

Downtown Dubuque Alternative Transportation Action Plan



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Communities

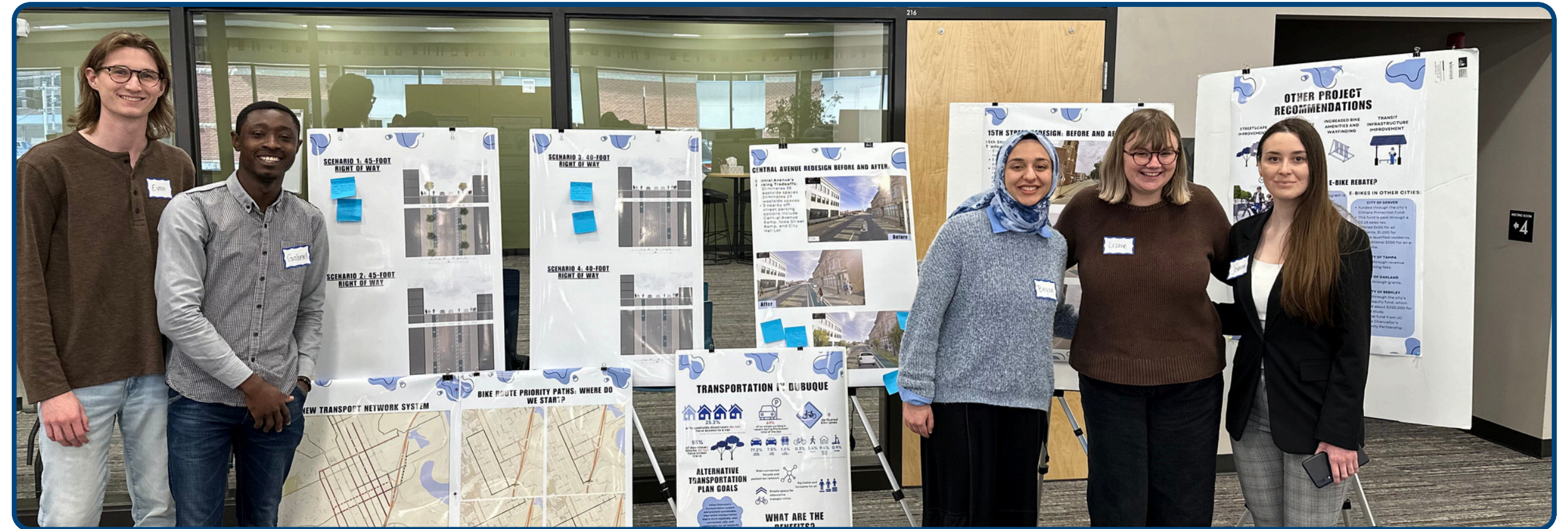
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Masterpiece on the Mississippi

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School of Planning
and Public Affairs

