

## Transportation

### Transportation Goals and Objectives

The following goals and objectives are intended to guide the communities of Dubuque County in providing high quality transportation to all residents of Dubuque County by maintaining the existing intergovernmental and public-private facilities relationships, and looking for areas to establish new relationships.

#### I. TRANSPORTATION:

**1. To maintain a system of highways, roads, and streets that provide safe and efficient movement of goods and people.**

- 1.1. To establish and improve a more efficient traffic circulation system, which recognizes major community facilities, future planned development areas, and employment centers.
- 1.2. Maintain current road design and construction standards based on the Federal Functional Classification map, which should be reviewed as needed to reflect changing traffic conditions.
- 1.3. Design and construct all existing and proposed roads in accordance with the current Design Characteristics for the Federal Functional Classification System, the policies of this Plan, and adopted improvement standards.
- 1.4. Maintain a system of highways, roads, and streets that minimize long-term capital and operations costs, while providing safe and convenient land access.
- 1.5. Require new developments in the unincorporated area of the County to provide for the long-term maintenance of internal street systems, including driveways and frontage roads.
- 1.6. Investigate methods and standards to limit the number of new direct driveway accesses to County roads generated by residential and commercial development, including shared driveways and private frontage roads with properly designed drainage.
- 1.7. Support the ongoing street construction program, providing for timely maintenance, repair and reconstruction of the street system.
- 1.8. Encourage implementation of sound safety engineering principles and practices in the area of street lighting, street layout, speed limits, street signage, street pavement striping, and traffic signals.
- 1.9. Provide adequate street lighting which minimizes light pollution, maximizes energy efficiency, and ensures compatibility with neighborhoods.
- 1.10. Incorporate the Complete Streets Design Concept for construction and construction of all main transportation routes for all modes of transportation involving pedestrians, cyclists, and vehicles in accordance with the DMATS Complete Streets Policy.

**2. To secure adequate right-of-way and facility improvements to serve development and maintain acceptable levels of service.**

- 2.1. Ensure that safe and adequate roadway facilities are provided concurrently with new development.

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- 2.2. Require roadway improvements to be constructed to current County or City standards as defined for each street classification.
- 3. To plan long-range for both local and regional street and highway systems to ensure safe, efficient access into and through the region; to support urban growth in an appropriate development pattern; and to facilitate improved four-lane access for surface transportation from Dubuque to major cities in the region.**
  - 3.1. Continue to promote and support the completion of the modern four-lane highway system in the County, which includes the Julien Dubuque Bridge, the Southwest Arterial, and the completion of Highway 52 North as a Super-Two Lane.
  - 3.2. Work with regional transportation agencies to maintain and update a long-range transportation plan and coordinate highway planning and construction in the development of an improved highway system to serve the region.
  - 3.3. Improve the existing street network to reduce traffic capacity restraints and improve safety.
  - 3.4. Encourage the involvement of the public in the transportation planning process.
  - 3.5. Plan for aesthetically appealing streets and highways, with particular focus on gateway opportunities and street tree plantings.
  - 3.6. Promote signage to identify historic neighborhoods and gateways, and actual physical entrances to other neighborhoods to provide identity of neighborhoods and districts.
  - 3.7. Encourage public/private partnerships with local, regional, state, and federal agencies to plan and promote future transportation facilities.
  - 3.8. Support a street and highway system that meets current and future traffic needs.
- 4. Formalize policies for property acquisition necessary for future transportation Rights of Way (ROW).**
  - 4.1. Publicize plans for possible future property acquisition early in the planning phase.
  - 4.2. Involve the affected property owners in meaningful plan development meetings.
- 5. To encourage efficient, affordable, and accessible transit systems in the region for the transit-dependent population and as an alternative means of transportation.**
  - 5.1. Promote meeting the changing needs of the transit dependent.
  - 5.2. Support the needs of both existing and new housing developments, as well as service to medical centers and care centers, as demand arises.
  - 5.3. Explore and use capital and operating assistance grants from state, federal, and other agencies to the maximum extent possible.
  - 5.4. Promote a safe, clean, energy efficient, timely, affordable, and comfortable mode of public transportation.
  - 5.5. Promote the best possible transit system in the most cost-efficient manner.
  - 5.6. Promote use of appropriately sized vehicles for needs of community to meet demand.

