

OVERVIEW

The City of DeWitt’s transportation system is important for the interconnection of the community. It allows for people and goods to move throughout the community, enabling residents to access employment, education, medical care, shopping, and entertainment from their homes. DeWitt’s transportation system is made up of a variety of local roads as well as regional networks that connect it to surrounding communities and the rest of the world. This is vital for the functioning of businesses, allowing them to import and export both products and raw materials to other regions, and enables DeWitt to be competitive in the global market. This chapter is designed to highlight existing transportation systems in DeWitt and perform analysis to provide efficient and affordable transportation to residents and businesses of the City.

AUTOMOBILE TRAVEL

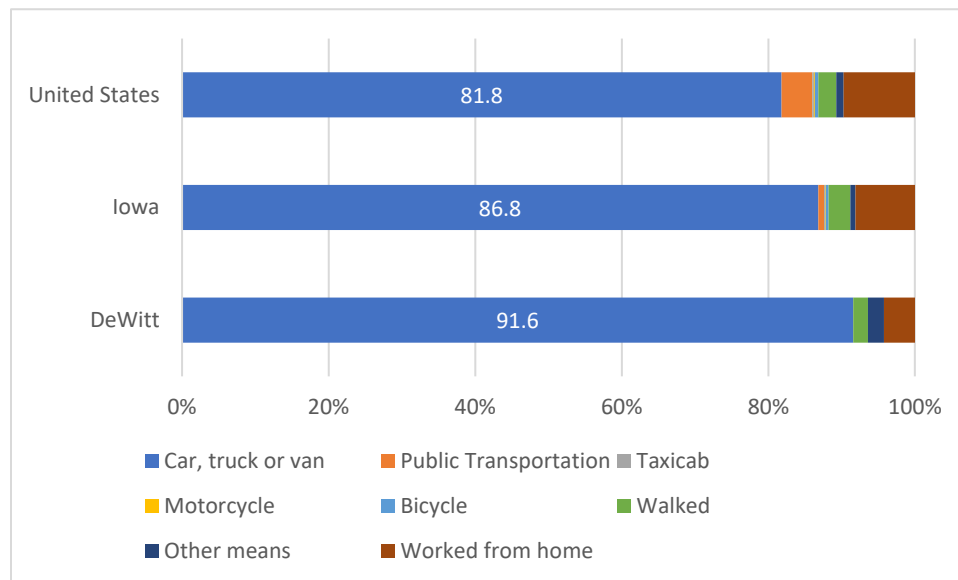


Figure 8-1. Means of Transportation to Work

Source: US Census 2021 American Community Survey (ACS) 5-Year Estimates Subject Tables

Figure 8-1 shows ACS estimates of what transportation mode people take to work in the United States, the State of Iowa and DeWitt. 91.6% of DeWitt residents travel to work using a car, truck or van. This shows that DeWitt residents are reliant on their personal vehicles and that infrastructure for personal vehicle travel is of the utmost importance.

Local City Streets

DeWitt’s street network guides transportation throughout the community. DeWitt has approximately 68.4 lane miles of local roads within the city limits. In most cities it is a priority to have local streets that are suitable for residents and businesses, with particular concern towards pavement maintenance, traffic speed and safety.

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DeWitt's streets are also important for economic development. When the City builds new streets, it gives more people access to property. When that property is accessible it is more valuable as development is now possible with the presence of the street network. This then opens the door for building new housing and businesses.

Highways

DeWitt is situated in between US Highway 30 to the south and US Highway 61 to the west, which are both maintained by the Iowa DOT. These highways allow residents in DeWitt to access goods and services that are important for connecting DeWitt to the regional economy.

US Highway 30 starts in Astoria, Oregon and then continues for 3,073 miles into Atlantic City, New Jersey. It is a two-lane highway to the west of DeWitt but becomes a four-lane highway at the intersection of US Highway 30 and 260th Avenue. US Highway 30 connects DeWitt to Cedar Rapids to the west and Clinton to the east.

