



Bicycle and Pedestrian

CHAPTER 4



Bicycle and Pedestrian

The purpose of this chapter is to help cities and counties, regional and state agencies, residents, and advocacy groups identify and coordinate future projects that will expand and enhance the bicycle and pedestrian network within the DMATS multimodal transportation system.

Topography

The topography of the DMATS area ranges from gently rolling in the southwest, to hilly and steep in the north and east. Along the Mississippi River, the topography is very steep and rugged, with high limestone bluffs and outcrops. Much of the steep terrain is heavily wooded. The steep landscape presents challenges for the development of a bicycle and pedestrian network.

Transportation System

The predominant surface transportation system in the DMATS area is a network of four US highways and other roads that carry vehicles. These roadways accommodate the travel needs of residents, area businesses, and travelers from outside the region. Transit services connect many regional residents to work, school, and other important activities in urban and rural areas. Freight railways line both sides of the Mississippi River, and an east-west freight railway general-

ly follows the US Highway 20 corridor. Most regional bicycle and pedestrian facilities -- off-road trails, on-road routes, and sidewalks -- are found in cities, parks, and recreation areas.

Related Planning

The 2023 Dubuque Regional Bicycle and Pedestrian Network Plan is a general strategy for future bike and pedestrian network development in the DMATS area and the remainder of Dubuque County, Iowa. It identifies goals, objectives, and specific projects to expand and enhance the existing network. This plan informs much of the Bike and Pedestrian Chapter. The plan is available online at <https://www.eciatrans.org/bikepedestrianplan.php>.

Existing Facilities

Existing bicycle and pedestrian facilities in the DMATS area fall into 3 main categories: off-road trails, on-road routes, and pedestrian facilities.

Off-Road Trails

Bicycle and pedestrian facilities that are physically separated from vehicle traffic by an open space or barrier.

Multi-Use Trails

Also called shared use paths, multi-use trails accommodate both bicyclists and pedestrians and sometimes other users. They are suitable for most age groups and abilities. They typically are concrete, asphalt, or packed crushed rock and usually are 8 to 10 feet wide. Multi-use trails can be in an independent right-of-way or within a highway right-of-way. They can be used for transportation and recreation. Urban examples are the Bee Branch Creek Greenway in Dubuque and the Althaus Pond Trail in Asbury. The major rural example in the DMATS area is the Dubuque County Heritage Trail.

This crushed limestone multi-use trail stretches across Dubuque County from Dyersville to Dubuque along the 26-mile route of a former railroad. 9 miles lie within the DMATS area. It is one of the Upper Midwest's most scenic all-season trails. Figure 4.1 is a map of the Heritage Trail route.

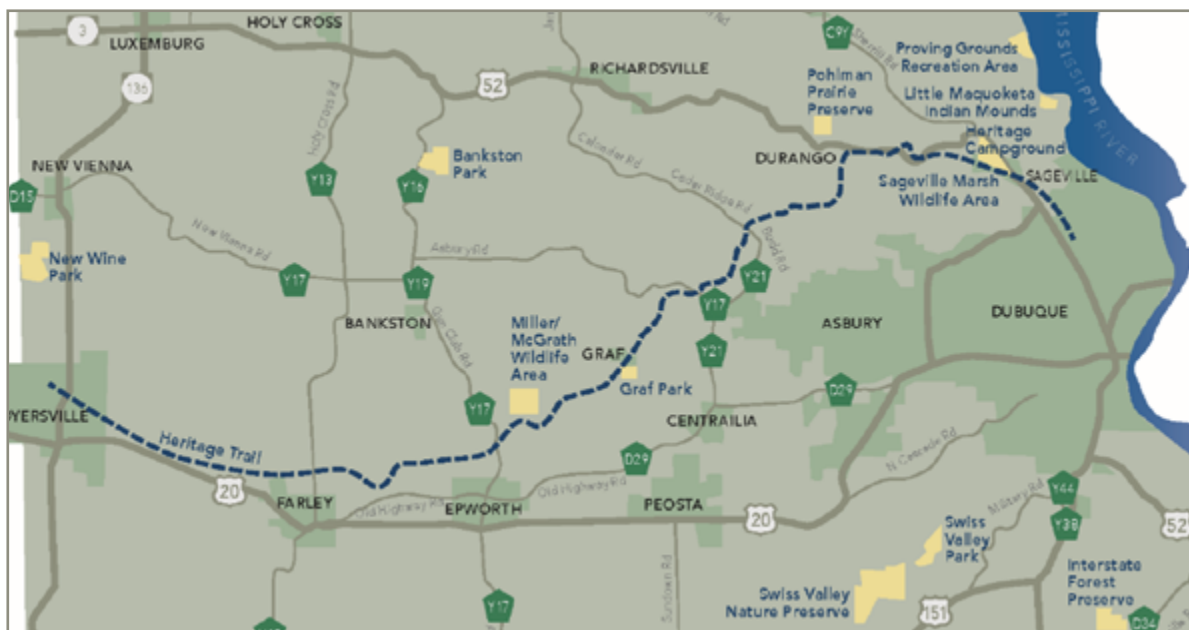


FIGURE 4.1

Map of Dubuque County Recreation Areas and Heritage Trail Route

Source: Dubuque County Conservation website

Sidepaths

A “sidepath” is a multi-use trail along a roadway. While mostly separated from motor vehicle traffic, sidepaths can be high-stress trails for bicyclists depending on the design and number of driveway and street crossings per mile. A DMATS example is the Northwest Arterial Trail in Dubuque (see Figure 4.2).

Recreational Trails

These trails are geared to specific recreational uses such as the hiking trails in the Mines of Spain State Recreation Area, and the mountain biking trails in the Interstate Power Company Forest Preserve south of Dubuque. Usually unpaved, steeper, and narrower than a multi-use trail, these trails may require a relatively higher level of physical ability. They are local or regional destinations, not part of the transportation system.

On-Road Routes

Bicyclists and sometimes pedestrians share the roadway with vehicle traffic.

Paved Shoulders

Paved shoulders can provide a stable surface off the roadway for bicyclists, and sometimes for pedestrians when sidewalks are not provided. They need a minimum width of 4 feet adjacent to a road edge, in addition to a buffer or rumble strip (see Figure 4.3). Local examples are found in all 3 states and include the Mississippi River Trail (MRT):

- Iowa MRT Route/Dubuque-1 Bike Route along Sherill Road and Balltown Road
- US 52 from US 61-151 to Dubuque County line
- US 20 from 6th St to west of Camillus Drive in East Dubuque
- US 61-151 across Wisconsin Bridge to Grant County line



FIGURE 4.2

Northwest Arterial Sidepath Trail in Dubuque

Source: ECIA using Google Maps



FIGURE 4.3

Bicyclists using a 4-foot paved shoulder with a rumble strip

Source: FHWA Small Town Guide, p. 3-5

Shared Lane Markings ("Sharrows")

In cities, shared lanes on streets with moderate traffic may use shared lane markings called "sharrows" and often signs to show where bicyclists should ride, and to alert drivers to "share the road." Locally, sharrows were used as part of a Complete Streets project in Dubuque's Historic Millwork District (see Figure 4.4).