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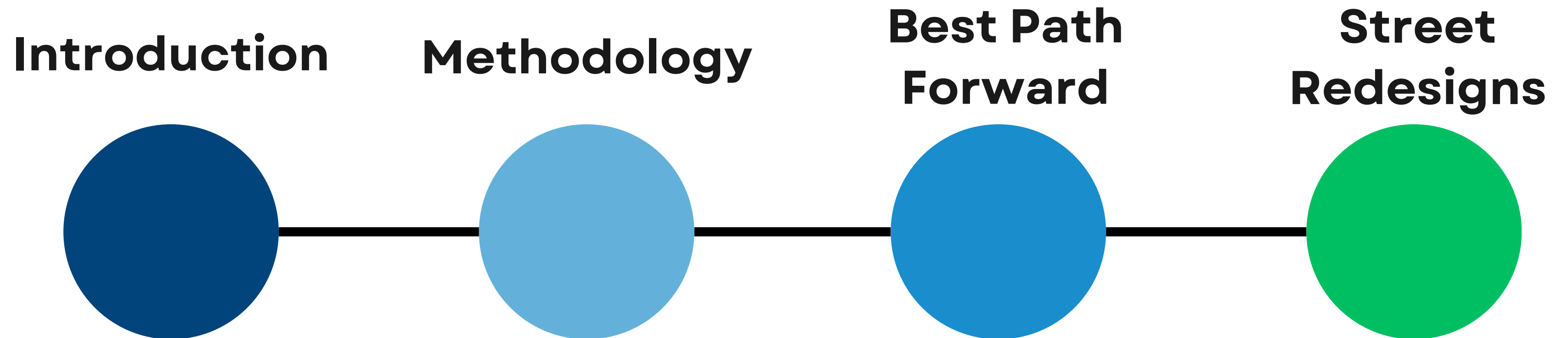
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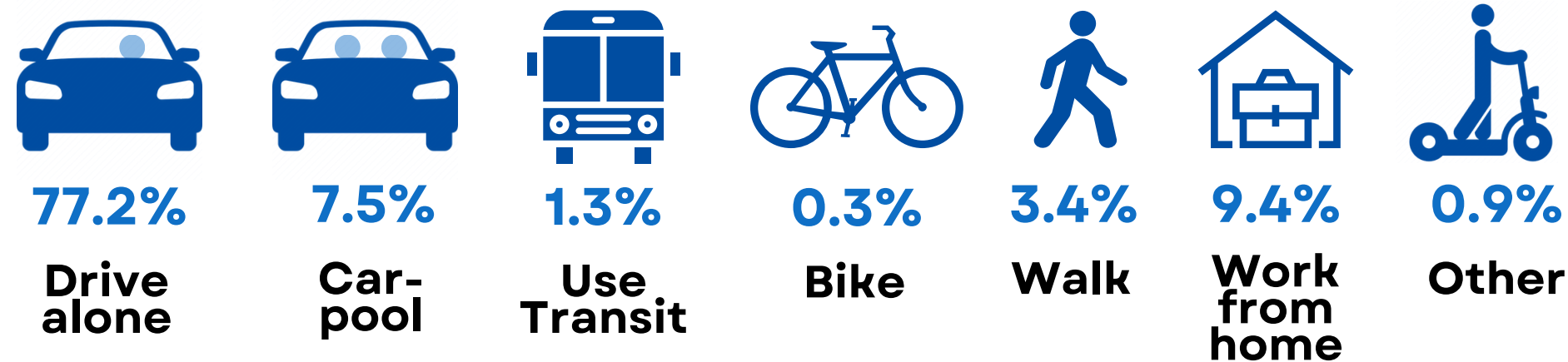
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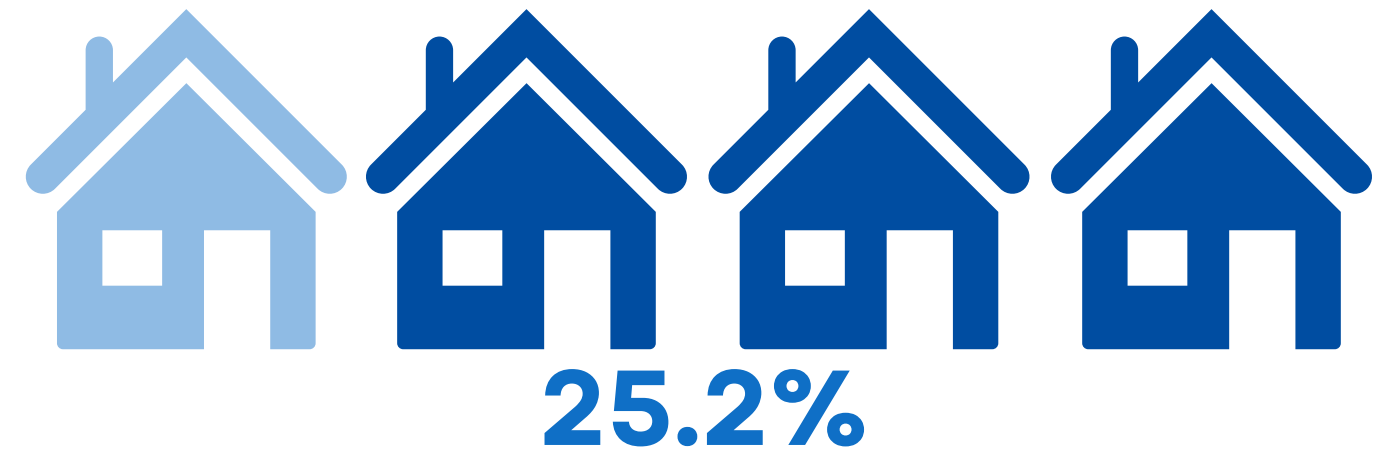
Presentation Agenda



Transportation in Dubuque



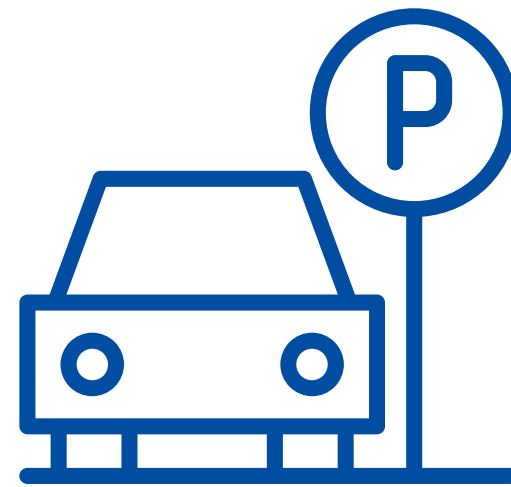
Source: U.S. Census Bureau, ACS 2021 5-year estimates



