INTEGRATED WALKING, BICYCLING, HIKING NETWORK PLAN

TRI-STATE AREA

FINAL COPY

Photo courtsey of the Iowa Bicycle Coalition

Table of Contents

Chapter One

INTRODUCTION AND SUMMARY

In July 2005 a grass roots effort of community citizens gathered to envision the future of the greater Dubuque area. Through this process several hundred ideas were voted on by the community to come up with Envision 2010 top 10. An integrated walking/biking/hiking trail system was one of those Envision 2010 top 10 ideas. Walking, biking and hiking are popular recreational activities and are increasingly becoming important as "alternative transportation modes."

This plan will encompass the Dubuque Metropolitan Area Transportation Study (DMATS) area. DMATS is located at the intersection of the state boundaries of Iowa, Illinois and Wisconsin. In Iowa, DMATS includes the urbanized area of Dubuque County. The City of East Dubuque and Jo Daviess County in Illinois and Grant County in Wisconsin are the areas served by DMATS. However, in this plan the DMATS area will be referred to as the Tri-State area.

PURPOSE

- Enhance the Quality of Life:
  The development of a "Complete Streets" concept provides for people-friendly streets, paths, trails and activity centers available to everyone, and supports sustainable community development. Walking, biking or hiking instead of driving can reduce traffic congestion, vehicle exhaust emissions, noise and energy consumption. The individual health benefits are evident. The City of Dubuque is currently seeking designation as a "green city".

- Provide Needed Facilities and Services:
  Integrate networks that not only provide direct routes for more experienced cyclists who feel comfortable riding on streets with relatively high volumes of traffic, but encouraging new cyclists, walkers and hikers who prefer more scenic and pleasant crosstown route and recreational alternatives. Address constraints and gaps to ensure safety and continuity. Incorporate more alternative collector and residential trails into the integrated walking, bicycling and hiking networks and provide supporting facilities such as secure bicycle parking, benches and water fountains at schools, shopping centers and major employers that will encourage more people to walk, bike or hike along with enhancing the level of comfort for all.

- Set new Priorities:

  The Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan identifies existing network needs and recommends projects that will further enhance and improve the conditions for walkers, bikers and hikers within the Tri-State area. Projects identified in this plan were evaluated according to priority criteria including safety, connectivity and network needs. These priorities emphasize providing a network that makes connections to destinations such as neighborhood districts, major employers, schools, recreational areas and commercial areas along with enhancing regional connections.

- Improve Safety:

  Reduce walking, bicycling and hiking accidents and collisions through design standards and guidelines, education and enforcement.

- Maximize Funding Sources:

  Provide the needed justification for recommended projects so when applying for funding the application will be competitive.

GOALS AND OBJECTIVES

Goal 1

Create an integrated trail system throughout the Tri-State area to encourage: recreation, wellness, alternative transportation, energy conservation, heritage tourism, environmental education and air quality.

- Fully integrate the consideration of walkers, bicyclists or hikers' needs into the community and neighborhood planning and site design processes, and local and state agencies' planning, design, and operation and maintenance of transportation projects and programs.

- Consider the needs of all walkers, bicyclists and hikers – experienced and novice, commuter and recreational – when planning and designing bicycle and pedestrian facilities and programs.

- Accommodate bicyclists on roadways by providing appropriate bike lane/paved shoulder on arterial and collector roadways, where possible.

- Improve trail connections and accessibility to the transit systems.

- Support the provision of incentives for walking, bicycling or hiking by public agencies, private employers and other entities to promote wellness.
- Eliminate walking, bicycling or hiking barriers and hazards through the accommodation of bicyclists and pedestrians' needs in the design of bridges and under/overpasses, street intersections, railroad crossings and traffic control devices, where possible.
- Adopt governmental practices and policies that encourage employees to commute by walking, bicycling or hiking and work with private employers to promote alternative commuting methods.
- Continue to coordinate with other communities and agencies to ensure appropriate bicycle connections are planned, constructed and maintained.
- Create and improve continuous bicycle routes on local connector streets that provide route alternatives in addition to the use of arterial roadways.
- Evaluate the street design standards and bicycle/pedestrian facility requirements in local land use ordinances to ensure provisions of a continuous bicycle/ pedestrian "grid" of streets and paved paths.
- Increase the number of residents that are within one mile of designated walking, bicycling or hiking trails.
- Strive to have 50% of the population within one mile of the trail network.

Goal 2

Provide connections to regional, state and national trail systems, including the Mississippi River Trail (MRT).

- Provide a continuous network of suitable roadways for safe bicycling throughout the Tri-State area.
- Incorporate bicycle and pedestrian accommodations in roadway projects to create connections to regional, state and national trails, including the MRT.
- Extend the signed bicycle route system from local communities and neighborhoods to connect with regional, state and national trails, including the MRT in the Tri-State area.

- Provide information to regional, state and national trail websites, including the MRT, about local trails and points of interest in the Tri-State area.

Goal 3

Connect all of the trail systems to the Port of Dubuque River Walk, Heritage Trail, E.B. Lyons and Mines of Spain.

- Fund on-street bicycle facility improvements in conjunction with roadway projects as a routine part of the cost of the project to create trail connections to key destinations.

- Include appropriate provisions for bicyclists and pedestrians in the design of all transportation facility improvements, where feasible and desirable, to link trails with key destinations.

- Develop a signed trail route system that is integrated with the Tri-State area route system and other planned local community route systems.

- Ensure a continuous trail network free of missing links, gaps and barriers.

- Provide neighborhoods safe accessibility to the trail system.

Goal 4

Provide connections from neighborhoods to schools, parks and other points of interest.

- Provide convenient bicycle/pedestrian access to and circulation within commercial and employment centers.
- Improve walking, bicycling and hiking access to important destinations such as employment centers, schools, government and public institutional centers, commercial areas and recreational areas.
- Fund on-street bicycle lane/paved shoulder improvements in conjunction with roadway projects as routine part of the cost of the project to create trail connections to key destinations.
- Provide secure, appropriately designed and conveniently located bicycle parking facilities in business districts and other public areas where needed (e.g. public institutions, parks, other points of interest, etc.).
- Encourage schools, local planning and engineering staff to develop and implement plans for safe routes to school for students.
- Integrate access to neighborhoods.

Goal 5

Develop safe, paved trails, with a corresponding website and maps, plus restrooms, benches and bike racks.

- Utilize opportunities for providing multi-use paths when planning for and developing parks and other recreational open space areas.
- Pursue new opportunities of railroad rights-of-way, utility corridors and other linear corridors for trail development.
- Provide adequate rest stop facilities, information, interpretative signing, parking and lighting along multi-use trails and recreational trails.
- Increase public awareness of walking, bicycling or hiking routes, resources and programs.

- Provide safe and ready access from neighborhoods to paved, stand alone trails.
- Provide and promote safety education and encouragement programs taught by qualified instructors and targeted to youth and adult bicyclists as well as motorists.
- Increase the participation of students and adult walkers, bicyclists and hikers in safety education programs and training courses.
- Improve the attitude and behavior of both motorists and bicyclists with respect to compliance of traffic laws, especially with the responsibilities of each toward the other.
- Continue to cooperatively develop and distribute trail maps and other informational materials regarding trail facilities, and safety/training programs.
- Develop a public information and education campaign to encourage walking, bicycling or hiking, and to improve the attitude and behavior of pedestrians, bicyclists and motorists.
- Establish an information clearinghouse on programs aimed at bicycle safety and promotion.
- Utilize corridors, such as railways and greenways, to provide family friendly walking, bicycling or hiking trails.
- Develop a uniform trail signage system within the Tri-State area.

Goal 6

Advocate for adoption of "Complete Streets" policies by cities and counties in the Tri-State area.

- Encourage city and county governments to plan for "Complete Streets" and enable safe access by all users and (pedestrians, bicyclists, hikers, motorists and transit riders) of all ages and abilities to the greatest extent feasible.
- Encourage city and county governments to develop "Complete Streets" design manuals that encompass the safety of all users, use the latest and best design standards, balance the needs of diverse users and allow for flexibility where needed.

♦ Encourage city and county governments to maintain and operate "Complete Streets" as a comprehensive, integrated connected network.

Complete Streets Installation

Before

After

Photos from www.completestreets.org

Through the Envision 2010 process, the community's recognition of the advantages of trails for alternative transportation and recreation was apparently made. The benefits of an integrated network include: enjoyable exercise, economical transportation, ability to choose an alternative transportation modes, independence and mobility for children, contact with neighbors and the physical environment. With improved conditions and infrastructure, the safety of walking, bicycling and hiking within the Tri-State area will increase.

This plan outlines an approach for Tri-State area to improve walking, biking and hiking for both recreation and transportation. The proposed network consists of a combination of multi-use trails, bike-friendly roads, and sidewalks.

Chapter Two

EXISTING CONDITIONS

Location:

Within the Tri-State area there are several jurisdictions. The Dubuque Metropolitan Area Transportation Study (DMATS) is composed of a broad mixture of local, regional, state and federal officials from the State of Iowa, State of Illinois and the State of Wisconsin. The local governments represented on the DMATS boards are the cities of Asbury, Dubuque, Centralia (nonvoting), Peosta (non-voting) and Sageville (non-voting) and Dubuque County in Iowa; East Dubuque and Jo Daviess County in Illinois; Jamestown Township, the unincorporated town of Kieler and Grant County in Wisconsin. In addition, DMATS has representation from each of the three state Departments of Transportation (Iowa, Illinois and Wisconsin); East Central Intergovernmental Association (ECIA), a member of the regional councils of government in Iowa, Southwest Wisconsin Regional Planning Commission; Keyline Transit; Region 8 Regional Transit Authority; and the Federal Highway Administration (FHWA). The Implementation of Tri-State Bicycling, Hiking and Walking Plan will require the cooperation and adoption from these members.

Existing Travel:

Due to the difficulty in counting the number of bicycle and pedestrian trips, there is not a reliable data source for estimating the overall bicycle and pedestrian trips in the Tri-State area. However, the 2000 Census data provides a general perspective on the use of bicycle and pedestrian modes. According to the 2000 Census, approximately 4.02 percent of the workforce in the Tri-State area walks to work daily. While only 0.11 percent bicycle to work. This compares reasonably well with the national person trip percentages for walking; however it is low for bicycling as established by the National Personal Transportation Survey (NPTS), which states 2.93 percent and 0.38 percent respectively.

Chapter Two

Bicycle Skill Levels:

When creating a bicycling, hiking and walking system, it is importation to make sure that system will accommodate as many users as possible. The system should take into consideration the differing abilities of the potential riders using the system. The Federal Highway Administration (FHWA) uses the following categories of bicycle users to assist in determining the impact that different facilities and roadway conditions will have on the bicyclist. Those categories are:

Group A Bicyclists: Advanced or Experienced Riders

This group is comfortable operating a bicycle in most traffic conditions, and generally is using their bicycle as they would a motor vehicle. They comprise the majority of bicycle users on collector and arterial streets and are best served by the following:

- Direct access to destinations usually via the existing street and highway systems.
- The opportunity to operate at maximum speed and minimum delays.
- Sufficient operating space on the roadways or shoulder to reduce the need for either the bicyclists or the motorists to change position when passing.

Group B Bicyclists: Basic or Less Confident Adult Riders

Group B riders may also be using their bicycle for transportation purposes, however prefer to avoid roads with high vehicle volumes and fast moving traffic. These bicyclists prefer:

- Comfortable access to destinations, preferably by a direct route using low-speed, low traffic volume streets or a designated bicycle facility.
- Well-defined separation of bicycles and motor vehicles on arterial and collectors streets, such as bicycle lanes, paved shoulders or multi-use trail.

Group C Bicyclists: Children

This group can either be riding on their own or with parents/adults. This group may not travel as fast as group A and B bicyclists, however still seek access to key destinations. This group is served best by the following:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping and other residential areas.
- Residential streets with low motor vehicle volume and speed.
- Well-defined separation of bicyclists and motor vehicles on arterial and collector streets or multi-use trails.

The Bicycle Federation of America estimates that out of nearly 100 million people in the United States that own bicycles, roughly 5 percent qualify as Group A bicyclists, with the remaining 95 percent as Group B and C bicyclists.

Facility Types or Categories

The current editions of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities describe the types of bicycle and pedestrian facilities available. The following is an overview of each facility type and general design from AASHTO.

Shared Roadway (No Bikeway Designation)

Most bicycle travel in the United States now occurs on streets and highways that are without bikeway designations. In some instances, a community's existing street system may be fully adequate for efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, some streets and highways may be unsuitable for bicycle travel at present, and it would be inappropriate to encourage bicycle travel by designating the routes as bikeways. Finally, some routes may not be considered high bicycle demand corridors, and it would be inappropriate to designate them as bikeways regardless of roadway conditions (e.g., minor residential streets).

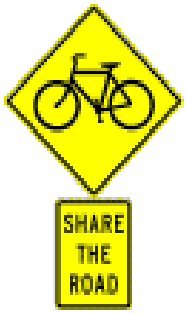
Some rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, such routes should only be designated as bikeways where there is a need for enhanced continuity with other bicycle routes. However, the development and maintenance of 4-foot paved shoulders with 4-inch edge stripe can significantly improve the safety and convenience of bicyclists and motorists along such routes.

Signed Shared Roadway

Signed shared roadways are designated by bicycle route signs, and serve either to:

a. Provide continuity to other bicycle facilities (usually bike lanes); or
b. Designate preferred routes through high-demand corridors.

As with bicycle lanes, signing of shared roadways should indicate to bicyclists that particular advantages exist to using these routes compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Signing also serves to advise vehicle drivers that bicycles are present.



Bicycle Lane

Bicycle lanes are established with appropriate pavement markings and signage along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclist on the streets. Bicycle lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bicycle lanes also help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic. Another important reason for constructing bicycle lanes is to better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets; this can be accomplished by reducing the width of vehicular lanes or prohibiting parking in order to delineate bicycle lanes. In addition to lane striping, other measures should be taken to ensure that bicycle lanes are effective facilities. In particular, bicycle-safe drainage inlet grates should be used, pavement surfaces should be smooth, and traffic signals should be responsive to bicyclists. Regular maintenance of bicycle lanes should be a top priority, since bicyclists are unable to use a lane with potholes, debris, or broken glass.

If bicycle travel is to be improved, special efforts should be made to assure that a high quality network is provided with theses lanes. However, the needs of both the motorists and the bicyclist must be considered in the decision to provide bicycle lanes.

Chapter Two

Multi-Use Trails/Shared Use Path/Separated Corridor Trail

Generally, multi-use trails should be used to serve corridors not served by streets and highways or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Multi-use trails should offer opportunities not provided by the road system. They can provide a recreational opportunity or, in some instances, can serve as direct commute routes if cross flow by motor vehicles and pedestrians is minimized. The most common applications are along rivers, oceanfronts, canals, utility rights-of-way, and former or active railroad rights-of-way, within college campuses, or within and between parks. There are situations where such facilities can be provided as part of planned developments. Another common application of multi-use trail is to close gaps in bicycle travel caused by construction of cul-de-sacs, railroads and freeways or to circumvent natural barriers (rivers, mountains, etc.). While multi-use trails should be designed with the bicyclist's safety in mind, other users such as pedestrians, joggers, dog walkers, people pushing baby carriages, persons in wheelchairs, skate boarders, in-line skaters and others are also likely to use such trails.

Sidewalks

Sidewalks, provided on both sides of a street, are the preferred pedestrian facility. Where one side of the street is undeveloped, sidewalks may be provided only on the developed side of the street. Sidewalks provide the greatest degree of comfort and safety for pedestrians. The Uniform Vehicle Code (23) defines a sidewalk as that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians. Sidewalks may also, in some cases, be built on easements. Sidewalks usually have a hard surface, but can also be constructed of compacted aggregate. To comply with ADA guidelines, newly constructed, reconstructed, or altered sidewalks must be accessible to persons with disabilities.

Off-Road Paths

An off-road path, paved or unpaved can be an appropriate facility in rural or low-density suburban areas. Paths are generally set back from the road and separated by a green area, ditch, swale, or trees. Paths can be flexible in that they can deviate from the exact route of a road in order to provide more direct access for key destinations. Paths that generally follow the roadway alignment are sometimes known as “side paths.”