FIGURE 4.4

Sharrows in Dubuque's Millwork District
Source: 2017 Imagine Dubuque Plan

Bike Lanes

Bike lanes designate a space just for bicyclists using pavement markings and often signs in urban areas. A bike lane is generally 4 to 5 feet wide (not counting gutter) and located next to vehicle travel lanes. Bicyclists travel in the same direction as the vehicle traffic. Some places have contra-flow bike lanes going against traffic that are protected by a barrier. Bike lanes are not intended for use by pedestrians. Locally, bike lanes are provided along Radford Road from Asbury Road to Saratoga Road in the City of Asbury (see Figure 4.7).

Signed On-Road Routes

Roadways with bike route or wayfinding signs direct bicyclists along preferred routes to destinations in and across cities, counties, and the region. DMATS examples are the on-road portions of the Iowa MRT and the Dubuque-1 Bike Route in Dubuque County, and the Heritage Trail Riverfront System in the City of Dubuque. The Federal Highway Administration (FHWA), state Departments of Transportation (DOTs), and most cities use signs from the Manual of Uniform Traffic Control Devices (MUTCD). Examples of signs are shown in Figure 4.6.



FIGURE 4.5

MUTCD bike route and wayfinding signs guide bicyclists along Dubuque-1 Bike Route in Dubuque County
Source: ECIA

Bridges and Tunnels

Depending on the design, bicyclists and pedestrians may share a space separated from vehicle traffic along the roadway, over the roadway, or under the roadway. There are several examples of each in the region; a few are highlighted here.

Separated Bridge Facilities

When the City of Dubuque rebuilt the Fengler Street Bridge over the railroad tracks, sidewalks on each side of the new bridge were physically separated with a barrier wall from the vehicle traffic for the safety of bicyclists and pedestrians.

Bike and Pedestrian Bridges

With construction of the US 61/151 Freeway Project through Downtown Dubuque, a physically separated bike and pedestrian bridge with ADA-accessible ramps on each end was built over the Locust Street Connector at Flat Iron Park.

Bike and Pedestrian Tunnels

Tunnels under John Deere Road South connect the Dubuque County and City of Dubuque portions of the Heritage Trail. Tunnels under railroad tracks were constructed as part of the Bee Branch Creek Greenway (see Figure 4.6).



FIGURE 4.6

Bee Branch Creek Greenway
Tunnel in Dubuque
Source: City of Dubuque website

Pedestrian Facilities

Pedestrians are separated from vehicle traffic and sometimes bicyclists.

Sidewalks

Sidewalks separate pedestrians from vehicle traffic, often with an open space or a barrier. Typically found in cities within the public right-of-way along one or both sides of streets (see Figure 4.9). Width can vary with surrounding land uses. Sidewalks in residential neighborhoods generally are narrower (4 to 5 feet) than in downtowns or at schools. Many streets in the region have sidewalks, but there are gaps in the sidewalk network. Rural areas generally do not have sidewalks, relying on paved shoulders or multi-use trails instead.

Crosswalks

Streets throughout the region have unmarked and marked crosswalks. Marked crosswalks with bold striping patterns are more visible to drivers and improve pedestrian safety (see Figure 4.7). They typically are used in downtowns and at schools. They often are used with signs and/or pedestrian signals. State law requires drivers yield to pedestrians in crosswalks.

Curb Ramps

Curb ramps serve as a transition from sidewalks to crosswalks (see Figure 4.7). Many streets in the region have curb ramps, but there are gaps in the sidewalk network. Also, some curb ramps may not comply with all current federal laws and state design standards to comply with Americans with Disabilities Act (ADA) requirements.

FIGURE 4.8

Roundabout at University and Grandview Avenues in Dubuque
Source: ECIA using Dubuque County GIS

Other Crossing Improvements

Other types of crossing improvements include pedestrian refuge or median islands, traffic controls signs, and pedestrian-activated crossing signals. These types of improvements have been made at various locations, often at school crossings.

Traffic Circles and Roundabouts

Traffic circles are small islands in the middle of an intersection, like those on Washington Street in Dubuque. Roundabouts are larger circles that provide a one-way circular flow to an intersection (see Figure 4.8). Both will slow down through traffic and allows left-turning traffic to follow around the circle before turning.



FIGURE 4.7

Bike Lanes, Sidewalks, Crosswalks, and Curb Ramps along Radford Road in Asbury
Source: ECIA using Dubuque County GIS



Adopted Policies

Complete Streets

Complete Streets serve pedestrians, bicyclists, public transit users, children, older adults, persons with disabilities, motorists, and freight vehicles. A Complete Street is safe, and feels safe, for all users. The FHWA supports transportation agencies to plan, implement and evaluate complete streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. Adoption of Complete Streets in the region: Complete Streets Law -- Illinois and Wisconsin, and Complete Streets Policy: Iowa, DMATS, and City of Dubuque.

Safe Routes to Schools

The US DOT provides guidance and resources for Safe Routes to School (SRTS) Programs. This program promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. Extensive resources are available through a national center, including an SRTS Guide, parent surveys and student tallies, and simple strategies. Adoption in DMATS: Dubuque Area SRTS Plan for Dubuque Community School District and Holy Family Catholic Schools.

Inventory of Existing Facilities

Existing bicycle and pedestrian facilities in the DMATS area are classified as follows:

- Multi-Use Trail (or shared use paths) – A paved or unpaved two-way facility physically separated from vehicle traffic and designed for multiple types of users.
- Paved Shoulder – Paved space on the edge of a road for bicyclists, and sometimes pedestrians when no sidewalk is provided.
- Signed On-Road Route – On-road bicycle routes that are designated by signage posted along the route.
- Hiking Trail – Unpaved trail used for hiking.

- Mountain Bike Trail – Unpaved trail used for mountain biking.
- Pedestrian Walkway – Paved path designed primarily for pedestrians. Not all sidewalks are included; only select facilities important for pedestrian mobility.
- Bike Lane – Paved and marked space on a paved roadway designated for bicyclists outside the vehicle travel lane.
- Complete Streets – Improvements that support safe mobility for all users.
- Pedestrian Overpass – Bridge space for pedestrian and sometimes bicycle use.
- Walking Path – Unpaved path designed primarily for pedestrian use.

Figure 4.9 shows the breakdown of nearly 164 total miles of existing bike and pedestrian facilities by type in the DMATS area in 2026. Hiking and mountain bike trails are not part of the transportation system, but are important destinations.