US Highway 61 starts in New Orleans, Louisiana and continues for 1,400 miles to Wyoming, Minnesota. It runs as a four-lane highway through DeWitt. US Highway 61 goes north to Maquoketa and Dubuque and goes south to the Quad Cities.

In addition to the federal highways that run through DeWitt there are also state highways, farm-to-market and federal aid routes that connect DeWitt to the rest of the state. These roads include Lake Street (County Y62), Northridge Road (County Y68), Humeston Road (County Y70) and 11th Street (County Z24).

Farm to Market Routes

A farm-to-market route is a road that connects agricultural areas to distribution centers in nearby towns. DeWitt's economy is very intertwined with the surrounding agricultural economy; therefore a quality farm-to-market system is crucial for future economic growth in the city. The Clinton County Secondary Roads Department maintains the farm-to-market system in DeWitt.

Federal Aid Routes

Federal-aid routes are regional roadways that are eligible for federal funding. Federal-aid routes can be maintained by cities, counties, or the Iowa DOT.

Federal aid eligibility is determined by the roadway's functional classification. Functional classification is determined by setting (urban or rural) and whether its main role is providing connectivity, mobility, or accessibility. Other considerations include the number of vehicles miles traveled (VMT), average annual daily traffic (AADT), and adjoining land uses of a roadway.

The functional classification system has been used to describe how traffic flows through the regional roadway network, which helps determine which projects are eligible for different planning projects and grants. The system is made up of local roads, which feed the minor and

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major collectors, which then feed the minor and principal arterials which are the backbone of the network.

DeWitt Functional Classification

The functional classification categories seen in DeWitt include principal arterials, major collectors, minor collectors, and local streets. Table 8-1 summarizes roadways within DeWitt incorporated limits by functional classification. Figure 8-2. maps both regional roadways by functional classification and farm-to-market routes.

Table 8-1. Lane Miles by Functional Classification, DeWitt

Functional Classification	Lane Miles
Local Roads	68.4
Minor Collectors	6.4
Major Collectors	9.95
Principal Arterials	40.19
Total	124.94

Source: Iowa DOT

Bridges

Bridges are also vital for a strong local economy. Within DeWitt city limits, the Iowa DOT owns and maintains multiple bridges along Highways 30 and 61. The City of DeWitt owns one bridge that is located on 11th Street across Silver Creek. Iowa DOT records indicate that the 11th Street bridge is in good condition. Figure 8.2. maps bridges present in DeWitt and surrounding areas.