Shared Streets

In some circumstances, it may be possible to allow shared use of a street for people walking and driving. These are usually specially designed spaces, such as pedestrian streets or “woonerfs,” which are used on local urban streets with extremely low vehicle speeds. Guidelines for developing these kinds of facilities can be found elsewhere (e.g. Pedestrian Facilities User Guide (29)). (Source: The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 1999 and Guide for the Planning, Design and Operation of Pedestrian Facilities, July 2004)

Chapter Two

Existing Facilities:

The initial step in developing an integrated walking, bicycling and hiking network within the Tri-State Area is to inventory the existing identified facilities, and analyze the current system's strengths and weaknesses.

National and State Trails

Mississippi River Trail: The MRT runs along both sides of the Mississippi River. On the Iowa side the MRT alignment follows U.S. Highway 52 in the southern portion of the area into the Mines of Spain State Recreation Area then along the Alliant Powerline Trail to South Grandveiw Avenue, then along Southern Avenue to Locust Street, down Loras Boulevard to Jackson Street then along the Northend Trail to U.S. Highway 52 in the northern portion of the area. Currently, the Iowa side the only portion of the MRT signed in the Tri-State Area.

Photo courtesy of Iowa National Heritage Foundation

Regional Trails

Heritage Trail: Is a 26-mile trail located on the former Chicago-Great Western Railroad Line which provides a smooth, compacted crushed limestone surface, with one percent maximum grade. This trail links the communities of Dubuque, Sageville, Durango, Graf, Epworth, Farley, and Dyersville in Dubuque County. No horses or motorized vehicles are allowed.

County and Local Trails

Alliant Energy Powerline Trail: A steep multi-use paved asphalt trail that winds it way through a wooded corridor on a power line easement between Julien Dubuque Drive and Grandview Avenue within the City of Dubuque. This is part of the MRT route through the City of Dubuque.

Audubon Wildlife Overlook Trail: Paved asphalt multi-use trail along the 16th Street storm water detention basin within the City of Dubuque.

Dubuque Jaycees Trail: Located on the Peosta Channel levee within the City of Dubuque, is anchored by Pyatigorsk Park at 16th Street and Kerper Boulevard and ending at the Shiras Avenue extension. This 12-feet wide paved multi-use trail, with rest areas, is one of the most scenic trails with panoramic views of the Peosta Channel and bluffs on either side of the Mississippi River.

Eagle Point Park Route: This is an on-street signed route with several alternate loops and destinations, including Eagle Point Park and Lock and Dam Number 11 within the City of Dubuque.

Forest Hills Subdivision: A multi-use trail through Forest Hills Subdivision in the City of Asbury.

Fema Trail: A multi-use trail located in the City of East Dubuque from Rivoli Street to School Street.

Hales Mill Road: Bicycle lane from Asbury Road along Hales Mill Road to Autumn Drive in the City of Asbury.

Heron Pond Wetlands Nature Trail: This 12-foot wide paved multi-use trail located on Schmitt Island in the City of Dubuque provides users with unique views of the timbered wetland which embodies the landscape of the land between the bluffs and the Mississippi River. The trail loops through Miller-Riverview Park and connects to Pyatigorsk Park along with the Dubuque Jaycees Trail via the 16th Street bridge.

Iowa 32 (Northwest Arterial) Bike/Hike Trail Phase 1: Is a two mile paved multi-use trail that extends from U.S. 52 to John F. Kennedy Road within the City of Dubuque.

Julien Dubuque Route: This is an on-street signed bicycle route along Julien Dubuque Drive between the paved, off-road Alliant Energy Powerline Trail and the Iowa Department of Natural Resources picnic/ overlook area along the Mississippi River at the end of Julien Dubuque Drive located within the City of Dubuque.

Chapter Two

Mines of Spain Hiking and Cross-County Ski Trails:

Photo courtesy of the Mines of Spain

- Catfish Trail: This two mile trail covers a wide range of area. The lower portion of follows along the Catfish Creek, while the upper portion goes past rock out-croppings, through white Birch and River Birch forest areas. A savanna area on the east end includes Indian Mounds and 200+-year-old Oak trees.

- Calcite Trail: Is a two mile trail that contains bowl shaped holes in the ground – lead mine pits and is steep at the start of the trail.

- Julien Dubuque Trail: This ¼ mile paved sidewalk trails leads from the parking lot to the Julien Dubuque Monument, which is a National Historic Landmark. This trail is handicapped accessible featuring a scenic overlook, benches and picnic tables.

- Julien Dubuque Foot Trail: The trail starts at the picnic area and winds down to the north into Riprow Valley. The trail currently dead ends at the bottom, however will eventually connect to a parking area that will serve as a trail head for the Heritage Trail/MRT.

- Horseshoe Bluff Nature Trail: Accessible from the main park road, this ¾ mile trail features a scenic overlook, views of Julien Dubuque Monument, the old quarry and the Mississippi River. Interpretive signs along the trail explain the parks geological history.

Photo courtsey of the Mines of Spain

- Cattesse Trail: This 1 ½ mile trail goes through a major valley cutting the park in half. Spring, fall and winter rock out croppings are visible, while in the summer the trail has dense foliage prohibiting you from seeing the rocks.

- Nature Center Trails: The trail leads from the E.B. Lyons Interpretive Center and Park Office on 1 ½ miles through the remnants of an 1859 farmstead.

Photo from Mines of Spain

- Mesquakie Trail: This one mile trail connects the E.B. Lyons Interpretive Center with the rest of the park. Access is from the northeast corner of the Nature Center Trail and will take you across Granger Creek along Catfish Creek and eventually hooks-up with the Calcite Trail.

- Prairie Ridge Trail: This two mile trail passes through tall grass prairie and is designed for hiking and cross-country skiing.

- Cedar Ridge Trail: This hiking and cross-country skiing trail is 1 ½ mile trail that passes through areas that are planted with Red Cedar trees and tall grass prairie.

- Eagle Scout Trail: This 3 ½ mile trail connects the Cedar Ridge Trail with the Cattesse Trail. The Eagle Scout Trail is a long, winding trail through forest, prairie and cropland.

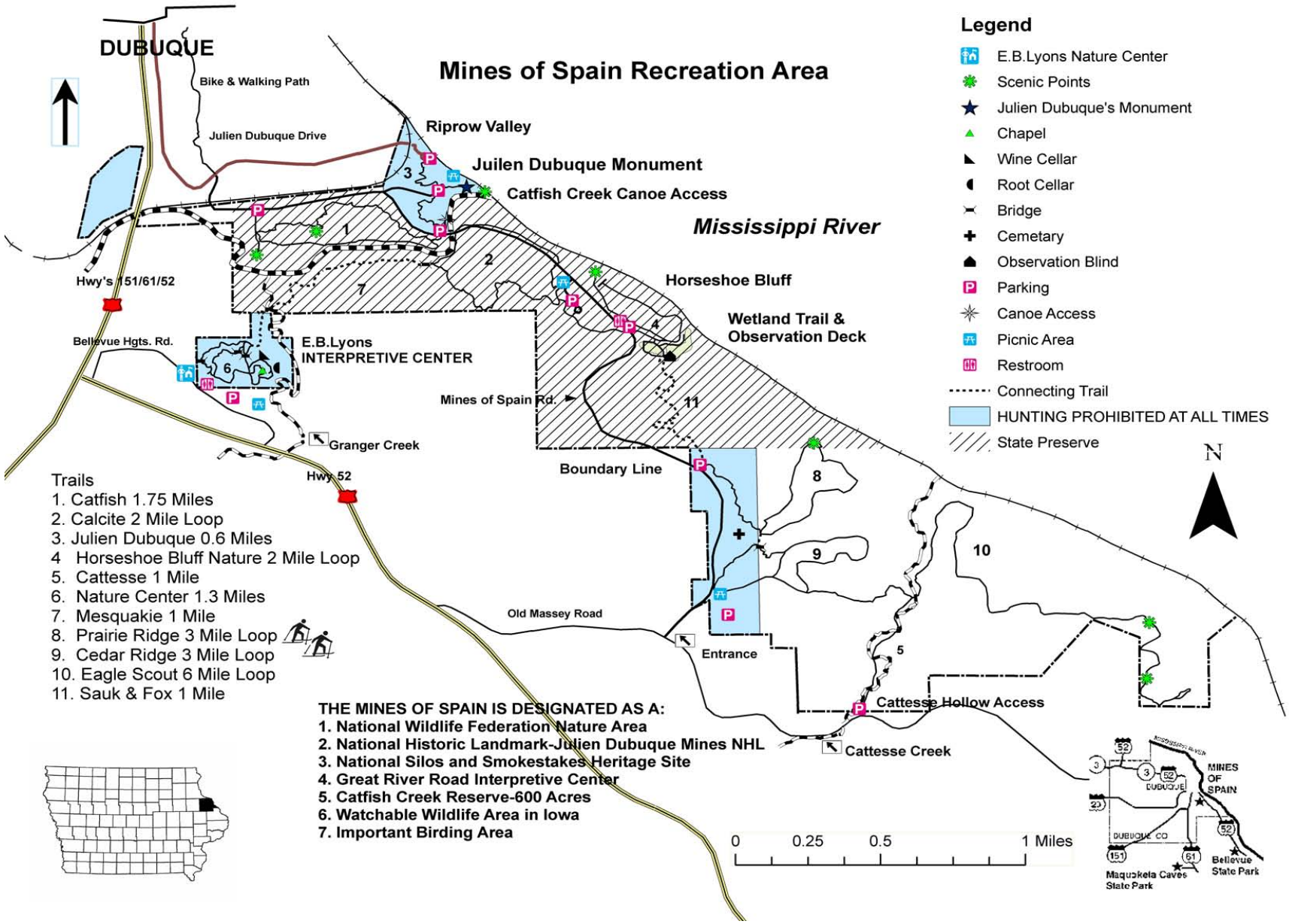

DUBUQUE
Mines of Spain Recreation Area
Bike & Walking Path
Julien Dubuque Drive
Riprow Valley
Juilen Dubuque Monument
Catfish Creek Canoe Access
Mississippi River
Horseshoe Bluff
Wetland Trail & Observation Deck
Hwy's 151/61/52
Bellevue Hgts. Rd.
E.B.Lyons INTERPRETIVE CENTER
Mines of Spain Rd.
Granger Creek
Hwy 52
Boundary Line
Old Massey Road
Entrance
Cattesse Hollow Access
Cattesse Creek
Legend
E.B.Lyons Nature Center
Scenic Points
Julien Dubuque's Monument
Chapel
Wine Cellar
Root Cellar
Bridge
Cemetary
Observation Blind
Parking
Canoe Access
Picnic Area
Restroom
Connecting Trail
HUNTING PROHIBITED AT ALL TIMES
State Preserve
N
Trails
1. Catfish 1.75 Miles
2. Calcite 2 Mile Loop
3. Julien Dubuque 0.6 Miles
4 Horseshoe Bluff Nature 2 Mile Loop
5. Cattesse 1 Mile
6. Nature Center 1.3 Miles
7. Mesquakie 1 Mile
8. Prairie Ridge 3 Mile Loop
9. Cedar Ridge 3 Mile Loop
10. Eagle Scout 6 Mile Loop
11. Sauk & Fox 1 Mile
THE MINES OF SPAIN IS DESIGNATED AS A:
1. National Wildlife Federation Nature Area
2. National Historic Landmark-Julien Dubuque Mines NHL
3. National Silos and Smokestakes Heritage Site
4. Great River Road Interpretive Center
5. Catfish Creek Reserve-600 Acres
6. Watchable Wildlife Area in Iowa
7. Important Birding Area
0 0.25 0.5 1 Miles
MINES OF SPAIN
DUBUQUE
DUBUQUE CO
Maquoketa Caves State Park
Bellevue State Park

Photo from the City of Dubuque

Mississippi Riverwalk Recreation Trail: The Riverwalk is part of a 44-mile trail connecting America's River to the nationally renowned Field of Dreams in Dyersville, Iowa. The River's Edge Plaza, a 5,000 square-foot plaza and pavilion, also serves as the landing berth for the Delta Queen Company Riverboats and other large excursion boats. The Riverwalk also provides a naturally convenient path to all the America's River facilities and attractions, following along the Mississippi river banks.

North End Neighborhood Trail: This multi-use paved trail is located on the former right-of-way of the Chicago-Great Western Railroad on the north end of the City of Dubuque. The trail runs from 22nd Street to 32nd Street. It is paved asphalt trail that is 12-feet wide except between 24th and 26th Streets where the trail is 8-feet wide. The trail is landscaped with trees, shrubs and benches which has made the North End Neighborhood Trail is not only a transportation link but also a linear neighborhood park.

Peosta Channel Trail: A multi-use trail that connects the Audubon Overlook Trail to both the Schmitt Island Route and the Dubuque Jaycees Trail along 16th Street in the City of Dubuque.

Port of Dubuque Route: A loop off the MRT that provides access to the Port of Dubuque.

Radford Road: Within the City of Asbury Radford Road has been striped with bicycle lanes along both sides and is signed for bicycle travel. The bicycle lanes are approximately a half mile long and extend from Asbury Road on the north end to Saratoga Road on the south end.

Schmitt Island Route: An on-street signed route that connects the Audubon Overlook Trail and the Dubuque Jaycess Trail along 16th Street & Admiral Sheehy Drive to the Peosta Channel Trail and the Heron Pond Trail within the City of Dubuque.

Southern Levee Trail: Located on top of the southern portion of the Mississippi River Levee in the City of Dubuque. This trail runs from Jones Street to Mauss Park. It is a 6-feet wide paved asphalt multi-use trail, which provides users extraordinary views of the Mississippi River Valley.

Trolley Line Trail This trail extends approximately a ½ mile along the old trolley route to Eagle Point Park on the northeast side of the city of Dubuque. The Trolley Line Trail follows the old trolley roadbed from the Historic Ham House to the park turnaround through a scenic wooded area containing limestone outcroppings. This 10-foot wide trail will provide an off-road alternative to the main entrance road into Eagle Point Park from Shiras Avenue.

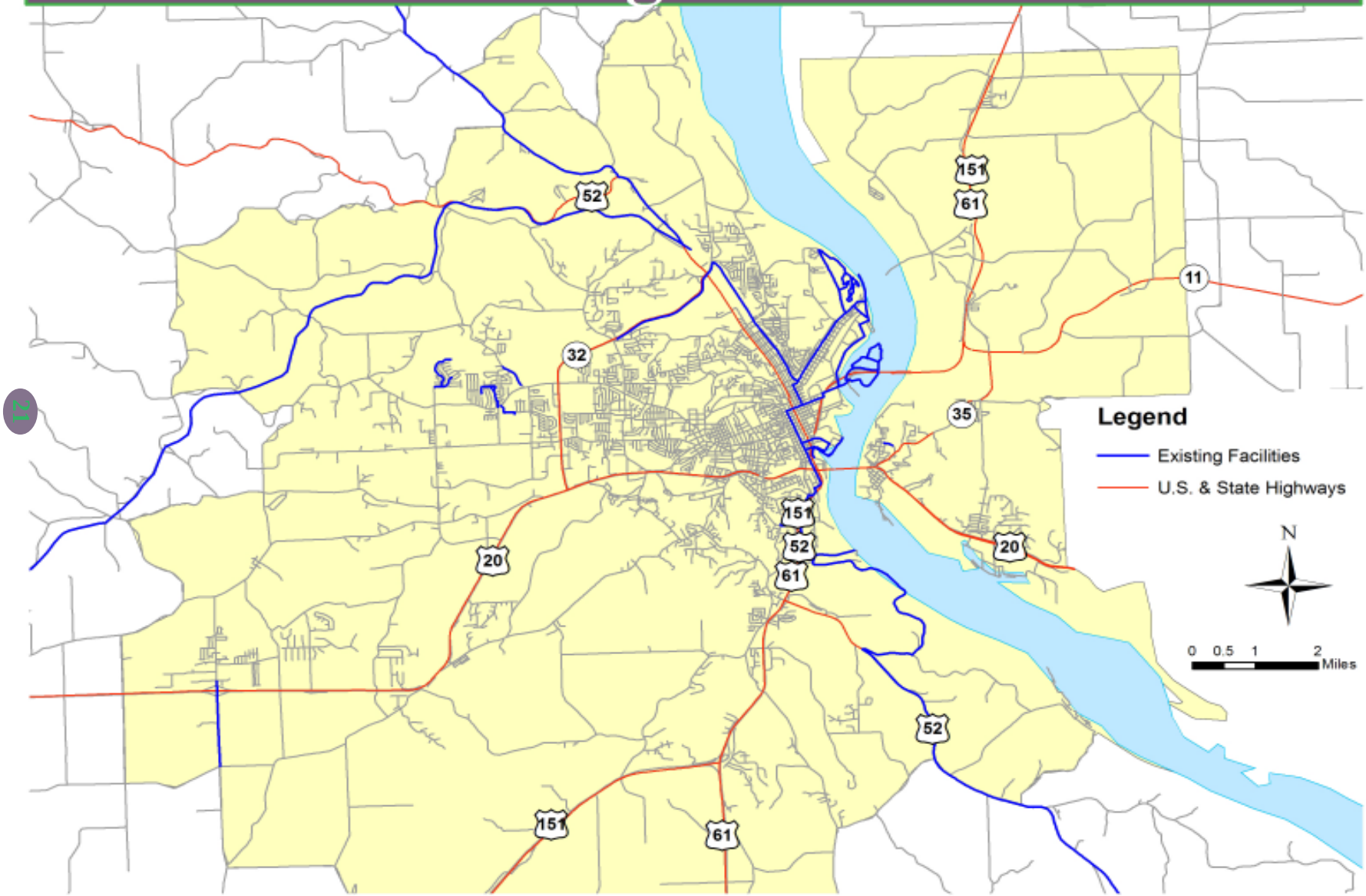
U.S. Highway 61/151 Paved Shoulder: U.S. 61 from the Iowa border past the DMATS boundary in Wisconsin contains paved shoulders.