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- 5.7. Consider extending and expanding public transportation to ensure service is available for transit-dependent people to get to and from work on all shifts and to meet demands of business hours.
  - 5.8. Encourage youth and recreation opportunities with public transportation.
  - 5.9. Encourage mass transit through partnership with businesses.
  - 5.10. Consider creating a loop system that comes to specific transfer points to encourage shorter routes, to improve routes for efficiency and cost effectiveness, and to make sure transportation goes to neighborhoods where the need is.
  - 5.11. Consider providing bike racks on buses to encourage multimodal transportation in the region.
  - 5.12. Maintain and expand para-transit systems to serve special needs citizens, the elderly, and the disabled.
- 6. To maintain safe and efficient utilization of the Mississippi Riverfront for both land and water based commercial, industrial, and recreational traffic.**
- 6.1. Cooperate in the implementation of the four planning components of the Riverfront Plan with other public and private organizations.
  - 6.2. Promote adequate harbor, channel, and dock depths.
  - 6.3. Encourage development and maintenance of riverfront facilities.
  - 6.4. Promote compatibility of riverfront redevelopment with historically existing businesses located at the river because of transportation needs (i.e. barge).
- 7. To provide safe and efficient airport services to the community and the region, in coordination with the Airport Master Plan.**
- 7.1. Promote the Dubuque Regional Airport as the center of airline passenger activity for northeast Iowa, northwest Illinois, and southwest Wisconsin.
  - 7.2. Consider expanding the air cargo, commercial air, affordable jet airline, and general aviation services provided at the Dubuque Regional Airport.
  - 7.3. Consider developing portions of the Dubuque Regional Airport for industrial uses, both aviation and non-aviation related.
  - 7.4. Promote airport planning, regulations, and standards to control conflicts in and around airport facilities.
  - 7.5. Implement the Airport Master Plan, through various funding resources, as available.
  - 7.6. Cooperate with private businesses to promote transportation between the city and the airport.
  - 7.7. Cooperate with regional business partners to expand the “Fly Dubuque” program.
  - 7.8. Work with county authorities to promote a shared-ride system and develop a list of volunteers for a transportation escort service.
- 8. To support rail opportunities for both commercial/ industrial and passenger service.**
- 8.1. Explore cooperatively rail, river, and trucking appropriate multi-modal access, which will promote an efficient system throughout the region.

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- 8.2. Cooperate with railroads and other private concerns to develop mutually acceptable arrangements for the locations of terminal facilities.
  - 8.3. Encourage reduction of train conflicts with other modes of transportation.
  - 8.4. Support the reintroduction of passenger rail service into the region.
  - 8.5. Consider alternate routes for truck freight into commercial and industrial areas not affected by train traffic.
- 9. To establish improved pedestrian and bike routes in the region to encourage alternative modes of transportation.**
- 9.1. Continue to develop a comprehensive regional system of bikeways and/or multi-purpose trails which minimize conflicts between motor vehicles, bicycles, and pedestrians.
  - 9.2. Continue to develop a bike and pedestrian system that links residential areas, parks, schools, and other local attractions, while providing the opportunity for recreational activity.
  - 9.3. Promote a more bicycle- and pedestrian-friendly transportation network.
  - 9.4. Consider relevant bicycle and pedestrian elements in all new transportation projects in accordance with the DMATS Complete Streets Policy.
  - 9.5. Encourage development patterns more compatible with non-motorized travel. (i.e. complete streets, transit oriented development, mixed use development.)
  - 9.6. Promote bike trails along arterials and as part of new subdivision development wherever possible.
  - 9.7. Promote bicycles as a viable alternative mode of transportation, using signs, striped lanes, and safe crossings.
  - 9.8. Promote bike and pedestrian network continuity within the region and support connections to regional bike and pedestrian networks.
  - 9.9. Establish trail linkages to the Mississippi River Trail to increase recreational tourism.
  - 9.10. Coordinate with other jurisdictions and authorities, including the Iowa Department of Natural Resources, to determine access points to, and extensions of, existing facilities.
- 10. To encourage the use sustainable design concepts to reduce the transportation system's impact on the natural environment.**
- 10.1. Encourage the use of permeable pavement and other best management practices (BMPs) that allow for storm water infiltration.
  - 10.2. Encourage the use of BMPs that prevent soil erosion during project construction.
  - 10.3. Reduce vehicle emissions and vehicle miles traveled to protect air quality.
  - 10.4. Protect agricultural land and open space by encouraging more infill development in existing urban areas, and by encouraging more compact development near existing urban areas.
- 11. To improve coordination between land use and transportation planning.**
- 11.1. Encourage development where land use supports multimodal transportation; e.g. transit oriented development or mixed use neighborhoods.

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- 11.2. Establish general locations for future collector street right-of-ways well in advance of expected need for future street construction primarily at developer expense.
- 11.3. Locate affordable housing in areas where multiple transportation modes are available.
- 11.4. Direct development to areas already connected to the transportation network.
- 11.5. Limit future commercial development along the freeways and other major thoroughfares to uses directly related to transient traffic and to commercial activities not compatible with the downtown Central Business District cores of communities in the region.