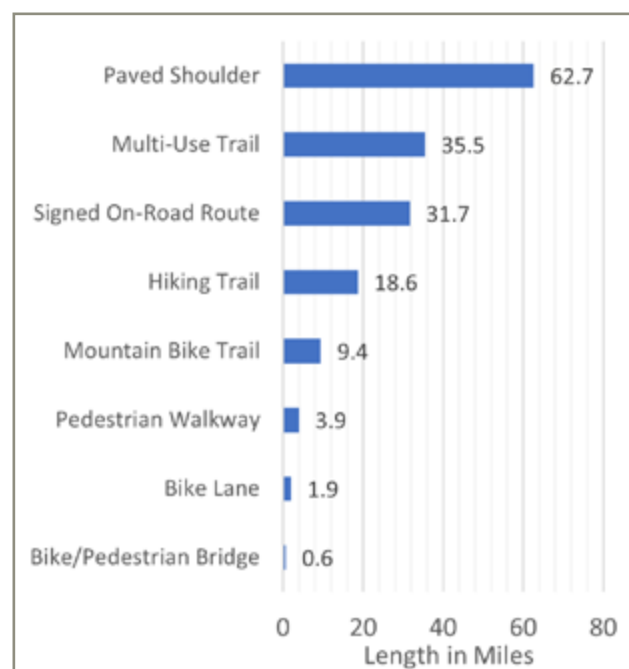


FIGURE 4.9

Existing DMATS Bike and Pedestrian Facilities, 2026

Source: ECIA

Figure 4.10 is a map of the location and type of existing bicycle and pedestrian facilities in the DMATS Planning Area in 2026.

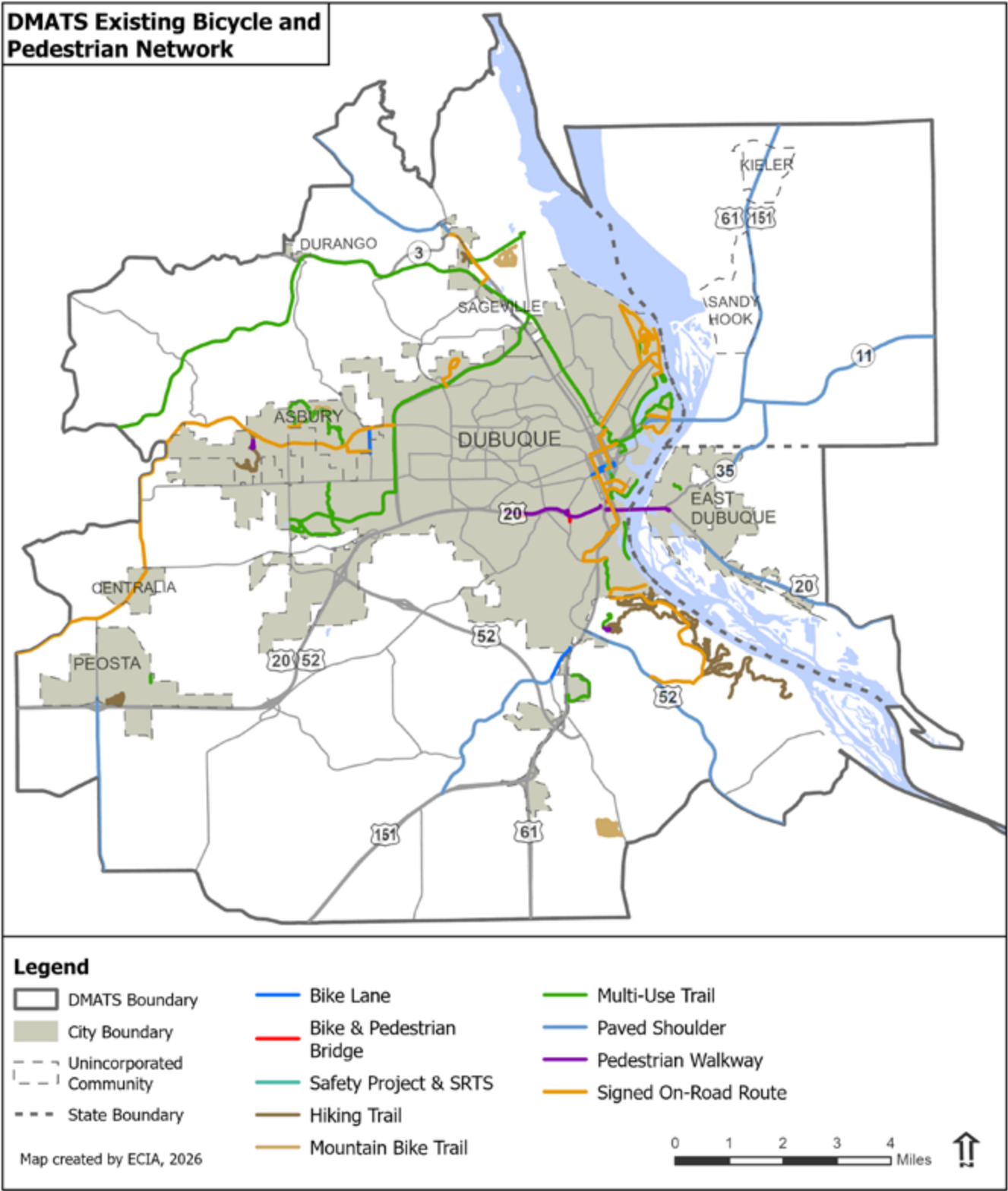


FIGURE 4.10
Existing Bike and Pedestrian Facilities in the Regional Planning Area
Source: ECIA

Figure 4.11 provides a more detailed view of existing bicycle and pedestrian facilities in the cities of Dubuque, Asbury, and Peosta.