Wedgewood Subdivision: A multi-use trail within Wedgewood Subdivision located in the City of Asbury.

Wisconsin State Highway 11 Paved Shoulder: Paved shoulders begin just east of Wisconsin State Highway 35 and run past the DMATS Border in Wisconsin.

Wisconsin State Highway 35 Paved Shoulder: Paved shoulders are located from the Illinois border to State Highway 11 in Wisconsin.

Existing Facilities



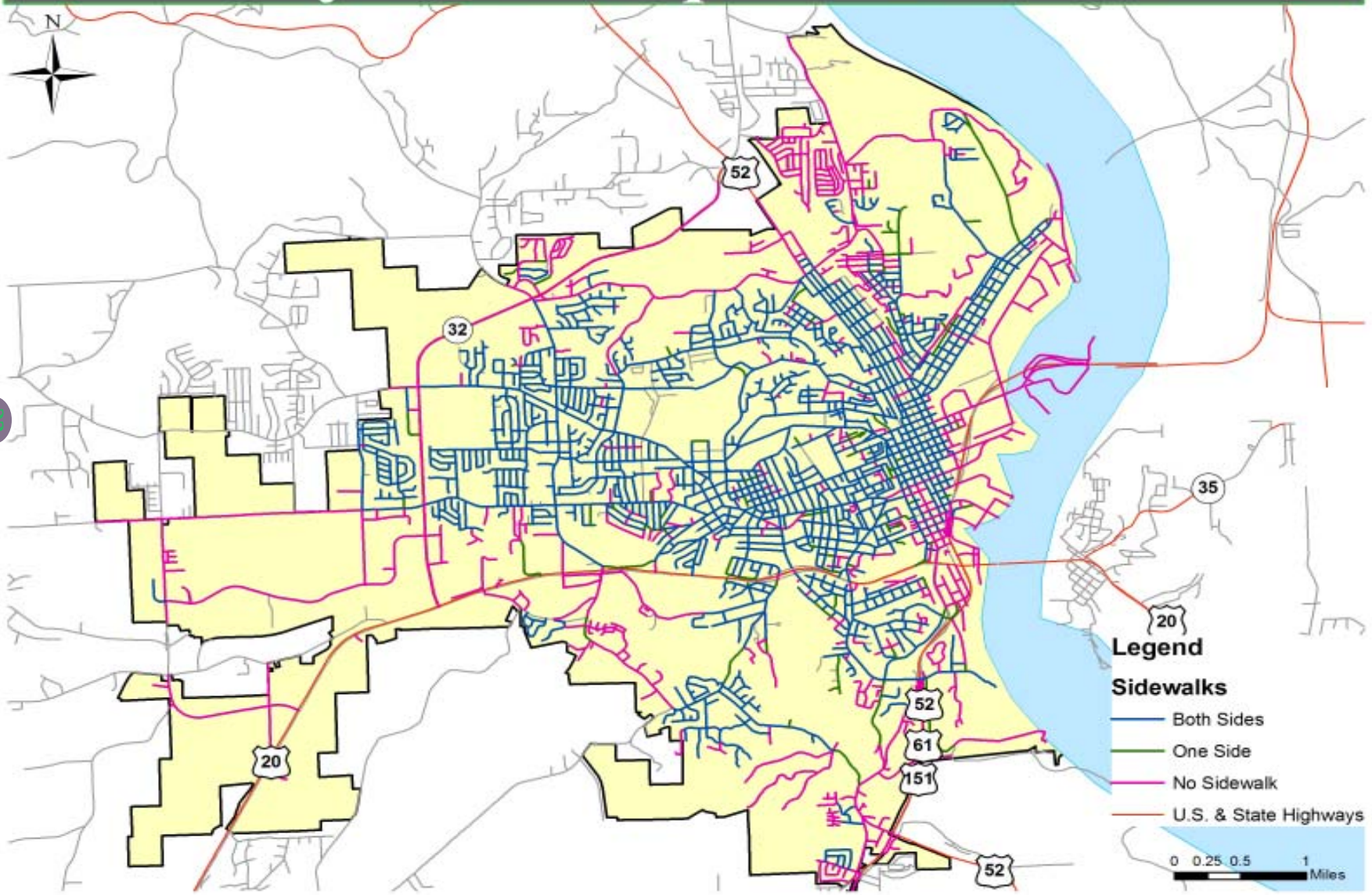
Sidewalks

Sidewalks are an important component of the transportation system. In some instances, they provide the only means of access to people, places, goods and services. Physical barriers within the sidewalk network can create great challenges to getting and from key destinations. Partial or nonexistent paths, poor surface quality and inappropriate or no crossings are example of these barriers. Through the goals and objectives listed in chapter one of this plan, a complete transportation system where all modes function seamlessly is the ultimate goal. Many of the Tri-State Area communities have sidewalk polices and are working to implement a sidewalk network. This plan encourages incorporated communities to strive to have sidewalks or alternative paths, such as a multi-use trail to accommodated pedestrian travel. The objective of this plan is to encourage the installation, maintenance and improved safety of accessible public sidewalks and steps throughout the Tri-State Area, where possible.

The City of Dubuque has a complex sidewalk network already in place. The map on the following page shows the City's sidewalk network. The City of Dubuque is uniquely situated along the Mississippi River causing for elevation increase from the river to the western part of the City of Dubuque. This elevation increase has provided the need public steps within the City. Below is a listing of where the operational public steps are located.

Location	Address
18th Street	18th Street to Heeb Street
W. 11th Street	Bluff to Highland
W. 7th Street	Hill Street to W. 7th Street
W. 5th Street	W. 5th Street to Raymond Place
Bluff Street	Bluff Street to Montrose Terrace
Rocco Budda	Dell Street
Catherine Street	From W. 17th Street
W. 8th Street South	South of W. 8th Street
W. 3rd Street	South of Overpass

City of Dubuque Sidewalks



Existing Education and Encouragement Programs

Bicycle Rodeo

The City of Dubuque Police Department, Finley Hospital, Bike Shack, Dairy Queen and KatFM sponsor a area wide bicycle rodeo that occurs in the spring. The Dubuque Police Department is also involved in giving away approximately 40 bicycle helmets to kids at various functions through out the year. The Dubuque Police Department also gives away approximately 30 bicycle licenses to disadvantaged kids each year. Bicycle licenses are available at Dubuque City Hall.

Photo from City of Dubuque

Existing Multi-Modal Connections

Photo courtesy of Dubuque Area Chamber of Commerce

Fenelon Place Elevator

Fenelon Place Elevator is a short steep scenic rail that is 296 feet in length that elevates passengers 189 feet from Fourth Street to Fenelon Place within the City of Dubuque. Fenelon Place Elevator operates from April 1 through November 30. Bicyclists may ride with their bicycles for $1.50. Adult riders may ride for $1.00 one-way or $2.00 for a round trip, whereas children between the ages of 5 to 12 may ride for $0.50 one-way or $1.00 round trip. Children under the age of 5 ride for free.

Trail Heads

22nd Street between Elm Street and Prince Street provides parking for the Northend Neighborhood Trail.

Louis Murphy Park located off of South Grandview Avenue, provides parking for the MRT Stoltz Principal Route/Alliant Powerline Trail.

Miller-Riverview Park located on Admiral Sheehy Drive, adjacent to the Dubuque Greyhound Park and Casino, provides trailhead accommodations for the Heron Pond Trail and the Peosta Channel Trail.

Gerald “Red” McAleece Park and Recreation Complex located on Admiral Sheehy Drive, on Chaplain Schmitt Island provides trailhead accommodations for the Peosta Channel Trail.

Eagle Point Park located on Shiras Avenue provides parking for the Eagle Point Park Route. Please note that there is a motor vehicle charge to enter the park between the hours of 9:00 a.m. to closing of $1.00. Bicycles and pedestrians are not charged to enter the park.

Pyatigorsk Park located at 16th Street and Kerper Boulevard provides parking for the Dubuque Jaycees Trail.

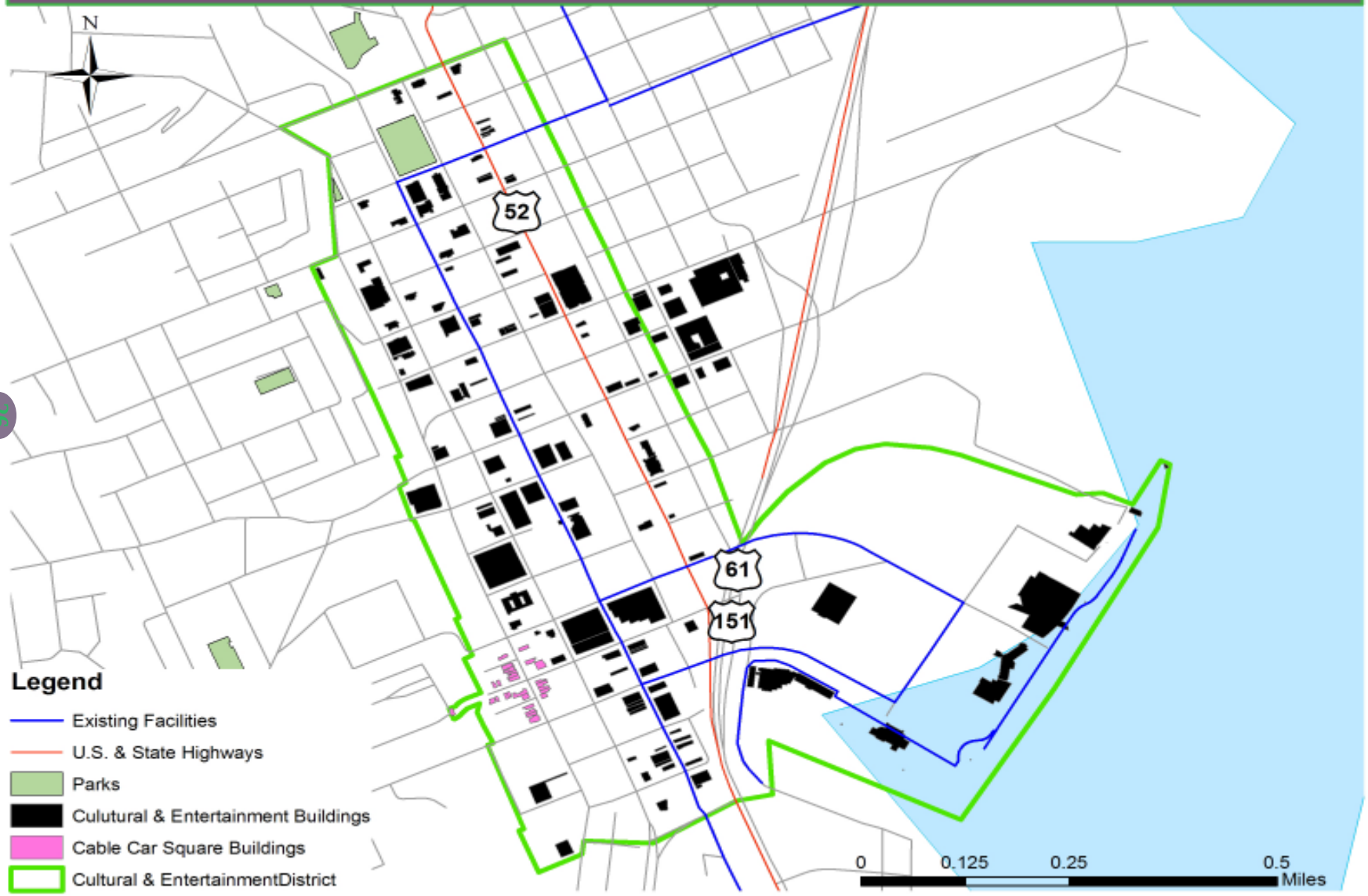
Just north of the City of Dubuque along U.S. Highway 52 a trailhead is located south of Rupp Hollow Road for the Heritage Trail.

The City of Durango has a trailhead located off of U.S. Highway 52 for Heritage Trail.

Northeast of the City of Graf is the twin spring parking area, which is located off Dubuque County Road G17 and provides access and parking for Heritage Trail.

The City of Graf has a trailhead located along the Heritage Trail within the City.

Amenities


N
52
61
151
Legend
Existing Facilities
U.S. & State Highways
Parks
Culutural & Entertainment Buildings
Cable Car Square Buildings
Cultural & EntertainmentDistrict
0
0.125
0.25
0.5
Miles

Chapter Three

PLANNING AND POLICY

Relevant Walking, Bicycling & Hiking Plans for the Area

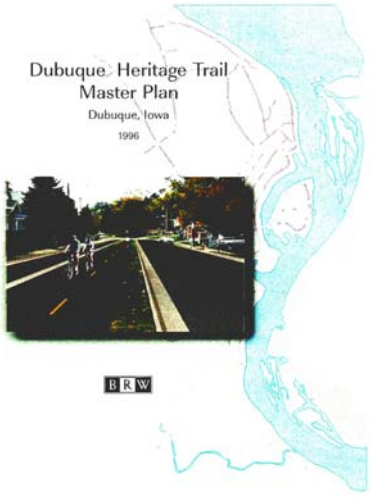
Dubuque Heritage Trail Master Plan (1996)

The Dubuque Heritage Trail Master Plan purpose was to extend the Heritage Trail from the northern edge of the City of Dubuque along the Mississippi River to the Port of Dubuque and then to the Mines of Spain Recreational Area. The potential for creating the Heritage Trail as the spine of a city-wide bicycling/pedestrian system has been achieved with links along the Northwest Arterial and several additional links through out the City are planned. Even with the completion of the Heritage Trail extension through the City of Dubuque, the plan still serves as a good reference for sign system principles and design criteria as well as reference to planned linkages to the Heritage Trail. Many of the Heritage Trail Master Plan Objectives listed on pages 11 and 12 of the plan are consistent with the Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan. Those objectives listed in the Heritage Trail Master Plan are:

- Continuous Routes: A direct and continuous route from the Heritage Trail terminus at 32nd street to the Mines of Spain Recreational Area with a connection to the Mississippi Riverwalk at the Port of Dubuque, for both purposeful and recreational trips by pedestrians and bicyclists.

- Riverfront Alignment: Locate the Heritage Trail and its supplementary branches along the Mississippi River to the extent feasible.

- Connections: Provide connections to the existing Heritage Trail in the northwestern part of the City of Dubuque to residential neighborhoods, the Port of Dubuque/Ice Harbor, Mississippi Riverfront, Downtown Dubuque, Lock and Dam #11, Four Mounds and the Mines of Spain Recreational Area.



- Recreation: Expand public use and enjoyment of the Mississippi Riverfront while improving public access to and appreciation of Dubuque's historic, scenic and cultural resources.

- User Groups: Design the Dubuque Heritage Trail for both adult and juvenile bicyclists as well as pedestrians. Serve trips that are both recreational and purposeful. Serve at a minimum, bicyclists of average skill and experience, usually adults and teenagers, but also accommodate those who are not confident of their abilities in traffic.

- Community Asset: Build the Dubuque Heritage Trail so that it is a prized asset of Dubuque and eastern Iowa. Incorporate the most advanced bikeway and pedestrian design elements and practices so that the facility is highly attractive, enjoyable, functional and safe for all user groups. Meet all requirements of the Americans with Disabilities Act. Achieve health, recreation, transportation and community economic development benefits.

- Compatibility with the Mississippi Riverwalk: Ensure that the design of the Dubuque Heritage Trail is compatible with the design of the Mississippi Riverwalk.

