East Central Iowa Transportation Safety Plan

A plan for 58 cities in the Dubuque, Iowa-Illinois Metropolitan Area and the counties of Clinton, Delaware, Dubuque, and Jackson

INSTITUTE FOR TRANSPORTATION

About This Plan

This draft of the East Central Iowa Transportation Safety Plan outlines strategies and countermeasures to reduce transportation-related fatalities and serious injuries across all modes including driving, walking, biking, and public transit in 58 cities in the Dubuque Iowa-Illinois Metropolitan Area and the counties of Clinton, Delaware, Dubuque, and Jackson.

Supporting materials including an interactive map and appendices (over 700 pages total) are available online.

For access to all appendices, maps, and supporting materials, please visit:

https://eciatrans.org/transportation_safety_plan/index.php

Plan Adoption

Adopted by the Dubuque Metropoitian Transportation Study on November 13, 2025.

Adopted by Regional Planning Affiliation 8 on November 18, 2025.

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East Central Iowa Transportation Safety Plan

A comprehensive safety action plan for

The Dubuque Metropolitan Area Transportation Study (DMATS),

Regional Planning Affiliation 8 (RPA 8),

and the following 58 cities, listed by county:

Clinton County, IA	Jackson County, IA	Dubuque County, IA	Jackson County, IA	Jo Daviess County, IL
DeWitt	Manchester	Dubuque	Maquoketa	East Dubuque
Camanche	Edgewood	Asbury	Bellevue	
Wheatland	Earlville	Dyersville	Preston	
Grand Mound	Hopkinton	Cascade	Sabula	
Delmar	Delhi	Epworth	Miles	
Lost Nation	Colesburg	Peosta	Andrew	
Charlotte	Ryan	Farley	La Motte	
Calamus	Greeley	New Vienna	Springbrook	
Low Moor	Dundee	Worthington	Monmouth	
Goose Lake	Delaware	Holy Cross	St. Donatus	
Welton	Masonville	Luxemburg	Baldwin	
Andover		Rickardsville	Spragueville	
Toronto		Sherill		
		Centralia		
		Bernard		
		Sageville		
		Zwingle		
		Balltown		
		Graf		
		Bankston		
		Durango		

Prepared By:

East Central Intergovernmental Association

Iowa State University Institute for Transportation

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Leadership Commitment

Through the East Central Iowa Transportation Safety Plan, the leadership of area's regional transportation planning agencies, the Dubuque Metropolitan Area Transportation Study (DMATS) and Regional Planning Affiliation 8 (RPA 8), have set a bold but necessary goal: to reduce by 50% the number of traffic-related fatalities and serious injuries by the year 2050. Ultimately, we aim to eliminate deaths and serious injuries from our participating communities' streets and roadways entirely.

This is an ambitious goal, but it reflects a shared belief that no loss of life or serious injury on our roadways is acceptable. We have all witnessed the profound impact that traffic crashes can have on families and communities. This plan is our region's commitment to change that reality.

As we work toward the primary goal, we are equally committed to increasing access to a transportation system that is safe, affordable, and reliable for all users, regardless of age, ability, or mode of travel. Transportation is essential to quality of life and the economic strength of our region It connects people to jobs, education, services, and opportunity, while supporting a vibrant economy through movement of goods and people. Improving the system, in ways that expand the number of safe, affordable transportation options will continue to be a top priority.

The plan outlines the projects and strategies needed achieve our goal. It is grounded in detailed crash data analysis and informed by the insights of local residents and stakeholders. The analysis has identified a "High Injury Network" of roadway intersections and segments with the greatest potential for reducing severe crashes. These are the locations where our investments can have the greatest impact.

The plan also identifies a list of evidence-based projects and initiatives that can be deployed on the High Injury Network and across the transportation system. These actions follow the guidance from leading transportation safety experts including the United States Department of Transpiration's "Safe System Approach" and "Proven Safety Countermeasures".

Together, these strategies form a roadmap to a safer future. The East Central Iowa Transportation Safety Plan is a critical first step in reaffirming our region's commitment to safer streets and roads for all. It provides us with the foundation, tools, and direction needed to guide future investments, track our progress, and, most importantly, save lives.

Brad Cavanaugh
Chairperson
Dubuque Metropolitan Area Transportation Study

Scott Maddasion
Chairperson
Regional Planning Affiliation 8

Introduction

East Central Intergovernmental Association (ECIA) and the Institute for Transportation at Iowa State University (InTrans) collaborated to develop a transportation safety action plan to identify issues and eliminate fatalities and serious injuries for all roadway users - pedestrians, bicyclists, transit users, and drivers. With community input, the plan has identified and prioritized infrastructure projects an policies to address safety issues. The plan maps out strategies for funding and implementing the plan's recommendations. Development of the plan was funded by a U.S. Department fo Transportation Safe Streets and Roads for All (SS4A) planning grant.

The plan was developed during 2024 and 2025 through a planning process that actively engaged community leaders, stakeholders, and area residents.

Study Area

The plan focuses on development of a comprehensive safety action plan for 58 cities. 57 of the 58 cities are located in four Iowa counties: Clinton, Delaware, Dubuque, and Jackson. The remaining city, East Dubuque, is located in Jo Daviess County, Illinois. The study area does not include the city of Clinton, Iowa or the unincorporated areas of the four Iowa counties. Clinton has a previously adopted transportation safety plan and= is being carried out by the county engineers. See the Figure 1 for a map of the study area.

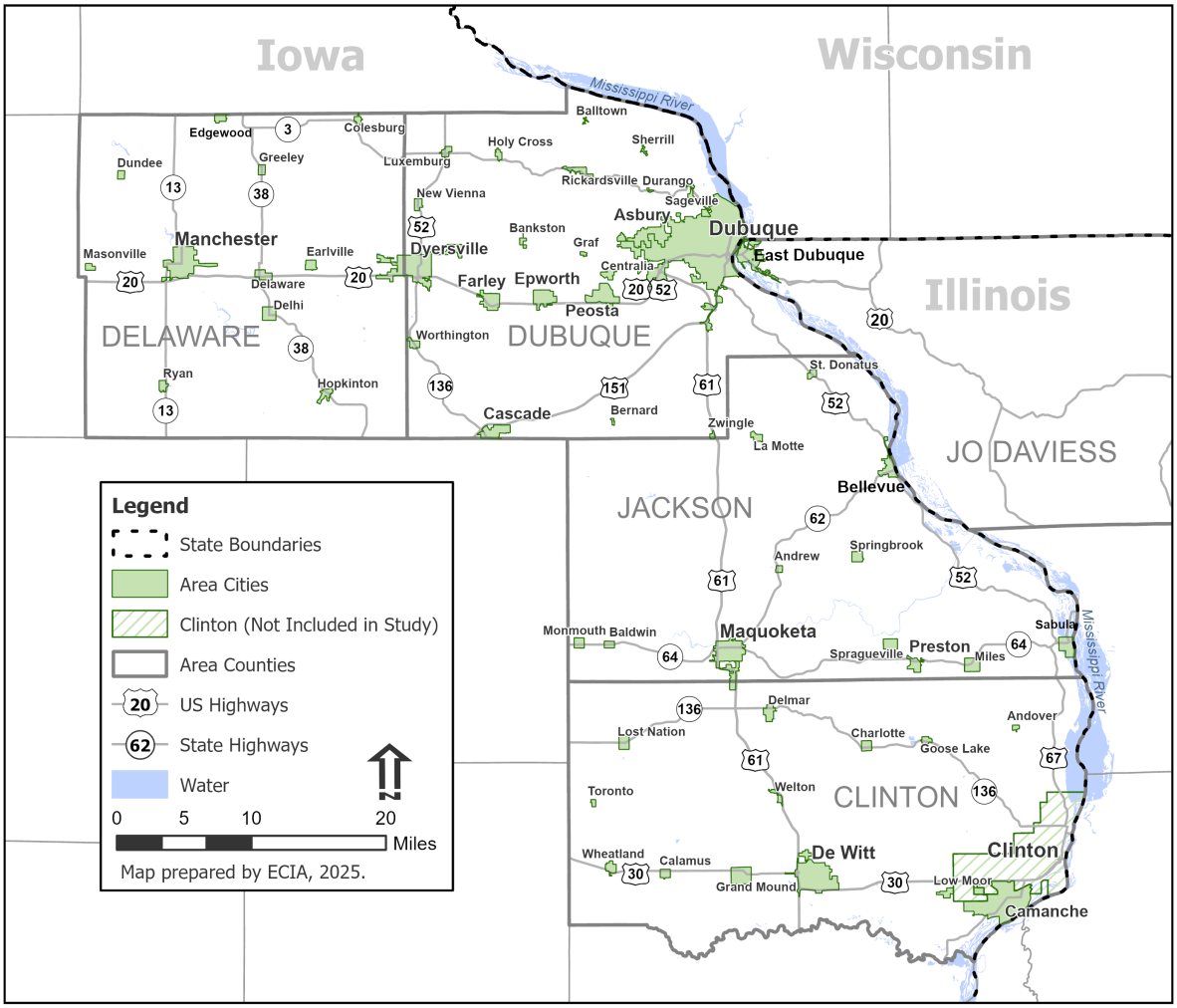


Figure 1. Study Area Map

STUDY AREA POPULATION

The 58 cities have a combined 2020 Census population of 116,732. Of the cities in the study area, Dubuque is the largest with a population of just under 60,000. The next largest cities in the area are Maquoketa, Asbury, DeWitt, Manchester, Camanche, and Dyersville which have populations between 4,000 and 6,000. Table 1 lists the study area cities by county.

Table 1. Study Area City Population

Clinton County		Delaware County		Dubuque County		Jackson County		Jo Daviess County	
DeWitt	5,514	Manchester	5,065	Dubuque	59,667	Maquoketa	6,128	East Dubuque	1,505
Camanche	4,570	Edgewood	909	Asbury	5,943	Bellevue	2,363		
Wheatland	775	Earlville	716	Dyersville	4,477	Preston	949		
Grand Mound	615	Hopkinton	622	Cascade	2,386	Sabula	506		
Delmar	542	Delhi	420	Epworth	2,023	Miles	408		
Lost Nation	434	Colesburg	386	Peosta	1,908	Andrew	380		
Charlotte	389	Ryan	350	Farley	1,766	La Motte	237		
Calamus	356	Greeley	217	New Vienna	382	Springbrook	143		
Low Moor	250	Dundee	198	Worthington	382	Monmouth	129		
Goose Lake	239	Delaware	142	Holy Cross	356	St. Donatus	120		
Welton	121	Masonville	99	Luxemburg	245	Baldwin	99		
Andover	109			Rickardsville	202	Spragueville	92		
Toronto	102			Sherill	189				
				Centralia	116				
				Bernard	114				
				Sageville	95				
				Zwingle	84				
				Balltown	79				
				Graf	76				
				Bankston	23				
				Durango	20				
Total	**14,016**		**9,124**		**80,533**		**11,554**		**1,505**

Source: US Census Bureau, 2020 Decennial Census. Population values, including county level totals, include incorporated city populations only.

Altogether, the five counties with cities participating in the plan had a total population of 204,767 in the 2020 Census, with the combined population of the participating cities accounting for about 57 percent of the total. Non-participating cities include the city of Clinton, IA with a population of is 24,469. Also excluded from the plan are several Jo Daviess County communities with a combined population of 11,091 and the unincorporated areas of the five counties, which are home to 52,472 people. Table 2 provides the combined population of the cities participating in the study by county, along with the population of the non-participating areas within each county.

Table 2 Population of Participating and Non-Participating Areas

County	Participating Cities	Non-Participating Cities	Non-Participating Unincorporated Areas	Total
Clinton	14,019	24,469	7,972	46,460
Delaware	9,124	-	8,364	17,488
Dubuque	80,533	-	18,766	99,299
Jackson	11,554	-	7,931	19,485
Jo Daviess	1,505	11,091	9,439	22,035
Total	**116,735**	**35,560**	**52,472**	**204,767**
Percent of Total	**57%**	**17%**	**26%**	

Source: US Census Bureau, 2020 Decennial Census

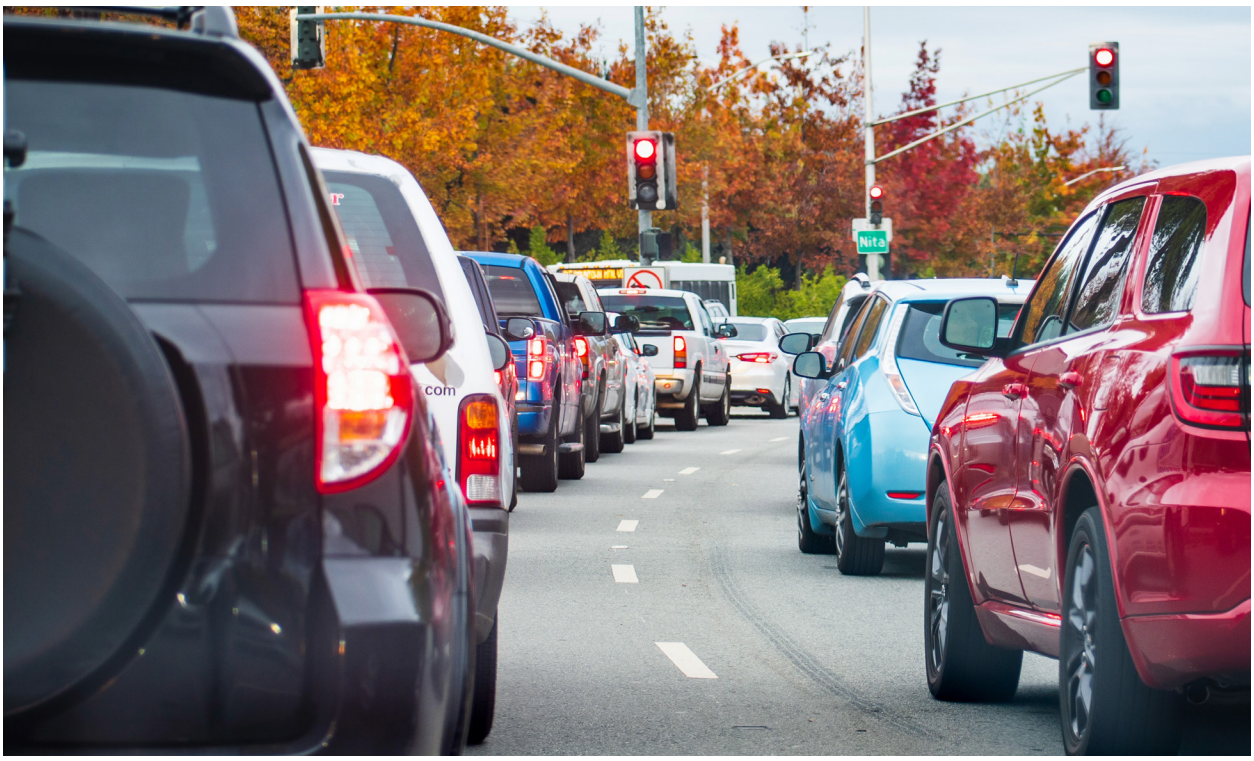


Photo: Cars at a red light, by Adobe Express

MPO and RPA

Development of the project was led by the area's two regional transportation planning agencies: the Dubuque Metropolitan Area Transportation Study (DMATS) and Regional Planning Affiliation 8 (RPA 8). Both agencies are staffed by East Central Intergovernmental Association (ECIA).

DMATS

With an urban with a population over 50,000, Dubuque has been designated as a Metropolitan Planning Organization (MPO) by the federal government. This MPO is formally known as the Dubuque Metropolitan Area Transportation Study (DMATS). The DMATS metropolitan planning area covers portions of three states – Iowa, Illinois, and Wisconsin – including the cities of Asbury, Centralia, Durango, East Dubuque, Peosta, and Sageville, in addition to Dubuque.

As the area's MPO, DMATS is responsible for maintaining a continuous, comprehensive, and coordinated planning process, and for carrying out the metropolitan transportation planning and programming activities required by federal law. Figure 2 includes a map of the DMATS planning area.