of households downtown **do not** have access to a car

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

55%
of downtown blocks **do not** have street trees



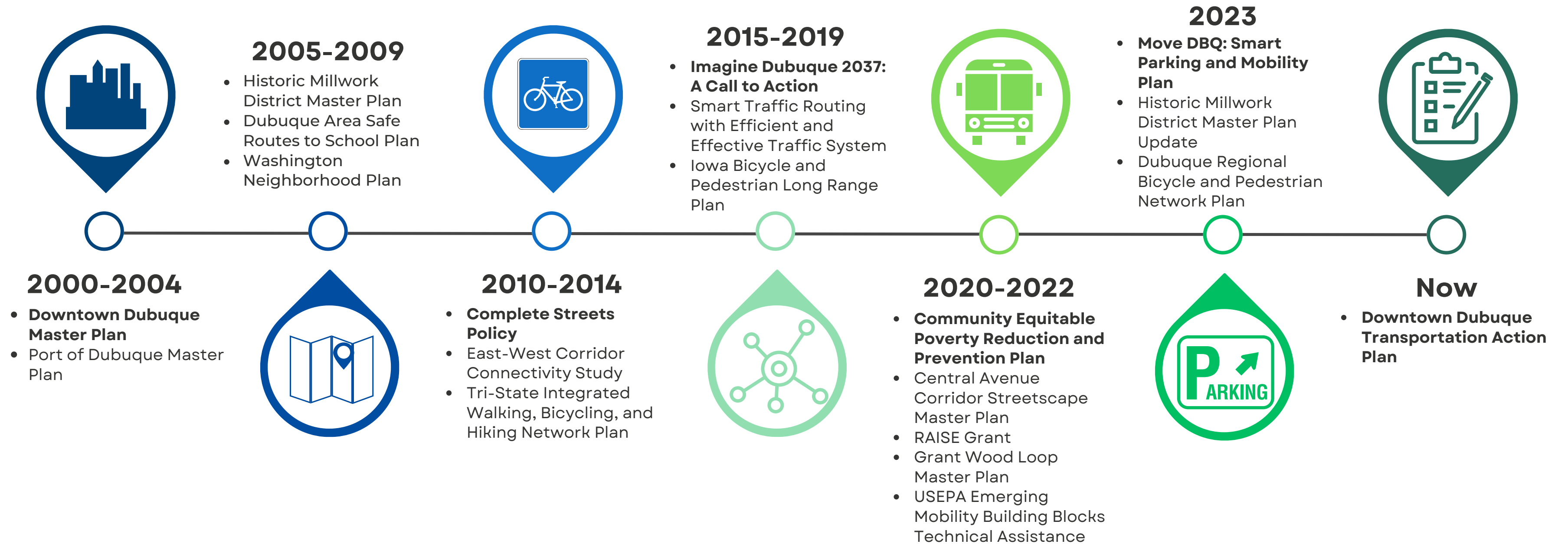
69%
of on-street parking is vacant during the busiest time of the day