- Implementation Priority: Build first those segments of the trail that have the best combination of the following: route connection and extension, cost/benefit ratio and engineering timeliness. Give special consideration to those segments that can be coordinated with other projects that are scheduled to occur in the near future such as the Mississippi Riverwalk, roadway or park improvements. Assign highest priority to purchasing any key parcels or easements that might otherwise be lost to the trial because of imminent private or other public development.

- Interim Improvements: Provide a complete and continuous trail in the shortest possible time even if certain segments are not entirely satisfactory. For such segments, work to resolve problems of cost, engineering and approvals for the eventual accomplishment of the most-desirable design.

Chapter Three

Iowa Trails 2000

Iowa Trails 2000, from the Iowa Department of Transportation, is to serve as a resource for both state and local agencies/governments for trail planning and implementation. The goal is help achieve an interconnected, multi-modal, easily accessible statewide trails system. This document provides the following resources:

- Provides a framework for the implementation of the statewide trails vision.
- Sets forth guidance for subsequent trail system planning by a variety of agencies and jurisdictions.
- Offers valuable resources to trail developers, which can be used to implement either mode-specific or regional trail plans.
- Provides local communities an understanding of the benefits of trails, a valuable tool for local trail planning and development efforts.
- Establishes design guidelines for all trail modes, to encourage consistency in quality and design of trails statewide.
- Considers the benefits of trails as both recreation and transportation amenities.

Grant County Bicycle Improvement Plan (2001)

The goal of the Grant County Bicycle Improvement Plan is to create a foundation for accommodating bicycles on state, county and local roadways. Routes between communities as well as routes to popular destinations were also identified. Another goal of the plan is to increase transportation safety for both bicyclists and motorists. Recommended infrastructure improvements along with education and promotional programs have been included in this plan. Many of the plan objects listed on pages four and five of the Grant County Bicycle Improvement Plan are consistent with the Tri-State Area Integrated Walking, Bicycling and Hiking Network Plan. Those objectives are as follows:

- Recommend a system that serves a variety of user types, ages, and abilities.
- Recommend policies and facilities that will increase user safety, using guidelines derived from the Wisconsin Bicycle Planning Guidance, 1993, the Wisconsin Bicycle Transportation Plan 2020, 1998, the AASHTO Guidelines for Developing Bicycle Facilities, 1999 and The National Bicycling and Walking Study, 1994.
- Recommend educational procedures that emphasize the rights and responsibilities of motorists and bicyclists.
- Recommend policies to better accommodate bicyclists on all county roads and right-of-way.
- Devise a realistic, yet optimistic, implementation strategy for the county's bicycle system. This strategy shall include a list of possible funding sources, an action plan and a short and long-term capital improvements plan.
- Provide a map of the existing bikeway system, suitable for use by local commuter and recreational cyclists as well by visitors to the county.
- Work with broad-based community interest groups that will speak effectively for bicyclists and public health interests.
- Facilitate public participation in the planning process to build consensus and to encourage plan implementation.
- Direct development of facilities toward major destinations, such as large communities, major outdoor recreation destinations, tourist destinations and employment or government centers.

- Emphasize a system that facilitates travel into and out of Grant County from the surrounding counties and states.

- Identify key improvements to state, county and town roads that will complete loop routes or provide alternatives to county or state highway travel.

The Port of Dubuque Master Plan (2002)

- Pedestrian accessibility and continuity shall be provided throughout the area.

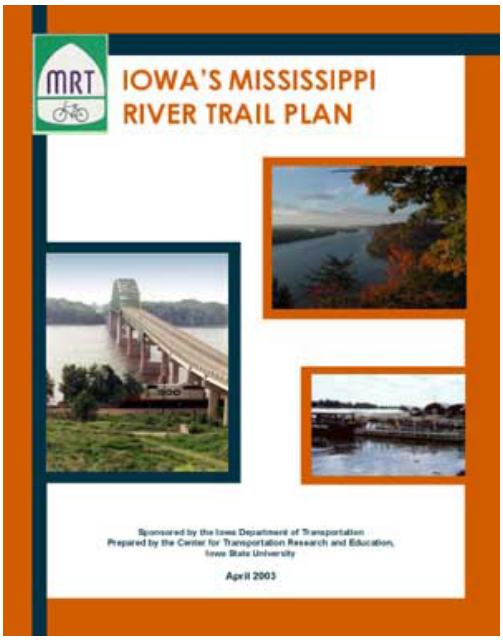
- Continuous sidewalks a minimum of 5 feet wide shall be provided along all public street frontages.

- Clearly defined and lighted pedestrian walkways shall extend between parking areas and all building entrances.

- Bike loops for parking at least 3 bicycles shall be provided within 20 feet of the main entry of commercial, mixed-use and public buildings.

Iowa's Mississippi River Trail Plan (2003)

The Iowa's Mississippi River Trail Plan is intended to provide recommended routing for rural segments of the MRT through the State of Iowa. Routes were established by reviewing several factors including: safety, trail amenities, trail development concerns, and existing, programmed, or planned facilities. Recommended routes include both bicycle lanes (on-road facilities) and bicycle trails (off-road facilities). The following is a listing of the objects of Iowa's Mississippi River Trail Plan used for the planning and implementation of the Mississippi River Trail in Iowa:



- Continuity
- Proximity to the Mississippi River
- Suitability for Cycling
- Safety for Cycling
- Feasibility and Construction
- Scenic Quality
- Access to Attractions and Services
- Implementation

City of Dubuque Comprehensive Plan (2007)

The comprehensive plan serves as a guide for the City of Dubuque's future and is used to construct policies and decision in areas where City government has direct authority and influence. The comprehensive plan has several elements which have reference to the development of bicycle and pedestrian facilities within the City of Dubuque. The goals directly related to bicycle and pedestrian facilities listed in City of Dubuque Comprehensive Plan are as follows:

- To establish improved hike and bike routes in the City to encourage alternative modes of transportation.
  - √ Develop a comprehensive regional system of bikeways and/or multi-purpose trails which minimize conflicts between motor vehicles, bicycles and pedestrian.
  - √ Provide a more bicycle- and pedestrian-friendly transportation network.
  - √ Consider relevant bicycle and pedestrian elements in all new transportation projects.
  - √ Encourage development patterns more compatible with non-motorized travel.
- To provide a safe park and recreation system that continues to meet the community's needs for useable and accessible park and open space.
  - √ Maintain the existing high-quality, safe park and recreation system.
  - √ Identify the type of parks, park facilities and hike/bike trails lacking in the community.
  - √ Identify potential park and recreation sites and hike/bike trails to meet the needs identified in the Comprehensive Plan.
  - √ Identify funding sources for land acquisition and development.

- To provide physical accessibility throughout the City.

  √ Encourage and facilitate urban accessibility by walking, cycling and/or public transit as well as by auto.

  √ Encourage new development concepts that by design enable people to walk to work, school, daycare, shopping and recreation.

  √ Facilitate, where possible, enhanced accessibility within existing development.

  √ Encourage the development of pathways that link the community together in a cohesive manner.

  √ Promote assurance with the provision of access to person with disabilities.

- To provide for, maintain and improve safe, accessible public sidewalks and steps throughout the community, where possible.

  √ Support maintaining and improving the condition of public sidewalks, steps and handrails.

  √ Encourage reasonable removal of snow and ice accumulations from public sidewalks, steps and walks.

  √ Consider requiring the installation of sidewalks in neighborhoods with curb and gutter throughout the city to connect neighborhoods, provide safe routes to schools, and improve access for persons with disabilities.

  √ Support building alternative pedestrian routes and integrate these with walking/cycling trails as a unique city attraction.

Approved Planned Facilities

Arboretum Drive: This would be a signed on-road route that would provide a connection from 32nd Street to Marshall Park which houses the Dubuque Arboretum and Botanical Gardens.

Asbury Road: This project consists of a combination of paved shoulders and bicycle lanes that would span from Sundown Road in Dubuque County through the City of Asbury to University Avenue in the City of Dubuque.

Badger Road: This is a signed on-road routed from Wisconsin State Highway 11 to Sandy Hook Road in Grant County. This route will be part of the Wisconsin MRT route.

Bellevue Heights Road: This will be a signed on-road route that provides a loop off of U.S. Highway 52 along Bellevue Heights Road located in Dubuque County.

Bergfeld Pond Connector: A multi-use trail that would provide a connection from the existing trail along Bergfeld Pond to Seipple Road in the City of Dubuque.

Bluff Road: A signed on-road route from Sandy Hook Road to Peddle Hollow Road in Grant County. This will be part of the Wisconsin MRT route.

Carter Road: This will be a signed on-road route from Asbury Road to Peru Road in the City of Dubuque.

Chaney Road: This would be a City of Dubuque bicycle lane route that would extend from Asbury Road to Saint Anne Drive.

East Dubuque River Trail: A multi-use paved trail that extends from the U.S. 20/Julien Dubuque Bridge along the Mississippi River past the DMATS boundary.

Fremont Avenue: A signed on-road route that provides a connection from North Cascade Road to the Middle Fork Catfish Creek Trail located in the City of Dubuque.

Hales Mill: Provide an extension of the current bicycle lane south to Asbury Road within the City of Asbury.

Iowa Great Places Bilingual Trail System: This project will create an integrated bike/hike trail system throughout the City of Dubuque to encourage recreation and wellness, and provide alternative transportation. Trailblazer signs in English and Spanish as well as bike lanes or paved shoulders would be installed where appropriate to provide safe and ready access from neighborhoods to paved, off-road trails, transit stops, schools and parks. This project will provide links to the existing bike/hike trails within the area.

Iowa 32 Highway (Northwest Arterial) Bike/Hike Trail: This project is part of a phased extension of the Dubuque Heritage Trail from U.S. Highway 52 to U.S. Highway 20 along Iowa Highway 32/Northwest Arterial, located on the west side of the City of Dubuque. This trail is listed as a priority in the 1996 Dubuque Heritage Trail Master Plan. Phase 1 of this project has been completed.

Phase 2: Continue the trail from the existing trail at John F. Kennedy Road to Pennsylvania Avenue for 2.26 miles along Iowa Highway 32/Northwest Arterial. This would be a paved 10-foot wide multi-use trail that would be physically separated in the Iowa Highway 32/Northwest Arterial right-of way where IDOT completed preliminary grading during the expansion of Iowa Highway 32/Northwest Arterial from two lanes to four lanes.

Phase 3: Will begin at Pennsylvania Avenue and continue north to Catfish Creek Bridge. This would be a 10-foot wide multi-use paved trail as well.

Iowa Highway 32 (Southwest Arterial) Bike/Hike Trail: This project would provide a bicycling and pedestrian trail for the southern portion of the Dubuque metropolitan area. With the planned route of Iowa 32/Southwest Arterial this trail provides continuity along with access to future parks and residential areas in this corridor. Located within portions of the City of Dubuque and Dubuque County.

Iowa Highway 32 (Northwest Arterial) Bike/Pedestrian Overpass: This entails the construction of a 156-foot overpass to provide safe bicycle and pedestrian crossing of Iowa Highway 32/ Northwest Arterial at Pennsylvania Avenue in the City of Dubuque. Safe access to Eleanor Roosevelt Middle School and George Washington Carver Elementary School to the west and Hempstead High School to the east will be achieved through this project. The bridge also serves as a link for the Iowa Highway 32/Northwest Arterial multi-use trail.

Iowa Street: A signed on-road route in the City of Dubuque from 5th Street to 15th Street.

Julien Dubuque Drive: A multi-use trail that will provide a connection between the Alliant Powerline Trail and the Southern Levee Trail. Located in the City of Dubuque.

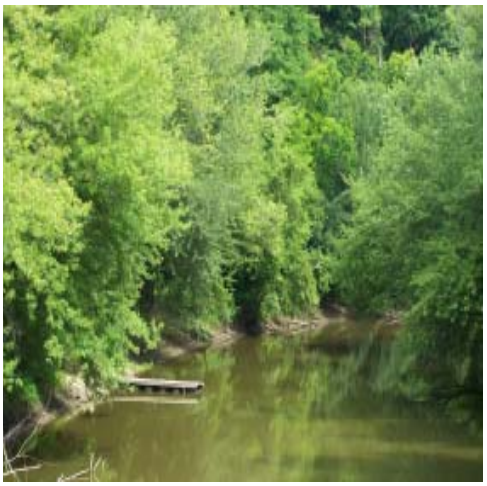
Kane Street: This will be a signed on road bicycle route from Carter Road to Kaufmann Avenue, in the City of Dubuque.

Kaufmann Avenue: This will be a bicycle lane route in the City of Dubuque from Carter Road to the Northend Neighborhood Trail.

Kelly Lane: A signed on-road route that will connect the Upper Fork of the Catfish Creek Trail to Rockdale Road in the City of Dubuque.

Kerper Boulevard: A signed on-road route from 11th Street to 16th Street in the City of Dubuque.

Loras Boulevard: This will be a bicycle lane, in the City of Dubuque from University Avenue to Iowa Street.



Middle Fork Catfish Creek Trail: Acquisition of land and/or easements is necessary for the construction of a multi-use trail along the middle fork of the Catfish Creek from Bergfeld Recreation Area to Julien Dubuque Drive within the City of Dubuque. This project has been identified in the Heritage Trail Master Plan adopted by the Dubuque City Council in 1996 and the 2006 Dubuque County REAP Plan includes this project in the five year plan.

Monastery Road: A signed on-road route in Dubuque County from New Melleray Road to Sundown Road.

Mt. Carmel Road: A signed on-road route from South Grandview Avenue to Harrison Street in the City of Dubuque.

Mud Lake Road: This would be a paved shoulder route from U.S. Highway 52 to Mud Lake Park within Dubuque County.

New Melleray Road: A signed on-road bicycle route from North Cascade Road to Monastery Road. Located in Dubuque County.

North Cascade Road: This would be a paved shoulder route from Upper Fork of The Catfish Creek Trail to Cedar Cross Road within portions of the route in the City of Dubuque and Dubuque County.

North Grandview Avenue: This will be a signed on-road bicycle route in the City of Dubuque from 32nd Street to University Avenue.

Peddle Hollow Road: A signed on-road route from Bluff Road to Prism Lane in Grant County.

Pennsylvania Avenue: A signed on-road route from Flora Park to Radford Road. Located in the City of Dubuque.

Pennsylvania Avenue: This will be a paved shoulder route from Radford Road to Seipple Road in the City of Dubuque.

Peru Road: A paved shoulder route from the existing Iowa Highway 32/Northwest Arterial Trail to Four Mounds. Located in the City of Dubuque.

Radford Road: A continuation of the bicycle lane from Asbury City limits to Chavenelle Road in the City of Dubuque.

Rockdale Road: A signed on road bicycle route that will complete the connection between the Upper Fork Catfish Creek Trail at Kelly Lane to the Middle Fork Catfish Creek Trail.

Sandy Hook Road: A signed on-road route from Badger Road to Bluff Road within Grant County. This will be part of the Wisconsin MRT route.

Sandy Hook Road: This will be a signed on-road route from Badger Road to Wisconsin State Highway 11.

Seipple Road: This will be a paved shoulder route within portions of the City of Dubuque and Dubuque County from IA Highway 32/Southwest Arterial to Old Highway Road.

Saint Anne Drive – Flora Park: This signed on-road route in the City of Dubuque will provide a connection from the Chaney Road bicycle lane along Saint Anne Drive through Flora Park to Pennsylvania Avenue.

Volunteer Drive Trail: The installation of 10-feet wide paved multi-use trail along the riverside of Volunteer Drive from McDonald Park/Harbor Street to Lock and Dam #11 within the City of Dubuque.

Southern Levee Trail: Widening and improving an existing 6-feet wide paved asphalt path on top of the levee at the southern end of Terminal Street to 10 to 12-feet wide. Located in the City of Dubuque.

Complete Streets

Guiding Principles

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means changing the policies and practices of transportation agencies.

A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

Transportation agencies must ensure that all road projects result in a complete street appropriate to local context and needs.