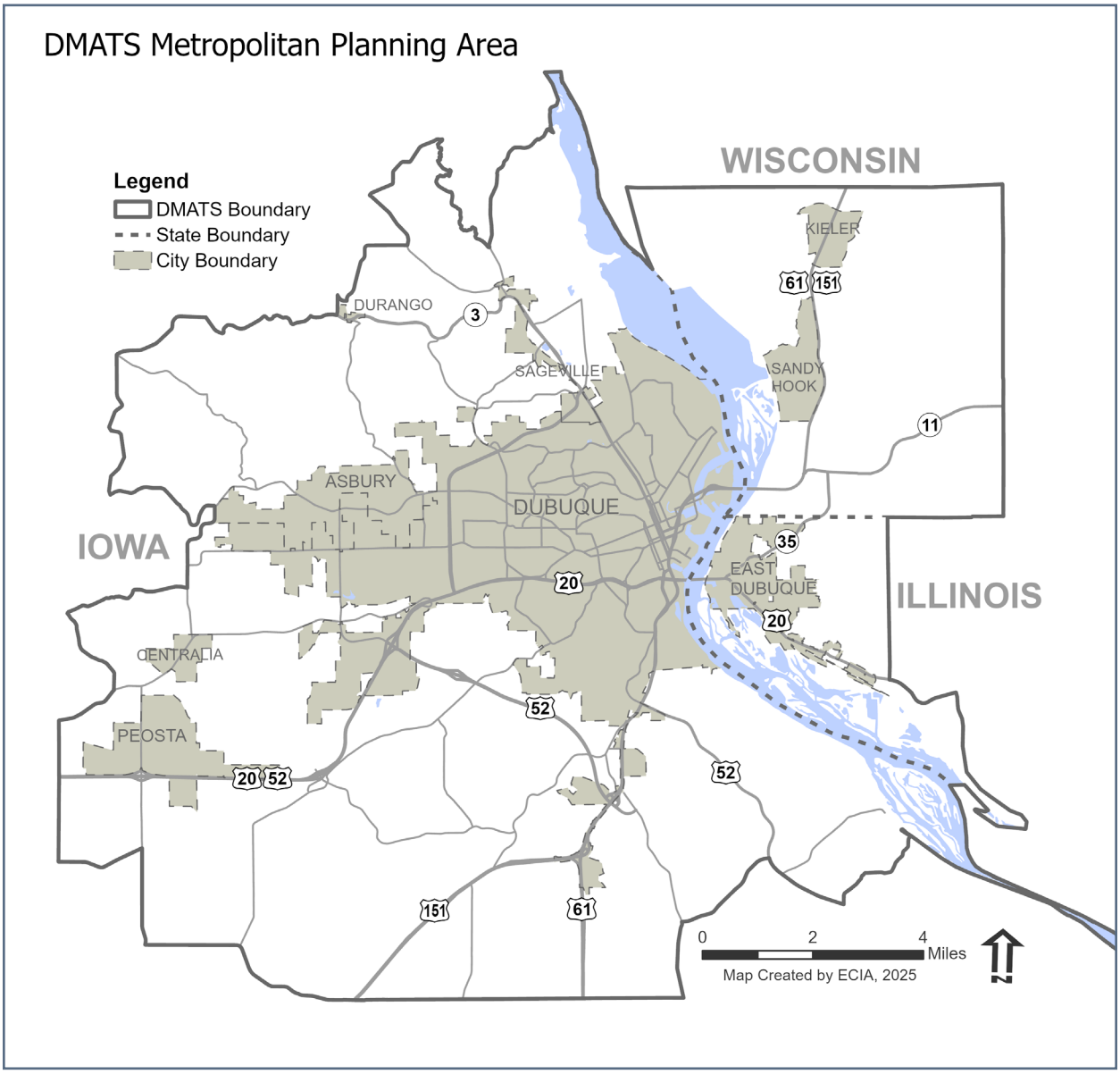


Figure 2. DMATS Planning Area Map

Source: Map Created by ECIA, 2025.

RPA 8

Outside MPO areas in Iowa, Regional Planning Affiliations (RPAs) are responsible for conducting regional transportation planning. The portion of the project area outside the DMATS boundary is served by Regional Planning Affiliation 8 (RPA 8). RPA 8 conducts transportation planning activities in Clinton, Delaware, and Jackson counties, as well as the portion of Dubuque County that lies outside of the DMATS planning area.

RPA 8 membership is made up of 56 local cities and counties in a four-county area in eastern Iowa. All member jurisdictions have signed a 28E agreement to conduct planning and the programming of federal transportation funds as determined by the Iowa Department of Transportation (Iowa DOT). RPA 8 is responsible for developing the area's Long Range Transportation Plan, Transportation Improvement Program, and other transportation-related plans and studies.

The RPA is governed by a policy board that is made up of representatives from its member jurisdictions. Representatives from the Iowa DOT, the Federal Highway Administration, and the Federal Transit Administration serve on the board without a vote.

The purpose of the RPA is to enhance and improve the rural transportation planning consultation process between Iowa DOT and local governments responsible for transportation planning in the rural areas. The RPA gives the region's rural governments a united voice to address safety concerns, long-range transportation needs, and transit issues. Figure 3 includes a map of the RPA 8 Planning Area.

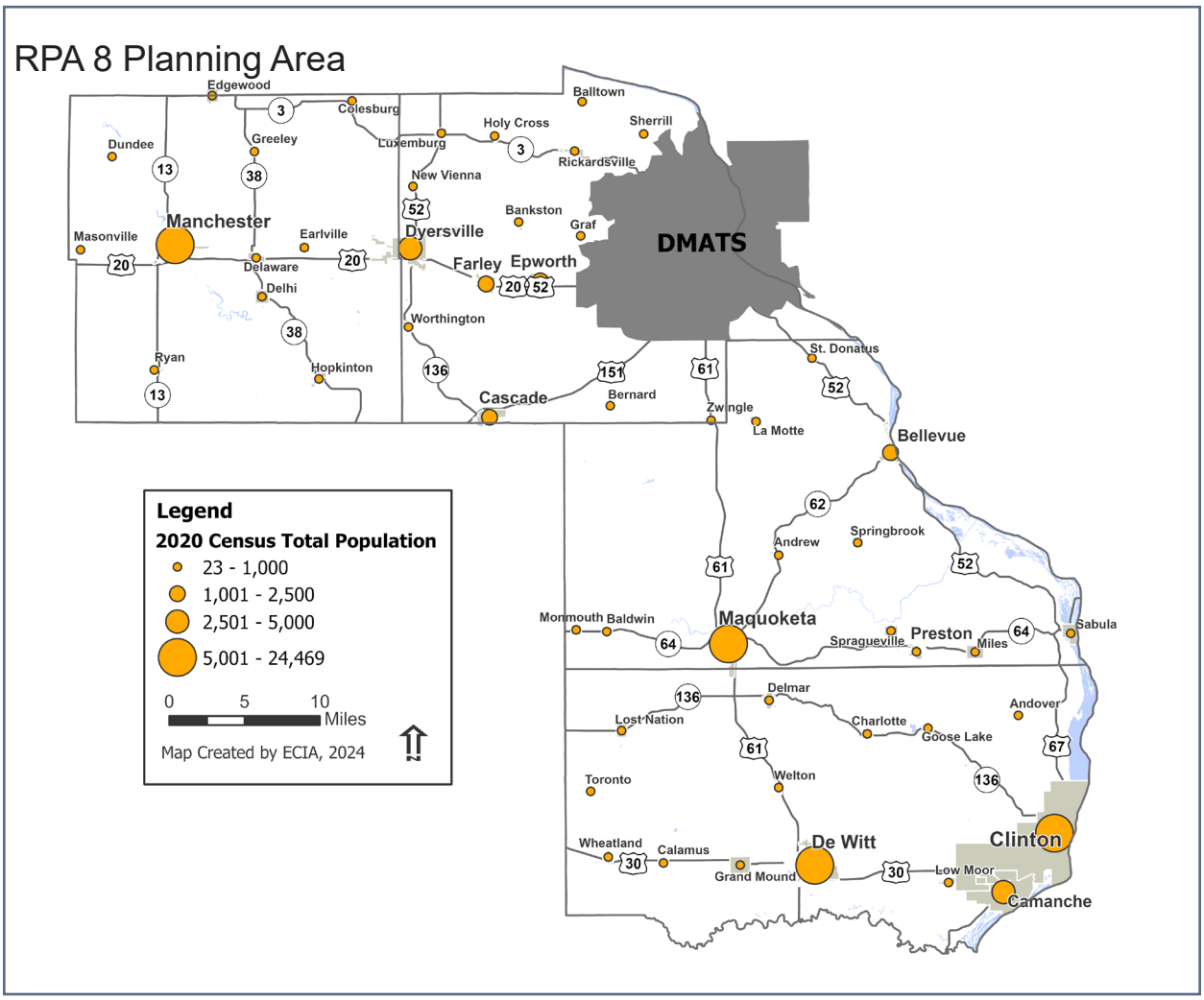


Figure 3. RPA 8 Planning Area Map

Source: Map Created by ECIA, 2025.

Project Team

ECIA

East Central Intergovernmental Association (ECIA) is the regional Council of Governments (COG) for the five-county region encompassed by Cedar, Clinton, Delaware, Dubuque, and Jackson Counties. ECIA also serves the Dubuque Metropolitan Area which includes portions of Jo Daviess County, Illinois and Grant County, Wisconsin.

Established in 1974, ECIA provides services and programs across six broad categories including: Community Development, Economic Development, Housing Assistance, Special Programs, Transit, and Transportation and Planning. In addition, ECIA staff work with communities and local non-profits on a variety of special projects including planning, grant writing, and administration.

ECIA's goal is to work with our member governments, their citizens, and others to empower communities and enhance the quality of life throughout the region. ECIA has built strong relationships with our member governments and have developed lasting partnerships with the city clerks, mayors, and economic development groups in the region.

INTRANS

The Institute for Transportation (InTrans) is Iowa State University's focal point for transportation-related research, education, and outreach. Comprised of 15 centers and programs that are focused on various aspects of transportation engineering and planning, InTrans staff and students conduct research in a number of different topics and specialties, as well as provide technology transfer and professional education. One of the primary emphasis areas at InTrans is roadway safety, and to this end, research projects, training programs, traffic operations and crash data analyses, and the coordination of local roadway safety efforts all contribute to InTrans' reputation as a leading transportation safety institute. Studies by InTrans researchers have led to advancements in work zone safety, speed mitigation, road design, roadway signage and pavement markings, accident response, and much more.

The InTrans staff committed to conducting the development of the proposed safety plan have extensive experience in safety analyses and countermeasure selection, as well as collaboration with multidisciplinary teams through various safety initiatives. This includes assistance in the safety data analysis that supported development of prior county road safety plans in Iowa, development and application of tools to assist in crash mapping for the United States Road Assessment Program (usRAP), and ongoing re-search in the development of interactive dashboards to visualize different crash data. The crash data analysis and mapping work conducted at InTrans over the past 25 years represents the state of the art in the field and continues to lead the way in developing new approaches to identify and address crashes throughout the roadway system.

The InTrans staff for this project also brings experience in working with the different MPOs and RPAs throughout the state. This has included assistance with crash data queries and analysis through the Iowa Traffic Safety Data Service (ITSDS). It also includes leading efforts in the field to identify and address crashes for all users, from drivers to pedestrians through the conduct of Road Safety Audits. These RSAs have not only served to recognize safety problems, but also the development and selection of various safety countermeasures to address them. The mapping, crash data analysis, countermeasure development and treatment selection experience that InTrans will bring to the safety plan development effort all will be used to produce a plan that local entities can use to make informed, prioritized safety decisions for the community.

Planning Process

Plan Purpose and Objectives

At the outset, the project team identified the following four objectives for the planning process.

1. Conduct inclusive public engagement to ensure that all interested stakeholders can participate in the process, including low-income and minority representation. Hold meetings to gather input from different constituencies: 1) public entities, including cities, counties, and school districts; 2 advocacy organizations, including bike/pedestrian, freight, passenger rail, and equity groups; and 3) the general public, where residents will be encouraged to share their perspectives.

2. Identify low-cost, high-impact strategies to reduce transportation-related risks, including crosswalk improvements, speed zones, separated multi-use paths, and traffic law enforcement.

3. Explore the use of innovative technologies, such as cameras, monitors, vehicle-to-vehicle communications, and other smart transportation tools. Leverage ECIA's Smart Traffic Routing with Efficient and Effective Traffic System, which uses dynamic routing to improve safety.

4. Examine evidence-based projects and strategies identified by regional/national transportation safety leaders for consideration. Based upon crash data, the Action Plan will rank project locations by safety risk and recommend innovative solutions to decrease the region's fatality rate.

The Safe System Approach

This plan aligns with the U.S. DOT's Safe System Approach by incorporating multiple layers of protection to prevent crashes and minimize harm when they occur. It takes a holistic and comprehensive perspective, offering a guiding framework to create safer environments for everyone. The Safe System Approach represents a shift from a conventional safety approach because it focuses both on human mistakes and vulnerability and designs a system with many redundancies in place to protect everyone.

PRINCIPLES OF A SAFE SYSTEM APPROACH

A Safe System Approach incorporates the following principles:

Death and Serious Injuries are Unacceptable A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

Humans Make Mistakes People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.

Humans Are Vulnerable Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

Responsibility is Shared All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

Safety is Proactive Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

OBJECTIVES OF A SAFE SYSTEM APPROACH

Implementation of the Safe System Approach will be arranged around five complementary objectives corresponding to the Safe System Approach elements:

Safer People Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Image: Safe System Approach graphic, by U.S. DOT

Goal Setting

After reviewing the information gathered during the planning process and analyzing recent crash data, the DMATS and RPA 8 policy boards have set a goal of reducing roadway fatalities and serious injuries by 50% over the next 20 years. This ambitious target will require significant investment in the transportation system and strong coordination across jurisdictions and agencies. By setting an aggressive goal, the boards aim to spur the innovation and collaboration necessary to achieve a safer transportation future.

Baseline

To define the scale of improvement needed, the project team evaluated recent crash data provided by the Iowa and Illinois Departments of Transportation. The first step was establishing a baseline using the average annual number of crashes from 2020 to 2024. Figure 4 shows that during this period, crashes across the study area resulted in a total of 104 serious injuries and 27 fatalities—an annual average of 20.8 serious injuries and 5.4 fatalities.

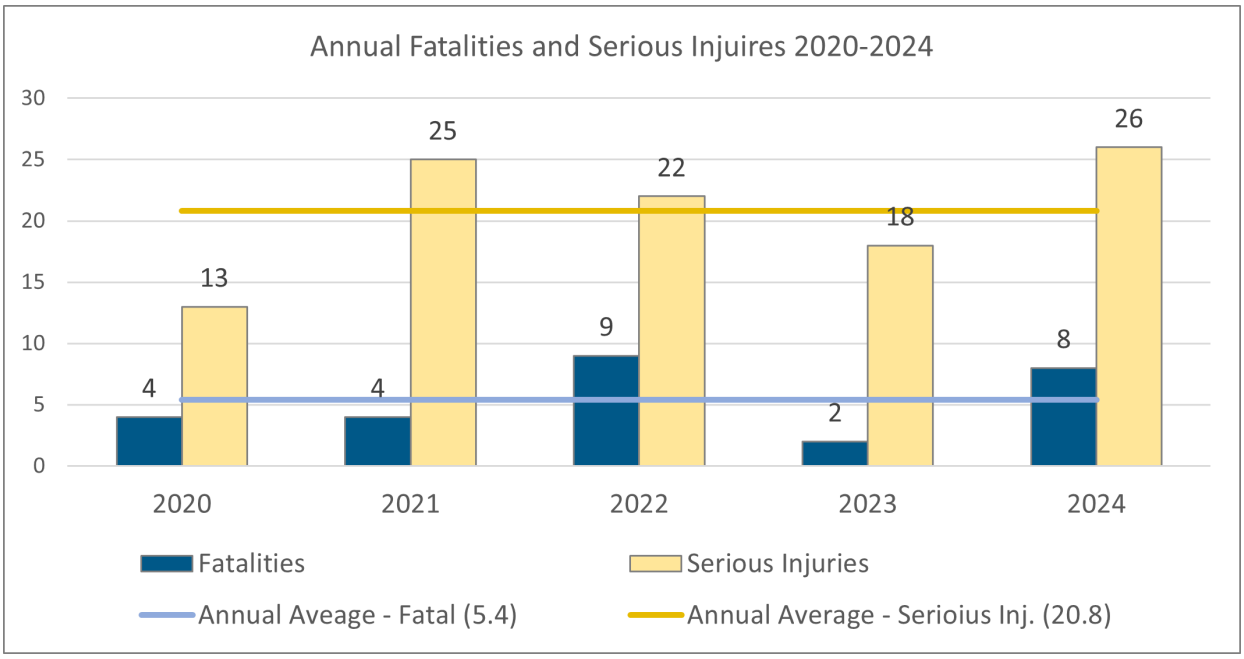


Figure 4. Annual Fatalities and Serious Injuries 2020-2024

Source: Iowa DOT 2020-2024 and Illinois DOT 2020-2023.

Data Note: 2024 values includes Iowa cities only. Illinois DOT crash data not available for 2024.

Target

Achieving a 50% reduction would lower the annual average of serious injuries from 20.8 to 10.4. Annual average fatalities would be reduced from 5.4 per year to 2.7. This translates to reducing serious injuries by approximately 10.4 every five years (or 0.392 per year) and fatalities by 2.7 every five years (or 0.108 per year). Over the full 25-year period, reaching this goal would prevent an estimated 127.4 serious injuries and save 35.1 lives. Figure 5 illustrates the reduction needed to meet the 50% by 2050 goal.