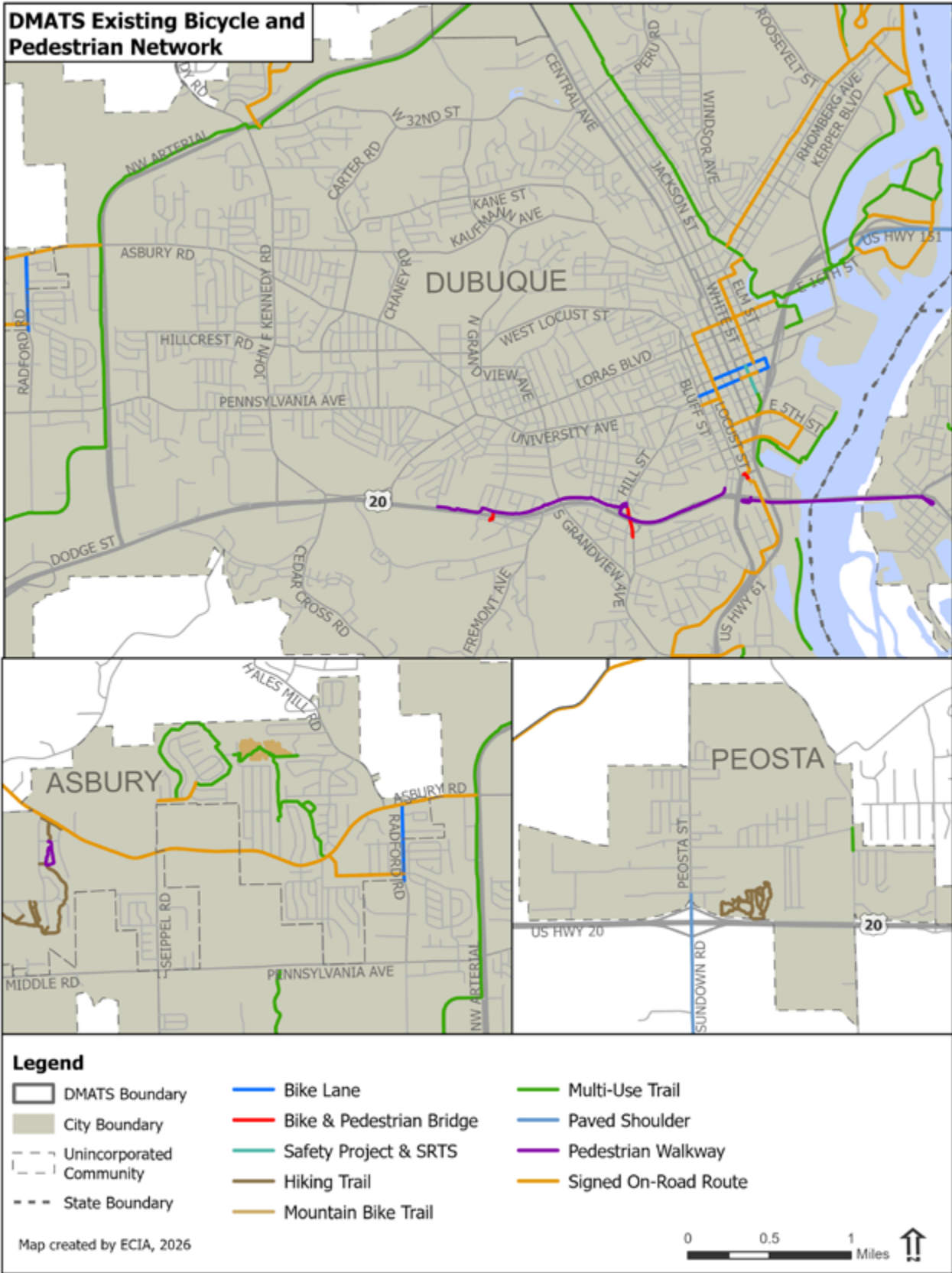


FIGURE 4.11
Existing Bike and Pedestrian Facilities in the DMATS Area
Source: ECIA

Existing Conditions

In many parts of the DMATS area, the choice of travel is limited to driving due to land use patterns and topography. Even when destinations are nearby, a lack of pedestrian and bicycle facilities often makes walking and bicycling unsafe and undesirable.

Common Challenges

Urban and rural communities in the DMATS area face common challenges in providing a safe, comfortable, equitable, and connected bicycle and pedestrian network for people of all ages and abilities.

Providing a Choice of Transportation Options

Roadways often are designed only to be shared by cars, trucks, and vans – and do not easily accommodate transit bus stops, bicyclists, and pedestrians. The focus on vehicle traffic in the region results in a lack of transportation options that are safe and comfortable for bicyclists and pedestrians to use.

Creating Multimodal Connections

Many communities in the DMATS area have invested in bicycle and pedestrian facilities. However, no communities have a complete multimodal network that allows people to bike and walk throughout the community, to other communities, and to local and regional destinations. For example, the City of Dubuque has invested in an extensive riverfront trail system and the Northwest Arterial Trail, but not in routes across the center of the community as shown on the City's Interactive Trails and Park Map in Figure 4.12.

Providing Safe, Comfortable Access

Designing a community for equitable access and opportunities requires addressing varied needs in walking, cycling, and other travel modes. The Federal Highway Administration (FHWA) emphasizes creating safe, interconnected facilities for people of all ages and abilities, which can be challenging, especially in communities with low existing pedestrian and bicycle use. Streets can become barriers that divide communities if crossings are not provided or are difficult to justify based on current usage.

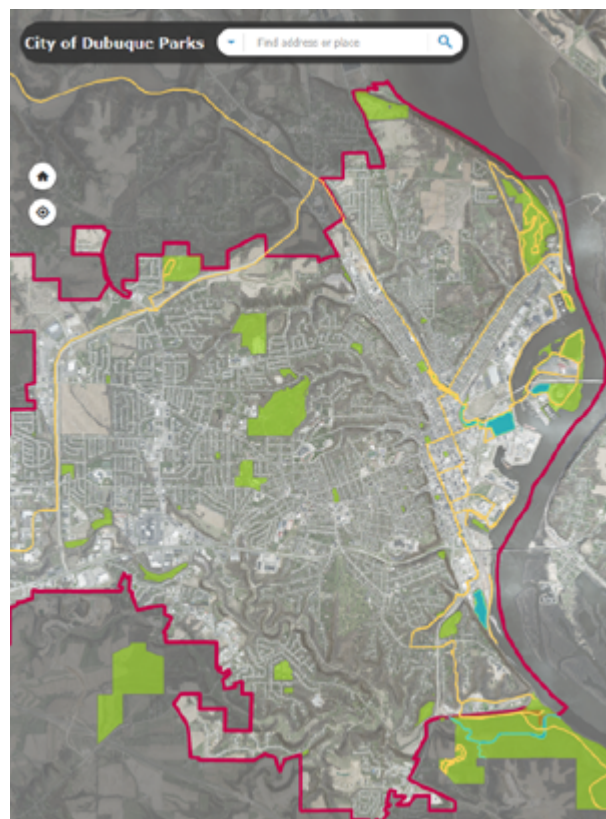


FIGURE 4.12

Interactive Trails and Parks Map

Source: City of Dubuque website, July 2026

Multi-Use Trails Come at a Price \$\$\$

Due to the expense of trail construction and maintenance, and difficulty in acquiring right-of-way for new trails, the multi-use trail system has gaps. While multi-use trails may be the most desirable option for transportation and recreational biking and walking, cost and available land will limit the ability to build a comprehensive network out of multi-use trails alone.

Sidewalks = Public Facility + Private Maintenance

Sidewalks and on-road routes are important public facilities that can help fill the gaps in the bicycle and pedestrian network. Sidewalks provide necessary walking connections to homes, schools, businesses, transit services, and other activities. Unlike off-road trails or on-road bike routes, however, private property owners usually maintain sidewalks. This can create challenges, as property owners can vary greatly in their ability or desire to maintain sidewalks.