Benefits

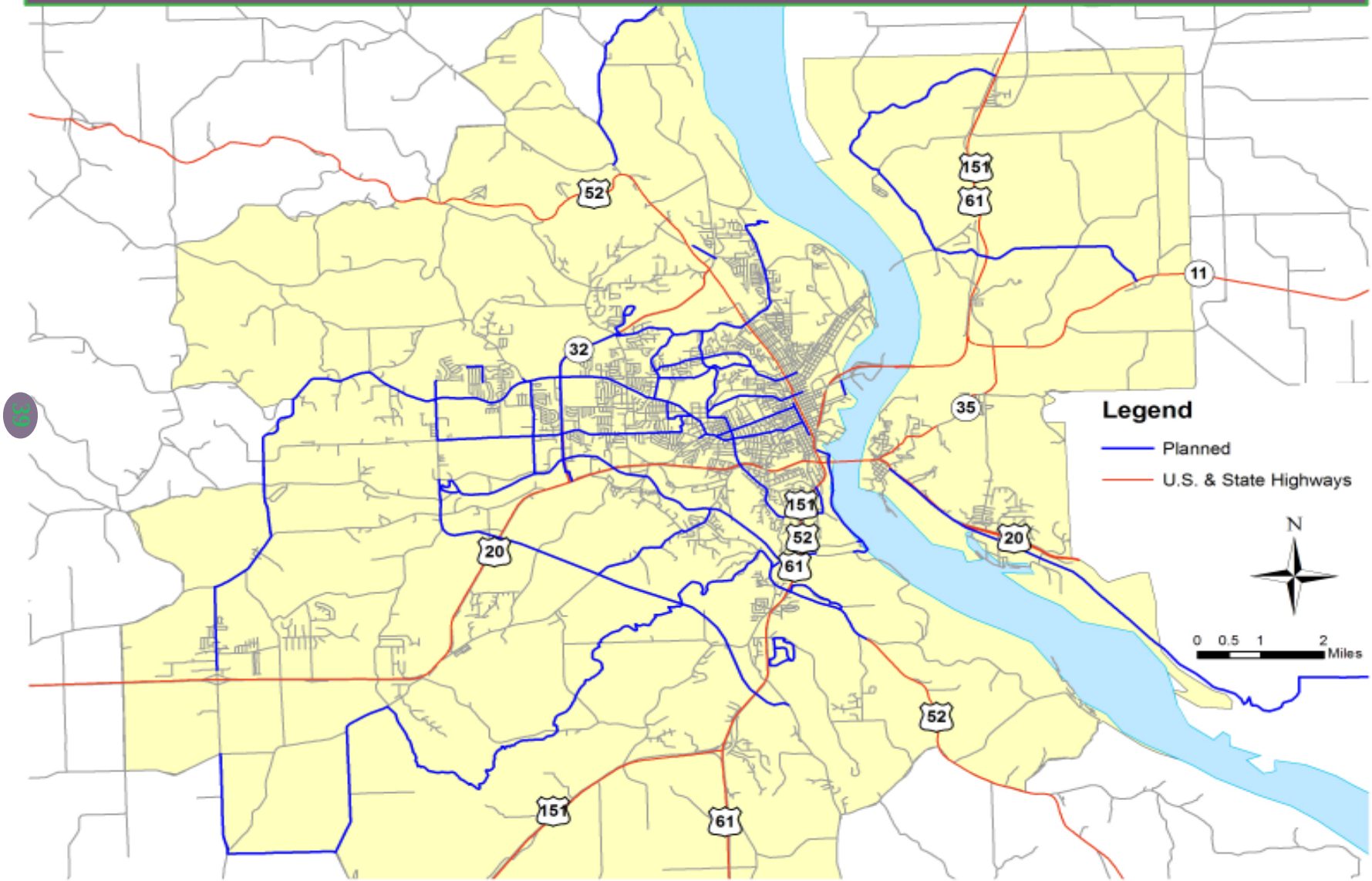
Complete streets make economic sense

A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations. Complete streets can reduce transportation costs and travel time while increasing property values and job growth. Research shows that building walkable streets and lowering automobile speeds can improve economic conditions for both residents and business owners, and anecdotal evidence indicates that home values increase on streets that have received complete streets treatments. (Drennen, Cervero, Burden)

Complete streets improve safety

They reduce crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28 percent. Complete streets also improves safety indirectly, by increasing the number of people bicycling and walking. A recently published international study found that as the number and portion of people bicycling and walking increases, deaths and injuries decline.

Planned Facilities



Chapter Three

Complete streets encourage more walking and bicycling

Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27 percent of those without safe places to walk were active enough. Residents are 65 percent more likely to walk in a neighborhood with sidewalks. A study in Toronto documented a 23 percent increase in bicycle traffic after the installation of a bicycle lane .

Complete streets can help ease transportation woes

Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several smaller cities have adopted complete streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion. An analysis by the Victoria Transportation Policy Institute found that non-motorized transportation options can replace some vehicle trips, and in urban areas where more people commute by foot or bicycle, people drive fewer miles overall. In Portland, Oregon, a complete streets approach has resulted in a 74 percent increase in bicycle commuting in the 1990s.

Complete streets help children

Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks. Children who have and use safe walking and bicycling routes have a more positive view of their neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from complete streets policies that help turn all routes into safe routes.

Complete Streets are good for air quality

Air quality in our urban areas is poor and linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO2) emissions by 3,764 tons of per year in the community. Complete streets allow this to happen more easily.

Complete streets make fiscal sense

Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, the Director of Caltrans when the state of California adopted its complete streets policy in 2001, said, “By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized.”

Chapter Three

Education and Encouragement

A comprehensive ongoing education and encouragement program is essential for the success of having a community rich in bicycling and pedestrian activities. An education program designed for motorists, bicyclists and pedestrians is essential for prevention of accidents as well as it promotes safe riding, walking and driving practices. Encouragement is necessary in increasing the number of walkers and bicyclists and hikers within the Tri-Sate Area. The more informed people are the more comfortable they will be in using alternative transportation modes.

The following is a listing of education and encouragement components:

Informational Brochure: Will contain a color map of the complete integrated walking, bicycling and hiking system as well as descriptions of specific trails, trail head locations, trail rules and other information deemed important. Distribution of the brochure to identified locations, such as bicycle shops, sporting good stores, public places, chambers of commerce, etc.

Map Signage at Trail Heads: Display a map of specific route or of the entire network. The signage would be designed to distribute the informational brochure.

Website: A coordinating website to the informational brochure, offering maps and other key information. Details of each route along with facility locations would be described in great detail on the website.

Publications: Inclusion of the complete system map in key area publications, such as the phonebook and Julien's Journal.

School Programs: Develop an education and encouragement program that promotes safety as well informs students of the area network.

Trail Ride Day: An annual event where the community rides or walks a specific route.

Walk/Bicycle to Work/School Day: Initiate a local monthly walk or bicycle to school/work day for the months of April through October. Companies and schools could provide incentives to their members that participate in the event.

Design Criteria

Shared Use Roadways

Under Iowa, Illinois and Wisconsin state laws, bicycles have a right to the road. However, bicyclists under these laws must follow the same rules of the road as motorists. There are several design features that can make shared roadways more compatible to bicycle travel. These design features include bicycle-safe drainage grates, bridge expansion joints, improved railroad crossings, smooth pavements, adequate sight distance, signal timing and detector systems that respond to bicyclists. Lane width is the most important design element for shared roadways. The facility should provide sufficient paved width either by having wide outside lanes or paved shoulders, to accommodate both bicycles and vehicles. The following table describes a general description the design criteria for share use roadways for a more detailed description of the design criteria please refer to the current edition of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials.

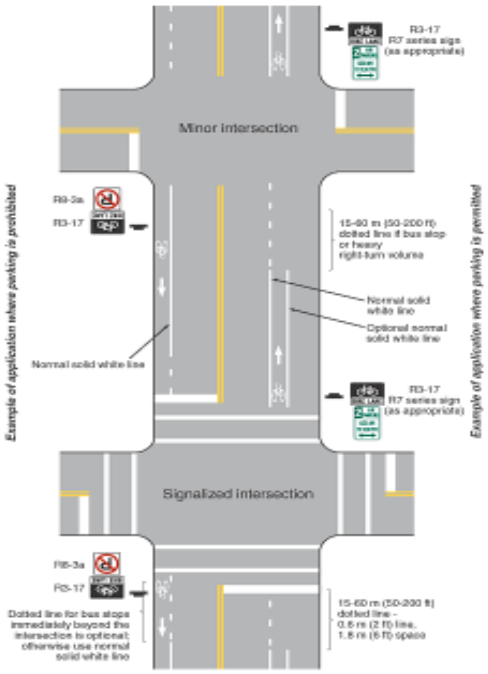
Paved Shoulders

Adding paved shoulders in rural areas can be a beneficial way to accommodate bicyclists. Pave shoulders also provide extended road surface life. Paved shoulders should be at least 4 feet wide to accommodate bicyclists. In areas where 4 feet cannot achieved, the addition of any paved shoulder width is better than none at all. Vehicle speeds and vehicle type using the road should be evaluated in determining the ideal width for the paved shoulder. Vehicles speeds that exceed 50 mph or large volume of trucks, buses and recreational vehicles additional width should be given consideration. For more detailed information please refer to the most recent version of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials.

Bicycle Lanes

Bicycle lanes should be used in areas where it is desirable to segment motor vehicles from bicyclists. This type of facility provides for more predictable movements by both the bicyclist and the motorist. Bicycle lanes should be one-way facilities and carry bike traffic in the same direction as the adjacent motor vehicle traffic. More detail can be found in the current edition of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials.

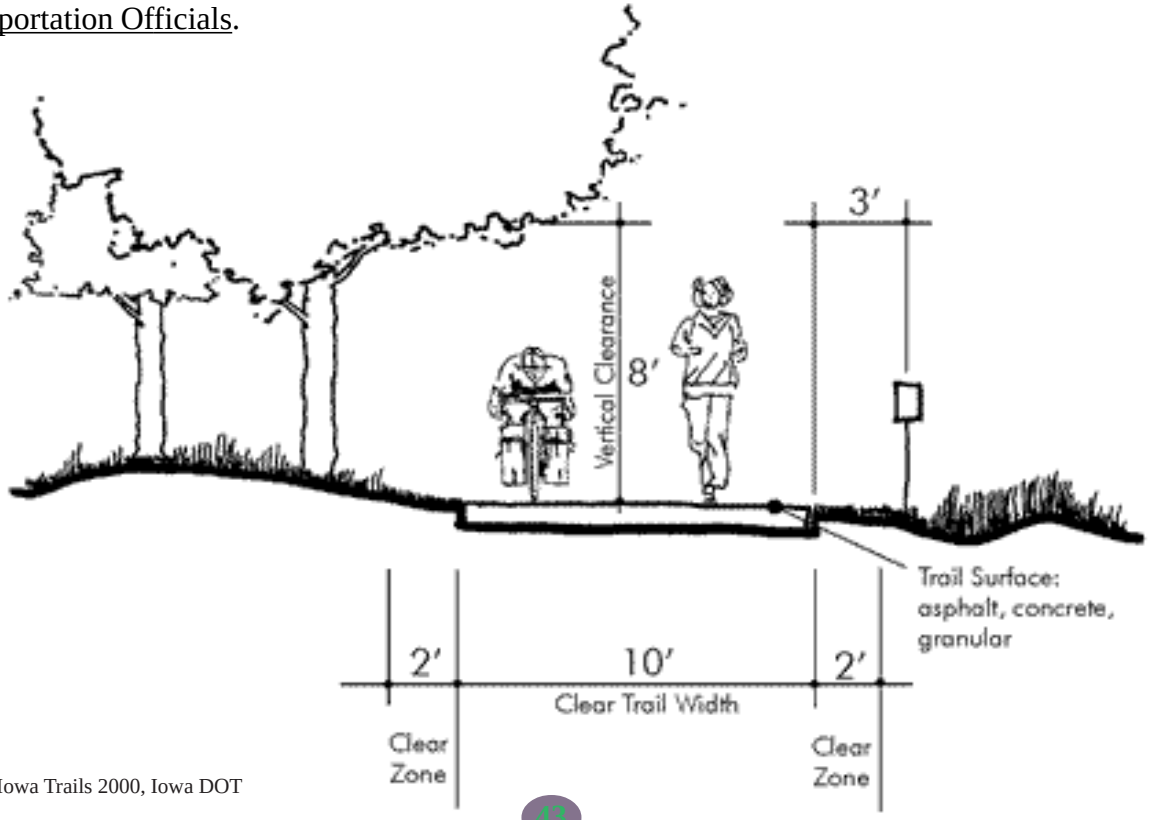
Figure 9C-5. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street



Source: MUTCD, 2003

Multi-Use Trail

Multi-use trails can serve various functions. They can provide users access through residential neighborhoods, recreational opportunities as well as to areas that are otherwise served only by limited access highways closed to bicyclists. For a more detailed version please refer most recent version of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials.



Source: Iowa Trails 2000, Iowa DOT

Sidewalks

Sidewalks should be included along roadways in which pedestrians are not prohibited. Roadways and walkways should be designed in concert with one another. Sidewalks provided a separation between pedestrians and motor vehicles. For more detail please refer to the most recent addition of the Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials.

Bicycle Parking

Providing the necessary bicycle amenities is essential for the success of the facility. Adequate bicycle parking is one of these necessary amenities, without bicycle parking users are discouraged from using the facility. Bicycle parking should be located at both the trip origin and destination. There are two types of bicycle parking: short-term and long-term. A long-term bicycle parking facility should provide security as well as weather protection. Apartment complexes, schools, employment centers are examples of places that might provide long-term bicycle parking. Short-term bicycle parking facilities provide a means of locking the bicycle frame and wheels. The following is a general overview of bicycle rack design criteria according to the recent addition of the Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials.

Chapter Four

PROPOSED FACILITIES & JUSTIFICATION

Before determining where the additional proposed network connections would go. It was determined that it was important to look at existing and future land use as well as vehicle commuter patterns and accident type and locations.

Land Use

Land use can be an important means of promoting walking, bicycling and hiking as an alternative transportation mode. It is important to look at where existing residential, commercial, institutional (schools, government offices, libraries) and industrial areas are located in comparison to existing and planned walking, bicycling and hiking integrated network. This will help determine gaps in the network as well as key destinations that might have been previously overlooked.

Future land use can also provide some insight to where residential, commercial, institutional and industrial growth will be occurring within the area. This information can help in determining where future growth within the integrated network should occur.

Commuter Patterns

The routes vehicles take for daily activities like go to and from work; shopping and other errands can help in determining a desirable route for pedestrians and bicyclists. Since the walking, bicycling and hiking integrated network needs to provide connections to residential areas, commercial areas, and work centers in order for it to allow for transportation choices. By looking at the heaviest traveled roadways within the Tri-State Area can provide basis for where pedestrian and bicycle facilities should be located by helping in determining key destinations. Vehicle volume and type of vehicles present can also help in determining where alternative pedestrian and bicycle facilities should be located for safety reasons.

Bicycle and Pedestrian Crashes

The location of where pedestrian and bicycle accidents are occurring with in the area can help provide valuable information in determining where future routes and improvements need to occur. From 2005 to 2007 there were 101 accidents with the urbanized area. The map on the following page shows the location and severity of the accident that occurred.

Proposed Facilities

9th Street: This would be a signed on-road route within the City of Dubuque from Iowa Street to Kerper Boulevard.

11th Street: This would be a signed on-road route that will run from Main Street to Kerper Boulevard within the City of Dubuque.

14th Street: A signed on-road route within the City of Dubuque from Iowa Street to the Audubon Overlook Trail.

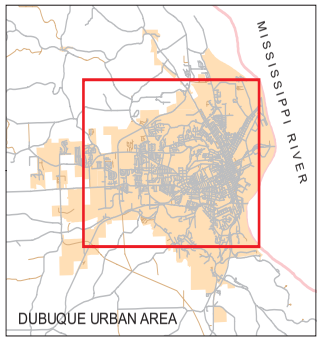
Airview Drive: This signed on-road route within Dubuque County would extend from Laudeville Road to Skyline Road.

Badger Road: Within the City of East Dubuque, this will be a signed on-road route from Illinois State Highway 35 to the East Dubuque River Trail.

Badger Road/Cherry Street Connector: A multi-use trail within the City of East Dubuque; this trail would provide a connection from the Cherry Street Trail to Badger Road.

Bee Branch Trail: Within the City of Dubuque a multi-use trail that will extend along the Bee Branch Basin from Lincoln Avenue to the Audubon Overlook Trail.

Dubuque Urban Area Bicycle and Pedestrian Crashes by Severity ('05-'07)*



Disclaimer:

The information contained in this report was derived from the March 4, 2008, Iowa Department of Transportation crash database. The 2007 data are considered unedited, incomplete, and preliminary.
If errors or odd cases are found, please communicate the case number or send a printed crash report to Michael Pawlovich, Iowa DOT, Office of Traffic and Safety, (Michael.Pawlovich@dot.iowa.gov, 515.239.1428).