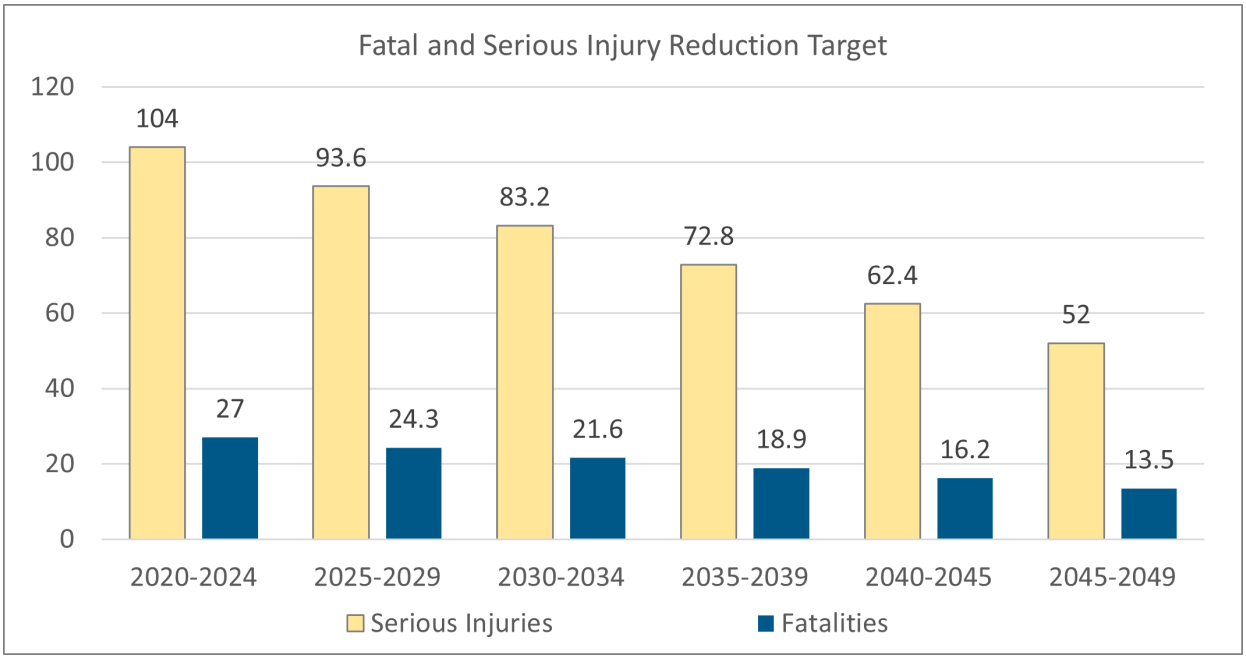


Figure 5. Fatal and Serious Injury Reduction Target

Engagement

A primary objective of the planning process was to conduct an inclusive engagement effort that ensured all community members and interested stakeholders had opportunities to participate. This effort included meetings with a broad range of stakeholders as well as providing opportunities for the general public to be involved in developing the plan. The following section summarizes the engagement process. Additional details about the input gathered are provided in **Appendix E.**

Multi-Disciplinary Safety Teams

The project team collected feedback throughout the planning process from the area's two existing Multi-Disciplinary Safety Teams (MDSTs) - one serving Clinton County and the other serving Dubuque County. MDSTs bring together a wide range of state and local participants from various backgrounds. Local MDST membership typically includes, law enforcement and emergency response agencies, 911 communications staff, city and county engineers and administrators, and emergency management agencies. Quarterly MDST meetings are facilitated by DMATS and RPA 8 staff.

Iowa's statewide MDST program is a coordinated effort between the Iowa Local Technical Assistance Program (LTAP), the Iowa Department of Transportation, and the Iowa Governor's Traffic Safety Bureau. This partnership helps support the development and operation of local MDSTs to help identify and resolve local crash causes and enhance crash response practices.

In areas without an existing MDST, the project team convened representatives from agencies typically in MDSTs to participate in the planning process, with the idea that these groups could form an official MDST in the future.

Survey

The project team created two online surveys to collect public input for the project, a standard questionnaire, and a map-based survey.

The standard questionnaire included six general questions about transportation safety. Participants could complete the survey for multiple cities. For example, a respondent could provide input for the city where they live, the city where they work, and a city that they frequently visit. The questionnaire accomplished this by first asking the participant to select a city, and then asking them to state their relationship to the city, i.e. I live here, I work here.

The third question asked the participants to indicate which modes of transportation they have used within the last year, and the fourth question asked them to rate the safety of each mode on a scale of one to five. Question five asked participants to rank five safety priorities from most important to least important. The sixth and final question was an open-ended comment box for additional feedback.

In total, the standard questionnaire collected a total of 141 responses.

The map-based survey allowed participants to provide their safety insights for specific locations. Participants began by selecting a category for their safety concern. Options included crash or near crash, pedestrian safety issue, bicyclist safety issue, driver safety issue, wheelchair or mobility device issue, or transit (bus) rider safety issue. An "other" option allowed users to describe additional issues.

Participants then selected a point location using the GPS location of their device, searching for a street address, or by finding it on a map. The survey concluded with an open-ended comment box where the participants could describe the safety issue and suggest solutions. The map survey collected a total of 54 responses for locations across the study area. A Full Results of the survey are presented in **Appendix E.**

Community Events

Throughout the planning process, the project team held a series of in-person community engagement events across the study area. Rather than hosting standalone events, the team participated in existing community gatherings such as neighborhood association meetings and farmers markets. These venues were effective because they attracted a wide range of people from across the community, including those less likely to attend a traditional public meetings. These types of events are common across the participating communities, and often draw in people from neighboring ares, offering all residents an opportunity to get involved.

FARMERS MARKETS

At the farmers markets, the team set up a tent with informational displays and distributed flyers summarizing the project. Flyers and displays included QR codes linking directly to the project website and survey. Team members at the market spoke with attendees about their safety concerns and encouraged them to write those concerns on sticky notes and place them on a comment board.

NEIGHBORHOOD ASSOCIATION MEETINGS

At the neighborhood association meetings, the team gave a brief presentation covering the purpose of the plan and an overview of the planning process, Attendees were invited to share their ideas though discussions and written comments. Flyers and comment forms were distributed, and participants were encouraged go to the project website and to complete the survey. Comment forms were collected at the end of the meetings.

Over the course of several events and conversations with local residents, the team learned about a wide range of safety concerns. Many discussed specific problem locations within their communities such as frequent crash or near miss locations, dangerous intersections, and locations in need of pedestrian crossing improvements. Other common concerns included speeding traffic, limited public transit options, and the need for more sidewalks, trails, and bicycle infrastructure. Distracted and impaired driving also emerged as major concerns with many sharing examples of crashes or near misses that involved a driver distracted by their phone or under the influence of alcohol or drugs.

Events were held at farmers markets in DeWitt, Dubuque, Dyersville, Manchester, and Maquoketa and at the Downtown and North End neighborhood association meetings in Dubuque.

Image: Farmers market event Facebook post.

Image: Project information flyer

Photo: Engagement Event at the Dubuque Farmers Market, by ECIA.

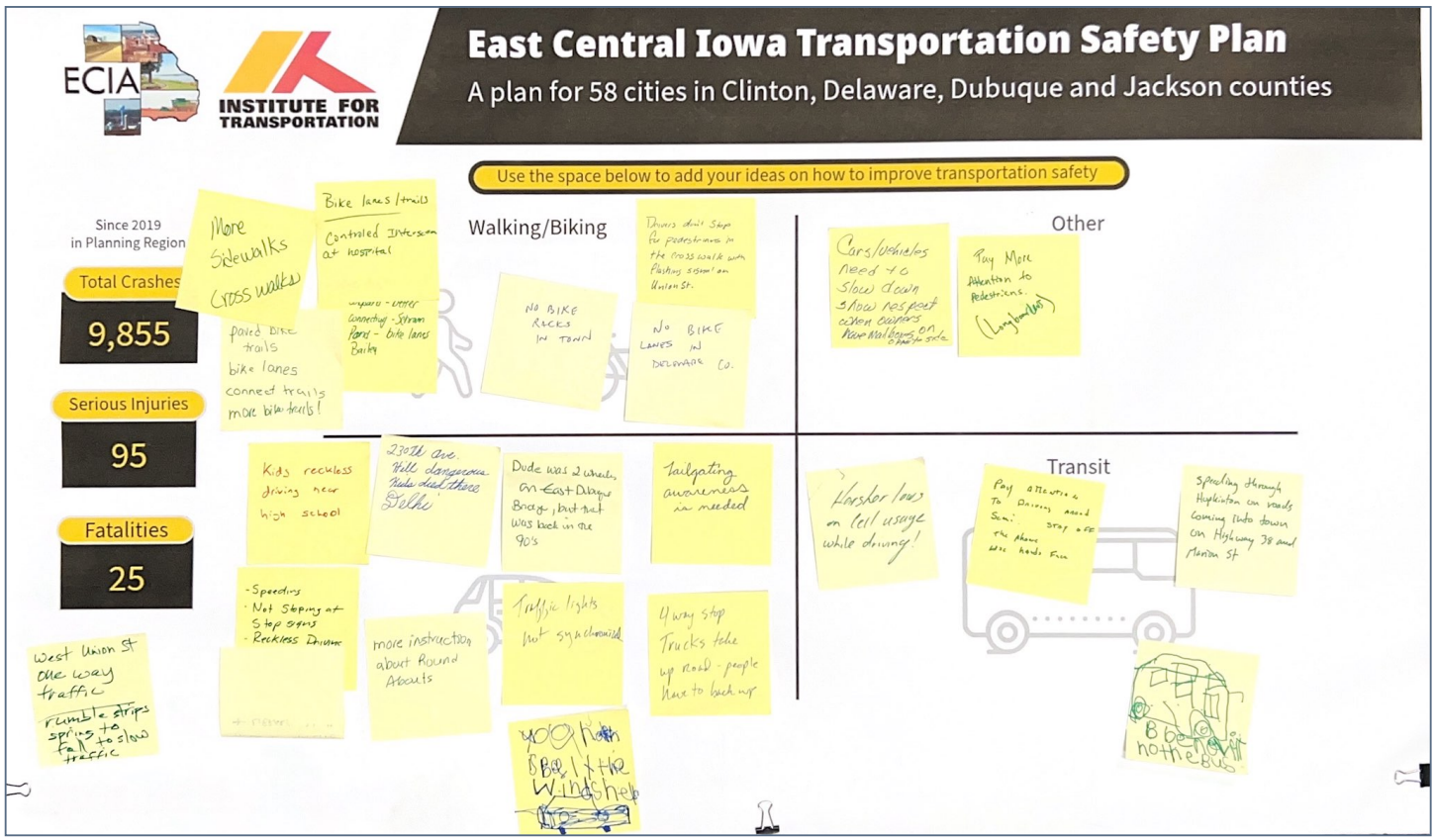


Image: Comment board from the Manchester Farmers Market, by ECIA.

Project Promotion

The project team created various promotional materials to help spread the word about the plan and encourage public involvement, including posters, flyers, press releases, and website and social media content. Promotion efforts led to news coverage in the local media the Dyersville Commercial, KMCH Radio, the Manchester Press, the Maquoketa Sentinel-Press, and the Telegraph Herald.

City Engagement

Given the plan's focus on improving transportation safety in the cities, it was critical to ensure that cities had the opportunity to get involved in its development. Early on, the project team set the goal of offering every city the opportunity to have a work session with the team to discuss community safety priorities, review specific problem locations, and explore solutions.

WORK SESSIONS AND SITE VISITS

The project team developed a city engagement plan to help coordinate and schedule these meetings. The team began by coordinating internally to determine their availability and then used an online scheduling service that allowed cities to book meetings at times the team members were available. Meetings were conducted over zoom. The length of each meeting was generally proportional to the size of the city, with smaller city sessions lasting approximately 30 minutes while larger could take an hour or more.

All participating cites were invited to schedule a work session by email and regular mail. Each city selected who they wanted to participate in the session. Common participants included city clerks, city administrators/managers, mayors, council members, engineers, public works directors, and police chiefs.

The work sessions began with a discussion of community crash data which had been compiled by project team prior to the meeting. The team then led a review of various locations in the community using GIS maps, areal and street view photography. Locations were selected based on crash history or the city representatives' local knowledge.

The cities that participated in an work session included: Asbury, Bellevue, Delhi, DeWitt, Dubuque, Epworth, Graf, Lost Nation, Luxemburg, Manchester, Maquoketa, Miles, New Vienna, Peosta, and Wheatland.

The project team also conducted a site visit in June 2024 to observe conditions in the Dubuque metropolitan area and visit key locations.

ADDITIONAL CITY ENGAGEMENT

In addition to the work session meetings, the project team encouraged cities to reach out by phone or email to discuss safety concerns and explore possible solutions. This approach worked well for some of the smallest communities, which have a smaller area to cover and only one or two locations to review with the team. Several larger cities also contacted the team to ask follow-up questions or provide additional information.

Project team members also engaged cities through regular ECIA-hosted meetings with mayors, administrators, clerks, and other city officials. Some of these meetings were organized at the county level, while others convened officials from across the full five-county ECIA region. These meetings allow community officials to share information on common issues, receive training, and network with colleagues. The meetings were used to distribute information about the transportation safety planning process, encourage city officials to participate, and to collect feedback.

The project team also met with regularly with groups that focus on community or transportation related issues. This included meeting with the City of Dubuque's Office of Shared Prosperity and its Safe Routes to School group. The team also discussed the plan with Ride the Rail (a local passenger rail interest group),

Tri-State Trial Vision (a bicycle and pedestrian advocacy group), regional Transit Action Groups (TAG), and Dubuque Forward (a group that promotes a variety of community projects).

Community Engagement Follow-Up

As part of the public engagement process, the project team met with community officials and residents to gather first-hand accounts of safety concerns at specific locations within their neighborhoods.

Each concern collected through the surveys, community events, and city work sessions was documented and reviewed by the project team. Locations were evaluated using Google Street View and the Iowa DOT's Pathweb imagery. Based on these evaluations, the project team identified and recommended potential safety countermeasures appropriate to each location.

The perspectives and experiences shared by community members provided critical context beyond what could be derived from data alone, ensuring that proposed solutions are responsive to on-the-ground conditions and community priorities.

Additional information regarding these areas of concern, including countermeasure recommendations is provided in **Appendix A** and **Appendix B**, under Other Locations Shared by Agencies and Public Survey Concerns.

Photo: Manchester Farmers Market Facebook Post

Key Emphasis Areas

Statewide Key Emphasis Areas

The Federal Highway Administration (FHWA) requires state departments of transportation to develop a Strategic Highway Safety Plan (SHSP) using a data-driven approach to identify key emphasis areas and strategies with the greatest potential to reduce highway fatalities and serious injuries.

The Iowa Department of Transportation (Iowa DOT), along with several other states, has modeled its SHSP on a national framework developed by the American Association of State Highway and Transportation Officials (AASHTO).

Iowa DOT's current SHSP covers the five-year period from 2024 to 2028. It includes 18 Key Emphasis Areas developed with input from transportation safety professionals across the state. These emphasis areas are organized into five safe system elements, consistent with the national Safe System Approach.

This Transportation Safety Plan will incorporate the Iowa DOT's 2024–2028 SHSP Emphasis Areas to support the shared state and regional goal of eliminating roadway fatalities and serious injuries. In addition to these statewide priorities, this plan integrates locally identified emphasis areas developed through this planning process. The state's emphasis areas are listed below, followed by local safety priorities in the next section. The list of statewide priorities includes the percentage of all statewide fatalities and serious injuries attributed to each.

Safer People

Bicyclists | 3% - A person who rides a pedal-driven vehicle.

Distracted Driving | 15% - Any driving or non-driving activity that takes a driver or non-motorist's focus off the task of navigating the roadway (phone use, eating, drinking, smoking, passengers, fatigue)

Occupant Protection | 37% - No restraint or protective device (such as a seatbelt, child restraint system, helmet, or other device).

Older Drivers | 19% – 65 and older.

Pedestrians | 6% - A person walking or in a wheelchair.

Impairment Involved | 23% - When any driver or non-motorist is found to be under the influence of drugs or alcohol, which includes those who have a positive drug or alcohol test or who refused to be tested.

Younger Drivers | 19% - 14 to 20 years old.

Safer Vehicles

Heavy Trucks | 9% - A large motor vehicle used for transporting goods or materials weighing 10,000 pounds or more.

Other Special Vehicles | 2% - Includes buses and farm equipment.