Constrained by Terrain and Right-of-Way

Terrain in the region ranges from gently rolling to hilly, steep, and wooded along the Mississippi River. This rugged landscape can impact the design and cost of providing bicycle and pedestrian facilities along city streets and rural roadways. Whether a road of any given traffic volume is suitable for biking also is impacted by width of pavement and right-of-way and how space is allocated - on-street parking, wide travel lanes, etc.

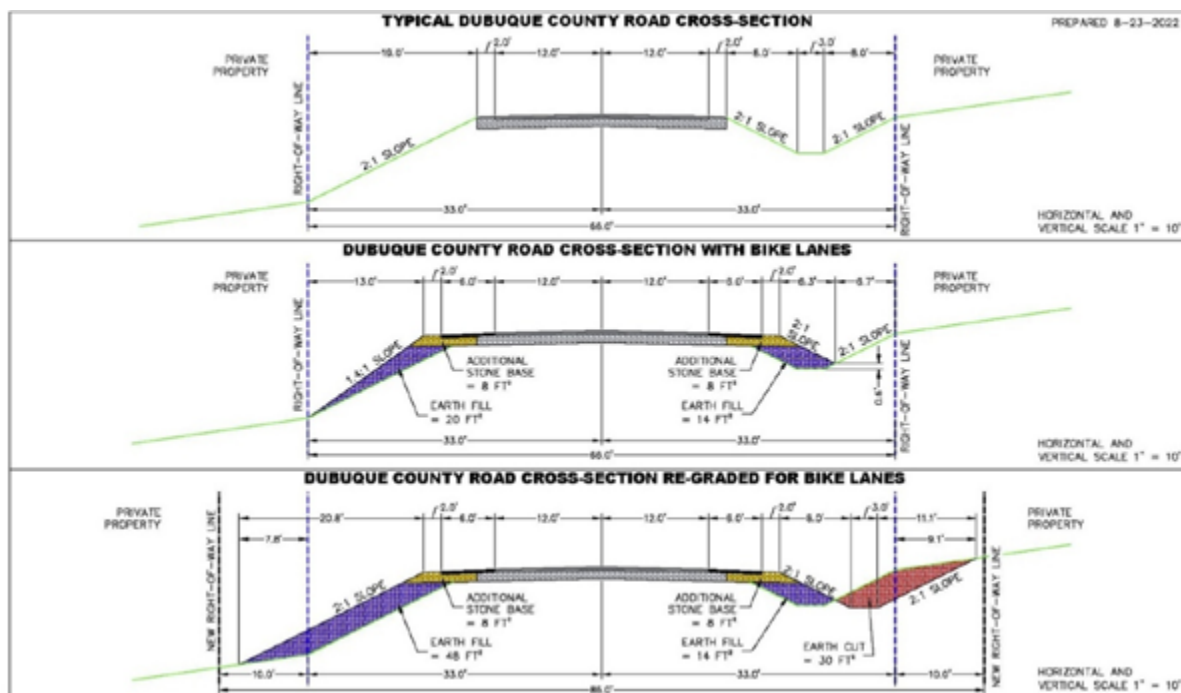


FIGURE 4.13

Typical County Road Cross-Sections: Bike Lanes (or Paved Shoulders)

Source: Dubuque County Engineer's Office



Constrained by Adjacent Land Use

In addition to terrain, existing right-of-way, and pavement width, adjacent land use can impact the feasibility of adding bike lanes or paved shoulders on County roads. The cost to provide bike lanes or paved shoulders within existing right-of-way is substantially less than if the road must be regraded and private property must be acquired. These same principles can apply in the Dubuque metro area and in small towns.

Plans for bike lanes or paved shoulders must be realistic and prioritized to focus limited resources where they can reap the most benefit for this major portion of the regional network. In Figure 4.13, the Dubuque County Engineer's Office compared a typical road cross-section (top) and two examples to help explain the realities and impacts of providing bike lanes or paved shoulders within the right-of-way (center) or when property acquisition, cutting, and filling are needed outside the right-of-way (bottom).

Connecting Schools

Schools are key destinations in communities of all sizes. They serve as neighborhood or community centers for people of all ages and abilities. Yet many students do not have safe routes to walk or bike to school. Some areas have no sidewalks or paved shoulders to connect students to their schools. Table 4.1 provides a comparison of state laws for walking to school and teaching traffic safety, including pedestrian and bicycle safety, for the DMATS area.

TABLE 4.1

Comparison of State Laws: Walking to School and Teaching Traffic Safety

STATE	MAXIMUM WALKING DISTANCE		TEACHING TRAFFIC SAFETY, INCLUDING PEDESTRIAN AND BICYCLE SAFETY
	ELEMENTARY (GRADES K-6)	SECONDARY (GRADES 7-12)	
Illinois	1.5 miles	1.5 miles	Required for grades K-8
Iowa	2 miles	3 miles	Required as part of physical education
Wisconsin	2 miles	2 miles	Not required, but schools are expected to educate students on traffic laws

Sources: ECIA using Illinois, Iowa, and Wisconsin state websites, October 2025

Bicyclist and Pedestrian Related Crashes

The number, severity, and location of pedestrian and bicyclist related crashes with vehicles can provide information on where safety improvements are needed in the DMATS area. ECIA staff researched available crash data for the tri-state region.

Crash Severity

For the DMATS area in Illinois, ECIA staff used Illinois DOT Roadway Crash Data. Data were available for Jo Daviess County and East Dubuque for 2020–2023. There was no location data for these crashes, so only the East Dubuque data was used.

For the DMATS area in Wisconsin, ECIA staff used the Wisconsin DOT’s Community Maps site. Data was available for Grant County for 2020-2024. Maps of crash locations were used to determine if crashes occurred within the DMATS area.

For the DMATS area in Iowa, ECIA staff used the Iowa DOT’s online Crash Analysis Tool (ICAT). Data was available for Dubuque County, cities in Dubuque County, and the DMATS metropolitan area for 2020-2024.

Table 4.2 provides a comparison of crash severity data regarding fatal, injury, and property damage crashes in the DMATS area for 2020-2024 for Iowa and Wisconsin, and for 2020-2023 for Illinois, using the state DOT sources noted above.

TABLE 4.2
Tri-State DOT Crash Severity Data for DMATS Area, 2020-2024*

CRASH SEVERITY	CRASHES WITH BICYCLISTS			CRASHES WITH PEDESTRIANS		
	IOWA	ILLINOIS	WISCONSIN	IOWA	ILLINOIS	WISCONSIN
Fatal	1	1	0	3	0	0
Injury	54	1	0	86	1	0
Property Damage	1	0	0	3	0	0
Totals	56	2	0	92	1	0

Sources: Illinois, Iowa, and Wisconsin DOT crash data accessed October 2025
*Note: Illinois DOT data available for 2020-2023.
Crash Data Links:
<https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/illinois-roadway-crash-data.html>
<https://transportal.cee.wisc.edu/partners/community-maps/>
<https://icat.iowadot.gov/>



Crash Characteristics

For the DMATS area in Iowa, ECIA staff used ICAT to analyze characteristics of the crashes involving bicyclists and pedestrians for 2020-2024. Major findings were:

- Manner of crash was “non-collision” for 55 bicyclist and 81 pedestrian crashes, and one of these crashes involved striking a fixed object.
- Surface conditions were dry for 52 bicyclist and 83 pedestrian crashes.
- Most crashes were not drug/alcohol related (55 bicyclist and 89 pedestrian).
- Most bicyclist crashes occurred between 2 PM to 6 PM and most pedestrian crashes occurred between Noon to 8 PM and on Monday through Thursday.