Produced by: Mehmet Caputcu
Date Produced: April 3, 2008

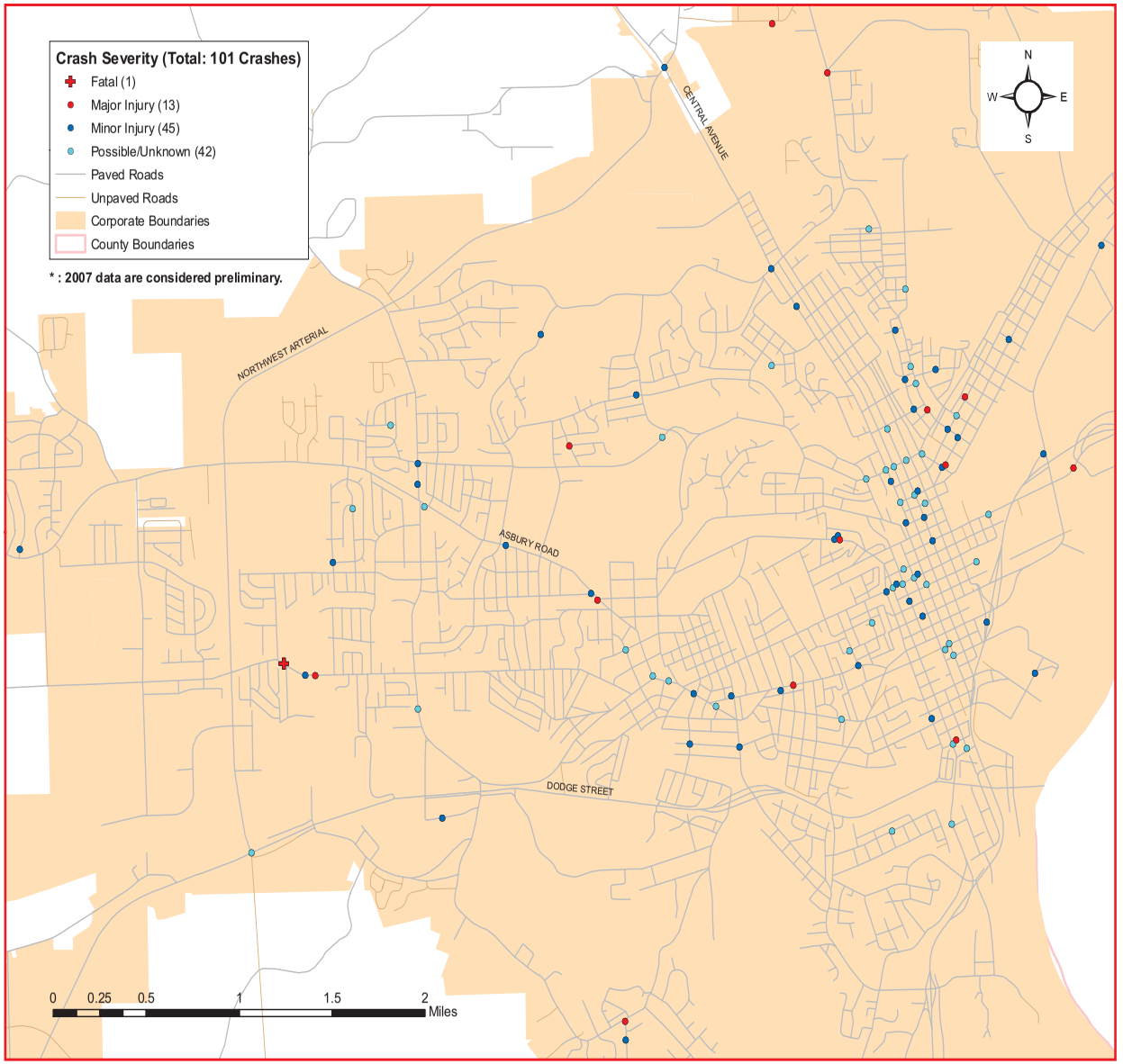
ctre Center for Transportation Research and Education

Iowa Department of Transportation

Iowa State University

Iowa Traffic Safety Data Service ITSDS

Governor's Traffic Safety Bureau



Central Avenue: A signed on-road route from 4th Street to 32nd Street within the City of Dubuque.

Cherry Street: A signed on-road route within the City of East Dubuque from U.S. Highway 20 to St. Mary's School.

Cherry Street: A multi-use trail from St. Mary's School to Illinois State Highway 35, within the City of East Dubuque.

Derby Grange Road: This signed on-road route through the City of Dubuque and Dubuque County extends from John F. Kennedy Road to the Heritage Trail.

Eagle Mounds Trail: A multi-use trail within the City of Dubuque that will provide a connection from Eagle Point Park to Four Mounds.

Foye Street: This would be a signed on-road route that would provide connection from West Locust Street along Foye Street then south on Almond Street over to Ellis Street east on Dorgan south on Link Street to West 17th Street within the City of Dubuque.

Fremont Avenue: A signed on-road route within the City of Dubuque that provides a connection from the Middle Fork Catfish Creek Trail to U.S. Highway 20.

Grant County Road H: This will be a signed on-road route from Prism Lane to Old Highway Road. This is part of the Wisconsin MRT route.

Grant County Road HH: A signed on-road route from Prism Lane to Grant County Road H.

Hales Mill Road: This signed on-road route within the City of Asbury extends from the existing bicycle lane to the Heritage Trail.

Illinois State Highway 35: A signed on-road route within the City of East Dubuque from U.S. Highway 20 to the Wisconsin State line.

Industrial Park Trail: This will be a multi-use trail within the City of Dubuque Industrial Park West that extends from the Middle Fork Catfish Creek Trail to Pennsylvania Avenue.

John F. Kennedy Road: A signed on-road route from Iowa Highway 32/Northwest Arterial to Derby Grange Road within the City of Dubuque.

Kane Road: A Dubuque County signed-on road route from Lake Eleanor Road to Schloth Lane.

Kemp Road: A signed on-road route within Dubuque County from Kane Road to U.S. Highway 52.

Lake Eleanor Road: A signed on-road that extends from Kane Road to Key West Drive within Dubuque County.

Laudeville Road: This will be a signed on-road route from Airview Road to Olde Davenport Road within Dubuque County.

Middle Fork Offshoot: A multi-use trail within the City of Dubuque; that will provide a connection from the Middle Fork Catfish Creek Trail to Brunskill Road.

Military Road: A signed on-road route from Swiss Valley Road to Iowa Highway 32/Southwest Arterial located in Dubuque County.

Mill Working Trail: This will be a multi-use trail within the City of Dubuque from 9th Street to Washington Street.

Old Highway Road: A signed on-road route from Seipple Road to Sundown Road within Dubuque County.

Old Highway Road: This will be a signed on-road route from Prism Lane to County Road H to U.S. Highway 61/151 in Grant County. This will be part of the Wisconsin MRT route.

Olde Davenport Road: This Dubuque County route is a signed on-road route from Laudeville Road to Iowa Highway 32/Southwest Arterial.

Pennsylvania Avenue: This will be a signed on-road route from Flora Park to University Avenue within the City of Dubuque.

Prism Lane: A Grant County signed on-road route from Peddle Hollow Road to Grant County Road HH.

Rockdale Road: This will be a signed on-road route from Maquoketa Drive to Kelly Lane within the City of Dubuque.

Schloth Lane: This Dubuque County signed on-road route extends from Kane Road to Schueller Heights Road.

Schueller Heights Road: A signed-on road route from Olde Davenport Road to Schloth Lane in Dubuque County.

Seipple Road: A paved shoulder route from Pennsylvania Avenue to Chavenelle Road within the City of Dubuque.

Skyline Road: A signed on-road bicycle route from Airview Road to U.S. Highway 151 within Dubuque County.

Swiss Valley Road: This will be a signed on-road route from Military Road to North Cascade Road within Dubuque County.

Tanzanite Drive: A signed on-road route from Peru Road to U.S. Highway 52 within the City of Dubuque.

U.S. Highway 20/Julien Dubuque Bridge: A multi-use trail that will span the Mississippi River from the City of Dubuque to the City of East Dubuque.

U.S. Highway 20: A multi-use trail from Bluff Street to Devon Drive within the City of Dubuque

U.S. Highway 61/151/Wisconsin Bridge: A multi-use trail that will span the Mississippi River from the City of Dubuque to Grant County in Wisconsin.

Washington Street: This will be a signed on-road route from 15th Street to the Port of Dubuque in the City of Dubuque.

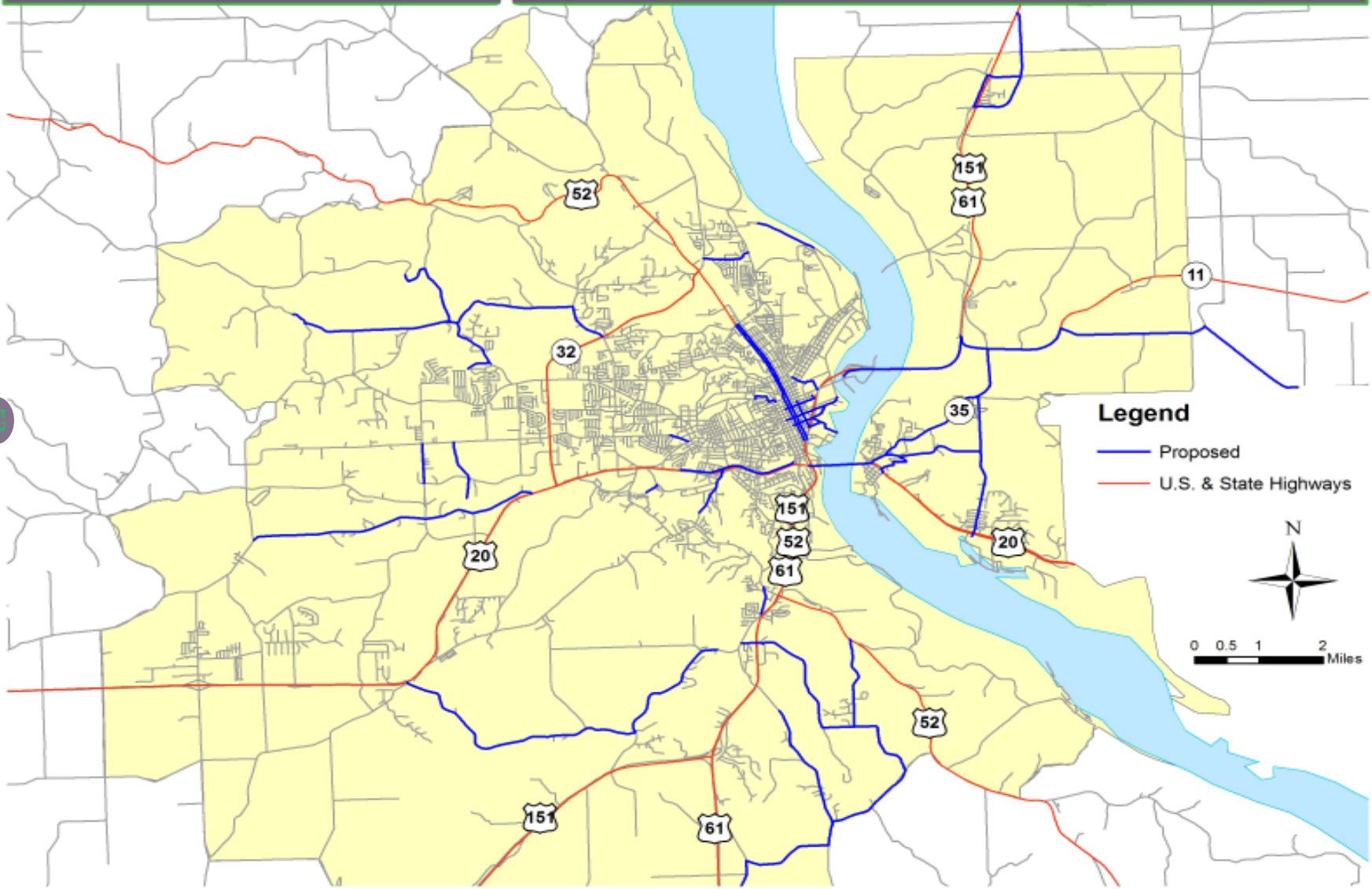
White Street: A signed-on road route from 4th Street to 32nd Street located in the City of Dubuque

.

Willow Brook Trail: A City of Asbury multi-use trail that extends from the Willow Wood Drive Trail to Hales Mill Road.

Wisconsin State Highway 35: A paved shoulder route located in Grant County from the Illinois State Line to Wisconsin State Highway 11.

Proposed Facilities



Chapter Five

Implementation Plan

The intent of the Tri-State Area Integrated Walking, Bicycling and Hiking Network plan is to provide the basic conceptual framework for an integrated network through the Tri-State Area. The routes identified in this plan will either require signed-shared use roadways, striped bicycle lanes, paved shoulders or multi-use trails. It is recommended that best conservation practices as well as methods to reduce environmental impact be consider where possible in the development and implementation of facilities.

Trail Costs

It is important to remember that the per-mile route/trail costs listed may vary drastically, depending on the location, construction schedule as well as other unforeseen issues that may develop. The trail costs provided in this chapter are a rough estimate, for more exact costs estimates should be prepared and reviewed by a qualified engineer or other design professional. Please note that the cost estimates below do not include extensive infrastructure, such as bridges, overpasses, culverts, etc.

The following are the cost used to estimate the cost of the project:

Signed On-Road Route:	$1,500 per mile
Striped Bicycle Lane*:	$10,500 per mile
Paved Shoulder (5' wide):	$143,855 per mile
Multi-Use Paved Asphalt Trail:	$226,820 per mile

*Does not include any additional pavement or repaving, just lane striping.

Maintenance of facilities includes various activities that involves keeping them in safe and usable condition. It is important to remember that lifetime facility maintenance will place on going costs on the operating agency. Maintenance should be considered during the trail planning and funding process.

Project Implementation Schedule

Priority	Timeline
High	2008-2018
Medium	2018-2028
Low	2028-2038

High Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
Arboretum Drive	32nd Street to Marshall Park			Signed On-Road Route	Planned	0.98	$1,470
Asbury Road	Clover Lane to Briarwood			Paved Shoulder	Planned	1.43	$205,713
Asbury Road	Briarwood Drive to University Avenue			Bicycle Lane	Planned	4.21	$44,205
Badger Road	Illinois State Highway 35 to East Dubuque River Trail			Signed On-Road Route	Proposed	2.50	$3,750
Badger Road	Wisconsin State Highway 11 to Sandy Hook Road	MRT		Signed-On Road Route	Planned	1.78	$2,670
Bee Branch Trail	Lincoln Avenue to Audubon Overlook Trail			Multi-Use Trail	Proposed	0.52	$117,964
Bluff Road	Sandy Hook Road to Peddle Hollow Road	MRT		Signed On-Road Route	Planned	3.04	$4,560
Middle Fork Catfish Creek Trail	Bergfeld Recreation Area to Mines of Spain			Multi-Use Trail	Planned	7.51	$1,703,417
Chaney Street	Asbury Road to St. Anne Drive			Bicycle Lane	Planned	0.30	$3,150
Cherry Street	Wisconsin Avenue to St. Mary's Drive			Signed Route	Proposed	0.70	$1,050
Cherry Street	St. Mary's Drive to Illinois State Highway 35			Multi-Use Trail	Proposed	0.22	$49,901
Grant County Road Z	Sinsinawa Road to Wisconsin State Highway 11	MRT		Signed On-Road Route	Proposed	2.31	$3,450
Eagle Mounds Trail	Eagle Point Park to Four Mounds			Multi-Use Trail	Proposed	0.97	$220,016
Hales Mill Road	Existing Bicycle Lane to Asbury Road			Bicycle Lane	Planned	0.07	$735
Heritage Trail Connection	Existing City of Dubuque Heritage Trail to Existing Dubuque County Heritage Trail	MRT	Heritage Trail	Multi-Use Trail	Planned	0.43	$97,533
Iowa Highway 32/Northwest Arterial Phase 2	32nd Street to Pennsylvania Avenue			Multi-Use Trail	Planned	2.31	$531,956
Iowa Highway 32/Southwest Arterial Phase 3	Pennsylvania Avenue to U.S. Highway 20			Multi-Use	Planned	0.90	$207,256

High Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
Iowa Highway 32/Southwest Arterial	U.S. Highway 20 to U.S. Highway 61/151			Multi-Use Trail	Planned	6.07	$1,397,827
Middle Fork Catfish Creek Trail	Bergfeld Pond to Mines of Spain			Multi-Use Trail	Planned	7.51	$1,703,418
Mud Lake Road	U.S. 52 to Mud Lake Park			Paved Shoulder	Planned	3.33	$479,036
Old Highway Road	Grant County Road H to U.S. 61/151	MRT		Signed On-Road Route	Proposed	2.15	$3,225
Peddle Hollow Road	Bluff Road to Prism Lane	MRT		Signed On-Road Route	Planned	2.32	$3,480
Pennsylvania Avenue	Flora Park to Radford Road			Signed On-Road Route	Planned	2.37	$3,555
Radford Road	Chavenelle Road to Asbury City Limits			Bicycle Lane	Planned	1.52	$218,660
Sandy Hook Road	Bader Road to Bluff Road	MRT		Signed On-Road Route	Planned	0.73	$1,095
Sandy Hook Road	Badger Road to Wisconsin State Highway 11			Signed On-Road Route	Planned	2.91	$4,365
Seipple Road	Iowa Highway 32/Southwest Arterial to Old Highway Road			Paved Shoulder	Planned	0.84	$120,838
Seipple Road	Pennsylvania Avenue to Chavenelle Road			Paved Shoulder	Proposed	0.64	$92,067
Sinsinawa Road	Grant County Road Z to N. High Ridge Road	MRT		Signed On-Road Route	Planned	1.94	$2,910
South Grandview Avenue	Mt. Carmel Road to Alliant Powerline Trail			Bicycle Lane	Planned	0.31	$3,255
South Grandview Avenue	Southern Avenue to University Avenue			Signed On-Road Route	Planned	1.70	$2,550
St. Anne Street to Flora Park	St. Anne Street from Chaney through Flora Park to Pennsylvania Avenue			Signed On-Road Route	Planned	0.58	$870
Wisconsin State Highway 11	U.S. 61/151 to Grant County Road Z	MRT		Signed On-Road Route	Planned	1.86	$2,790
U.S. Highway 20	Bluff Street to Devon Drive			Mutli-Use Trail	Proposed	0.61	$138,361
Wilbrich Lane	Asbury Road to Flora Park			Signed On-Road Route	Planned	0.14	$210
Willow Wood Drive Trail	Northside of Willow Wood Drive to Burr Oak Drive Trail			Multi-Use Trail	Planned	0.53	$120,215

Medium Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
9th Street	Iowa Street to Kerper Boulevard			Signed-On Road Route	Proposed	0.63	$945
11th Street	Main Street to Kerper Boulevard			Signed On-Road Route	Proposed	0.90	$1,350
14th Street	Iowa Street to Audobon Overlook Trail			Signed On-Road Route	Proposed	0.54	$810
Asbury Road	Clover Lane to Sundown Road			Paved Shoulder	Planned	1.78	$256,062
Bellevue Heights Road	Loop off U.S. Highway 52			Signed On-Road Route	Planned	1.08	$1,620
Carter Road	Asbury Road to Peru Road			Signed On-Road Route	Planned	1.30	$1,950
East Dubuque River Trail	Cherry Street to DMATS Boundary			Multi-Use Trail	Planned	6.72	$1,524,327
East Dubuque River Trail	Outside DMATS Boundary			Multi-Use Trail	Planned	5.43	$1,231,638
Foye Street	Foye Street to Almond Street to Ellis to Dorgan from West Locust to West 17th Street			Signed On-Road Route	Proposed	0.45	$675
Freemont Avenue	Middle Fork Catfish Creek Trail to U.S. Highway 20			Signed On-Road Route	Proposed	0.86	$1,290
Illinois State Highway 35	U.S. Highway 20 to Wisconsin State Line			Signed-On Road Route	Proposed	2.30	$3,450
Iowa Street	5th Street to 15th Street			Signed On-Road Route	Planned	0.61	$915
Kane Street	Carter Road to Kaufmann Avenue			Signed On-Road Route	Planned	1.70	$2,550
Kerper Boulevard	16th Street to 11th Street			Signed On-Road Route	Planned	0.24	$360
Military Road	Swiss Valley Road to IA 32/Southwest Arterial			Signed On-Road Route	Proposed	2.17	$3,255
Monastery Road	New Melleray Road to Sundown Road			Signed On-Road Route	Planned	1.72	$2,580

Medium Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
New Melleray Road	North Cascade Road to Monastery Road			Signed On-Road Route	Planned	2.16	$3,240
North Cascade Road	New Melleray Road to Upper Fork Catfish Creek Trail			Signed On-Road Route	Planned	0.84	$1,260
North Grandview Avenue	32nd Street to University Avenue			Signed On-Road Route	Planned	2.38	$3,570
Old Highway Road	Seipple Road to Sundown Road			Signed On-Road Route	Proposed	2.75	$4,125
Pennsylvania Avenue	Flora Park to University Avenue			Signed-On Road Route	Proposed	0.30	$450
Peru Road	Iowa Highway 32/Northwest Arterial to Four Mounds			Paved Shoulder	Planned	4.66	$670,364
Rockdale Road	Kelly Lane to Middle Fork Catfish Creek Trail			Signed On-Road Route	Planned	0.47	$705
Rockdale Road	Maquoketa Drive to Kelly Lane			Signed On-Road Route	Propsed	0.48	$720
Seipple Road	Pennsylvania Avenue to Forest Hills Drive			Paved Shoulder	Planned	1.06	$152,486
Sundown Road	Pilot Grove Road to Monastery Road			Paved Shoulder	Planned	1.77	$254,623
Sundown Road	Asbury Road to U.S. 20			Paved Shoulder	Planned	5.47	$786,887
U.S. Highway 52	Olde Massey Road to U.S. Highway 61/151			Paved Shoulder	Planned	1.83	$263,255
West Locust Street	North Grandview Avenue to 17th Street, 17th Street to Washington Avenue			Signed On-Road Route	Planned	1.64	$2,460
Wisconsin State Highway 35	Illinois State Line to Wisconsin State Highway 11			Signed On-Road Route	Proposed	0.95	$1,425
Willow Brook Trail	Willow Wood Drive Trail to Hales Mill Road			Multi-Use Trail	Proposed	0.36	$81,656

Low Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
Airview Drive	Laudeville Road to Skyline Road			Signed On-Road Route	Proposed	0.78	$1,170
Badger Road-Cherry Street Connector	Cherry Street to Badger Road			Multi-Use Trail	Proposed	1.34	$303,939
Bergfeld Pond Connector	Bergfeld Pond to Seipple Road			Multi-Use Trail	Planned	0.04	$9,073
Central Avenue	32nd Street to 4th Street			Signed On-Road Route	Proposed	2.27	$3,360
Derby Grange Road	John F. Kennedy Road to Heritage Trail			Signed On-Road Route	Proposed	4.60	$6,900
Fremont	North Cascade Road to Middle Fork Catfish Creek Trail			Signed On-Road Route	Planned	0.66	$990
Grant County Road HH	Prism Lane to Grant County Road H			Signed On-Road Route	Proposed	1.02	$1,530
Hales Mill Road	Existing Bicycle Lane to Heritage Trail			Signed On-Road Route	Proposed	2.58	$3,870
John F. Kennedy Road	IA 32/Northwest Arterial to Derby Grange Road			Signed On-Road Route	Proposed	0.75	$1,125
Julien Dubuque Drive	Alliant Powerline Trail to Southern Leeve Trail			Multi-Use Trail	Planned	0.07	$15,877
Kane Road	Lake Elanor Road to Schloth Lane			Signed On-Road Route	Proposed	0.85	$1,275
Kaufmann Avenue	Carter Road to Northend Neighborhood Trail			Bicycle Lane	Planned	2.41	$25,305
Kelly Lane	Upper Catfish Creek to Rockdale Road			Signed On-Road Route	Planned	0.38	$570
Kemp Road	Kane Road to U.S. Highway 52			Signed On-Road Route	Proposed	1.57	$2,355
Lake Eleanor Road	Kane Road to Key West Drive			Signed On-Road Route	Proposed	2.30	$3,450
Laudeville Road	Airview Drive to Olde Davenport Road			Signed On-Road Route	Proposed	1.42	$2,130

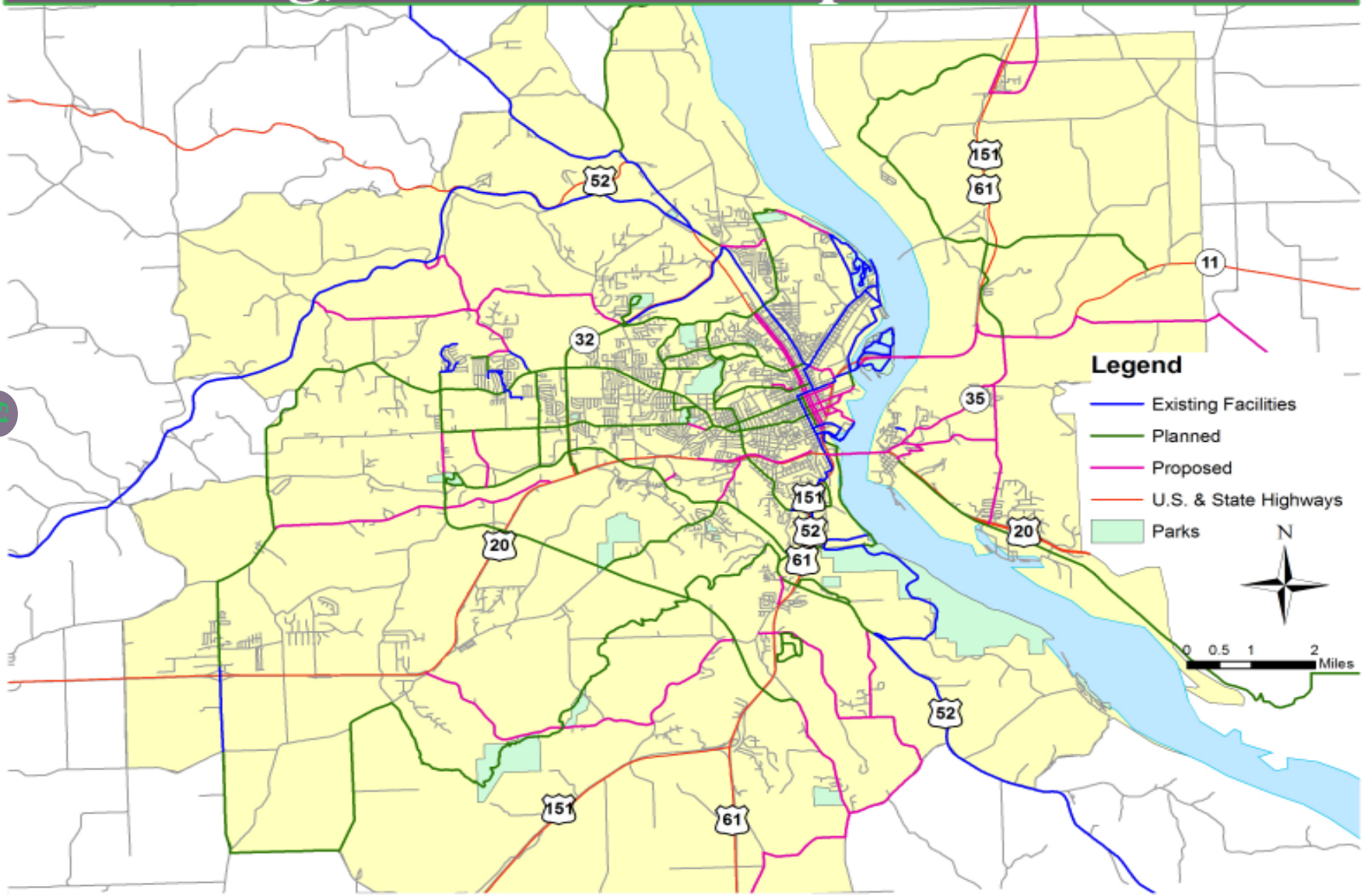
Low Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
Loras Boulevard	University Avenue to Iowa Street			Bicycle Lane	Planned	1.35	$14,175
Middle Fork Offshoot	Middle Fork Catfish Creek to Brunskill Road			Multi-Use Trail	Proposed	0.22	$49,901
Mill Working Trail	9th Street to Washington Street			Multi-Use Trail	Proposed	0.15	$34,023
Mt. Carmel Road	South Grandview Avenue to Harrison Street			Signed On-Road Route	Planned	0.43	$645
Old Highway Road	U.S. Highway 20 to Seipple Road			Signed On-Road Route	Proposed	1.80	$2,700
Olde Davenport Road	Laudeville Road to IA 32/Southwest Arterial			Signed On-Road Route	Proposed	2.58	$3,870
North Cascade Road	IA 32/Southwest Arterial to Cedar Cross Road			Paved Shoulder	Planned	1.62	$233,045
Pennsylvania Avenue	Radford Road to Seipple Road			Paved Shoulder	Planned	1.52	$218,660
Prism Lane	Peddle Hollow Road to Old Highway Road		Kieler Loop	Signed On-Road Route	Proposed	0.63	$945
Schloth Lane	Kane Road to Schueller Heights Road			Signed On-Road Route	Proposed	0.97	$1,455
Schueller Heights Road	Olde Davenport Road to Schloth Lane			Signed On-Road Route	Proposed	1.53	$2,295
Seipple Road	Chavenelle Road to Old Highway Road			Bicycle Lane	Planned	0.63	$6,615
Skyline Road	Airview Drive to U.S. Highway 151			Signed On-Road Route	Proposed	4.61	$6,915
Southern Leeve Trail	Mississippi River Recreational Trail to Mines of Spain			Multi-Use Trail	Planned	2.32	$526,225

Low Priority Projects

Project	Description	National Name	Regional Name	Facility Type	Status	Length (Miles)	Cost Estimate
Swiss Valley Road	Military Road to North Cascade Road			Signed On-Road Route	Proposed	4.26	$6,390
Tanzanite Drive	Peru Road to U.S. Highway 52			Signed On-Road Route	Proposed	0.75	$1,125
Technology Park Trail	Trail through Technology Park			Multi-Use Trail	Planned	2.01	$455,910
U.S. Highway 20-Julien Dubuque Bridge				Multi-Use Trail	Proposed	0.78	$176,920
U.S. Highway 61/151-Wisconsin Bridge				Multi-Use Trail	Proposed	2.17	$492,202
University Avenue	Delhi Street to Main Street			Bicycle Lane	Planned	1.28	$13,440
University Avenue	Pennsylvania to Delhi Street			Signed On-Road Route	Planned	0.46	$690
Upper Fork Catfish Creek Trail	Swiss Valley Park to Kelly Lane			Multi-Use Trail	Planned	9.64	$2,186,554
Washington Street	15th Street to Port of Dubuque			Signed On-Road Route	Proposed	1.02	$1,530
White Street	4th Street to 32nd Street			Signed On-Road Route	Proposed	2.28	$3,420

Existing, Planned & Proposed Facilities



Chapter Five

Funding Sources

Iowa Funding Sources

Program:	Community Attraction and Tourism Program (CAT)
Agency:	Iowa Department of Economic Development
Contact Information:	Alaina Santizo Vision Iowa Program Manager 200 East Grand Avenue Des Moines, IA 50309 515-242-4827 visioniowa@iowalifechanging.com
Website:	http://www.visioniowa.org
Description:	This program is designed to assist communities in the development and creation of multiple purpose attraction and tourism facilities. Eligible applicants include city, county, public organizations, or school district in cooperation with a city or county. ("Public organization means a not-for-profit economic development or not-for-profit organization that sponsors and supports community tourism and attractions and activities). Any of these entities may co-apply; if a school district applies, they must do so as a co-applicant. A minimum 50% match is required.
Deadline:	January 15, April 15, July 15th, October 15th
Program:	Iowa Clean Air Attainment Program (ICAAP)

Agency:	Iowa Department of Transportation
Contact Information:	Wendele Maysent Office of Systems Planning 800 Lincoln Way Ames, IA 50010 515-239-1681 Wendele.maysent@dot.iowa.gov
Website:	www.dot.state.ia.us
Description:	To fund transportation projects and programs that result in attaining or maintaining the national ambient air quality standards (NAAQS). ICAAP funds are awarded to projects and programs with the highest potential for reducing transportation-related

	congestion and air pollution. Cities, counties, public transit agencies, MPO's and RPA's and state and federal agencies may apply for funding. The grant requires a 20% local match and that the applying agency be responsible for adequately maintaining and operating the project for public use during the project's useful life.
Deadline:	October 1

Program:	Land and Water Conservation Fund
Agency:	Iowa Department of Natural Resources
Contact Information:	Sandra Sampson Wallace State Office Building 502 East Grand Avenue Des Moines, IA 50319 515-281-8004 sandra.sampson@dnr.iowa.gov
Website:	www.iowadnr.gov
Description:	Provides 50% grants for the purpose of acquisition and/or development of land for outdoor recreation. Applications can be submitted by state agencies or its political subdivisions.
Deadline:	March 15

Program:	Transportation Enhancement Programs - MPO
Agency:	Dubuque Metropolitan Transportation Study (DMATS)
Contact Information:	Chandra Ravada Co-Director of Transportation and Planning 7600 Commerce Park Dubuque, IA 52002 563-556-4166 cravada@ecia.org
Website:	www.ecia.org
Description:	To fund enhancement or preservation activities of transportation related projects in the following categories: trails and bikeways; historic and archaeological; or scenic and environmental. Public agencies and private non-profit organizations (and/or individuals) are eligible to apply, however private sponsorship requires a public agency co-sponsor. The grant requires a minimum 20% local match.