Motorcycles | 17% - Two or three-wheeled motor vehicle steered by a handlebar.

Trains | 0.4% - A series of railroad cars moved as a unit by a locomotive or by integral motors.

Safer Roads

Intersections | 29% - Junction where two or more roads converge, diverge, meet, or cross at the same grade.

Lane Departures | 53% - Vehicle leaves the travel lane, encroaches onto the shoulder, or crosses the centerline or median and crashes; this Emphasis Area encompasses roadside collisions.

Local Roads | 69% - Roads not owned by the Iowa DOT, such as city or county roads.

Roadside Collisions | 40% - When a vehicle departs the roadway and crashes into a natural or artificial object.

Winter Road Conditions | 6% - Conditions such as snow, ice, and slush.

Work Zones | 2% - An area of a road with construction, maintenance, or utility work activities.

Safer Speeds

Speed-Related | 52% - Driver consciously choosing an inappropriate speed or inappropriately responding to the roadway conditions (e.g., during weather events such as ice or fog)

The full Iowa Five-Year Strategic Highway Safety Plan (SHSP) 2024-2028 is available on the Iowa DOT's website.

https://iowadot.gov/consultants-contractors/traffic-safety/programs/Iowa-strategic-highway-safety-plan-shsp

Local Key Emphasis Areas

Through engagement efforts and data analysis conducted during the planning process, the following local safety priorities were identified. These priorities should be considered alongside Iowa DOT's Key Emphasis Areas to guide future safety improvements.

Excessive Speed

Excessive speed is a widespread issue, especially in smaller communities where highways pass directly through town. These communities often have limited resources to enforce traffic laws, making it difficult to address speeding effectively.

Walking and Biking

Many communities lack safe walking and biking routes to schools, businesses, and other key destinations. This makes crossing busy roads hazardous. Specific concerns include children walking to school on the outskirts of town and residents crossing a highway on foot to reach nearby stores or services.

Reckless / Careless Driving

Impaired and distracted driving remain significant concerns across the region, contributing to increased crash risks. Addressing these high-risk behaviors will require a combination of infrastructure changes, educational campaigns, and law enforcement strategies.

Hidden High-Risk Areas

High-risk locations are not always apparent in crash data, particularly in smaller communities with lower traffic volumes, where a lower number of crashes makes identifying trends more difficult. Achieving the goals of this plan will require implementing safety improvements in locations that may not show up in a crash data analysis.

Funding

Although many communities have identified high-risk areas, they often lack the financial resources to implement needed safety improvements. In some cases, federal funding is available, but local agencies may not have the staff capacity or expertise to apply for and manage these grants. Identifying and expanding funding strategies—especially those tailored to small and rural communities—will be essential to reducing fatalities and serious injuries.

Public Transit and Taxi Service

Many communities have limited access to transit or taxi services. Expanding the availability of these transportation options can improve quality of life and increase access to opportunities for area residents. It can also enhance safety in the region by providing alternatives for individuals who are unable to drive due to physical disabilities. Additionally, transit and taxi services offer a safe option for those who might otherwise drive while impaired by drugs or alcohol.

Arterial and Collector Roads and Intersections

Crash data shows that within cities, higher-volume roads with a mix of land uses and frequent access points have a greater number of fatal and serious injury crashes. These roads are also more difficult for pedestrians to cross safely. Many serious crashes occur at intersections along these corridors.

Highways and Small Communities

In many small communities, the city's main street also functions as a county or state highway. These roadways serve a dual purpose: providing access to local businesses while accommodating regional traffic. This dual role can create safety challenges, as local activity must share the roadway with higher traffic speeds and volumes associated with highway travel. Striking the right balance between making these streets safe for local use and maintaining efficient through traffic is critical for many of the region's small towns.

ATV and UTV Safety

Changes in state law have led to a significant increase in the number of All-Terrain Vehicles (ATVs) and Utility Task Vehicles (UTVs) operating on public roads. This has corresponded with a rise in injuries and fatalities involving these vehicles. Targeted safety programs may help reduce crash risk and improve outcomes for ATV and UTV users.

Countermeasures

Transportation safety countermeasures are essential tools for improving transportation safety and creating safer communities. Based on information gathered throughout the planning process, the project team identified a range of countermeasures and strategies that may be applicable at locations identified through the data analysis conducted during plan development.

Each countermeasure includes a general summary of associated costs for planning purposes. Agencies interested in implementing a countermeasure should conduct a more detailed investigation to develop project-specific cost estimates, conduct benefit-cost analyses, and support funding decisions.

The countermeasures included in this plan are grouped into four broad categories based on the types of issues they address:

- Intersection
- Segment
- Bicycle and Pedestrian
- Behavioral and Policy

The countermeasures are summarized in tables that include the name of the countermeasure, followed by a short description, an approximate cost estimate, and a list of the emphasis areas addressed.

Intersection Countermeasures

Intersection Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Signal Optimization	Signal optimization involves adjusting and coordinating signal timings and patterns to improve traffic flow, reduce congestion, and enhance safety and efficiency at intersections and along the roadway network.	$100,000+	Intersections, Speed-related
All Red Clearance Signal Interval	Conversion to multiphase operation allows for the splitting of traffic movements for operational or safety purposes.	Up to $100,000 per intersection	Distracted Driving, Intersections, Impairment Involved, Younger Drivers, Older Drivers
Multi-Phase Signalization	Extending the all red clearance interval provides additional time for traffic to clear the intersection before the next green phase.	$2,000+	Bicyclists, Pedestrians, Younger Drivers, Older Drivers, Intersections, Heavy Trucks, Motorcycles
Install Retroreflective Backplate	A retroreflective backplate border would enhance nighttime visibility of the overall signal heads.	$50 per plate	Intersections, Older Drivers, Younger Drivers
Install Overhead Signal	Installing an overhead signal mast is intended to improve signal visibility by placing signal indications more within the line of sight of a driver rather than on the roadside.	Up to $500,000	Intersections
Reorient Signal	Reorienting a signal can also improve driver recognition of signal indications.	Agency hourly labor cost	Intersections
Install / Adjust Stop Bar	Install a stop bar where one was not previously installed, or moving an existing stop bar to a different location on an intersection approach to provide drivers with a better indication of where they should stop in order to view conflicting traffic.	$250 to $1,000 per approach	Intersections, Local Roads

Intersection Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Install Crosswalk	Add crosswalk markings at crosswalks where they are not currently present.	$0.50 to $15.00 per linear foot depending on number of crosswalks installed and materials used	Bicyclists, Pedestrians
Install Appropriate Pedestrian / Bike Signage	Install pedestrian or bicycle signage where it is not currently present.	$50 to $300 per sign	Bicyclists, Pedestrians
Clear Sight Distance / Visibility	Remove vegetation and other elements that block the ability of vehicles on different intersections from seeing approaching traffic further down an opposing roadway.	Varies from hundreds to thousands of dollars	Intersections
Add turn lane / Channelization	Addition of a right or left turn lane to increase storage capacity and separate turning movements from through movements.	$120,000 to $400,000	Intersections, Older Drivers, Younger Drivers
Add / Enhance Lighting	Add overhead street lighting at locations where it is not installed or additional lighting to enhance.	$2,000 to $4,000	Older Drivers, Pedestrians, Intersections, Local Roads
Roundabout / Alternate Intersection Design	Investigate design alternatives for a site, whether a roundabout or another type of configuration that could improve safety. The strategy would also include construction of an alternative design if feasible.	Varies depending on location (generally high cost)	Intersections
Install Turn Lane Markings	Paint (or repaint) pavement markings for turn lanes to provide better guidance and delineation to drivers.	$0.10 to $3.00 per linear foot depending on the materials used	Intersections
Install Signal Ahead Warning System	This system activates when a signal is in the process of changing from green to yellow, with the intention of altering approaching drivers to upcoming red signal.	Approximately $20,000	Intersections, Distracted Driving
Perform Vegetation Removal	Trim and clear roadside vegetation along roadway segments to open up sight lines and discourage animal habitation in close proximity to traffic.	Varies depending on the amount of trimming and removal needed (generally low cost)	Intersections, Local Roads
Add Pennants or Beacons to Stop Signs	Increase conspicuity of the signage and alert drivers to the stop condition.	$50 (pennants) up to $5,000 (beacons)	Intersections
Alternative Pedestrian Signaling	Implementation of user-activated pedestrian crossing signals such as Pedestrian Hybrid Beacons (PHB) besides those traditionally found at signalized intersections.	$150,000	Bicyclists, Pedestrians
Modify Winter Maintenance Operations	Perform more frequent maintenance patrols along a corridor or applying additional materials to encourage snowmelt and increase friction/traction.	Cost varies depending on strategy selected	Winter Road Conditions
Investigate / Implement Traffic Calming Measures	Employ strategies designed to slow down vehicle speeds, improve safety, and enhance the quality of life in urban and residential areas. They can include, but are not limited to, speed tables and humps, chicanes, raised crosswalks, roadway narrowing, and pedestrian refuge islands.	$2,000 to $40,000	Bicyclists, Pedestrians, Speed-Related, Intersections

Intersection Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Hardened Centerlines	Employed at intersections to address pedestrian safety by installing physical barriers (modular curbs or delineators) along the centerline of the roadway with the goal of forcing drivers to make slow, controlled turns.	$600 to $5,700	Bicyclists, Pedestrians

Segment Countermeasures

Segment Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Install / Upgrade / Move Signage	Install new, or upgrade or relocate existing signs to increase their visibility for drivers.	$50 to $300 per sign	Older Drivers, Younger Drivers, Local Roads, Roadside Conditions
Install Pennants or Flashing Beacons	Install metal pennants or flashing beacons to increase conspicuity and driver awareness or the approaching condition.	Pennants and hardware - $50 to $100 each Beacons - $500 to $1,700 each	Distracted Driving, Intersections. Local Roads
Install / Upgrade Pavement Markings	Install pavement markings (lane lines) in locations where they are not currently installed or upgrade existing markings to a more durable or enhanced material (thermoplastic).	$0.10 to $3.00 per linear foot depending on materials	Older Drivers, Lane Departures, Local Roads, Roadside Collisions
Install Crosswalk	Add crosswalk markings at crosswalks where they are not currently present.	$0.50 to $15.00 per linear foot depending on number of crosswalks installed and materials used	Bicyclists, Pedestrians
Install Appropriate Pedestrian / Bike Signage	Install pedestrian or bicycle signage where it is not currently present.	$50 to $300 per sign	Bicyclists, Pedestrians
Install Rapid Rectangular Flashing Beacon (RRFB)	Device installed below pedestrian warning signs at uncontrolled, marked crosswalks, which consists of two rectangular yellow lights that flash rapidly when activated by a pedestrian pressing a button.	$10,000+ per crosswalk	Bicyclists, Pedestrians
Improve Bike / Pedestrian Facility	Implement improvements to an existing bicycle or pedestrian facility.	Varies by improvement	Bicyclists, Pedestrians
Delineate / Remove / Relocate Utility or Other Roadside Objects	Add retroreflective tape or object markers to delineate a fixed object.		
Remove or relocate the object away from the roadway or entirely.	$5.00 (delineation with tape) to $10,000+	Lane Departures, Local Roads, Roadside Conditions	
Restrict / Remove Parking	Remove or limit parking in the vicinity immediately adjacent to an intersection to open up the sight triangle for drivers on other approaches.	$100 to $500	Intersections
Access Management	Control of the location, spacing, design, and operation of driveways, intersections, and other points where vehicles enter or exit the roadway.	Varies depending on location (generally high cost)	Intersections, Local Roads

Segment Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Add / Enhance Lighting	Add overhead street lighting at locations where it is not installed or additional lighting to enhance.	$2,000 to $4,000	Older Drivers, Pedestrians, Intersections, Local Roads
Road Geometry Improvements	Redesign and reconstruct a roadway to remove curvature, widen lanes, implement traffic calming features, and other design elements.	Varies depending on location (generally high cost)	Lane Departures, Roadside Collisions
Install Barrier	Add guardrail to prevent roadway departures as well as shield substantial fixed objects of the roadside that represent a striking hazard.	$30 to $80 per foot	Lane Departures, Roadside Collisions
Apply Surface Friction Treatment	Add material to an existing pavement surface to increase available friction and assist vehicles in stopping.	$25 to $50 per square yard	Local Roads, Lane Departures
Relocate Bus Stop	Move a bus stop to be in closer proximity to an intersection to facilitate pedestrian crossings at the nearby intersection.	Varies depending on location (generally low cost)	Pedestrians
Add Rumble Strips	Add shoulder and/or centerline rumble strips along a roadway segment to alert drivers of lane departures.	$0.10 to $1.20 per linear foot	Distracted Driving, Lane Departures, Roadside Collisions, Impairment Involved
Employ Speed Feedback Signs	Employ digital sign boards to display the speed of approaching vehicles and alert drivers if they are exceeding the speed limit.	$2,500 to $7,500	Speed-Related
Provide / Improve Delineation	The installation of low cost delineators, such as reflectors or retroreflective sheeting, to alert drivers to the presence of a roadside obstacle.	Between $30 and $60	Lane Departures, Roadside Collisions
Add Curbing	Add curbs to keep vehicles on the roadway along lower speed urbanized corridors, as well as facilitate roadway drainage.	Between $5 to $18, depending on the design used and material costs	Lane Departures
Perform Vegetation Removal	Trim and clear roadside vegetation along roadway segments to open up sight lines and discourage animal habitation in close proximity to traffic.	Varies depending on the amount of trimming and removal needed (generally low cost)	Intersections, Local Roads
Review Speeds and Adjust Speed Limits	Collection and analysis of current speed data along a roadway to determine if a new speed limit is needed.	$1000+	Speed-Related
Modify Winter Maintenance Operations	Perform more frequent maintenance patrols along a corridor or applying additional materials to encourage snowmelt and increase friction/traction.	Cost varies depending on strategy selected	Winter Road Conditions
Add Shoulders or Widen Lanes	Provide drivers with additional room to drive or space to recover if they are leaving the roadway.	The cost of this strategy varies (generally high cost)	Lane Departures, Roadside Collisions, Local Roads
Investigate Animal Mitigation Strategies	Install fencing along a roadway segment.	$42,000 to $64,000 per mile	Local Roads
Investigate / Implement Traffic Calming Measures	Employ strategies designed to slow down vehicle speeds, improve safety, and enhance the quality of life in urban and residential areas. They can include, but are not limited to, speed tables and humps, chicanes, raised crosswalks, roadway narrowing, and pedestrian refuge islands.	$2,000 to $40,000	Bicyclists, Pedestrians, Speed-Related, Intersections

Bicycle and Pedestrian Countermeasures

Bike and Ped Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Multi-Phase Signalization	Extending the all red clearance interval provides additional time for traffic to clear the intersection before the next green phase.	$2,000+	Bicyclists, Pedestrians, Younger Drivers, Older Drivers, Intersections, Heavy Trucks, Motorcycles
Install Crosswalk	Add crosswalk markings at crosswalks where they are not currently present.	$0.50 to $15.00 per linear foot depending on number of crosswalks installed and materials used	Bicyclists, Pedestrians
Install Appropriate Pedestrian / Bike Signage	Install pedestrian or bicycle signage where it is not currently present.	$50 to $300 per sign	Bicyclists, Pedestrians
Install Rapid Rectangular Flashing Beacon (RRFB)	Device installed below pedestrian warning signs at uncontrolled, marked crosswalks, which consists of two rectangular yellow lights that flash rapidly when activated by a pedestrian pressing a button.	$10,000+ per crosswalk	Bicyclists, Pedestrians
Improve Bike / Pedestrian Facility	Implement improvements to an existing bicycle or pedestrian facility.	Varies by improvement	Bicyclists, Pedestrians
Relocate Bus Stop	Move a bus stop to be in closer proximity to an intersection to facilitate pedestrian crossings at the nearby intersection.	Varies depending on location (generally low cost)	Pedestrians
Alternative Pedestrian Signaling	Implementation of user-activated pedestrian crossing signals such as Pedestrian Hybrid Beacons (PHB) besides those traditionally found at signalized intersections.	$150,000	Bicyclists, Pedestrians
Investigate / Implement Traffic Calming Measures	Employ strategies designed to slow down vehicle speeds, improve safety, and enhance the quality of life in urban and residential areas. They can include, but are not limited to, speed tables and humps, chicanes, raised crosswalks, roadway narrowing, and pedestrian refuge islands.	$2,000 to $40,000	Bicyclists, Pedestrians, Speed-Related, Intersections
Hardened Centerlines	Employed at intersections to address pedestrian safety by installing physical barriers (modular curbs or delineators) along the centerline of the roadway with the goal of forcing drivers to make slow, controlled turns.	$600 to $5,700	Bicyclists, Pedestrians
Increase Visibility at Pedestrian Crossings	Increase the presence of enforcement in the vicinity of pedestrian crossings to promote safe pedestrian behavior and deter unsafe driving practices related to pedestrian safety.	Generally low, as this approach would involve stationing one or two patrol cars and officers in proximity of crossing areas during peak periods.	Bicyclists, Pedestrians
Bicycle Helmet Use Education	Use of public education campaigns, whether through media or in-person visits (in schools) to educate bicyclists on the importance of using helmets when riding.	Varies depending on approach taken (print media, television, in-person classroom visits, etc.), but generally low cost	Bicyclists