DeWitt Roads and Bridges

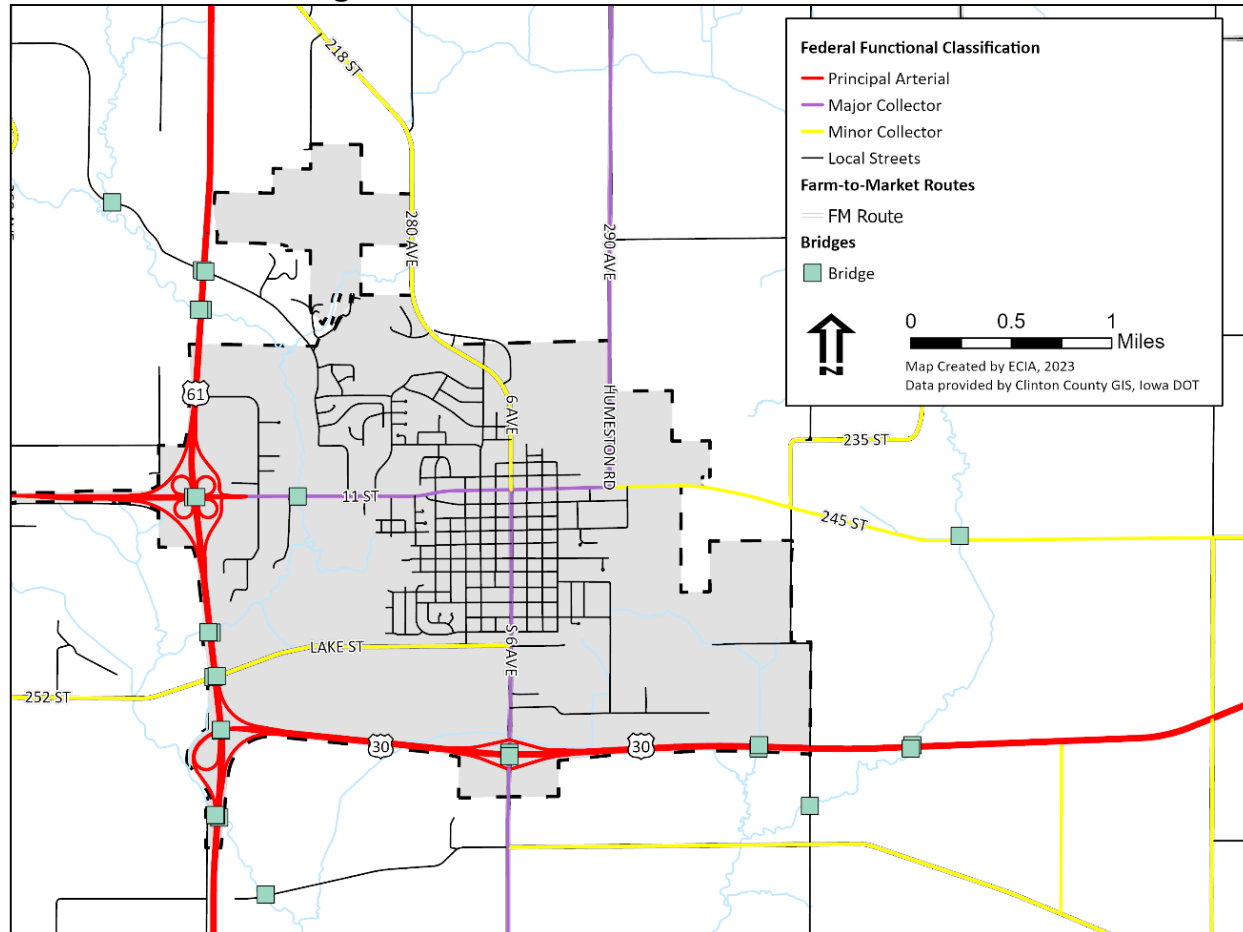


Figure 8-2. DeWitt Roads and Bridges

Source: Iowa DOT

Ride Sharing

Ride sharing is not a new phenomenon, as carpooling has been a popular way for people to keep transportation costs down and conserve fuel since World War II. However, the rise of smartphone apps such as Uber and Lyft have allowed people to coordinate shared rides on shorter notice.

PUBLIC TRANSPORTATION

River Bend Transit

River Bend Transit (RBT) provides public transit to the City of DeWitt. RBT is one of 16 regional transit systems in Iowa operating as a non-profit service organization. RBT serves public transportation needs for residents in Cedar, Clinton, Muscatine and Scott counties, providing rides within those counties as well as to Iowa City.

RBT provides weekday door-to-door transportation for the elderly and disabled rural residents as well as the general public. RBT's vehicle fleet is fully ADA accessible and their drivers are specialized in serving people with disabilities. DeWitt is served by RBT on Wednesdays. Riders are asked to be ready for their appointment 60 minutes prior to the scheduled pickup.

Seniors or persons with disabilities are covered by the service, in part funded by Milestones Area Agency on Aging. Below are the suggested round trip donations for different destinations:

- Iowa City- \$18.00
- Davenport- \$6.50
- In-Town Service- \$1.50
- County Service- \$3.00

The established fare for members of the general public is \$5.00 additional.



