

2031 Long Range Transportation Plan (LRTP)

A long range transportation plan is a plan focusing on transportation related issues in a specific area over a 25-year period. This plan is required by federal law and is designed to provide a view of the current transportation trends in the area as well as to aid in projecting potential future changes for the area. The current planning process is for the year 2031 and the plan is called the 2031 Long-Range Transportation Plan. The Plan is an update from the 2025 Long Range Transportation Plan adopted in October of 2001. The 2031 plan is guided by a set of Goals, Principles, and Objectives updated from the 2025 Long Range Transportation Plan. The major focus of the update to 2031 is to:

- ensure that Federal requirements are met; and
- reflect current transportation issues and concerns of the Dubuque Metropolitan Area Transportation Study (DMATS).

The Dubuque Metropolitan Area

The Dubuque Metropolitan Area is a small metropolitan area located at the intersection of state boundaries for Iowa, Illinois and Wisconsin. The 2000 Census population for the City of Dubuque (the largest city represented in DMATS) was 77,018 with approximately 90% of the total population living in the Iowa portion of the area. The Dubuque area was the first area settled in Iowa. Early settlement in the area was primarily motivated by lead mining, trading and river transportation. **Map 1-1** shows the location of Dubuque in relation to surrounding metropolitan areas in the three states.

The Dubuque Metropolitan Area Transportation Study (DMATS)

The Dubuque Metropolitan Area Transportation Study (DMATS) is the metropolitan planning organization for the Dubuque Metropolitan Area. Two committees make up the organization; Technical and Policy. As the MPO for the three-state Dubuque Metropolitan Area, DMATS is responsible for maintaining a continuous, comprehensive and coordinated (“3-C”) transportation planning process.



DMATS is also responsible for carrying out the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the area.



DMATS is composed of a broad mixture of local, regional, state and federal officials from all three states. The local governments represented on the DMATS Committees are the cities of Asbury, Dubuque 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) **Map 1-2** shows the local governments that are involved in DMATS.

Over the years, DMATS has been active in carrying forward the federally required 3-C process. The first DMATS Long Range Transportation Plan was adopted by the agency in 1970. Updates of the plan were prepared and adopted in 1990, 1995, and 2001. In addition, the organization has developed specific plans for Rail (1983), Barge Fleeting (1985), Transit (1996) and Bike and Pedestrian Trails (1997). DMATS has been assisted by the City of Dubuque’s Keyline Transit, Region 8 Regional Transit Authority and East Dubuque Transit with the development of numerous transit development plans, on-board rider surveys, Americans with Disabilities Act accessibility plans, and maintenance plans as required by the Iowa and Illinois Departments of Transportation and the Federal Transit Administration (FTA).

DMATS has also been the lead agency for numerous corridor and design studies leading ultimately to the major transportation system improvements that have taken place in the area in the last 30 years. These have included studies for the new US 61-Wisconsin Bridge, project concept, design and environmental studies for the elevated US 61 freeway through Dubuque; studies for various phases of the IA 32 project, and studies for improvements to John F. Kennedy Rd., among others.

The 2031 DMATS Long Range Transportation Plan

The 2031 DMATS Long Range Transportation Plan lays out the avenue the metropolitan area wants to travel down in the next 25 years. This plan looks at the current information concerning the area, data analysis, and recommendations for the DMATS Committees to follow to help them reach their goals by the year 2031. The plan is organized into chapters, each addressing different aspects of the entire transportation system.

Chapter 2 – Human Environment. This chapter addresses the people of the DMATS area. It identifies the transportation needs of the people with specific emphasis on planning for the transportation needs of all race and income groups. In addition, Chapter 2 also describes the DMATS Long Range Forecasts of Population and Employment.

Chapter 3 – Roadway Element. This chapter of the plan focuses on the roadway system that supports the vehicular movement of people and goods throughout the area. The focus of this chapter is on congestion and safety and a description of the DMATS Travel Demand Model. Roadway system projects have also been identified to address current and forecasted problems within the area. Using a travel demand model, forecasts have been identified by roadway and sections of the system and compared with existing and anticipated roadway capacity. As a result, this plan identifies long range forecasts of the area’s mobility needs and vehicular travel demands.