Behavioral and Policy Counter Measures

Behavioral and Policy Countermeasure	Description	Cost (approx.)	Emphasis Area(s) Addressed
Public Education	Conduct education campaigns for specific traffic safety issues in the area, such as speeding, red light running, distracted driving, etc.	Can range in cost from free to tens of thousands of dollars	Older Drivers, Younger Drivers, Bicyclists, Pedestrians, Distracted Driving, Impairment Involved, Work Zones, Winter Road Conditions, Intersections, Motorcycles, Speed-related
Conduct Targeted Enforcement	The deployment of law enforcement along a corridor to target driver behaviors that contribute to specific, targeted crash types. This might include speeding, distracted driving, red light running, etc.	The cost of this strategy varies (generally low cost)	Speed-Related, Impairment Involved, Distracted Driving, Occupant Protection, Work Zones, Intersections
Review Speeds and Adjust Speed Limits	Collection and analysis of current speed data along a roadway to determine if a new speed limit is needed.	$1000+	Speed-Related
Implement High Visibility Saturation Patrols	Employ a large number of officers concentrated in a specific area to enforce traffic laws and deter potential violations.	Varies depending on the number of officers involved, whether overtime pay is required, etc. (generally considered low cost)	Distracted Driving, Occupant Protection, Impairment Involved, Intersections, Work Zones, Speed-Related
Implement Sobriety Checkpoints	Stop vehicles at a predetermined location to assess drivers for signs of impairment due to alcohol or drugs.	Varies depending on the number of officers involved, whether overtime pay is required, etc. (generally considered low cost)	Impairment Involved
Implement High Visibility Speed Enforcement	Address speeding through a combination of highly visible police presence and targeted enforcement at specific locations.	Varies depending on the number of officers involved, whether overtime pay is required, etc. (generally considered low cost)	Speed-Related
Implement High Visibility Distracted Driving Enforcement	Employ highly visible police presence and enforcement at specific locations to deter drivers from using electronic devices or engaging in other distracting behaviors while driving.	Varies depending on the number of officers involved, whether overtime pay is required, etc. (generally considered low cost)	Distracted Driving
Increase Visibility at Pedestrian Crossings	Increase the presence of enforcement in the vicinity of pedestrian crossings to promote safe pedestrian behavior and deter unsafe driving practices related to pedestrian safety.	Generally low, as this approach would involve stationing one or two patrol cars and officers in proximity of crossing areas during peak periods.	Bicyclists, Pedestrians
Bicycle Helmet Use Education	Use of public education campaigns, whether through media or in-person visits (in schools) to educate bicyclists on the importance of using helmets when riding.	Varies depending on approach taken (print media, television, in-person classroom visits, etc.), but generally low cost	Bicyclists

Safety Analysis

A key element of this transportation safety plan is using a data-driven approach to systematically identify problem areas and direct limited resources to where they will have the most impact. This method ensures that safety decisions are grounded in evidence, aligning with best practices from the Federal Highway Administration and state departments of transportation.

The analysis is divided into three main components:

1. Area-Wide Crash Summary – Combines crash data from all participating cities to identify long-term patterns and trends in traffic safety. This high-level view helps reveal issues common across multiple communities.
2. Potential for Crash Reduction (PCR)–Based Network Screening – Uses statistical methods to screen the road network and highlight specific intersections and roadway segments where safety improvements are likely to yield the greatest reduction in crashes. Once these locations were identified, additional review was conducted to develop tailored countermeasure recommendations.
3. City Overview Reports - Present a general analysis of the study area cities, focusing on population, traffic, crash experience (including crash rates) and infrastructure assessment. The primary objectives of these analyses were to present trends, compare local data with regional and state data and note possible safety improvements, particularly for vulnerable road users. The City Overview Reports are included in **Appendix D**.

The results of these analyses will guide local and regional safety investments, support competitive funding applications, and inform engineering, enforcement, and education strategies.

Area-Wide Crash Summary

The project team used the Iowa Department of Transportation's (Iowa DOT) Iowa Crash Analysis Tool (ICAT) to analyze crash data for all 57 Iowa cities. Crash data for the city of East Dubuque was provided by the Illinois Department of Transportation (Illinois DOT). Where possible, data from the two state D Therefore, the following sections present a general analysis of selected agencies,

focusing on population, traffic, crash experience (including crash rates) and infrastructure assessment.

The primary objectives of these analyses were to present trends, compare local data with regional and

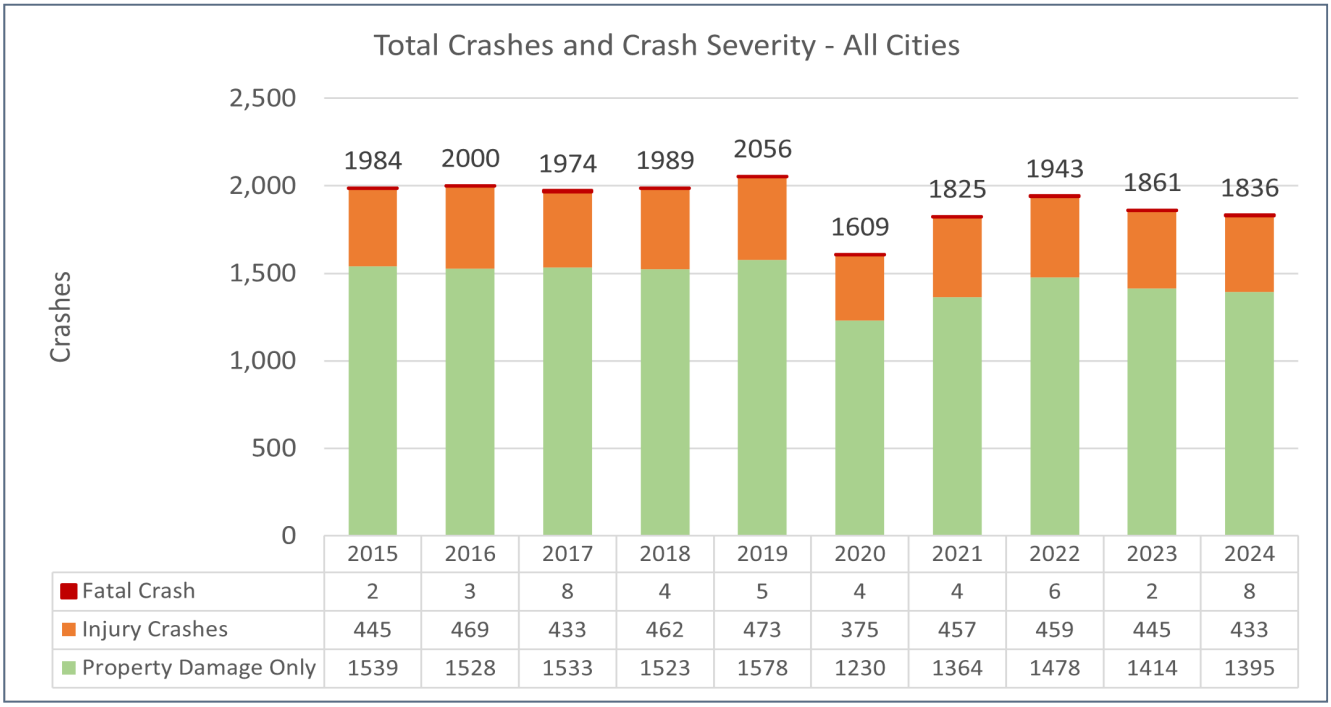
state data and note possible safety improvements, particularly for vulnerable road users. OTs were combined for analysis, though differences in data formatting and availability occasionally limited this effort.

For example, Iowa DOT crash data was available through the end of 2024, while Illinois DOT data was only available through the end of 2023. Unless otherwise noted, all charts and tables in this section include data from both the 57 Iowa cities and East Dubuque. If a chart or table includes a different geographic scope or timeframe, a clarifying note will be provided.

TOTAL CRASHES

Figure 6 charts the total number of crashes that occurred across all study area cities from 2015 to 2024. During the first half the ten-year period, total crashes remained steady at around 2,000 per year. In 2020, at the start of the COVID -19 pandemic, total crashes fell as events were canceled and many people worked from home, reducing overall traffic volumes. Crash totals increased in 2021 and 2022, nearly reaching pre-pandemic levels. However, the last two years of the period, 2023 and 2024, have seen crashes decline slightly.

The figure also provides the number of injury and fatal crashes for each of the ten years. Injury crashes generally followed the same pattern as total crashes total crashes: stable from 2015-2019, a pandemic-related drop in 2020, an increase in 2021 and 2022, and a leveling off in 2023 and 2024. Fatal crashes, being smaller in number, fluctuated from year to year with no clear trend. The area has averaged 4.9 fatal crashes annually, with yearly totals ranging from two to eight.



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatal Crash	2	3	8	4	5	4	4	6	2	8
Injury Crashes	445	469	433	462	473	375	457	459	445	433
Property Damage Only	1539	1528	1533	1523	1578	1230	1364	1478	1414	1395

Figure 6. Total Crashes and Crash Severity– All Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: 2024 values include Iowa cities only. Illinois DOT crash data not available for 2024

INJURIES

Both Iowa and Illinois use the KABCO scoring classification system for organizing injury data. However, the two states use slightly different definitions for each category. For the purposes of this section of the study, the injury data will be combined based on their KABCO rating. KABCO definitions for both Iowa and Illinois is provided in Table 3. Figures 7, 8, and 9 provide the total number of annual injuries by type.

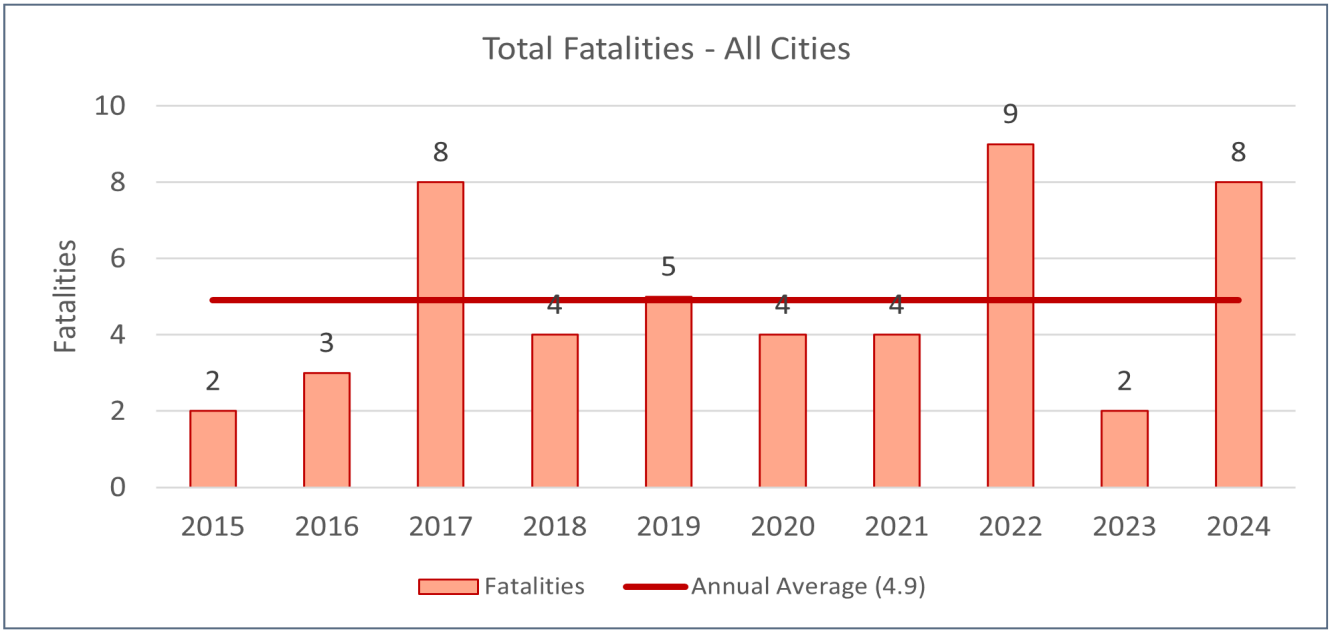


Figure 7. Total Fatalities – All Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: 2024 values include Iowa cities only. Illinois DOT crash data not available for 2024

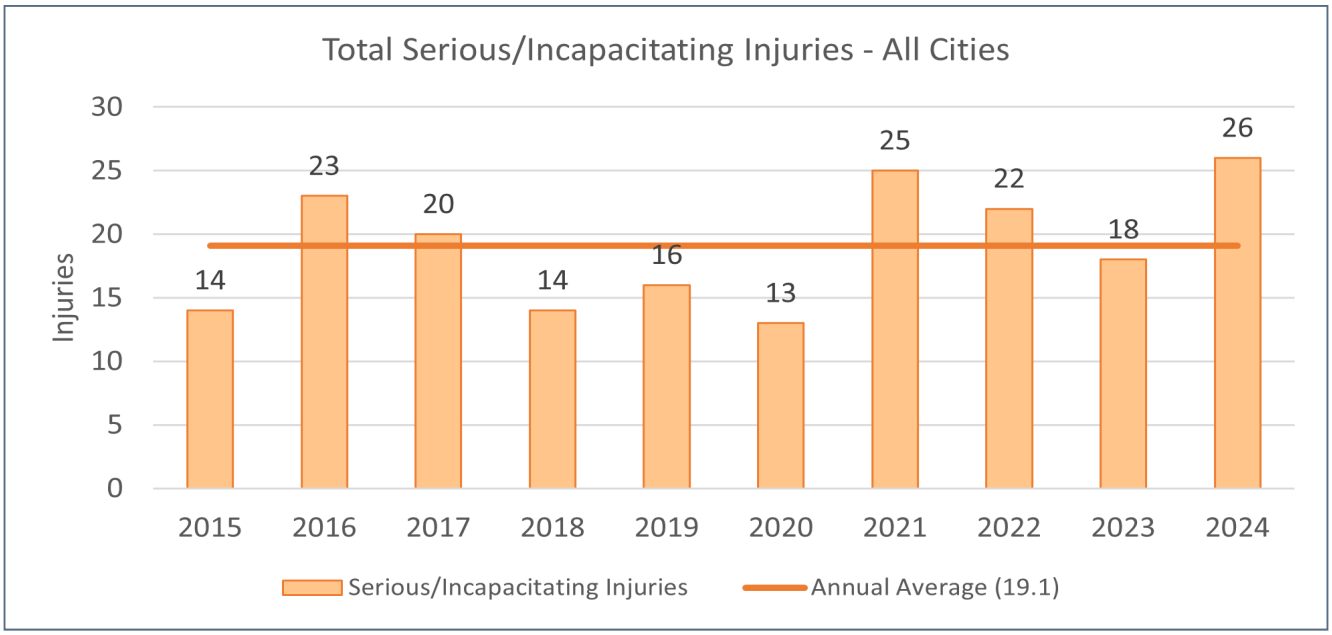


Figure 8. Total Serious/Incapacitating Injuries – All Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: 2024 values include Iowa cities only. Illinois DOT crash data not available for 2024