Program:	Resource Enhancement and Protection (REAP)
Agency:	Iowa Department of Natural Resources
Contact Information:	Ross Harrison REAP Coordinator Wallace State Office Building 502 East Grand Avenue Des Moines, IA 50319 515-281-5973 Ross.harrison@dnr.iowa.gov
Website:	www.iowadnr.gov
Description:	To fund recreation enhancement projects that deal with trails and preserving natural areas from improper use. This is 100% funding so no local funds are required. Eligible applicants include: cities and counties.
Deadline:	August 15
Program:	River Enhancement Community Attraction and Tourism (RECAT)

Agency:	Iowa Department of Economic Development
Contact Information:	Alaina Santizo Vision Iowa Program Manager 200 East Grand Avenue Des Moines, IA 50309 515-242-4827 visioniowa@iowalifechanging.com
Website:	http://www.visioniowa.org
Description:	This funding source is to be used for projects that relate to, connect with enhance a river or lake.
Deadline:	

Program:	Safe Routes to School (SRTS) Program
Agency:	Iowa Department of Transportation
Contact Information:	Kathy Ridnour Safe Routes to School Coordinator Office of Systems Planning 800 Lincoln Way Ames, IA 50010 515-239-1713 Kathy.ridnour@dot.iowa.gov

Website:	www.dot.state.ia.us
Description:	The program is designed to increase safety and promote walking and bicycling (grades k-8) to school through both infrastructure and non-infrastructure programs. This is a 100% reimbursement grant - no local match is required. Eligible infrastructure applicants include city, county and state governments. Eligible non-infrastructure applicants include city, county, state governments, schools and non-profit organizations.
Deadline:	October 1

Program:	State Recreational Trails Program
Agency:	Iowa Department of Transportation
Contact Information:	Steve Bowman Office of Systems Planning 800 Lincoln Way Ames, IA 50010 515-239-1337 Steven.bowman@dot.iowa.gov
Website:	www.dot.state.ia.us
Description:	The intent of this program is to fund recreational trails. State agencies, counties or cities and non-profit organizations may apply. A minimum of 25% local match is required. The proposed project must be a part of a local, area-wide, regional or statewide trail plan. Projects must be maintained as a public facility for a minimum of 20 years.
Deadline:	July 1

Program:	Statewide Transportation Enhancement Program
Agency:	Iowa Department of Transportation
Contact Information:	Nancy Anania Office of Systems Planning 800 Lincoln Way Ames, IA 50010 515-239-1621 Nancy.anaia@dot.iowa.gov
Website:	www.dot.state.ia.us
Description:	To fund enhancement or preservation activities of transportation related projects in the following categories: trails and bikeways;

	historic and archaeological; or scenic and environmental. Public agencies and private non-profit organizations (and/or individuals) are eligible to apply, however private sponsorship requires a public agency co-sponsor. The grant requires a minimum 30% local match.
Deadline:	October 1

Program:	Surface Transportation Program - MPO
Agency:	Dubuque Metropolitan Transportation Study (DMATS)
Contact Information:	Chandra Ravada Co-Director of Transportation and Planning 7600 Commerce Park Dubuque, IA 52002 563-556-4166 cravada@ecia.org
Website:	www.ecia.org
Description:	To fund road projects located on any federal-aid highway route including: bicycle and pedestrian facilities, transit capital improvements. A minimum 20% local match is required. The policy board determines project funding allocations.
Deadline:	Varies

Program:	Transportation Enhancement Programs - MPO
Agency:	Dubuque Metropolitan Transportation Study (DMATS)
Contact Information:	Chandra Ravada Co-Director of Transportation and Planning 7600 Commerce Park Dubuque, IA 52002 563-556-4166 cravada@ecia.org
Website:	www.ecia.org
Description:	To fund enhancement or preservation activities of transportation related projects in the following categories: trails and bikeways; historic and archaeological; or scenic and environmental. The grant requires a minimum 20% local match. The policy board determines funding allocations.
Deadline:	Varies

Illinois Funding Programs

Program:	Illinois Bicycle Path Grant Program
Agency:	Illinois Department of Natural Resources
Contact Information:	Tom DiLello Division Manager Division of Grant Administration One Natural Resources Way Springfield, IL 62702 217-782-7481 Tom.dilello@illinois.gov
Website:	http://dnr.state.il.us
Description:	The primary purpose of the Illinois Bicycle Path grant program is to provide financial assistance to eligible local units of government to assist them with the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. This program provides up to a maximum 50% funding assistance with a maximum grant funding about limited to $200,000 per annual request for construction projects. No maximum grant amount limit exists for acquisition projects.
Deadline:	March 1

Program:	Illinois Transportation Enhancement Program
Agency:	Illinois Department of Transportation
Contact Information:	itep@dot.il.gov
Website:	http://www.dot.il.gov
Description:	Provides funding for community based projects that expand travel choices and enhance the transportation experience by improving cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80% reimbursement.
Deadline:	May 5

Program:	Land and Water Conservation Fund (LWCF)
Agency:	Illinois Department of Natural Resources
Contact Information:	Tom DiLello Division Manager Division of Grant Administration One Natural Resources Way Springfield, IL 62702 217-782-7481 Tom.dilello@illinois.gov
Website:	http://dnr.state.il.us
Description:	Provides funding for projects involving acquisition for pubic outdoor areas for recreation, scenic or natural value, additional existing parks, wildlife area, nature preserves, beaches, and greenway corridors. Funding assistance is 50% of the approved project costs and grant awards can be up to $750,000 for eligible units of local government.
Deadline:	May 1 – July 1

Program:	Open Space Lands Acquisition and Development Program (OSLAD)
Agency:	Illinois Department of Natural Resources
Contact Information:	Tom DiLello Division Manager Division of Grant Administration One Natural Resources Way Springfield, IL 62702 217-782-7481 Tom.dilello@illinois.gov
Website:	http://dnr.state.il.us
Description:	Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Funding assistance up to 50% of approved project costs can be obtained. Grant awards up to $750,000 are available for acquisition projects, while development/renovation projects are limited to a $400,000 grant maximum.
Deadline:	May 1 – July 1

Program:	Recreational Trails Program (RTP)
Agency:	Illinois Department of Natural Resources
Contact Information:	Tom DiLello Division Manager Division of Grant Administration One Natural Resources Way Springfield, IL 62702 217-782-7481 Tom.dilello@illinois.gov
Website:	http://dnr.state.il.us
Description:	To provide funding for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities such as trail head parking, restrooms, rest areas, signage, etc.; and acquisition from willing sellers of trail corridors through easements or fee simple title. A 20% match is required and eligible applicants include federal, state and local government agencies and non-profit organizations.
Deadline:	March 1

Program:	Safe Routes to School (SRTS)
Agency:	Illinois Department of Transportation
Contact Information:	Tom DiLello Division Manager Division of Grant Administration One Natural Resources Way Springfield, IL 62702 217-782-7481 Tom.dilello@illinois.gov
Website:	http://dnr.state.il.us
Description:	To provide funding for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities such as trail head parking, restrooms, rest areas, signage, etc.; and acquisition from willing sellers of trail corridors through easements or fee simple title. A 20% match is required and eligible applicants include federal, state and local government agencies and non-profit organizations.
Deadline:	March 1

Wisconsin Funding Programs

Program:	Congestion Mitigation and Air Quality Program (CMAQ)
Agency:	Wisconsin Department of Transportation
Contact Information:	Dave McCosh District 1 Transportation Office 608-246-5445 david.mccosh@dot.state.wi.us
Website:	www.dot.state.wi.us
Description:	The primary purpose of CMAQ is to fund projects and programs that reduce travel or emissions in areas that have failed to meet air quality standards for ozone, carbon monoxide and small particulate matter. Bicycle and pedestrian projects are eligible if they reduce the number of vehicle trips and miles traveled. Counties, local units of government, transit operators and state agencies may apply for funding. Projects costing $100,000 or more for construction and $25,000 or more for non-construction are eligible for reimbursement.
Deadline:	Odd years January and April

Program:	Knowles-Nelson Stewardship Local Assistance Programs
Agency:	Wisconsin DNR
Contact Information:	Patrick Sheahan 3911 Fish Hatchery Road Fitchburg, WI 53711 608-275-3315 Patrick.Sheahan@Wisconsin.gov
Website:	http://dnr.wi.gov
Description:	The Stewardship Program is an umbrella for a number of subprograms, each with its own goals; priorities and criteria related to conservation and expanding outdoor recreation opportunities. Towns, villages, cities, counties and tribal governments are eligible to apply for funds. Qualified nonprofit conservation organizations (NCO's) are also eligible for land acquisition grants. A 50% match is required of the total project costs.
Deadline:	May 1

Program:	Land and Water Conservation Fund (LWCF)
Agency:	Wisconsin Department of Natural Resources
Contact Information:	Patrick Sheahan 3911 Fish Hatchery Road Fitchburg, WI 53711 608-275-3315 Patrick.Sheahan@Wisconsin.gov
Website:	http://dnr.wi.gov
Description:	Provides funding to create parks, open spaces, protect wilderness, wetlands and refuges, preserve wildlife habitat, and enhance recreational opportunities. Local governments, soil and water conservation districts and school districts are eligible for funding. The grant covers up to 50% of the eligible project cost.
Deadline:	May 1

Program:	Recreational Trails Act (RTA)
Agency:	Wisconsin Department of Natural Resources
Contact Information:	Stephanie Brouwer 3911 Fish Hatchery Road Fitchburg, WI 53711 608-275-3218 Stephanie.Brouwer@Wisconsin.gov
Website:	http://dnr.wi.gov
Description:	Provides funding for the purchase of land and water areas for conservation and recreation purposes within our nation's four federal and management agencies – Forrest Service, Fish and Wildlife Service, National Park Service and Bureau of Land Management. Funding is also available for planning, development and acquiring land and water areas for state and local parks and recreation areas. Local governments, soil and water conservation districts and school districts are eligible to apply. Grant awards cover up to 50% of eligible project costs.
Deadline:	May 1

Program:	Safe Routes to School
Agency:	Wisconsin Department of Transportation
Contact Information:	Renee Callaway Safe Routes to School Coordinator P.O. Box 7913 Madison, WI 53707 608-266-3973 srts@dot.state.wi.us
Website:	www.dot.wisconsin.gov
Description:	The program is designed to encourage children grades kindergarten to 8 to walk and bicycle to school by creating safer walking and bicycling routes.
Deadline:	

Program:	Surface Transportation Discretionary (STP-D) Program
Agency:	Wisconsin Department of Transportation
Contact Information:	John Duffe State Coordinator 608-264-8723 john.duffe@dot.state.wi.us
Website:	www.dot.wisconsin.gov
Description:	Provides funding for the rehabilitation of existing trails, trail maintenance, trail development and trail acquisition. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies or incorporated organizations are eligible to apply for funds. A 20% match is required, however the State Trails Council has recommended 50% grants to distribute funds more widely.
Deadline:	Varies

Program:	Transportation Enhancement (TE) Program
Agency:	Wisconsin Department of Transportation
Contact Information:	John Duffe State TE Coordinator 608-264-8723 john.duffe@dot.state.wi.us

Website:	www.dot.state.wi.us
Description:	Provides funding for projects which are designed to strengthen cultural, aesthetic and environmental aspects of transportation. All projects must be sponsored by a government agency or Indian Tribal Nation. Only projects costing $25,000 and above for non-construction and $100,000 and above for construction-related activities are eligible for the program. Projects are reimbursed at 80%.
Deadline:	Even numbered years January and April

National Funding Programs

Program:	Community Facilities Loans
Agency:	United States Department of Agriculture
Contact Information:	127 W. South Street Tipton IA, 52772 563-886-6006
Website:	www.rurdev.usda.gov
Description:	The Community Facilities Loan program provides assistance in the development of essential community facilities in rural areas and town of up to 20,000 in population. Funding is authorized on a graduated scale. Applicants located in small communities with low populations and low incomes graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of funds. Funds are available to public entities, special-purpose districts, as well as non-profit corporations and tribal governments. Applicants must have the legal authority necessary for construction, operation and maintenance of the proposed facility and be able to obtain needed funds from commercial sources at reasonable rates and terms. The Community Facility Loan program will fund construction, enlargement, extension or otherwise improvement of community facilities.
Deadline:	

Other Programs

Program:	American Greenways Kodak Awards Program
Agency:	Eastman Kodak, The Conservation Fund and National Geographic Society
Contact Information:	American Greenways Program at the Conservation Fund 1800 North Kent Street Suite 1120 Arlington, VA 22209 dswol@conservationfund.org
Website:	www.conservationfund.org
Description:	Provides small grants to stimulate the planning and design of greenways in communities through out America. Awards will be made primarily to local, regional, or statewide nonprofit organizations. Public agencies may apply, however, community, non-profits and organizations will receive preference.
Deadline:	June 30

Program:	Bikes Belong Facility Grant and Advocacy Grant
Agency:	Bikes Belong
Contact Information:	Elizabeth Train Grants & Research Director P.O. Box 2359 Boulder, CO 80306 303-449-4893 ext. 3 Elizabeth@bikesbelong.org
Website:	www.bikesbelong.org
Description:	Will provide up to $10,000 for bicycle facility and advocacy projects. Applicants for facility projects can be public agencies and departments of national, state and local levels, however they are encouraged to align with a local bicycle advocacy group that will help develop and advance the project. For advocacy projects Bikes Belong will only fund organizations whose primary mission is bicycle advocacy.
Deadline:	Fourth Monday of February, May, August and November

Program:	Conservation Alliance Grant
Agency:	Conservation Alliance
Contact Information:	P.O. Box 1275 Bend, OR 97709 541-389-2424
Website:	www.conservationalliance.com
Description:	To provide funding that will protect threatened wild places through North America for their habitat and recreation values. Applicants are 501(c)(3) organizations. Organizations must first be nominated by one of the member copies before applying. Grant request should not exceed $35,000.
Deadline:	Nominations: May 1 and November 1 Proposal: June 10 and December 10

Program:	DRA Grant Award Program
Agency:	Dubuque Racing Association, Ltd.
Contact Information:	Joey Anderson Director of Community Relations 1855 Greyhound Park Drive P.O. Box 3190 Dubuque, IA 52004 301-565-6704 ext. 208 joeya@dgpc.com
Website:	www.dgpc.com
Description:	Applicants must be a non-profit 501(c)(3). The DRA will consider a wide variety of grant applications. Will focus on applications with projects directed to: arts, culture, recreation, education, health and human services, emergency services, civic and community development and the promotion of dog, horse or other livestock-breeding industries.
Deadline:	February

Program:	REI
Agency:	REI
Contact Information:	REI, Brookfield Store 13100 West Capitol Drive Milwaukee, WI 53005 262-783-6150 REI, Madison Store 7483 West Towne Way Madison, WI 53719 608-833-6680
Website:	www.rei.com/aboutrei/grant02.htm
Description:	REI offers two grant programs: conservation grants and outdoor recreation grants. Unsolicited grant requests are not accepted. REI employees must make nominations.
Deadline:	

Program:	The National Trails Fund
Agency:	American Hiking Society
Contact Information:	Ivan Levin American Hiking Society's Trail Program Manager 1422 Fenwick Lane Silver Spring, MD 20910 301-565-6704 ext. 208 ILevin@americanhiking.org
Website:	www.americanhiking.org
Description:	Will provide funding between $500 - $5000 to trail organizations working to establish, protect and maintain America's foot trails.
Deadline:	August 15