Chapter 4 – Transit Element. The transit element describes some needs of the transit dependent population of the DMATS area as well as the five transit systems which provide service in the area. This chapter points out the possible long term needs for transit services within the area.

Chapter 5 – Bicycle and Pedestrian Transportation Element. This element focuses on the bicycle and pedestrian transportation system including existing and planned separated and on-street bike paths. The needs of various types of users and the safety of bicycle and pedestrian travel are also featured in this chapter.





Chapter 6 – Freight Element. The freight element discusses the development of the region’s freight system to help improve efficiency and reduce conflict with other transportation modes.

Chapter 7 – Airport Element. This element concentrates on the development of the Dubuque Regional Airport system and its connections to the rest of the metropolitan transportation .

Chapter 8 – Environmental Analysis. The environmental analysis for this plan reflects SAFETEA-LU’s emphasis on plan level environmental analysis. Key environmental issues will be analyzed to determine if any environmental issues exist, which could prevent the long-term development of the project list described in the plan. It should be noted that the environmental

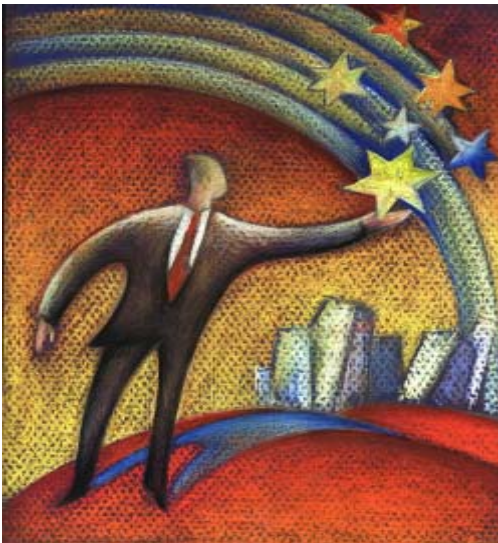
analysis undertaken in the plan will not be sufficiently detailed to take the place of a project’s environmental review as required by the National Environmental Policy Act.

Chapter 9 – Financial Constraints. SAFETEA-LU requires that MPO long range transportation plans be financially constrained. This means that the identified amount of financial resources should only include funding to be available for maintenance and improvements of the transportation system. Prioritization of regional efforts should be based on the financial constraints exposed.



Chapter 10 – Public Participation. To encourage public participation in the decision making process of the DMATS Technical and Policy Committees, the Dubuque Metropolitan Area Transportation Study Public Involvement Policy (PIP) was developed. This chapter covers the guidelines that have been set forth as well as goals, objectives and policies designed to inform the general public about public in-put meetings where they may voice their opinions concerning various DMATS policies and projects.

Chapter 11 – Plan Implementation. The process of implementing the development of the transportation system as described in this plan begins with the adoption of this plan. The effective implementation of the DMATS Long Range Transportation Plan requires a continuous process by DMATS Technical and Policy Committees and its members. In addition, changes in federal regulations will require changes to the DMATS transportation planning program. This chapter will describe the steps that must be taken to implement the transportation plan and put into effect the changes called for in SAFETEA-LU.



As required by SAFETEA-LU, the DMATS Long Range Transportation Plan is required to plan for a 20-year time horizon. Each of the 11 transportation mode chapters of the 2031 DMATS Long Range Transportation Plan includes an introduction for the chapter that describes what the chapter specifically covers. Following the introduction, each chapter will have an analysis of the data related to needs, existing facilities and forecasted needs to help identify system deficiencies. The information contained in these chapters has been used to create the goals, priorities and objectives contained in this chapter.