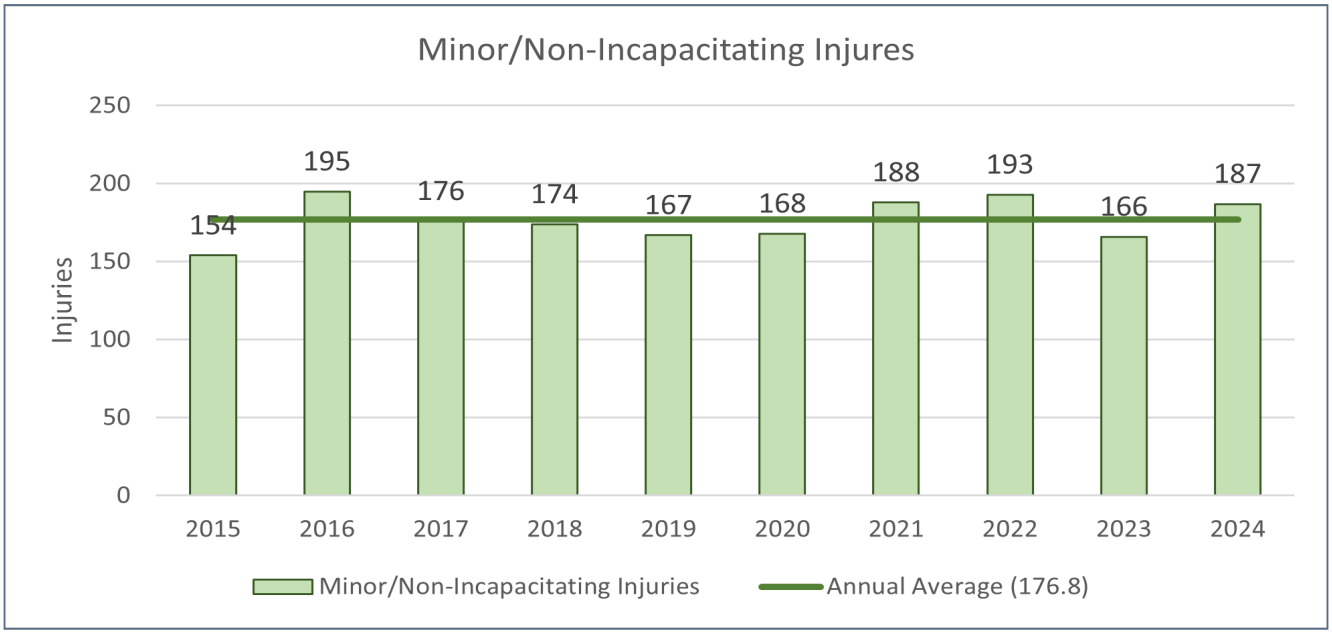


Figure 9. Total Minor/Non-Incapacitating Injuries – All Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: 2024 values include Iowa cities only. Illinois DOT crash data not available for 2024

Table 3. KABCO Injury Classification Scale Definitions

Iowa KABCO Injury Classification Scale Definitions		
Injury Codes	**Conversion**	**Definitions/Instructions/Notes**
1. Fatal	K	Used when a fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at this scene, but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute of fatal injury.
2. Suspected serious/ incapacitating	A	Used when any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. This includes severe lacerations (exposure of underlying tissues/muscle/organs or resulting in significant loss of blood); broken or distorted limbs (arm or leg); skull, chest injuries or abdominal injuries other than bruises or minor lacerations; crush injuries; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness at or when taken from the crash scene; and unable to leave the crash scene without assistance (paralysis). This does not include momentary unconsciousness. .
3. Suspected minor/non-incapacitating	B	Used when a minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/ muscle. This does not include limping.
4. Possible (complaint of pain/injury)	C	Used when a possible injury is an injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
5. Uninjured	O	Used when there is no apparent injury and there is no reason to believe the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.
7. Fatal, not crash related		Used when the vehicle fatalities that are involved in a motor vehicle crash have died from natural causes such as a stroke, heart attack, or from a homicide or suicide
9. Unknown	U	Used when the person has left the scene and is unknown.
Illinois KABCO Injury Classification Scale Definitions		
K – Fatal	K	A fatal crash is a traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.
A. Incapacitating Injury	A	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries
B. Non-incapacitating Injury	B	Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. This includes lumps on the head, abrasions, bruises, minor lacerations.
C. Reported/ Not evident	C	Any injury reported or claimed which is not listed above. This includes momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.
O. No indication of injury	O	

Source: Federal Highway Administration, Accessed Nov. 2025.

KEY EMPHASIS AREAS

Crash data were also analyzed using the State of Iowa's 18 Key Emphasis Areas as defined in the Iowa Strategic Highway Safety Plan (SHSP). The data used comes from the Iowa DOT ICAT tool which allows users to filter crashes by these categories.

Figure 10 charts the total number of fatalities and serious injuries for each of the 18 emphasis areas. The data includes crashes from the 57 Iowa cities only (comparable data from the Illinois DOT is unavailable). Figure 11 displays each emphasis area's share of total fatalities and serious injuries as a percentage. Iowa's statewide percentages are also shown for comparison.

Note that a single crash can fall into multiple emphasis areas. As a result, the totals in these figures will not match the overall crash totals shown earlier, and the percentages will not add up to 100%. For details on how crashes are assigned to emphasis areas, see: https://ia.iowadot.gov/traffic/Derivation-of-Iowa-DOT-Key-Emphasis-Areas.pdf.

Local crash patterns generally align with statewide trends, with a few key differences. Cities report higher percentages of fatalities and serious injuries in the following categories:

- Local Roads
- Intersections
- Impairment Involved
- Motorcycles

Conversely, cities report lower percentages in:

- Speed-Related
- Lane Departures
- Occupant Protection
- Roadside Collisions

These differences are likely due, at least in part, to the types of roadways each jurisdiction manages. Cities maintain more miles of local roads, which are more prone to intersection and impairment-related crashes. The Iowa DOT oversees a greater share of highways, where crashes related to speed, lane departures, and road-side hazards are more common.

Photo: Children crossing the street at a crosswalk, by Adobe Express

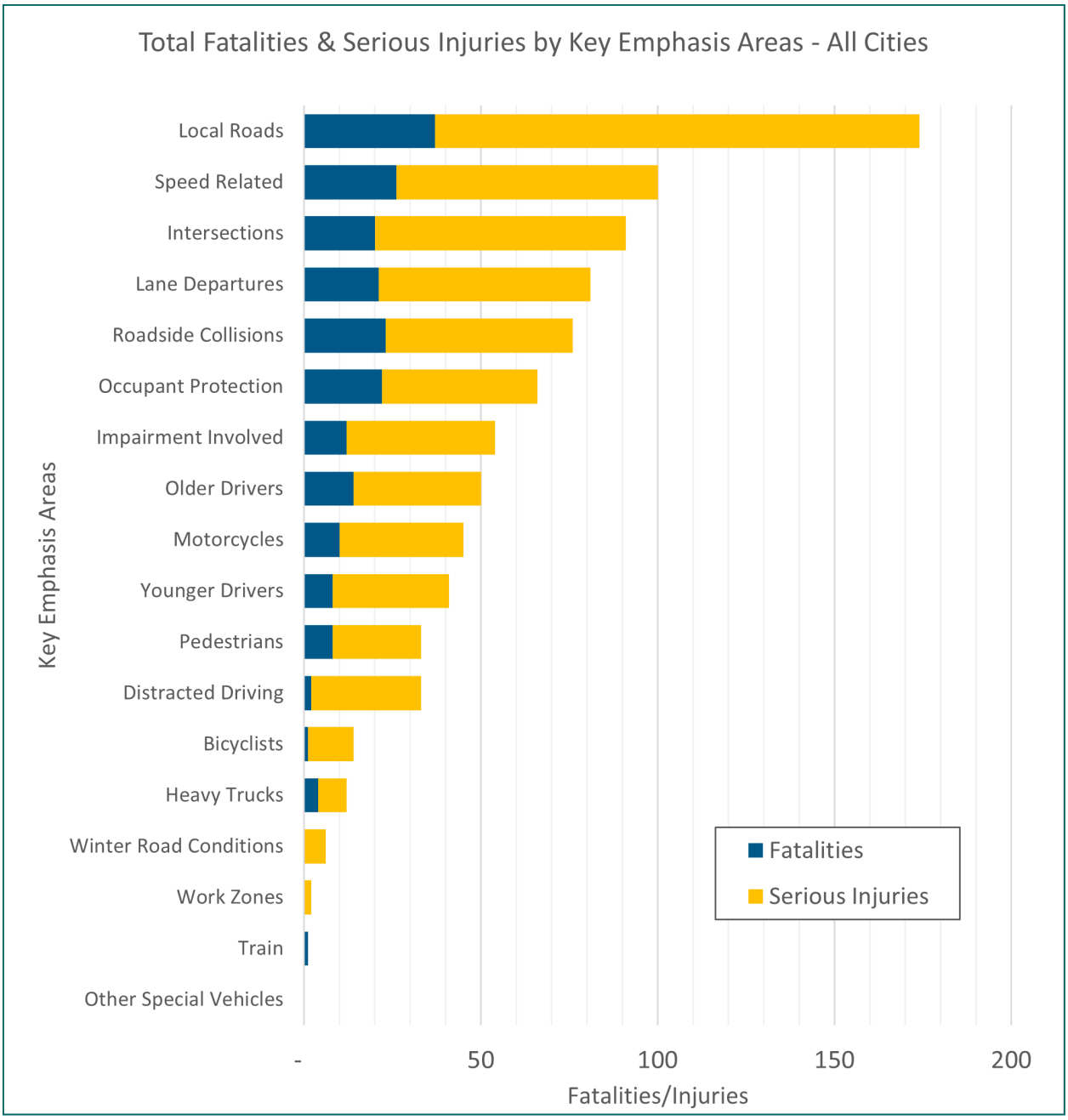


Figure 10. Total Fatalities and Serious Injuries by Key Emphasis Areas – 57 Iowa Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: Data in this table is for Iowa cities only. This data is not available from the Illinois DOT

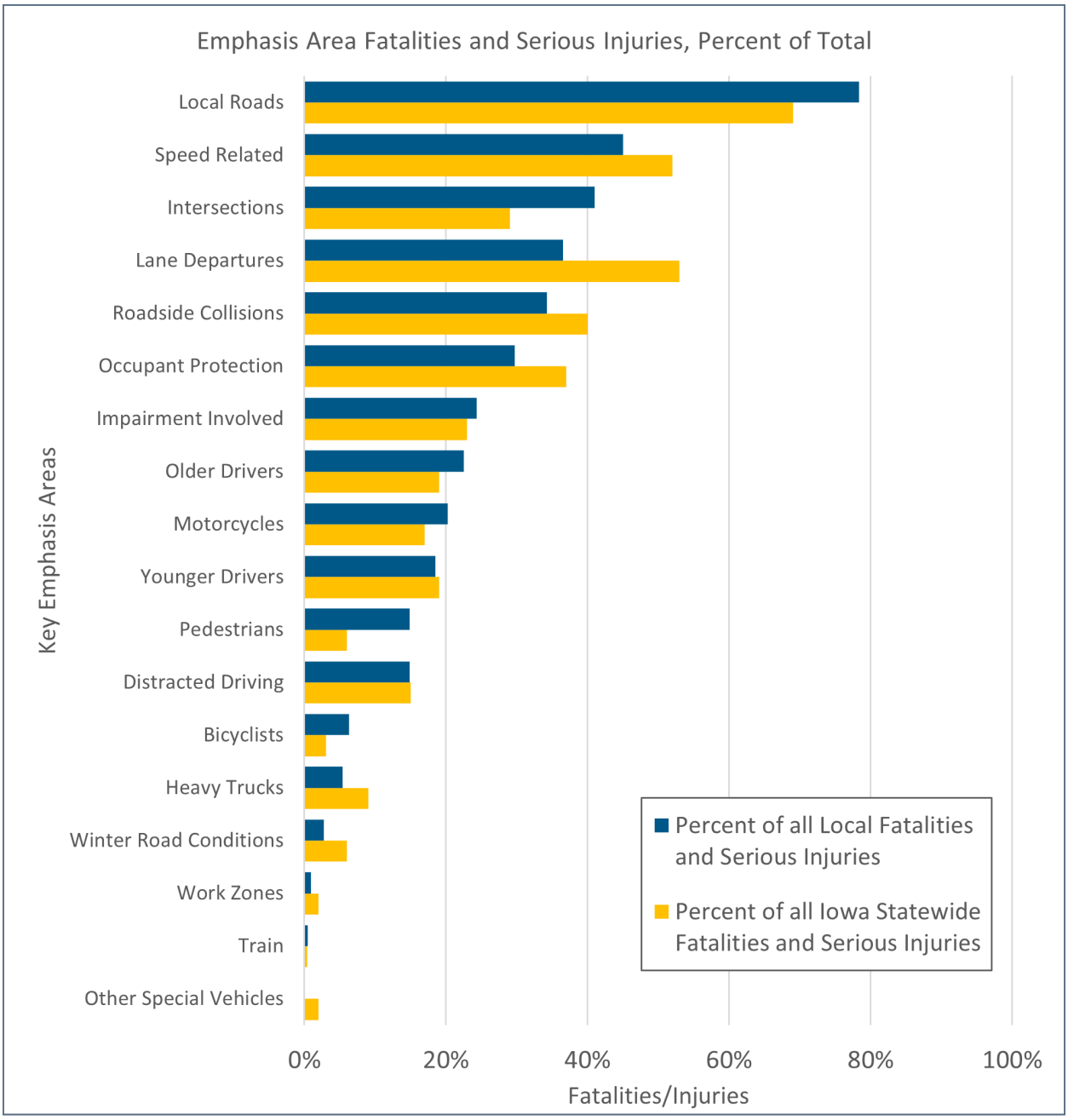


Figure 11. Emphasis Area Fatalities and Serious Injuries, Percent of Total – 57 Iowa Cities

Source: Iowa DOT 2015-2024, Illinois DOT 2015-2023.

Data Note: Data in this table is for Iowa cities only. This data is not available from the Illinois DOT

Potential for Crash Reduction (PCR) Based Network Screening

The Iowa DOT, with support from InTrans, has developed safety performance functions (SPFs) for paved intersections and road segments throughout the State of Iowa. These SPFs are statistical models that predict the average annual number of crashes – both total [KABCO] and injury [KAB] - at a location based on exposure and site characteristics.

The Potential for Crash Reduction (PCR) at a location is the difference between the actual number of crashes and SPF-predicted number of crashes. The Iowa DOT has also defined three levels of PCR values – high, medium and negligible – for the aforementioned crash severities at intersections and along segments. Additional details about PCRs may be found at the Iowa DOT website: https://experience.arcgis.com/experience/ba1618dc121545b8b3a13455e74e18b5.

In developing this plan, PCR values were used to screen intersections and segments within the 57 Iowa cities in the region. The High Injury Network was defined based on injury crash (KAB) PCR values, while the High Crash Network was defined based on total crash (KABCO) PCR values. Overlap between the two networks could exist.

INTERSECTIONS

Intersections of interest within the 57 Iowa cities were identified using the Iowa DOT's high and medium PCR levels, with intersections of interest within the City of Dubuque further refined based on annual total crashes and injury crashes. Of the 3,861 intersections that were screened based on their KAB or KABCO PCR values, 237 met the selection criteria, with 197 in the DMATS area and 40 in the other Iowa cities. Each location was evaluated using Google StreetView and the Iowa DOT's Pathweb street imagery to identify potential safety issues that contribute to crashes. Based those issues, countermeasures were developed for each site.

SEGMENTS

Given variable segment length, and the multiple characteristics to be evaluated along their extents, segments within the 57 Iowa cities were identified using a refined set of PCR values. A total of 5,032 segments were screened based on their KAB or KABCO values. A total of 18 segments were met the selection criteria in DMATS. Another 11 segments were identified and analyzed within the other Iowa cities. These segments were then evaluated using Google StreetView and the Iowa DOT's Pathweb street imagery to identify potential safety issues that contribute to crashes. Based those issues, countermeasures that could be employed to address them were identified.

VULNERABLE ROAD USERS

While the Iowa DOT has not developed SPFs focusing on vulnerable road users (VRU), they have published "Statewide Bicycle and Pedestrian Systemic Safety Analysis 2020", which established pedestrian and bicycle crash risk given roadway and intersection features. Data from this analysis, specifically high urban composite risk values, were integrated with other datasets to identify locations (intersections, corridors, neighborhoods) of possible interest. These datasets included: fatal VRU crash locations, spatial-temporal VRU crash groupings, proximity to schools, agency and citizen feedback and other observations through network review.

The locations of 332 VRU crashes that occurred during the ten-year analysis period were initially evaluated. Emphasis was then placed on screening the locations of 162 VRU crashes that occurred during the five-year analysis period. A total of 20 locations were identified and analyzed in DMATS. Another 17 locations were identified and analyzed within the other Iowa cities. These locations were then reviewed using street-level imagery to determine what VRU safety issues might be present. Countermeasures to address those issues were then identified.

ROAD RECONFIGURATION

The Iowa DOT roadway network, generated from roadway assessment management system (RAMS) attributes, was initially screened, based on documented cross-section and traffic volumes, to identify possible locations for two-to-three lane and four-to-three lane conversion. Given the variable length segmentation of the roadway network, the set of preliminary locations were further analyzed and refined, taking into consideration several factors such current (actual) cross-section, segment(s) continuity and length, adjacent land use, on street parking, surface width, access density and crash history. A total of five locations were ultimately identified in DMATS. Another three locations were identified within the other Iowa cities.

PCR Screening Maps

Figures 12-16 provide maps of segments and intersections identified through the PCR based screening. These figures provided a broad overview. Additional details are provided in **Appendices A, B, C.** Information provided in the appendices includes detailed location reports and recommended countermeasures for locations shown in the maps. Additionally, a detailed interactive map of the PCR screening results is available on the project website https://eciatrans.org/transportation_safety_plan.