Table 4.3 lists the ICAT major causes for bicyclist crashes in the DMATS Area for 2020-2024. Collectively, FTYROW, or failure to yield right-of-way, was the second highest major cause (17 crashes) after Other: No improper action (23 crashes).

Table 4.4 lists the ICAT major causes for pedestrian crashes in the DMATS Area for 2020-2024. Collectively, FTYROW, or failure to yield right-of-way, to pedestrians was the highest major cause (30 crashes), followed by Other: No improper action (22 crashes) and Other (9 crashes).

TABLE 4.3

ICAT Major Causes for Bicyclist Crashes in DMATS Area, 2020-2024

MAJOR CAUSES	TOTAL: 56	PERCENT OF TOTAL
Other: No improper action	23	41%
FTYROW: To pedestrian	7	13%
FTYROW: From stop sign	6	11%
FTYROW: Making left turn	3	5%
Driver Distraction: Other interi- or distraction	3	5%
FTYROW: Making right turn on red signal	1	2%
Made improper turn	1	2%
Failed to keep in proper lane	1	2%
Other: Vision obstructed	1	2%
Passing: Other passing	1	2%
Unknown	1	2%

Source: ECIA using ICAT, October 2025

TABLE 4.4

ICAT Major Cause for Pedestrian Crashes in DMATS Area, 2020-2024

MAJOR CAUSES	TOTAL: 91	PERCENT OF TOTAL
FTYROW: To pedestrian	27	30%
Other: No improper action	22	24%
Other	9	10%
Lost control	4	4%
Swerving/Evasive action	4	4%
FTYROW: Making left turn	3	3%
Aggressive driving/road rage	3	3%
Ran stop sign	2	2%
Illegally parked/unattended	2	2%
Made improper turn	2	2%

Source: ECIA using ICAT, October 2025

Future Bike and Pedestrian Projects

Communities in the DMATS area located high demand areas for bike and pedestrian facilities, and identified barriers to walking and biking. Each community developed a list of future projects to address safety issues, expand the bike and pedestrian network, and remove barriers to walking and biking.

Future bike and pedestrian facilities planned for the DMATS area expand upon the list of existing facilities. The combined existing and future facilities are classified as follows:

- Bike/Pedestrian Bridge– Bridge dedicated for bicycle and pedestrian use.
- Bike/Pedestrian Overpass – Bridge space for pedestrian and sometimes bicycle use.
- Walking Path – Unpaved path designed primarily for pedestrian use.
- Safety Project & Safe Routes to School (SRTS) – Streets where improvements have been made to support safe mobility for all users.
- Crossing Improvement – Intersection where improvements are installed to enhance safety for bicyclists and pedestrians.
- Complete Streets – Improvements that support safe mobility for all users.
- Bike Lane – Paved and marked space on a paved roadway designated for bicyclists outside the vehicle travel lane.
- Paved Shoulder – Paved space on the edge of a road for bicyclists, and sometimes pedestrians when no sidewalk is provided.
- Multi-Use Trail – Paved or unpaved trail designed for multiple types of users. Typically, multi-use trails are at least ten feet wide, but may be as narrow as eight feet in some locations.
- Signed On-Road Route – On-road bicycle routes that are designated by signage posted along the route.
- Pedestrian Walkway – Paved path designed primarily for pedestrians. Not all sidewalks are included; only select facilities important for pedestrian mobility.
- Mountain Bike Trail – Unpaved trail used for mountain biking.
- Hiking Trail – Unpaved trail used for hiking.

Existing and Future Facilities

Table 4.5 compares the miles of existing and future bike and pedestrian facilities by type of facility in the DMATS area for 2026.

TABLE 4.5

Miles of DMATS Existing and Future Bike/Pedestrian Facilities

FACILITY TYPE	EXISTING	FUTURE	TOTAL
Bike/Pedestrian Bridge	0.00	0.29	0.29
Bike/Pedestrian Overpass	0.42	0.42	0.84
Walking Path	0.33	0.73	1.06
Safe Routes to School	0.00	0.95	0.95
Crossing Improvement	0.00	2.38	2.38
Complete Streets	0.46	2.89	3.35
Bike Lane	1.18	13.03	14.21
Paved Shoulder	32.82	26.69	59.51
Multi-Use Trail	34.59	38.34	72.93
Signed On-Road Route	31.45	75.00	106.45
Pedestrian Walkway	3.58	0.00	3.58
Mountain Bike Trail	9.38	0.00	9.38
Hiking Trail	18.63	0.00	18.63
Grand Total	132.84	160.72	293.56

Source: ECIA

Full reconstruction of a street can take several years from planning to final construction, but a community may need to add safety improvements more quickly. Interim improvements use low cost, temporary materials to enable faster project delivery. The interim approach also allows the community to test the effectiveness of the improvement before committing to the full cost of reconstruction, such as with a pilot project.

Future Facilities

The following maps show the existing and future bike and pedestrian facilities in the context of the Dubuque regional planning area and the DMATS planning area in 2026. Existing facilities are shown with solid lines and future facilities with dashed lines.

Figure 4.14 is a regional map of the DMATS existing and future bike and pedestrian facilities in 2026.

Figure 4.15 is a map of the DMATS existing and future bike and pedestrian facilities in 2026. The large map shows the existing and future facilities in the Illinois and Wisconsin portions of the DMATS area, Asbury, Dubuque, Sageville, and portions of Dubuque County, Iowa. The small map shows existing and future facilities in Centralia, Peosta, and other portions of Dubuque County.