Source: MoveDBQ, in progress 2023



0
dedicated bike lanes...yet

Existing Related Plans

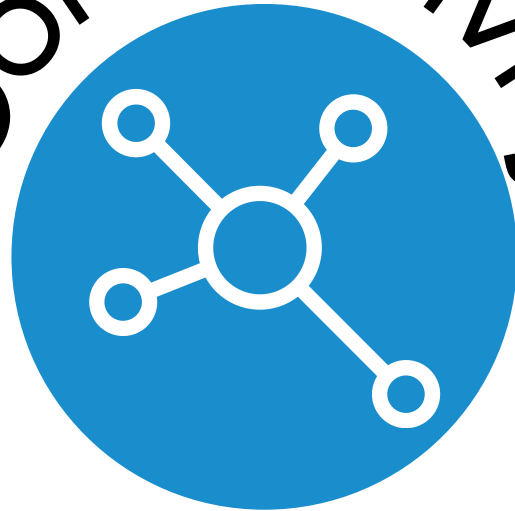


Vision and Goals

Equity



Connectivity



Sustainability



Transform Streets



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



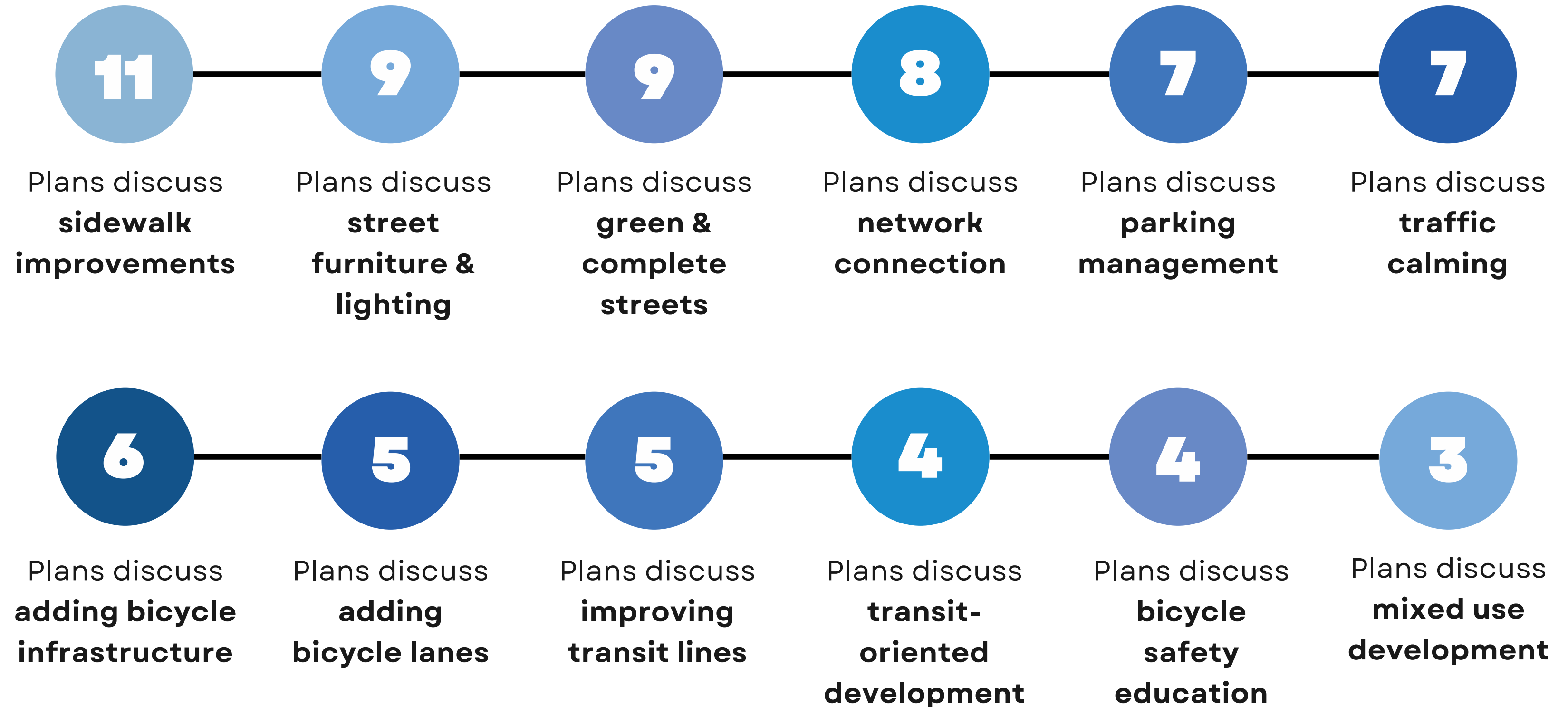
“I feel okay sharing the road with bicyclists, **but I don’t think it’s very safe for them.** Any mistake from a driver could cause a serious injury.”

“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



Data Collection

Community Data
Vehicle access
Primary mode of transportation
Inflow/outflow of workers
Population trends
Demographics
Workforce/labor force
Income

Bike Inventory
On-street parking space
Annual Average Daily Traffic (AADT)
Speed limit signage
Minimum/maximum road width
Land use patterns and road type
Number of travel lanes
Bicycle and pedestrian safety score

Pedestrian Inventory
Sidewalk conditions
Sidewalk width
Number of streetlights
Tree canopy
Buffer between sidewalk and street
Transit stop type
Pedestrian infrastructure and signage

Parking Inventory
On-street parking spaces
Off-street parking spaces
Off-street parking locations
Off-street parking footprint
Peak parking utilizations
On-street parking tradeoffs

