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Presentation Agenda

- Introduction
- Methodology
- Best Path Forward
- Street Redesigns
Transportation in Dubuque

- 77.2% Drive alone
- 7.5% Carpool
- 1.3% Use Transit
- 0.3% Bike
- 3.4% Walk
- 9.4% Work from home
- 0.9% Other

- 25.2% of households downtown do not have access to a car

- 55% of downtown blocks do not have street trees

- 69% of on-street parking is vacant during the busiest time of the day

Source: U.S. Census Bureau, ACS 2021 5-year estimates

Source: MoveDBQ, in progress 2023

Introduction
Existing Related Plans

2000-2004
- Downtown Dubuque Master Plan
- Port of Dubuque Master Plan

2005-2009
- Historic Millwork District Master Plan
- Dubuque Area Safe Routes to School Plan
- Washington Neighborhood Plan

2010-2014
- Complete Streets Policy
- East-West Corridor Connectivity Study
- Tri-State Integrated Walking, Bicycling, and Hiking Network Plan

2015-2019
- Imagine Dubuque 2037: A Call to Action
- Smart Traffic Routing with Efficient and Effective Traffic System
- Iowa Bicycle and Pedestrian Long Range Plan

2020-2022
- Community Equitable Poverty Reduction and Prevention Plan
- Central Avenue Corridor Streetscape Master Plan
- RAISE Grant
- Grant Wood Loop Master Plan
- USEPA Emerging Mobility Building Blocks Technical Assistance

2023
- Move DBQ: Smart Parking and Mobility Plan
- Historic Millwork District Master Plan Update
- Dubuque Regional Bicycle and Pedestrian Network Plan

Now
- Downtown Dubuque Transportation Action Plan
Adapt Dubuque’s transportation system to promote sustainable, alternative transportation that is more equitable, well-connected, safe, and comfortable for all residents of the city.
Fall Public Engagement Events

“I feel okay sharing the road with bicyclists, but I don’t think it’s very safe for them. Any mistake from a driver could cause a serious injury.”

“I use the road shoulder to bike to everywhere I want to go including to this event. It’s not safe, but it’s the easiest way.”

“The conversion of parking spots will provide room for having a dedicated bike lane which will be safer for bikers.”

“The trails are not well connected so it makes it uncomfortable to ride around the city for recreation without needing to drive somewhere to bike.”
Existing Planning Efforts

11
Plans discuss sidewalk improvements

9
Plans discuss street furniture & lighting

9
Plans discuss green & complete streets

8
Plans discuss network connection

7
Plans discuss parking management

7
Plans discuss traffic calming

6
Plans discuss adding bicycle infrastructure

5
Plans discuss adding bicycle lanes

5
Plans discuss improving transit lines

4
Plans discuss transit-oriented development

4
Plans discuss bicycle safety education

3
Plans discuss mixed use development
## Data Collection

<table>
<thead>
<tr>
<th>Community Data</th>
<th>Bike Inventory</th>
<th>Pedestrian Inventory</th>
<th>Parking Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle access</td>
<td>On-street parking space</td>
<td>Sidewalk conditions</td>
<td>On-street parking spaces</td>
</tr>
<tr>
<td>Primary mode of transportation</td>
<td>Annual Average Daily Traffic (AADT)</td>
<td>Sidewalk width</td>
<td>Off-street parking spaces</td>
</tr>
<tr>
<td>Inflow/outflow of workers</td>
<td>Speed limit signage</td>
<td>Number of streetlights</td>
<td>Off-street parking locations</td>
</tr>
<tr>
<td>Population trends</td>
<td>Minimum/maximum road width</td>
<td>Tree canopy</td>
<td>Off-street parking footprint</td>
</tr>
<tr>
<td>Demographics</td>
<td>Land use patterns and road type</td>
<td>Buffer between sidewalk and street</td>
<td>Peak parking utilizations</td>
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<tr>
<td>Workforce/labor force</td>
<td>Number of travel lanes</td>
<td>Transit stop type</td>
<td>On-street parking tradeoffs</td>
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<tr>
<td>Income</td>
<td>Bicycle and pedestrian safety score</td>
<td>Pedestrian infrastructure and signage</td>
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**Methodology**
“Pedestrians must be considered above cars. Traffic calming is needed all over this city.”

“Very excited about ideas, I try to bike to most places and the ideas presented would make me feel safer and more likely to bike places.”

“Very excited about new bike lanes! I hope there will be some education for Dubuque drivers since they are not used to dealing with bikers on the roads much, but they can learn!”

“Connectivity of the bike trail is an essential factor to consider.”
Best Path Forward: Strategies

- Pedestrian Improvements
- Multimodal Amenities
- Parking Management
- Bicycle Improvements
Best Path Forward: Pedestrian Improvements
Best Path Forward: Multimodal Amenities
Best Path Forward: Parking Management
Best Path Forward: Bicycle Improvements

Bike Facility Type
- Grant Proposed Dedicated Bike Lane
- Grant Proposed Trail
- Planned Bike Lane (Summer 2024)

Proposed Dedicated Bike Lane
Proposed Sharrow
Existing Off Street Trail
Existing Bike Signage or Sharrow

Sharrow
Bike lane
Street Redesigns

15th Street

Before

After
Street Redesigns
15th Street

- 2 dedicated, on-street bike lanes
- Removes **34** on-street parking spaces
- **No** nearby, off-street parking options
- **Connects to**: Bee Branch Trail, Bluff St, Locust St, and Central Ave bike lanes

*After*
Street Redesigns

Bluff Street

Before

After
Street Redesigns

Bluff Street

- 1 dedicated, on-street bike lane
- Removes 34 on-street parking spaces
- 5 nearby, off-street parking options
- Connects to: 15th St, 5th St, 9th St, and 10th St bike lanes

After
Street Redesigns
Locust Street

Before

After
Street Redesigns

Locust Street

- 1 dedicated, on-street bike lane
- Removes 42 on-street parking spaces
- 7 nearby, off-street parking options
- **Connects to:** 15th St, 5th St, 9th St, and 10th St bike lanes
Street Redesigns
W 5th Street

Before

After
Street Redesigns

W 5th Street

- 2 dedicated, on-street bike lanes
- Removes 28 on-street parking spaces
- 4 nearby, off-street parking options
- Connects to: Bluff St, Locust St, and Central Ave bike lanes

After
Street Redesigns
Central Avenue

Before

After
Street Redesigns

Central Avenue

- **2** dedicated, on-street bike lanes
- **Convert** from one-way to two-way
- Removes **67** on-street parking spaces
- **3** nearby, off-street parking options
- **Connects to:** 15th St, 5th St, 9th St, and 10th St bike lanes
## Final Report

<table>
<thead>
<tr>
<th>Action</th>
<th>Related Plans*</th>
<th>Cost</th>
<th>Timeline (Years 1-5)</th>
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<tbody>
<tr>
<td><strong>Action 2.1</strong>&lt;br&gt; Increase the capacity of bicycle racks on public buses from a total of two to four.</td>
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<td><strong>Action 2.2</strong>&lt;br&gt; Provide shelters with benches at transit stops on Central Avenue, and near Washington Park on Bluff Street.</td>
<td>CACS</td>
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<td><strong>Action 2.3</strong>&lt;br&gt; Add bicycle racks near bus stops to promote multimodal travel.</td>
<td>PDMP, HMDMP, SRS, WNP, EWCC, ID, BPNP</td>
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<td><strong>Action 2.4</strong>&lt;br&gt; Provide an e-bike rebate program to help residents afford electronic bicycles.</td>
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Thank you!