DMATS Future Bicycle and Pedestrian Network

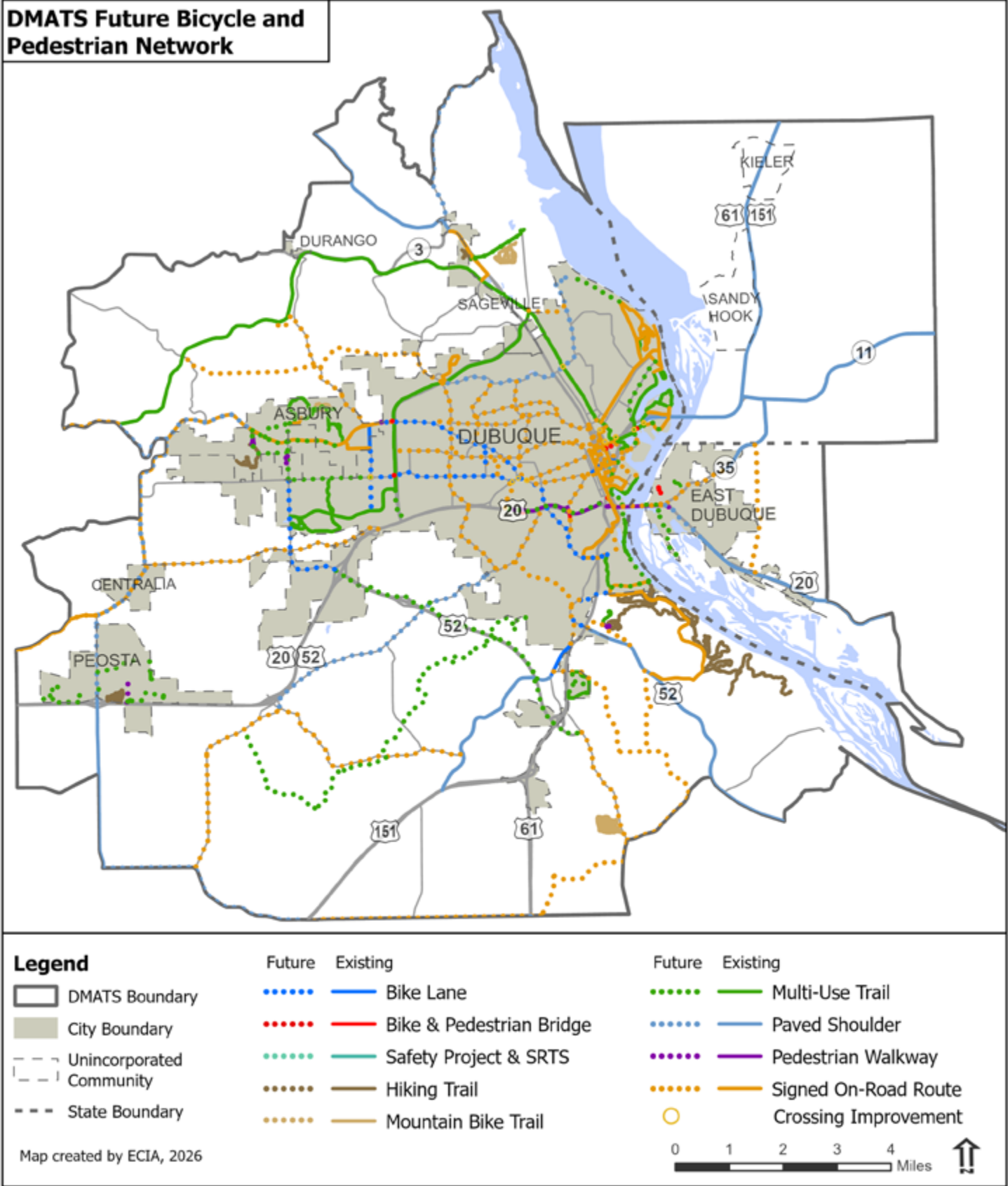


FIGURE 4.14
Regional Map of DMATS Existing & Future Bike/Pedestrian Facilities, 2026
Source: ECIA

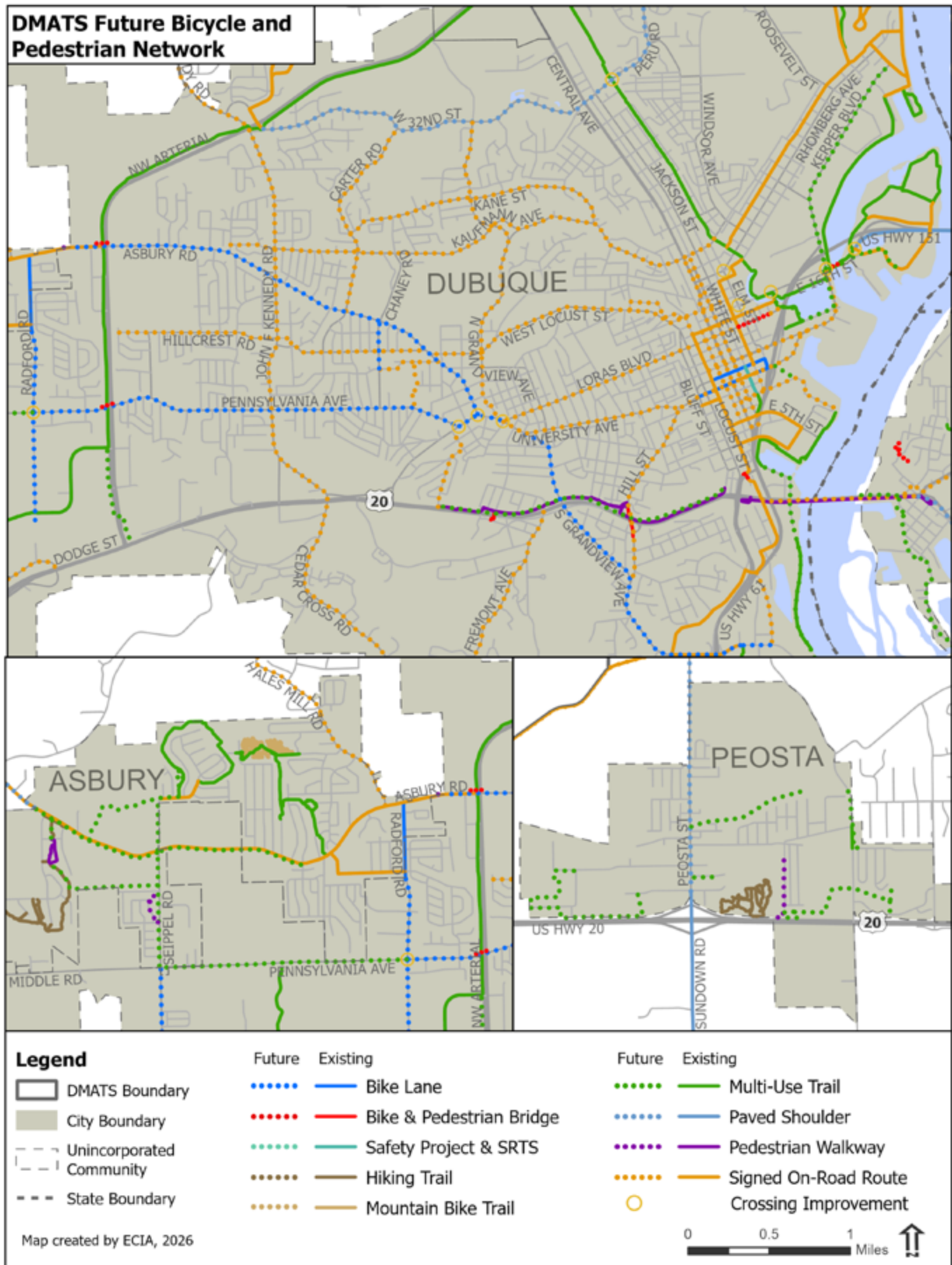


FIGURE 4.15

Map of DMATS Existing & Future Bike/Pedestrian Facilities, 2026

Source: ECIA

Priority Routes and Corridors

Due to the number of proposed projects, the 2023 Dubuque Regional Bicycle and Pedestrian Network Plan identified priority routes that generally include projects that are easier to implement and expected to have the greatest impact on network connectivity and safety. Figure 4.17 shows the priority bicycle and pedestrian routes by facility type, including both existing and planned facilities in the DMATS area in 2026.