“Our City, Our Future” Spring Open House



“**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



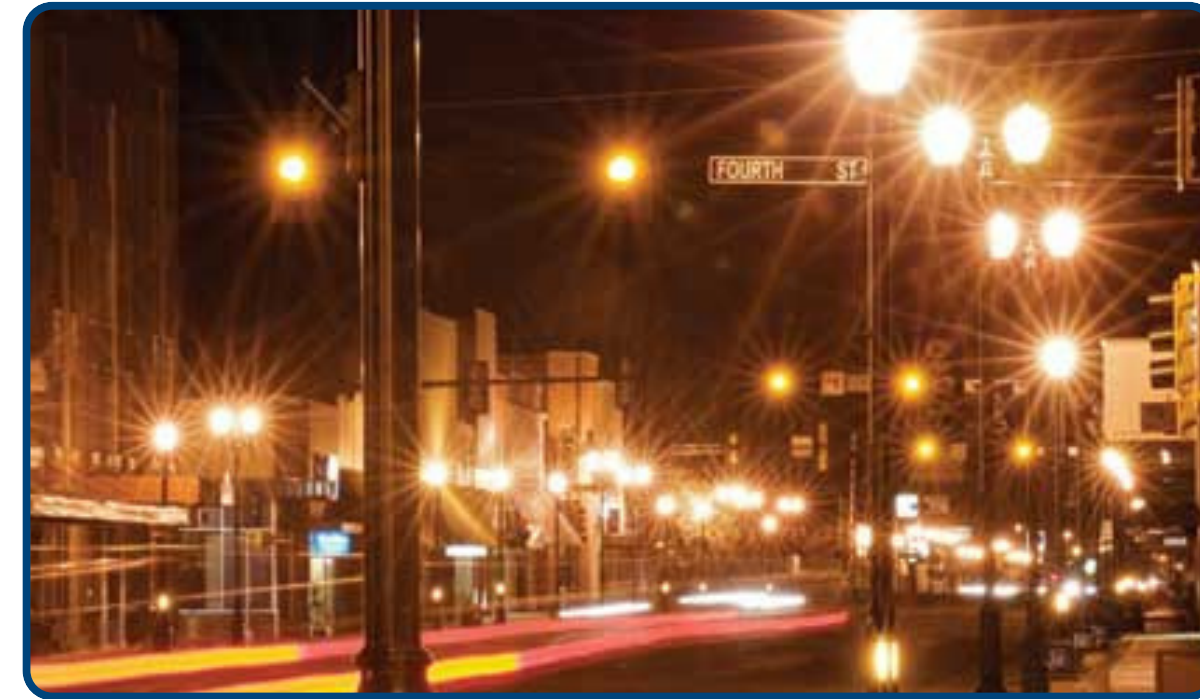
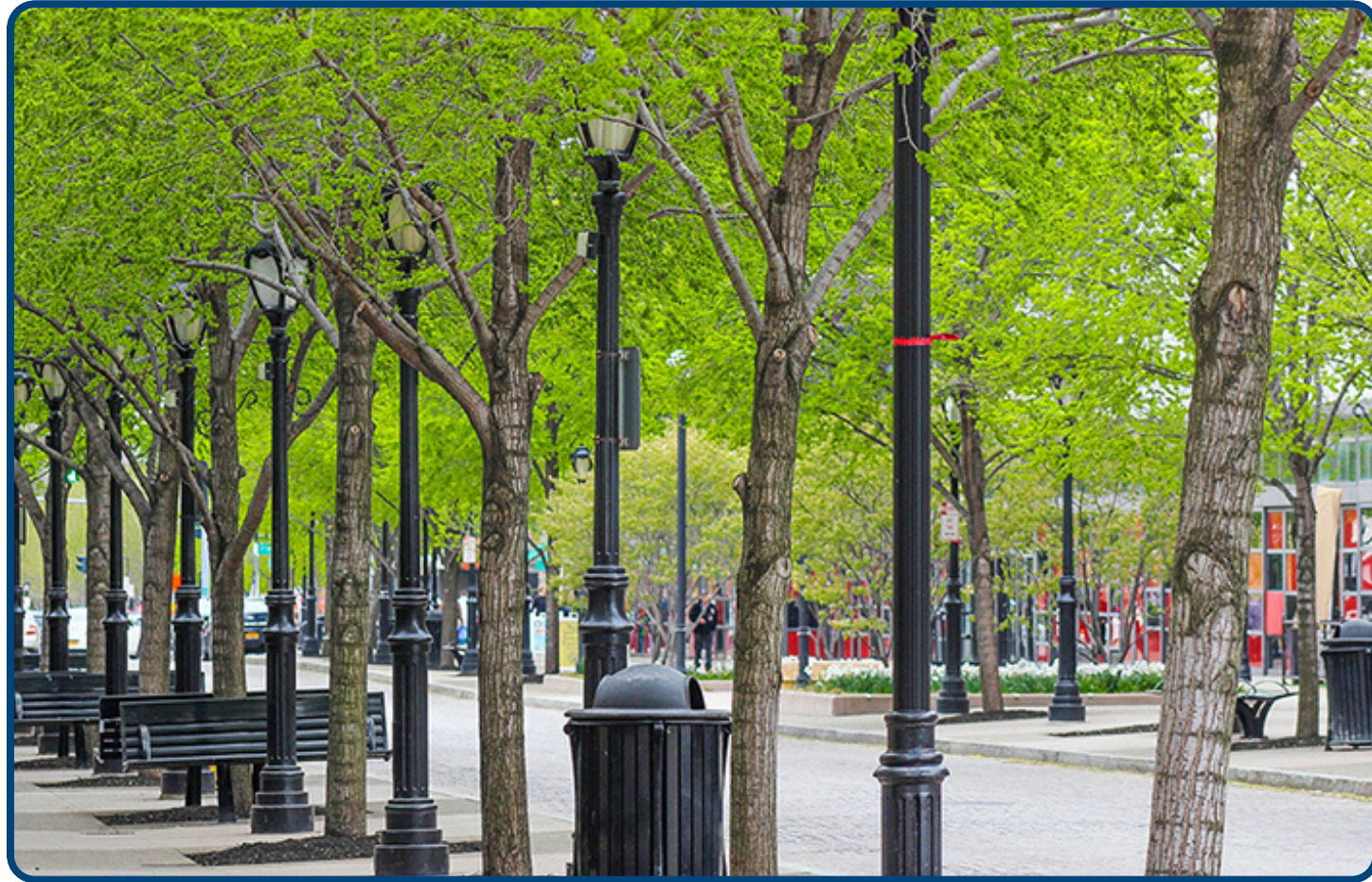
Parking
Management