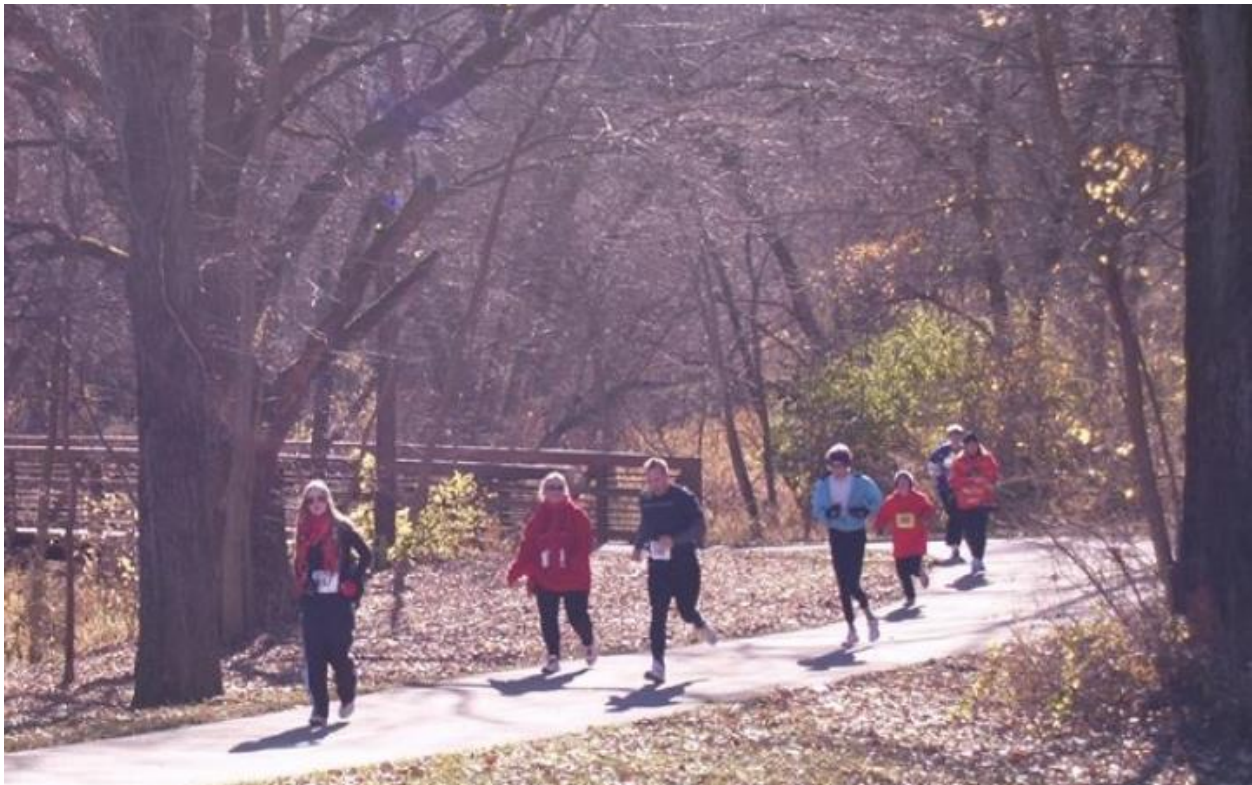
Source: ECIA

BICYCLE AND PEDESTRIAN

Off-Street Trails

The Paul Skeffington Memorial Trail is a 10 feet wide paved trail that covers over 5 miles. The trail is designed for walking, running, and riding bikes. The trail starts at Westbrook Park and continues north across 11th Street before it ends at 225th Street near Springbrook Country Club.

In 2024 the City was awarded Transportation Alternatives Program (TAP) funding of \$250,000 that would complete the trail from the northwest corner of Westbrook Park, then travel under the 11th Street/Silver Creek Bridge before ending west on Westwood Drive. 11th Street is the city's busiest roadway, so building a trail under the bridge will provide a safer bicycle and pedestrian route.