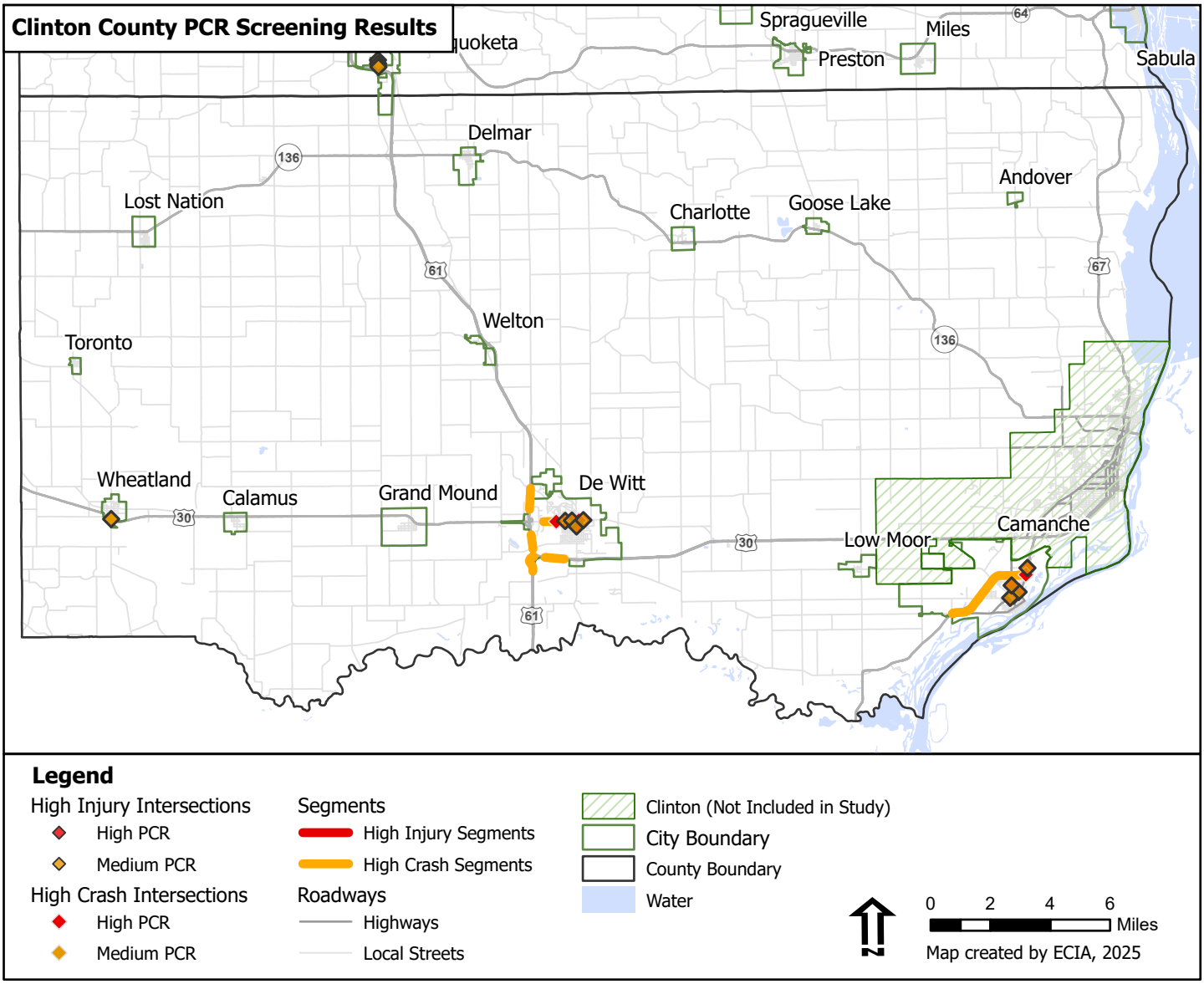


Figure 12. PCR Screening Results for Clinton County Cities

Source: InTrans, Iowa State University, 2025.

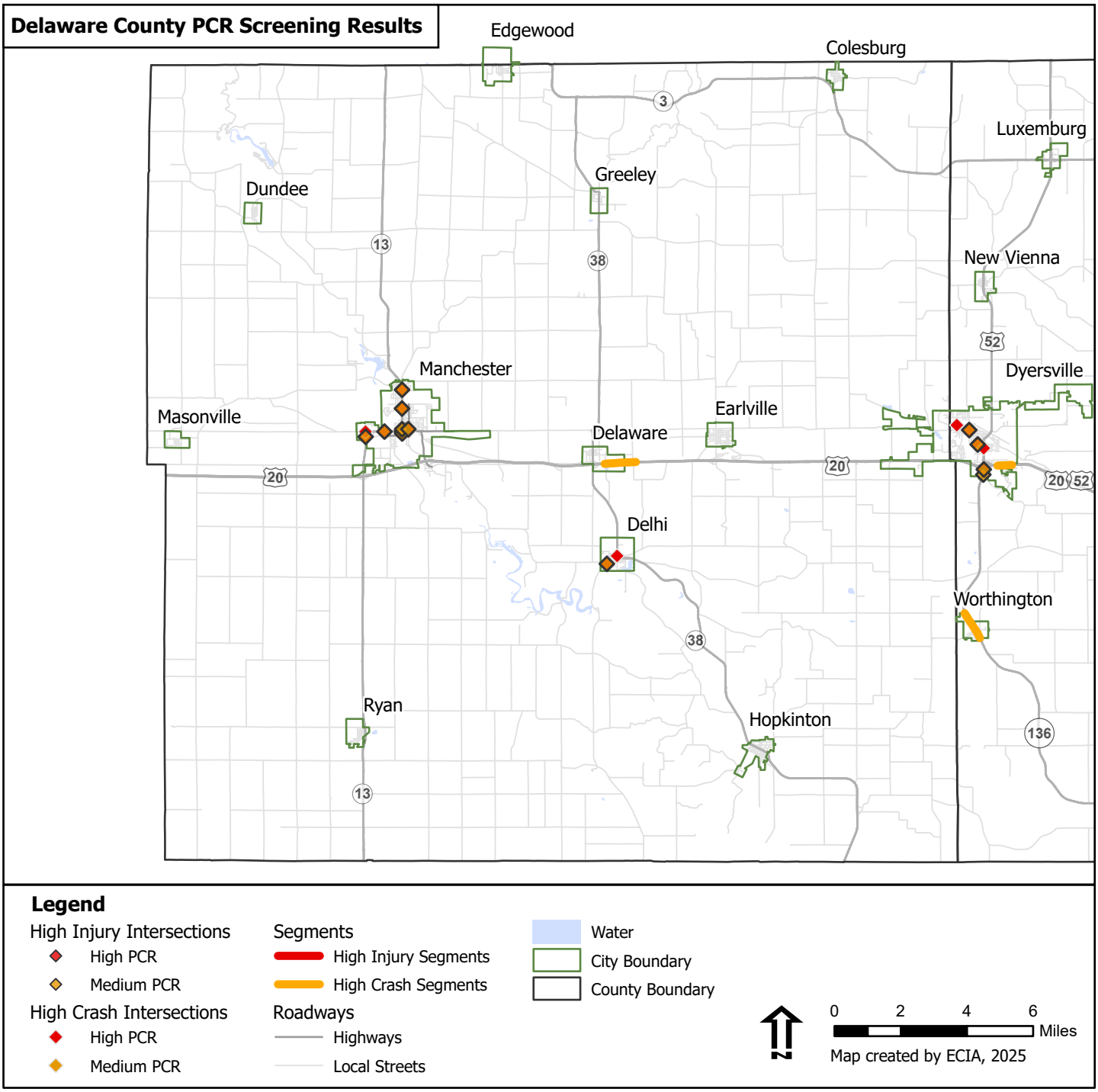


Figure 13. PCR Screening Results for Delaware County Cities

Source: InTrans, Iowa State University, 2025.

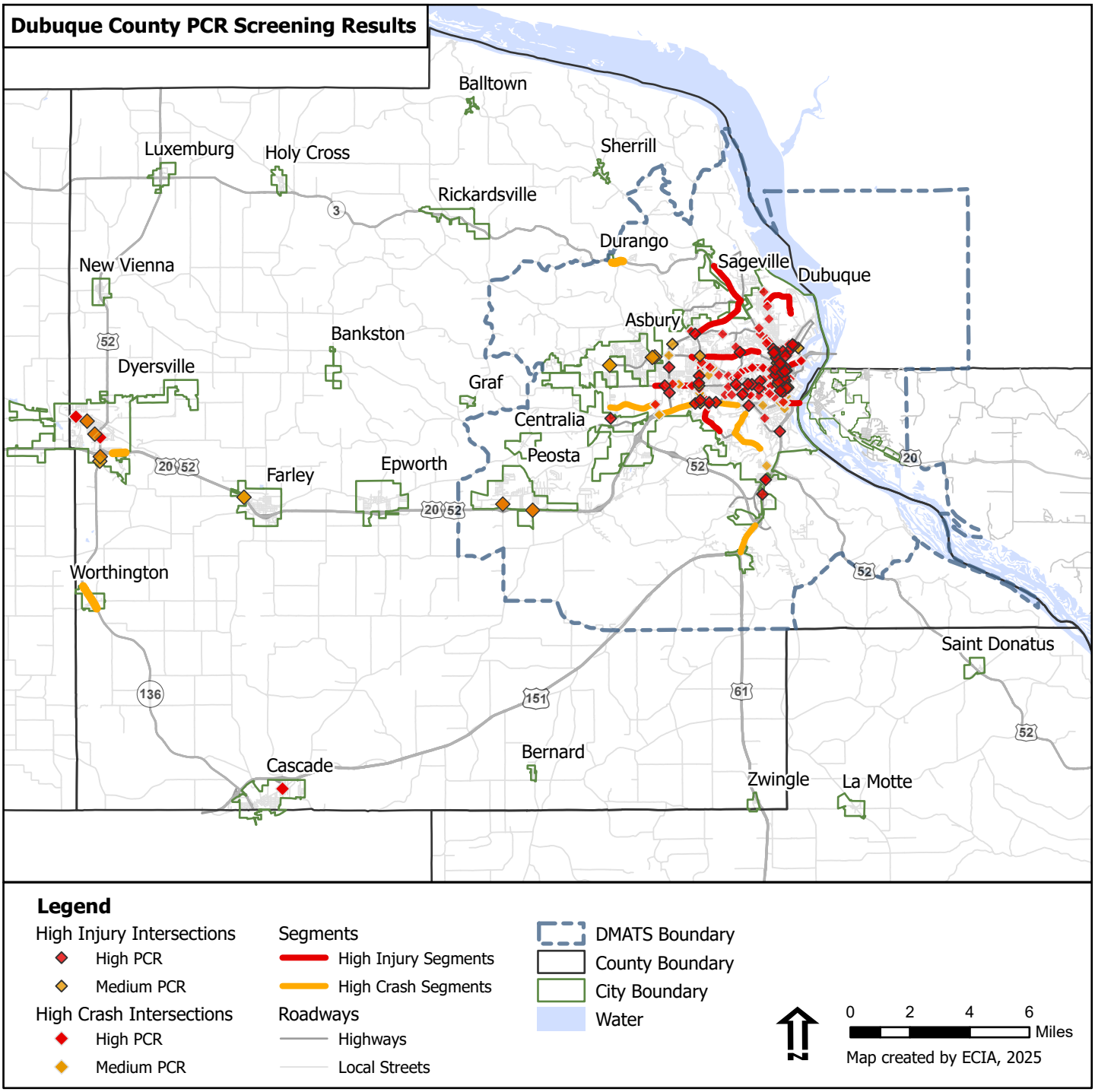


Figure 14. PCR Screening Results for Dubuque County Cities

Source: InTrans, Iowa State University, 2025.

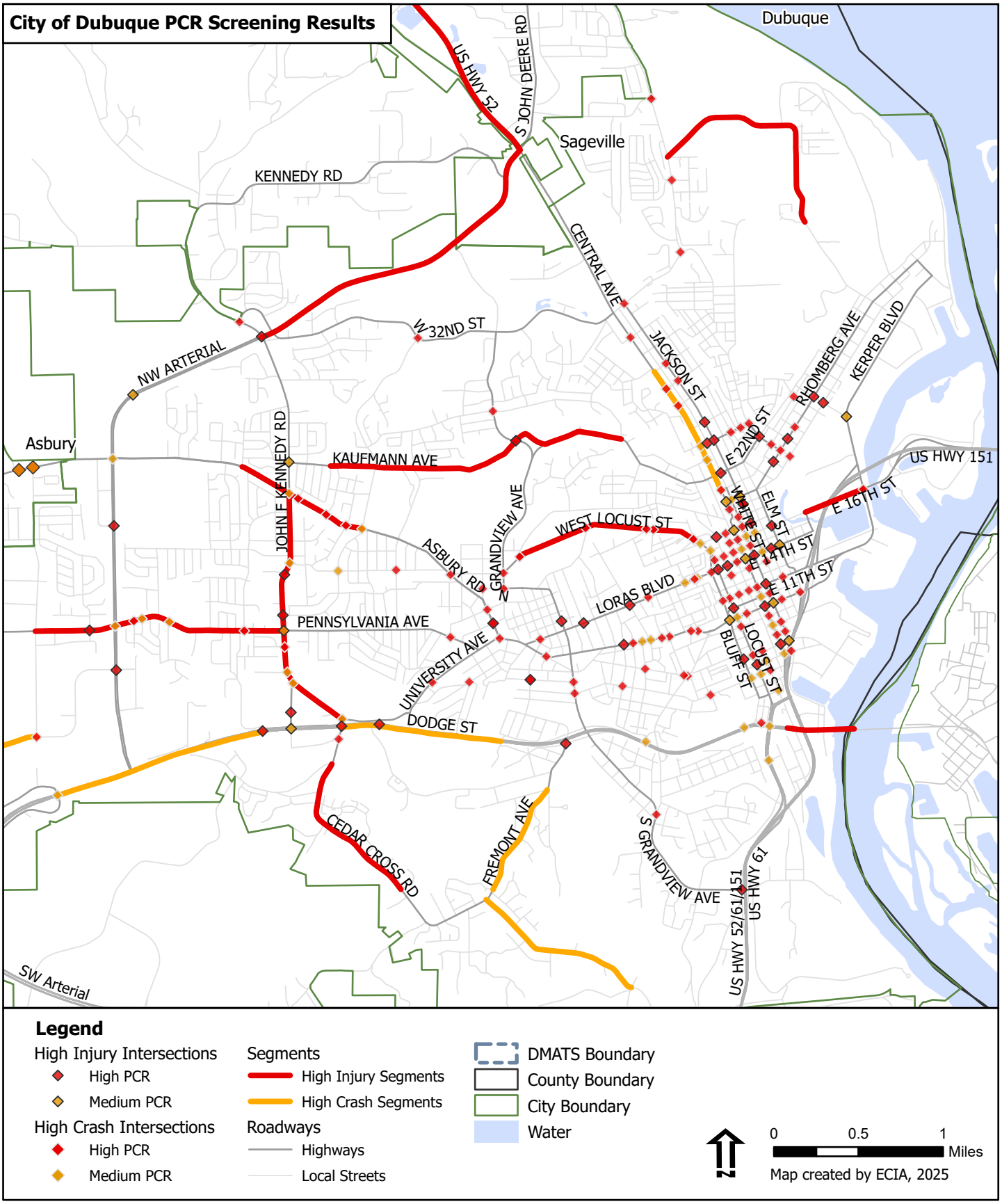


Figure 15. PCR Screening Results for the City of Dubuque

Source: InTrans, Iowa State University, 2025.