The goals and objectives for the entire DMATS area transportation system are identified below. This insures that the goals, objectives and projects are consistent and that all transportation needs in the area are addressed based on the priorities set by the DMATS Policy Board. Projects in **Chapter 3 – Roadway Element** have been identified that are consistent with the goals, objectives and policies, and which will resolve the issues that have been identified throughout the plan. As with the goals, objectives and policies, the projects proposed for all modes were developed at the same time to insure consistency and coordination among the different modes.

Vision, Goals, Priorities, and Objectives

President Bush signed SAFETEA-LU on August 10, 2005. SAFETEA-LU is an extension of Transportation Equity Act for the 21st Century (TEA-21), which established the direction for the development of most aspects of the transportation system in this country by metropolitan planning organizations like DMATS. SAFETEA-LU builds on the initiatives established in TEA-21. This new act combines the improvement of current programs with initiatives to meet the challenges of improving safety, protecting and enhancing communities and the natural environment as traffic continues to increase at record levels. The new Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) bill sets out the following guidelines for metropolitan planning:

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;**
- **Increase the safety of the transportation system for motorized and non-motorized users;**
- **Increase the security of the transportation system for motorized and non-motorized users;**
- **Increase the accessibility and mobility options available to people and freight;**
- **Protect and enhance the environment, promote energy conservation, and improve quality of life;**
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**
- **Promote efficient system management and operation; and**
- **Emphasize the preservation of the existing transportation system.**

Based upon the eight SAFETEA-LU planning goals listed above, the following vision, goals, priorities, and objectives have been previously adopted by the DMATS Policy Board.



The DMATS Vision

The Dubuque Metropolitan Area remains a vibrant Upper Midwest Mississippi River Region, with a transportation system that provides efficient movement of people and goods. This system promotes the area's economy and environmental quality, and operates in an attractive and safe setting that serves everyone. The system is fiscally sustainable, driven by a collaboration of involvement by citizens and key stakeholders, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, unites air, bicycle, pedestrian, rail, roadway, mass transit, and waterway facilities into one fully interconnected network.



DMATS has created specific goals along with priorities and objectives for each goal according to the area's transportation needs. These goals, priorities and objectives are as follows:

Goal 1: Complete IA 32/SW and other priority transportation projects essential to economic growth and development of the DMATS area.

- Priority #1:** IA32/SW.
- Priority #2:** New US 20 Mississippi River Bridge between the cities of Dubuque, IA and East Dubuque, IL – Julien Dubuque Bridge
- Priority #3:** US 20 Capacity Improvements from City of Peosta Interchange to Devon Drive
- Priority #4:** University Avenue and Asbury Road from Delhi Street to Seippel Road
- Priority #5:** Pennsylvania Avenue and Middle Road
- Priority #6:** John F. Kennedy Road from Wacker Drive to Asbury Road
- Priority #7:** Clarke Drive from West Locust Street to Asbury Road
- Priority #8:** US 20 Frontage Road from Barge Terminal Road to Frentress Lake Road
- Priority #9:** Intersection Improvements on US 20 at Barge Terminal Road and Frentress Lake Road
- Priority #10:** IA32/NW Arterial Ext. from US 20 to North Cascade Road
- Priority #11:** Ice Harbor Street projects associated with the America's River Project (including Bell Street, 3rd Street, 4th Street, 5th Street and proposed road around the west side of the Ice Harbor.)

Goal 2: Improve the economic vitality of the region.

- Objective 1:** Improve access to major job centers for all modes of transportation.
- Objective 2:** Develop roadways that support development consistent with locally adopted plans.
- Objective 3:** Support the development of regionally significant projects by the states of Iowa, Illinois and Wisconsin.
- Objective 4:** Increase the reliability of the transportation system for the movement of freight.



- Objective 5:** Encourage increased commitments from employers to offer measures that will improve the convenience of the commute for their employees.
- Objective 6:** Develop increased public transit options for air passengers using the Dubuque Regional Airport.
- Objective 7:** Plan for the increase in air passengers, air cargo, and waterborne cargo.
- Objective 8:** Enhance the coordination of transit operations to improve efficiency and effectiveness.