Source: DeWitt Chamber and Development Company

On-Street Bicycle Routes

Cyclists in DeWitt also have the ability to ride on the streets. With an on-street route, bicyclists share the roadway with motor vehicle traffic. Many of DeWitt's local residential streets are viable on-street bicycle routes, as they have low traffic volume and 25 mile-per-hour speed limits or less.

Streets with higher speeds and more traffic, however, can be improved for bicycle traffic by including design improvements that direct bicycles and vehicles to improve safety for all users.

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These improvements include signage, shared lane markings (sharrows), bike lanes, separated bike lanes and protected bikeways.

The most suitable design depends on several factors, including vehicle speed, traffic volume, and available right-of-way space. Buffered bicycle lanes and separated bikeways work best in streets with higher speeds and traffic volumes as more protection is necessary. Streets with slower speeds and lower traffic volumes may see more benefits from less protective elements such as bicycle signage or shared lane markings. For many streets biking is viable without any additional design elements.

The FHWA published a design guidance document called *The Small Town and Rural Multimodal Network Guide* to assist communities of DeWitt's size with selecting the most appropriate bicycle design elements. Figures 8-3., 8-4., and 8-5. show examples of possible on-street improvements from the guide.

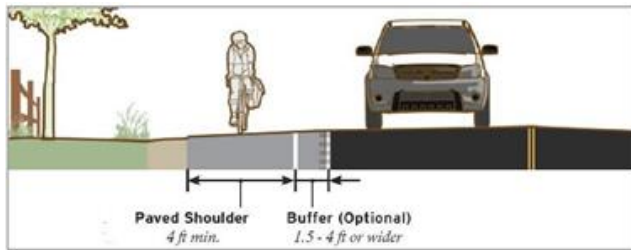


Figure 8-3. Paved Shoulder

Source: *The Small Town and Rural Multimodal Network Guide*, FHWA

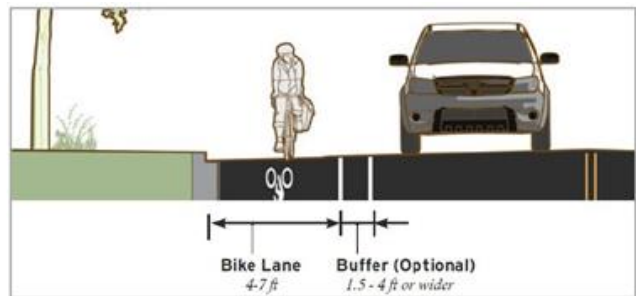


Figure 8-4. Bike Lane

Source: *The Small Town and Rural Multimodal Network Guide*, FHWA

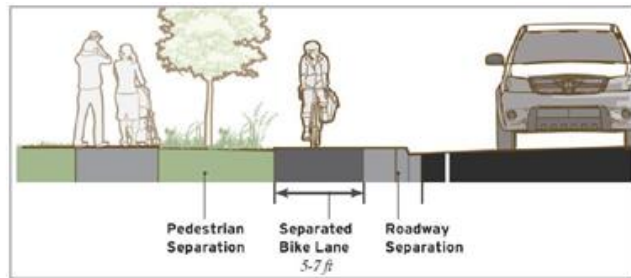


Figure 8-5. Separated Bike Lane

Source: *The Small Town and Rural Multimodal Network Guide*, FHWA

FREIGHT

According to ACS estimates, 17.51% of DeWitt’s workforce is employed in production, transportation and material moving occupations.

The 2018 Eight-County Freight Plan examined freight transportation for four counties in eastern Iowa: Clinton, Delaware, Dubuque, and Jackson; and four counties in western Illinois: Carroll, Jo Daviess, Stephenson, and Whiteside. The study states that while the region has good access to freight it is very dependent on outside connections to distribute goods beyond the area. Local companies that ship goods outside the region often use regional freight facilities in Davenport, Cedar Rapids, Rochelle, Rockford, and Chicago.

