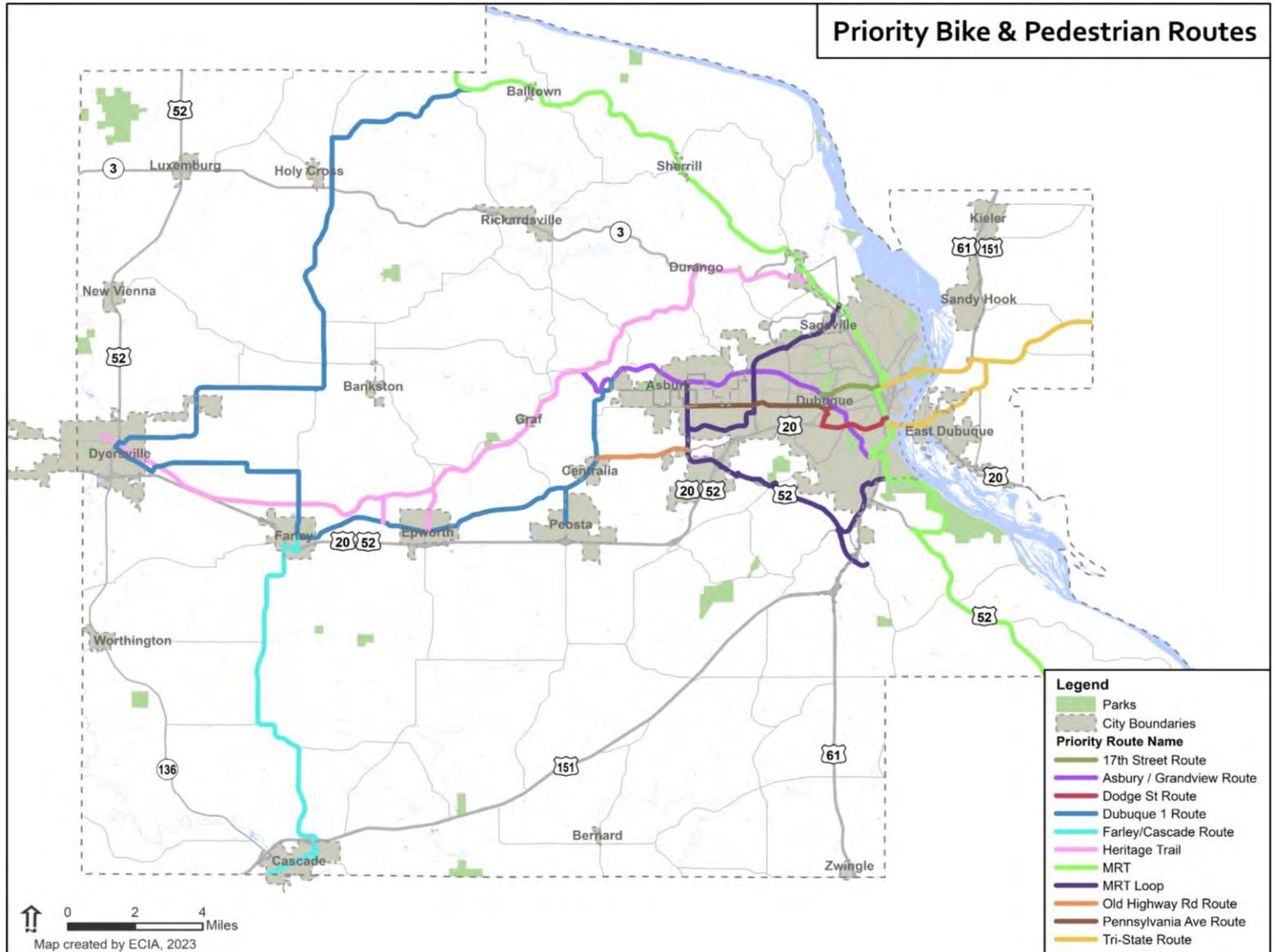
# Future Bike and Pedestrian Facilities



# 5. Implement Future Network Plan

- **Practical, Opportunistic Multi-modal Approach**
  - Coordinated planning, phasing of improvements, and partnerships
- **Interim Improvements: Focus on Safety**
  - Use low cost, temporary pilot projects as tests before full construction
- **Identify Priority Routes**
  - Easiest to implement with greatest impact

# Priority Bike and Pedestrian Routes



# 6. Guidance for Communities

- **Facility Selection**
  - Tools to help determine the best bike and pedestrian accommodations based on context
- **Facility Design**
  - Tools to design off-road, on-road, and pedestrian facilities for all ages and abilities
- **Facility Maintenance**
  - Providing lasting, equitable investments
- **Funding Programs**
  - Grants and technical assistance
- **Resources**

# Interactive Project Map



**Link to Project Website**

<https://eciatrans.org/bikepedestrianplan.php>

**Link to Interactive Map**

<https://arcg.is/1rnzaG3>

**Scan Me**



# Public Input, Questions and Discussion



## 2023 DUBUQUE REGIONAL BICYCLE AND PEDESTRIAN NETWORK PLAN

FINAL VERSION -- JULY 2023