Goal 3: Improve safety and security for system users.

- Objective 1:** Minimize accidents through roadway improvements in existing high accident areas.
- Objective 2:** Reduce conflicts and minimize accidents between vehicles and other transportation modes by implementing access management strategies.
- Objective 3:** Maximize the safety and security of motorists using the area's transportation system.
- Objective 4:** Maximize the safety and security of mass transit system users and operators.
- Objective 5:** Assist local jurisdictions in their efforts to implement effective strategies to enhance safety for pedestrians and bicyclists.

Goal 4: Improve mobility and connectivity for persons and freight.

- Objective 1:** Complete the IA32/SW Corridor
- Objective 2:** Complete the four-lane US 20 Mississippi River Crossing – Julien Dubuque Bridge.
- Objective 3:** Complete long-term capacity improvements to US 20 from Devon Drive to the Peosta interchange.
- Objective 4:** Expand regional transit systems to improve transit access to all destinations including new job centers.
- Objective 5:** Improve truck access to the primary freight business locations.
- Objective 6:** Implement intelligent transportation systems to reduce travel delays and minimize traffic congestion.
- Objective 7:** Improve the pedestrian and bicycle trails network.
- Objective 8:** Implement access management strategies in major corridors.
- Objective 9:** Improve the integration of transportation modes.
- Objective 10:** Develop a regional freight movement system to minimize travel delays.
- Objective 11:** Develop mass transit connections between the Mississippi riverfront and the downtown area.
- Objective 12:** Expand fixed-route bus service to the outer limits of the DMATS boundary.

Goal 5: Enhance sensitivity to the environment.

- Objective 1:** Implement intelligent transportation systems to reduce travel delays and minimize air pollution.
- Objective 2:** Minimize the impacts of projects to low-income and minority populations, and environmentally sensitive areas including flood plains.
- Objective 3:** Ensure the DMATS plans and programs conform to federal requirements and support reductions in mobile source emissions.
- Objective 4:** Provide incentives to use transit and promote the usage of carpooling.



- Objective 1:** Minimize the cost of the area’s transportation systems through appropriate maintenance practices and the application of new technologies.
- Objective 2:** Develop monitoring systems which track the current status of the area’s transportation systems.
- Objective 3:** Improve the reliability of the transportation system so that users can expect relatively consistent travel times from day-to-day for the same trip on the same mode.
- Objective 4:** Prepare a Transportation Improvement Program (TIP) to balance roadway needs and priorities with fiscal constraints.