Most of the region’s freight is carried by trucks, which carry 82% of freight value and 73% of freight tonnage. This suggests that trucks are the predominant way to carry high-value, lower-weight manufactured goods.

Union Pacific Railroad main line passes through DeWitt’s south side and serves Crossroads Business Park Rail carries 23% of the region’s tonnage but only 7% of its value, which implies rail is mostly used for low-value, higher-weight goods such as agricultural products.

AIRPORT

The Quad City International Airport in Moline, Illinois is located approximately 40 minutes south of DeWitt. The airport offers daily departures and daily flights with 4 major airlines and 11 major hubs. There are also multiple municipal airports nearby, including Clinton Municipal Airport and Davenport Municipal Airport.

TRANSPORTATION PRIORITIES

Regional Coordination

A transportation system requires that local governments coordinate with each other in order to effectively connect communities. The FHWA administers transportation activities at the national level while the Iowa DOT manages transportation within the state. At the regional level Iowa has nine Metropolitan Planning Organizations (MPOs) and eighteen Regional Planning Affiliations (RPAs) that conduct transportation planning activities and facilitate coordination between local governments. MPOs operate in urban areas with more than 50,000 residents while RPAs cover non-metropolitan areas of the state.

DeWitt is a member of Regional Planning Affiliation 8 (RPA 8). RPA 8 covers Clinton, Delaware, Dubuque and Jackson counties. RPA 8 is governed by a policy board made up of representatives of its member cities, counties and regional transportation agencies. DeWitt has a representative on the RPA policy board.

The 2018 *Eight Count Freight Study* emphasizes the importance of regional coordination. Cities within the region, like DeWitt, need to collaborate to establish key partnerships to better

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understand freight system needs. This should lead to work toward advancing strategies to improve the regional freight system and its connections. The study includes several recommended projects and programs including:

- Highway improvements to address congestion and safety
- Pavement improvements
- Bridge improvements
- New/improved intermodal, transload and/or port facilities

Maintenance

Ongoing maintenance of transportation infrastructure is a huge priority for DeWitt. Regular maintenance is important as it protects the community's investment in its infrastructure by preventing deterioration and extending its useful life. Having well maintained transportation infrastructure can also help facilitate economic growth and improve public safety, as local businesses depend on quality transportation infrastructure to travel safely and efficiently.

The City of DeWitt plans transportation infrastructure maintenance primarily through their annual Capital Improvements Program (CIP). Development of the CIP includes a systematic evaluation process which allows the City to compare all potential projects and develop a maintenance plan to ensure efficient use of funding.

Technology can help guide maintenance planning efforts. Iowa State University's Iowa Pavement Management Program (IPMP) offers automated data collection on the condition of roads including information on cracks and the quality of the ride. Communities are able to access the IPMP information through a web portal. The IPMP also offers the ability to access pavement management software that allows users to create an inventory of streets by location and perform a life cycle cost analysis to determine the most suitable maintenance action for each street.

Street maintenance in DeWitt is funded through multiple sources, the Local Option Sales Tax (LOST) and the Road Use Tax. The Local Option Sales Tax is a 1% tax that is added to the 6% state sales tax that helps fund projects at the local level. The Road Use Tax comes from funding at the state level for motor vehicle registration, motor fuel tax or license fees, rental fees and more, which is then distributed back to the cities for local construction.

Safety

Ensuring that city streets are safe for all is a priority for all communities. According to the CDC, almost 41,000 people died and there were over 2.1 million emergency department visits from motor vehicle crashes in 2020. The Iowa DOT reports that in Iowa alone there have been 3,444 fatalities and 14,184 serious injuries from crashes from 2014 to 2023.

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Table 8.2. analyzes the crashes that occurred within 1 mile of DeWitt city limits from 2019 to 2023. There were 438 crashes reported during that period, 3 crashes were fatal and 5 were suspected to have caused a serious injury.