Bicycle
Improvements



Best Path Forward: Pedestrian Improvements



Best Path Forward: Multimodal Amenities



Best Path Forward: Parking Management

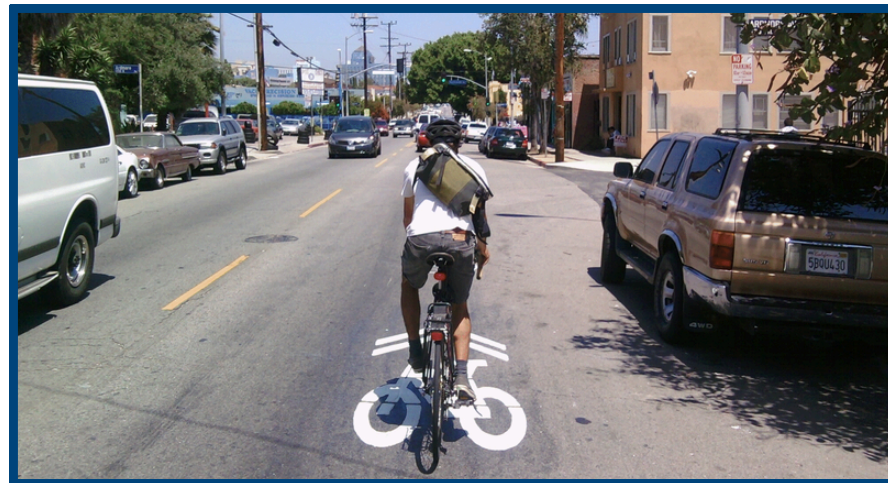


Best Path Forward: Bicycle Improvements

Bike Facility Type

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

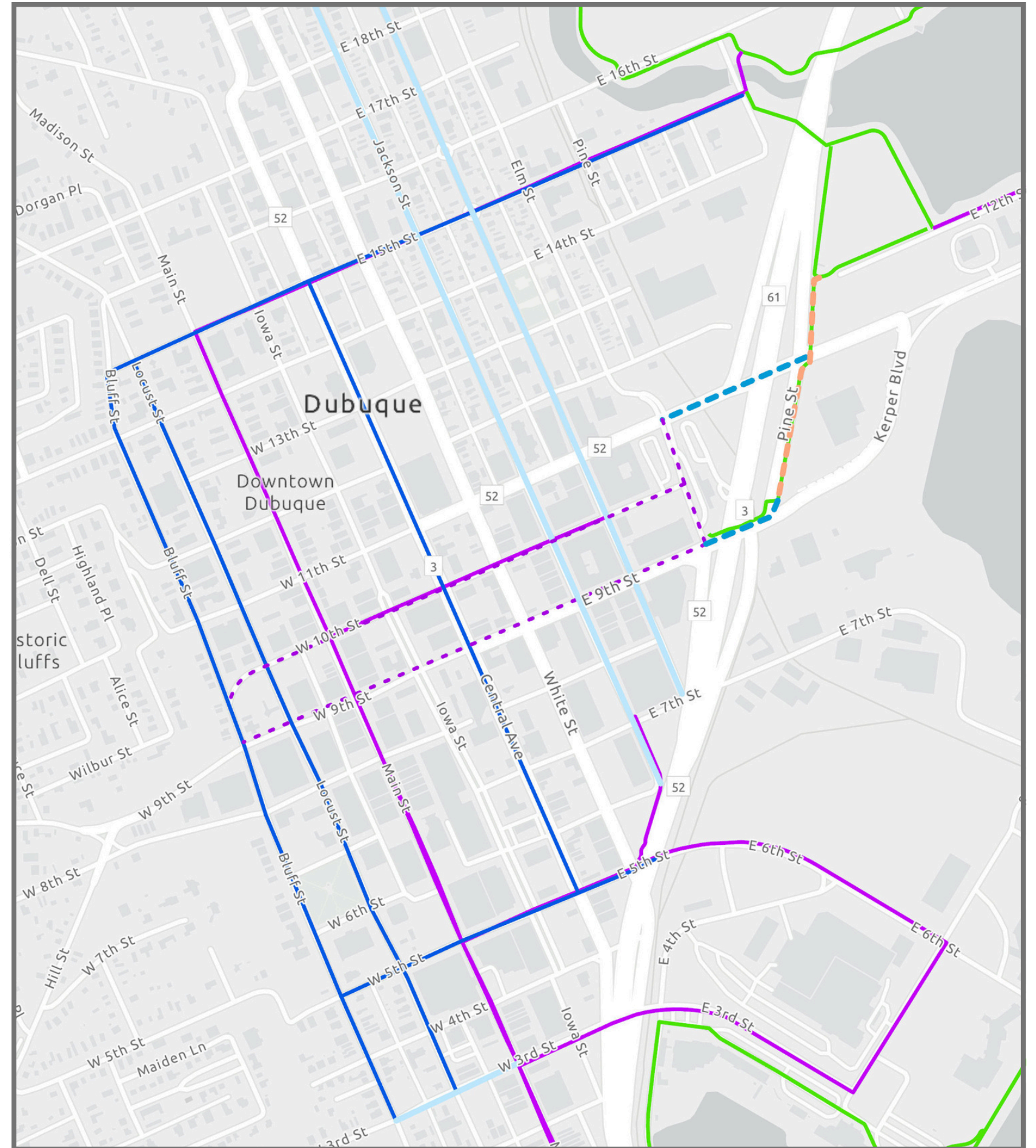
- Proposed Dedicated Bike Lane
- Proposed Sharrow
- Existing Off Street Trail
- Existing Bike Signage or Sharrow