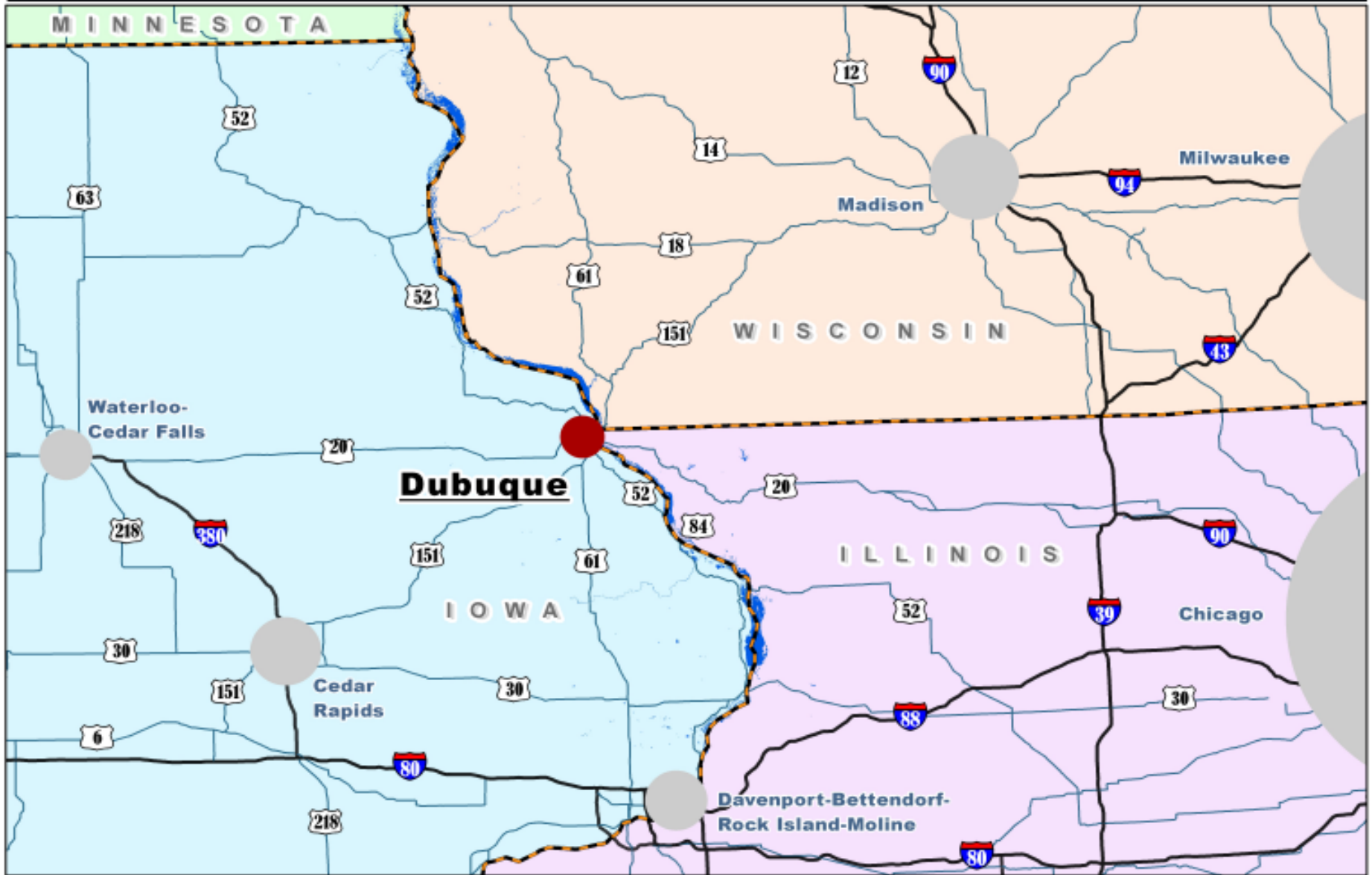
Goal 7: Promote a viable and livable region

- Objective 1:** Explore new ideas for improving the DMATS area transportation system through transportation investments.
- Objective 2:** Assist with efforts to plan and implement transit-oriented development projects.
- Objective 3:** Support plans and programs that make it more convenient and safer to walk and bike.
- Objective 4:** Develop transportation system enhancements that improve regional livability.

The 2031 Long Range Transportation Plan describes the current and future transportation needs of the DMATS area; and identifies the actions that must be undertaken to implement the above goals and objectives so that the area will promote a safe, continuous, comprehensive and coordinated transportation system.



Dubuque Metropolitan Area Transportation Study Location



Legend

- | | | |
|---------------|-------------------|-----------|
| State Borders | Mississippi River | Illinois |
| DMATS Area | Interstates | Iowa |
| Major Cities | US HWY | Minnesota |
| | | Wisconsin |