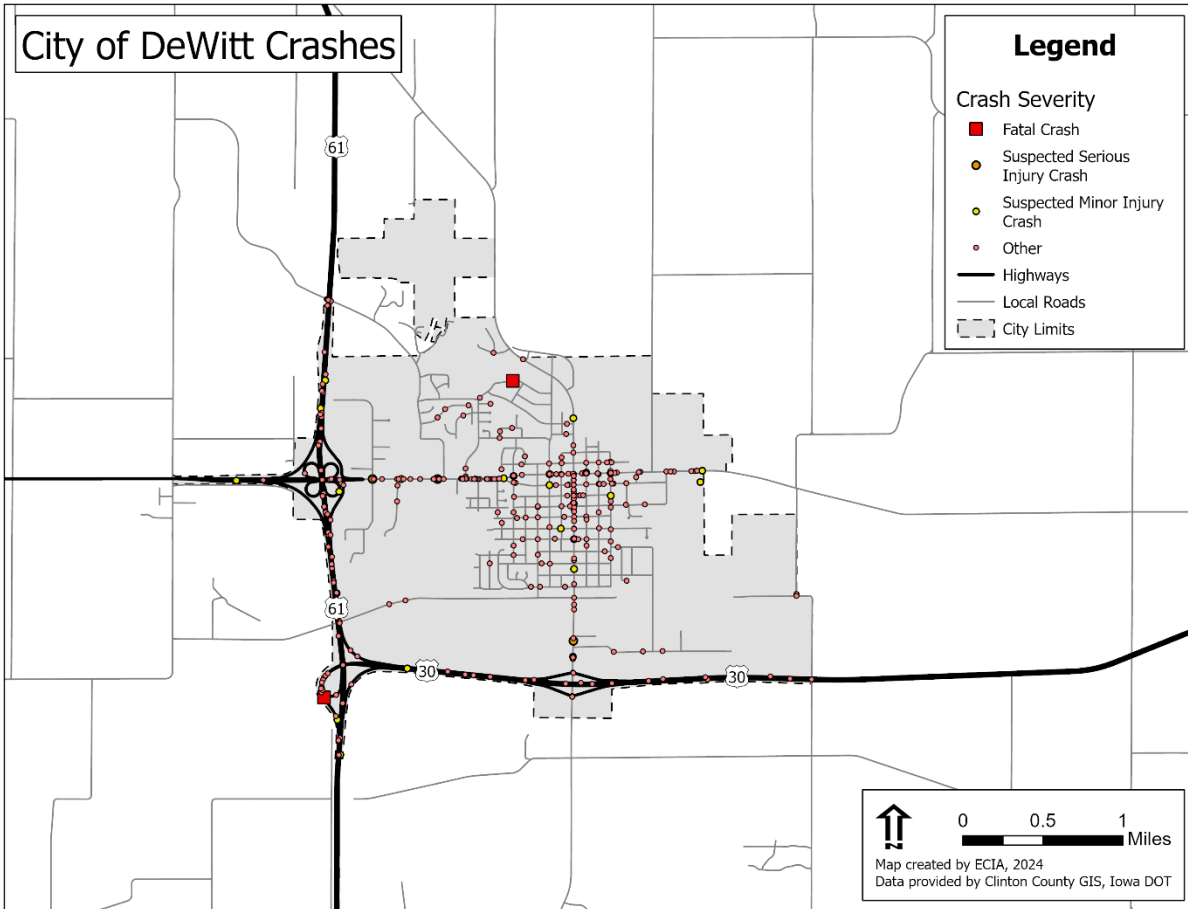


Figure 8-6. Location of Crashes, DeWitt 2019-2023
Source: Iowa DOT

Table 8-2. DeWitt Crashes, 2019-2023

Crash Severity	Amount
Fatal Crash	2
Suspected Serious Injury Crash	3
Suspected Minor Injury Crash	27
Possible/Unknown Injury Crash	41
Property Damage Only	266
TOTAL	339

Source: Iowa DOT

Figure 8-6. maps crashes that occurred within a 1-mile radius of DeWitt between 2019 and 2023. Many crashes occurred along Highways 30 and 61, as well as the city’s busiest streets such as 6th Avenue and 11th Street.