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

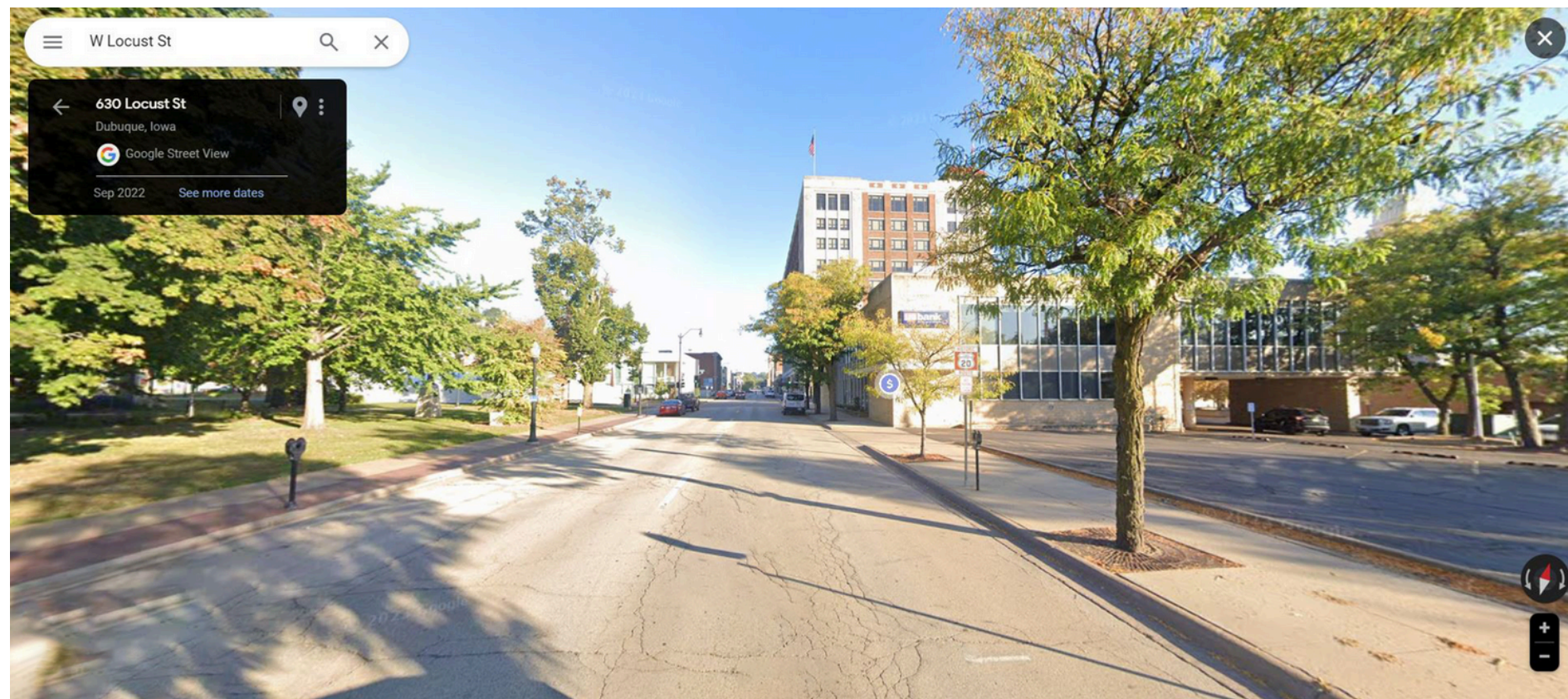
- **1** dedicated, on-street bike lane
- Removes **34** on-street parking spaces
- **5** nearby, off-street parking options
- **Connects to:** 15th St, 5th St, 9th St, and 10th St bike lanes