Scale

1:160,000

0 4 8 16 Miles

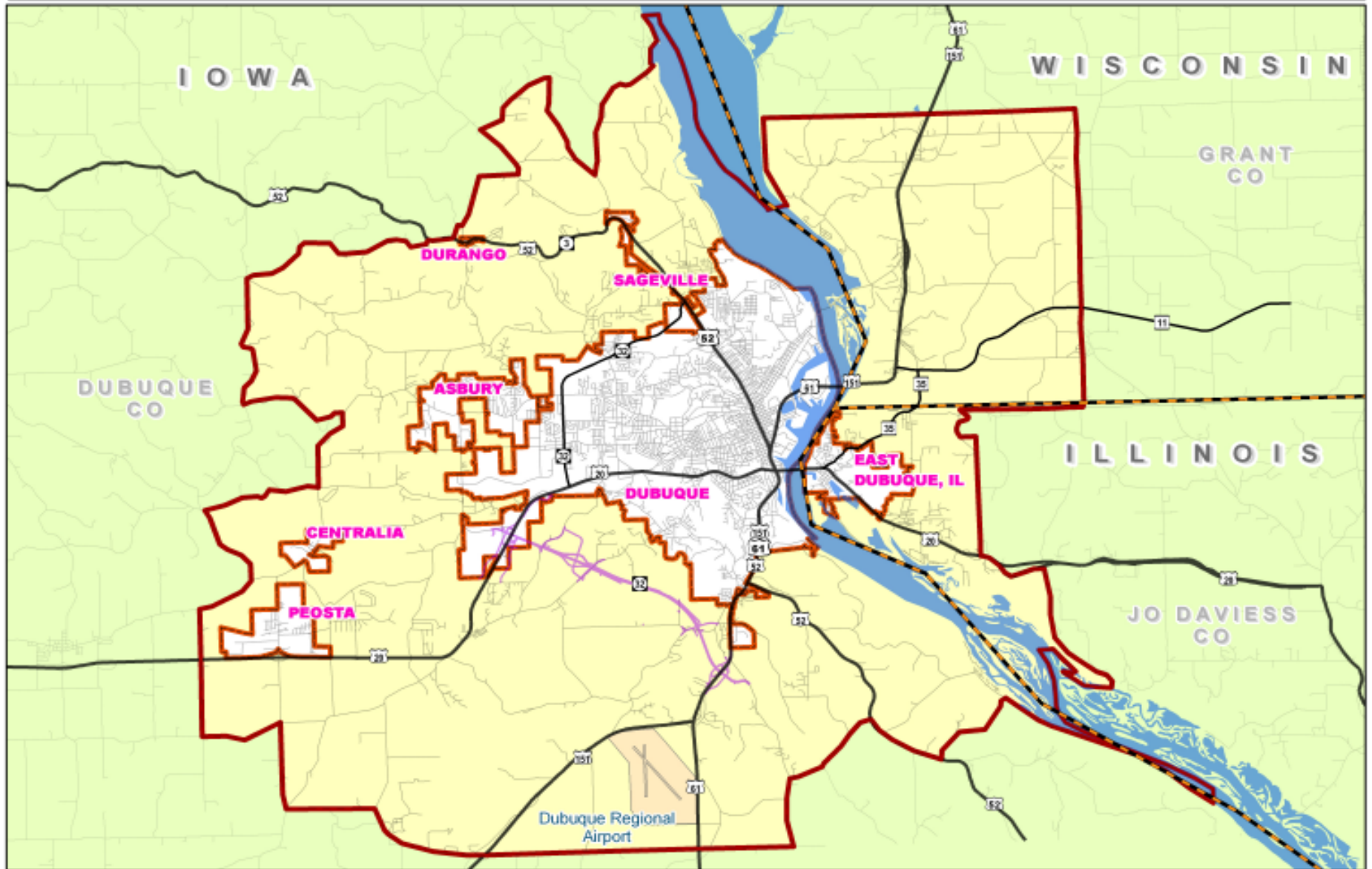


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Map 1-1

Dubuque Metropolitan Area Transportation Study Member Local Governments



Legend

- State Borders
- DMATS Area
- Cities
- Mississippi River
- State HWY
- US HWY
- Proposed IA 320
- SW Arterial Alignment
- Streets/Roads

Scale

1:100,000
0 0.5 1 2 Miles



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Data Source : IDOT, Dubuque, Ca;
City of Dubuque, DMR, BCM Data; ILDOT;
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Map 1-2