Parking

In a city where the automobile is the predominant mode of transportation, the presence of parking, especially in the downtown district is important for most residents' access to living, work, shopping, dining, and entertainment. The City should evaluate requirements for parking when considering new developments. One way the City could be proactive is by conducting an inventory of existing parking spaces downtown. A parking inventory should set out to answer the following questions:

- How many public parking spaces are available and where are they located?
- How many on-street spaces?
- How many paid reserved spaces?

Using the results of the inventory, the City can then focus on how and when available parking is used. Employing strategies such as periodic surveys can help the City gauge demand on a given day and during special events.

DeWitt can use this information to effectively manage its existing supply of parking and plan for possible new parking spaces. Some other solutions include:

- Add signage to direct people to available public parking.
- Provide a map of all downtown parking areas.
- Improve aesthetics of off-street lots.
- Make safety improvements to off-street lots including lighting.
- Improve pedestrian routes, sidewalks, and street crossings between parking areas and destinations.
- Provide parking for bicycles as a way to reduce demand for vehicle parking.

FUTURE TRANSPORTATION PROJECTS

Highway 30 Expansion

In March 2024 the Iowa house passed a bill requiring the state transportation commission to prioritize making all of U.S. Highway 30 four lanes. This development will have a huge impact for DeWitt, as one of the key areas to be expanded will be a 40-mile stretch from Lisbon to DeWitt. This project would have the potential to spur rural business development, foster population growth, improve roadway safety and lessen congestion of Interstate 80 according to the U.S. Highway 30 Coalition. Easier access into DeWitt will be a huge benefit for the City, however it also makes nearby cities more competitive in attracting potential workers.

Industrial/US 30 Extension

The City of DeWitt is planning to extend East Industrial Street to 300th Avenue. The project is a part of an initiative to help grow DeWitt's Industrial Park area, as it would help add nearly 150 acres of developable land for future industrial and commercial use. In addition to extending East Industrial Street, the project would include paving 300th Avenue from the intersection of East

Industrial, and add additional improvements at the intersection. The estimated cost for the project is \$5.5 million, and the City is seeking a RISE (Revitalize Iowa's Sound Economy) grant to pay up to 50% of the cost of the project. In July 2024 the City approved an agreement with Origin Design to create the application, as well as for conceptual design services and a traffic impact study.

TRANSPORTATION RECCOMENDATIONS

Transportation Planning

- Continue to work with outside agencies such as Clinton County, the Iowa Department of Transportation, and Regional Planning Affiliation 8 to maintain regional highway connections.
- Follow a performance-based planning process that ensures that resources are used effectively.
- Continue to look for opportunities to fund transportation infrastructure projects through state and federal programs.

Roads and Bridges

- Evaluate the City's street system and plan future street maintenance projects through the Capital Improvement Program (CIP).
- Reduce the number of major injuries and deaths from vehicle crashes by identifying problem locations and making safety improvements at those locations.

Public Transportation

- Align transit priorities to existing economic development priorities
- Coordinate with River Bend Transit to improve public transit services

Bicycle and Pedestrian

- Create a more complete bicycle and pedestrian network through the development of trails, on street bicycle routes, and sidewalks.
- Improve safety for bicyclists and pedestrians by adding improvements to on-street bicycle routes and improving street crossings.
- Encourage walking and biking as ways to get around town.

Railroads

- Collaborate with transportation partners for freight and rail studies.
- Coordinate with the railroad to monitor railroad safety issues and to address any problems.

Parking

- Develop a parking inventory for the downtown area.
- Manage downtown parking to complement business and residential uses.