After

Street Redesigns

Locust Street



Before



After

Street Redesigns

Locust Street

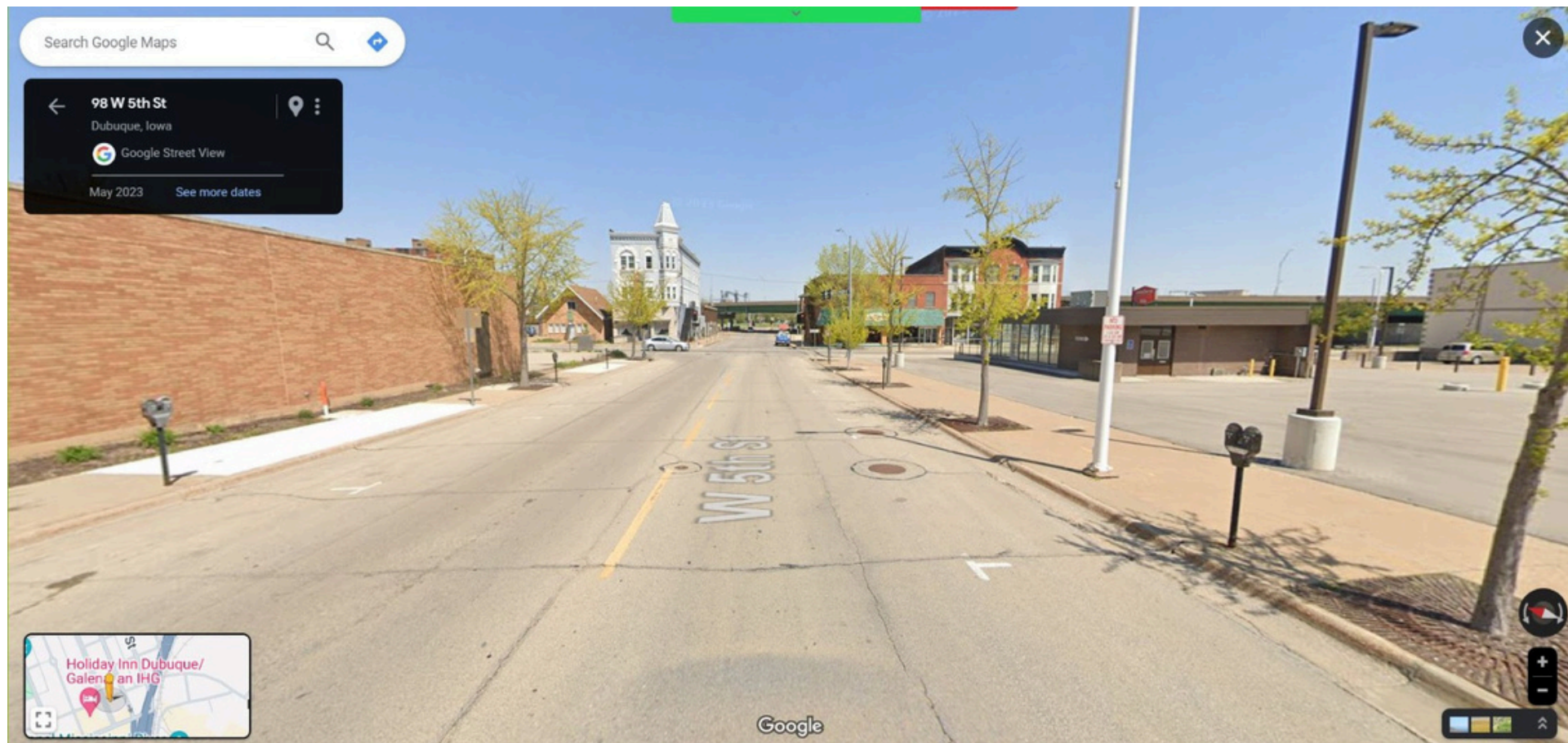
- **1** dedicated, on-street bike lane
- Removes **42** on-street parking spaces
- **7** nearby, off-street parking options
- **Connects to:** 15th St, 5th St, 9th St, and 10th St bike lanes



After

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



After

Final Report

Action	Related Plans*	Cost	Timeline (Years 1-5)
Action 2.1 Increase the capacity of bicycle racks on public buses from a total of two to four.	-	\$	○ ● ● ○ ○
Action 2.2 Provide shelters with benches at transit stops on Central Avenue, and near Washington Park on Bluff Street.	CACS	\$\$	○ ● ● ○ ○
Action 2.3 Add bicycle racks near bus stops to promote multimodal travel.	PDMP, HMDMP, SRS, WNP, EWCC, ID, BPNP	\$\$	○ ● ● ○ ○
Action 2.4 Provide an e-bike rebate program to help residents afford electronic bicycles.	-	\$\$\$	○ ○ ● ● ●

Thank you!



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