The priority routes establish a network of multimodal corridors that can guide future transportation investments throughout the region. Considering these routes as multimodal corridors will help cities, counties, the DMATS Technical and Policy Boards, and the Iowa, Illinois, and Wisconsin Departments of Transportation coordinate funding and project development to advance a more connected transportation system.



FIGURE 4.16

The Bee Branch Trail is part of the Mississippi River Trail (MRT) Priority Route

Source: ECIA

DMATS Priority Bike Ped Routes Map

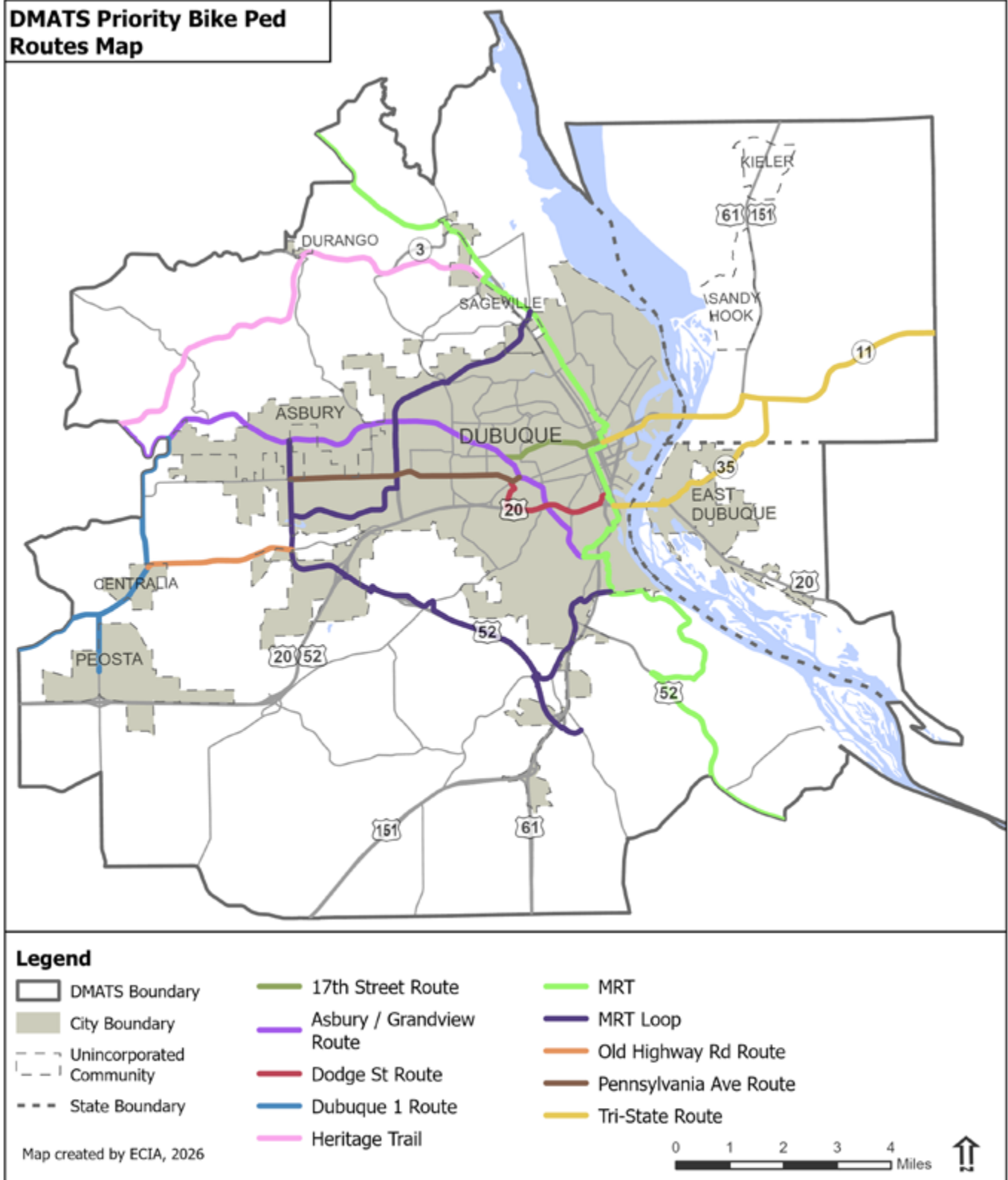


FIGURE 4.17

Regional Map of DMATS Priority Bike and Pedestrian Routes, 2026

Source: ECIA

Projects

ECIA compiled projects from regional communities to create the 2023 Dubuque Regional Bicycle and Pedestrian Plan. For projects without sponsor-provided cost estimates, ECIA developed planning-level cost estimates using the typical per-mile costs identified in the 2018 Iowa Bicycle and Pedestrian Long-Range Plan.

For the DMATS 2055 Long Range Transportation Plan, staff used the project list from the 2023 Dubuque Regional Bicycle and Pedestrian Plan as a starting point. Projects located within the DMATS planning area were selected from the 2023 plan and reviewed for inclusion in the LRTP. Planning-level cost estimates were updated using typical per-mile costs from the 2025 Iowa Bicycle and Pedestrian Long-Range Plan. The project list was also revised to incorporate new projects and sponsor-provided cost estimates where available.

The revised DMATS project list includes 134 bicycle and pedestrian projects. The total estimated cost of these future facilities is approximately \$115.5 million, including nearly \$106 million in construction costs and approximately \$9.5 million in right-of-way acquisition costs. Detailed project information and cost estimates are provided in Appendix B.

Conclusion

The DMATS area has made significant progress in expanding bicycle and pedestrian facilities, yet important gaps remain in the regional network. The future projects identified in this chapter represent a coordinated strategy to improve safety, remove barriers to walking and bicycling, and strengthen connections between communities and key destinations. As these projects are implemented, they will support greater mobility, enhance quality of life, and provide transportation choices for people of all ages and abilities. Continued collaboration among local jurisdictions, regional partners, state DOTs, and the public will be essential to advancing these improvements and achieving a more connected, accessible, and resilient transportation system through 2055.