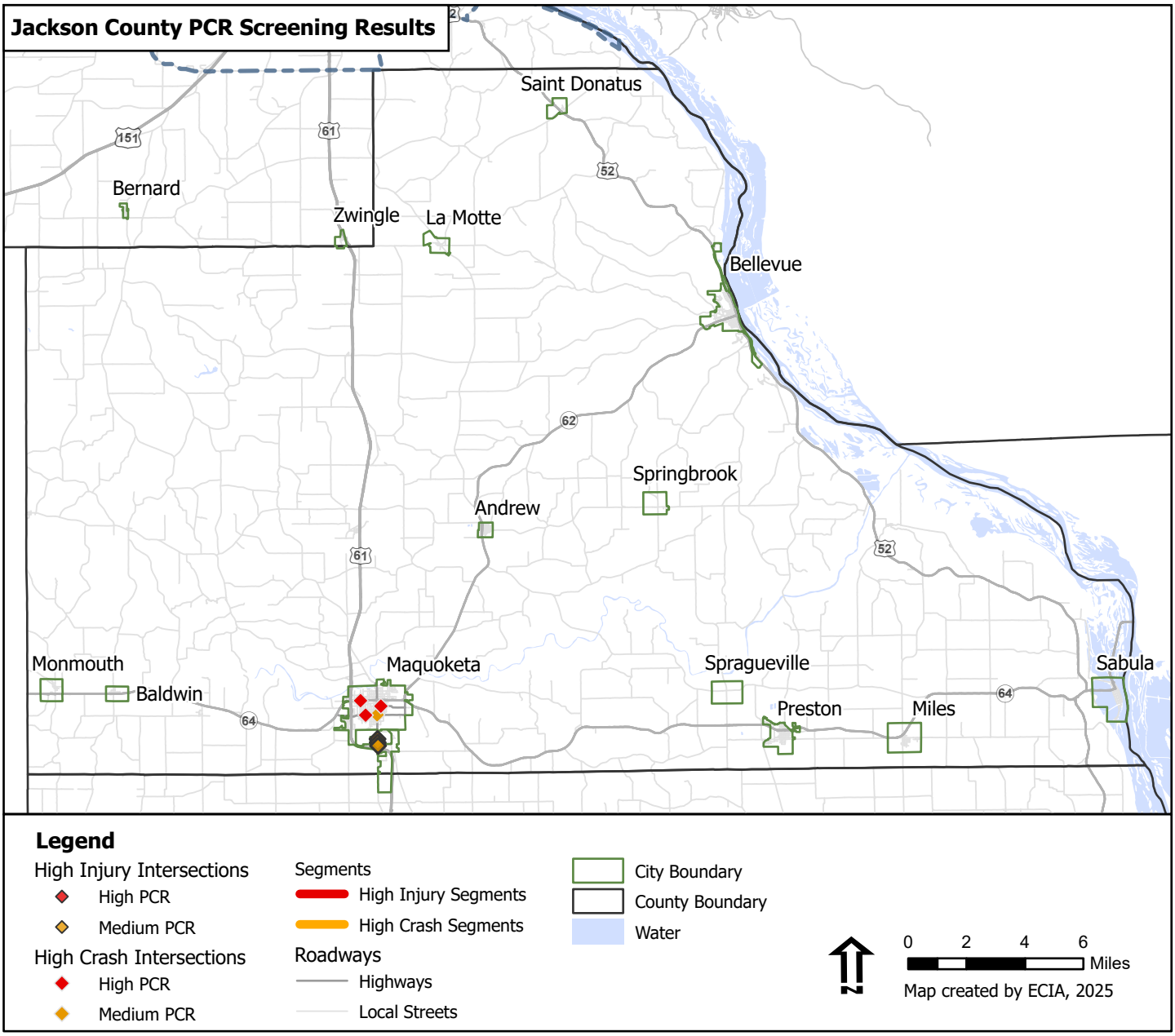


Figure 16. PCR Screening Results for Jackson County Cities

Source: InTrans, Iowa State University, 2025.

Implementation

In developing the East Central Iowa Transportation Safety Plan, DMATS, RPA 8, participating cities, and supporting stakeholders established an ambitious goal: to reduce roadway fatalities and serious injuries by 50 percent by the year 2050. This plan, developed by a multi-disciplinary partnership, through an evidence-based and data-driven approach, provides the guidance and tools needed to achieve this target.

The plan sets broad objectives and key emphasis areas that will guide local agencies and stakeholders in their work. Data analysis identifies locations where interventions are most needed and will have the greatest impact. Countermeasure recommendations, grounded in research and local conditions, will help local officials develop future projects.

The Implementation section of the plan outlines a strategic approach for applying the insights and data gathered through the planning process. It marks the transition from planning to action - charting a course toward the 50 percent reduction target and, ultimately, the long-term vision of zero fatalities and serious injuries.

Implementation Strategies

The ability to achieve the goals and objectives of this plan will be shaped by a variety of factors - most significantly, time and funding. These challenges require all entities involved in the implementation of the plan to effectively prioritize limited resources and focus them on the activities that will provide the greatest return on investment.

The strategies below provide guidance that communities can use to develop and implement projects. It is understood that the participating cities vary greatly in size and in their capacity to carry out projects. Project implementation may therefore look different from one community to another. This guide is not intended to be a one-size-fits-all approach; rather, each community should adapt the strategies to fit with their local priorities and capacity.

The following strategies can help communities prioritize and implement projects:

1. High Injury and High Crash Locations
2. Key Emphasis Areas
3. Foster a Community Safety Culture
4. Policy Changes
5. Proactive Implementation

Strategy 1. High Injury and High Crash Locations.

Summary: Use plan analysis and the most current crash data to develop future projects and guide funding decisions.

The Potential for Crash Reduction (PCR) based data analysis conducted as part of this plan has identified High Injury and High Crash Networks comprised of locations with high crash and injury frequencies and the greatest potential for reducing crashes and injuries in the future. Countermeasure recommendations have been tailored to the conditions at each site and can be implemented to address primary safety concerns and enable communities to systematically target the most hazardous locations - providing the highest crash and injury benefit.

In addition to the PCR results, indicators such as total numbers of crashes and injuries along with input from local officials should be factored into the prioritization process. While the PCR identifies top priority locations at a regional scale, it may not capture the local nuances or site-specific priorities that drive safety concerns in smaller communities or neighborhoods. Site specific evaluation such as benefit-cost analysis my

reveal additional information that should be factored into the project implementation process.

Cities should also continue to monitor current events, conditions, and data as part of their evaluation process and adapt as circumstances change. Following the adoption of this plan, crashes will continue to happen, new data will become available, and conditions in the field will continue to change. Ongoing evaluation is essential to ensuring the most effective project implementation.

Strategy 2: Key Emphasis Areas

Summary: Prioritize projects that address Key Emphasis Areas

This plan includes two sets of Key Emphasis Areas: those developed as part of the Iowa Strategic Highway Safety Plan and those developed in collaboration with local stakeholders. Countermeasures for these emphasis areas were selected using a data-driven process that identifies strategies with the greatest potential to reduce roadway fatalities and serious injuries.

Project prioritization based on emphasis areas allows for a comprehensive and proactive implementation strategy that is focused on systemic application of safety countermeasures. While location-based analyses like the PCR target specific problem locations, the emphasis area approach considers the transportation network as a whole, addressing broader trends through systemic implementation of countermeasures. These may include both physical infrastructure improvements and behavioral measures such as education and enforcement.

By addressing emphasis areas systemically, communities can mitigate risks and account for randomness in crash distribution, helping prevent crashes before they occur.

Strategy 3. Foster a Community Safety Culture

Summary: Employ behavioral and policy countermeasures to encourage safe use of the transportation System.

Human error is a major factor in many fatal and serious injury crashes, often linked with high-risk behaviors such as speeding, distracted or impaired driving, or failure to use safety measures like helmets and seatbelts. To achieve the plan's goals, efforts must extend beyond infrastructure projects to promote safe, responsible behavior and foster a strong transportation safety culture in the community.

Education and enforcement will be key implementation strategies in this area. The countermeasures table includes a variety of strategies to address high-risk behaviors through education campaigns, enforcement initiatives, and policy changes. Implementation of these countermeasures will require coordination with the local law enforcement agencies and community partners across the public, private, and non-profit sectors.

Strategy 4. Policy Changes

Summary: Review and update relevant policies to align with this plan and strengthen safety outcomes.

Implementation of some policy changes may require coordination with state departments of transportation or with state legislatures if statutory changes are needed to implement a policy. Policy changes may also be needed to direct funding to safety projects. Cities may need to review their strategic plans to prioritize funding for safety initiatives during the budget process.

DMATS and RPA 8 can review the project evaluation criteria that is used in the Transportation Improvement Program (TIP) and Long Range Transportation Plan(LRTP). These agencies should also review how safety is considered within the grant programs they administer, such as the Rural County Transportation Program (RCTP) and the Transportation Alternatives Program (TAP), with the goal of maximizing safety benefits across all funding opportunities.

Strategy 5. Proactive Implementation

Summary: Apply the Safe System Approach to prevent crashes before they occur

The U.S. DOT's Safe System Approach encourages the use of proactive tools that identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Taking a proactive approach is essential when working to address the most severe crashes that result in fatalities and incapacitating injuries and have permanent and lasting impacts on families and communities. Preventing these crashes will help ensure that everyone arrives home safety and advance goal of zero deaths and serious injuries.

Although implementing a proactive approach can be challenging, as many of the available tools and funding programs are set up to react past crashes, it can be achieved through the some of the strategies included in this plan. Changes to roadway design and planning policies, traffic law enforcement, and public awareness programs can all work together to prevent crashes. Implementation of physical countermeasures can also be completed systematically to target Key Emphasis Areas across the network.

Project Development and Ongoing Monitoring

DMATS and RPA 8 will oversee plan implementation and monitoring. Following the adoption of the plan, DMATS and RPA 8 will convene meetings with city staff and elected officials to assist with project development and to coordinate implementation. These meetings will encourage collaboration among cities, identify opportunities to combine smaller projects into larger regional efforts, and maximize the safety benefits for every dollar invested. DMATS and RPA 8 staff will serve as facilitators, providing technical assistance, data updates, and coordination among jurisdictions.

Some cities, especially those with larger projects, may choose to develop projects individually, but through these meetings, the cities will look for opportunities to maximize the safety benefits by addressing issues comprehensively through corridor or regional implementation strategies. In a regional approach, a city or region could use crash data linked to emphasis areas to build the case for area-wide countermeasure implementation – a strategy that several Iowa counties have use successfully to secure funding for systemic safety improvements such as paved shoulders.

Projects developed through this strategy will be strong candidates for competitive grant programs, such as SS4A implementation grants, which prioritize projects with proven crash reduction benefits at high-crash location. Collaborative approaches can also help cities share the design and engineering costs, further stretching limited resources.

Projects Development

Projects currently under development are listed in Table 4. These projects are intended to be implemented over the next five to ten years. For the purposes of this plan, a project is considered "in development" if initial planning has been completed, a general project scope has been identified, and a planning-level cost estimate has been assigned. To be included, projects must dedicate a portion of their scope to improving transportation safety, address one or more of the plan's Key Emphasis Areas, and demonstrate an expected reduction in total crashes and injury crashes.

The plan also includes a full list of site-specific countermeasure recommendations that were developed based on data-driven analysis and input from local officials and residents. Site-specific recommendations are provided in Appendix A for the DMATS area and Appendix B for RPA 8 area. Additionally, the successful implementation of this plan will also depend on many smaller, lower-cost projects undertaken by individual communities. These projects will be an important part of the overall strategy and will collectively contribute to achieving the region's safety goals.

This plan is intended to be a living document. As coordination meetings are held and additional projects are identified, this section will be updated to reflect new priorities. The plans project lists are not meant to capture every possible safety initiative, but rather to highlight the region's top-priority projects with the potential to make the greatest safety impact. The plan and its project list will be reviewed annually and revised as needed. A current version of the plan will be made available on the project website. https://eciatrans.org/transportation_safety_plan/index.php

Table 4. Area Safety-Related Projects Currently In Development

City	Project Agencies	Project Name	Project Type
Asbury	City of Asbury, DMATS	Asbury Road at Hales Mill Road Roundabout Project	Intersection Improvement
Dubuque	City of Dubuque, DMATS	Building Bridges to Elevate Employment (B2E2) Project	Corridor Improvement
Dubuque	Iowa DOT, City of Dubuque, DMATS	US Highway 20 and Northwest Arterial Intersection Project	Intersection Improvement
Dubuque	City of Dubuque, DMATS	SRTEETS Project	ITS
Dubuque	City of Dubuque, DMATS	SMART Project	ITS
Dubuque	City of Dubuque, DMATS	Central Ave & White St Project	Corridor Improvement
Dubuque	City of Dubuque, DMATS	East-West Corridor Project	Corridor Improvement
Peosta	Iowa DOT, City of Peosta, DMATS	U.S. Highway 20 Corridor from Sundown Rd to Swiss Valley Rd	Corridor Improvement

Monitoring and Reporting

Progress toward the plan's goal of a 50 percent reduction in fatalities and serious injuries will be measured using crash data reported by the Iowa and Illinois Departments of Transportation. These data will be monitored on a regular basis and used to evaluate the effectiveness of implemented strategies and projects.

To ensure ongoing transparency and accountability, the adopted action plan will be publicly posted on the project website, along with an annual, publicly accessible progress report summarizing safety performance measures, key trends, and implementation status. These materials will be available to residents, partner agencies, and other stakeholders and will support continued engagement and coordination as the region works toward reducing roadway fatalities and serious injuries.

Funding

Project funding is a fundamental challenge for cities working to improve transportation safety. While some issues can be addressed through low-cost safety countermeasures, others require large-scale infrastructure projects that demand significant investments and years of planning and design. Larger communities may find these projects difficult to manage, while small communities may find them to be nearly impossible without outside assistance.

State and federal agencies have recognized this challenge and have developed a variety of programs that can help cities of all sizes implement needed safety improvements.

The following section highlights a selection local, state and federal programs available to support transportation safety projects. This is not a comprehensive list. For the most up-to-date information, cities should visit the Iowa DOT's Grant Programs page at: https://iowadot.gov/transportation-development/grant-programs.

Cities may also contact ECIA planning staff for assistance with identifying and applying for appropriate state and federal funding programs.

State of Iowa Administered Programs

Local Highway Safety Improvement Program (HSIP-Local)

The HSIP-Local program provides Federal-aid Swap (State) funds to Counties and Cities for low-cost to medium-cost systemic safety improvements. The program has the goal of reducing fatalities and serious injury crashes. HSIP-Local program funding is $5 million/year for FY2023-2027.

Iowa Traffic Engineering Assistance Program (TEAP)

TEAP provides up to 150 hours of free traffic engineering expertise to local units of government in the form of a traffic study. Studies identify cost-effective traffic safety and operational improvements as well as potential funding sources to implement the recommendations. Typical study subjects include pedestrian crossings, high-crash locations, traffic delays, safe school routes, and parking issues.

Traffic Safety Improvement Program (TSIP)

The program distributes funds for roadway safety improvements, traffic control devices, studies, and outreach. TSIP is defined by section 761, Chapter 164, of the Iowa Administrative Code. TSIP provides safety funds to cities, counties and the Iowa DOT in three separate categories.

Urban-State Traffic Engineering Program

The program works to solve traffic operation and safety problems on primary roads in Iowa cities. The city must engineer and administer the project and the project must involve a municipal extension of a primary road. City match for the program is 45 percent.

Sign Replacement Program for Cities and Counties (SRPFCC)

Funding to purchase replacement signs, posts, and hardware for warning, regulatory, and school signs. https://iowadot.gov/local_systems/city-reports-funding-and-resources/sign-replacement-program.

Pedestrian curb ramp construction

Assist cities in complying with Americans with Disabilities Act (ADA) curb ramp compliance along municipal extensions of Primary highways. See: https://iowadot.gov/grants-programs

Urban-State Traffic Engineering Program (U-STEP)

To solve traffic operation and safety problems on primary roads in Iowa cities through submission of a letter of request with sketch and cost estimate to Iowa District Engineer. See: https://iowadot.gov/grants-programs

Iowa Clean Air Attainment Program (ICAAP)

See: https://iowadot.gov/grants-programses develop a project in partnership with each other.

Regionally Administered Funding

As regional transportation planning agencies, DMATS and RPA 8 administer a collection of funding programs that can be used to implement transportation safety projects. These programs are funding through local, state, or federal dollars that are allocated to each regional agency. The agencies decide how the funding is allocated to projects within the guidelines provided by the funding agency.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) Program is one of the largest federal transportation funding sources administered by the Federal Highway Administration (FHWA). It provides flexible funding that states and local governments can use for a wide variety of highway, bridge, transit, and transportation-related projects. STBG funds are distributed to states based on formulas set in federal law and the states dis-

tribute funding to urban and rural areas. Metropolitan Planning Areas (MPO's), like DMATS and Regional Planning Authorities (RPAs) like RPA 8 receive a suballocation of funds from the state DOT. Each agency allocates funds to cities and counties through competitive applications. RPA 8 sets aside a portion of its STBG allocation for projects in cities with populations under 5,000.

Transportation Alternative Set- Aside (TASA) or Transportation Alternative Program (TAP)
Both DMATS and RPA 8 receive an annual allocation of Federal Transportation Alternative funds. Eligible project activities continue to include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and other community improvements. DMATS and RPA distribute these funds to eligible applicants through competitive grant applications. States DOTs also offer statewide transportation alternative grants for projects with state-wide significance such as regional trails.

Rural County Transportation Program
Rural County Transportation Programs (RCTP) are county-led grant programs that provide funding to small cities to help implement non-federal aid transportation projects. Delaware, Dubuque, Jackson, and Clinton counties have created RCTP programs. The counties distribute RCTP funds to cities through a competitive application process. The counties have agreements with RPA 8 staff to administer the program and help cities with writing applications.

Conclusion

The East Central Iowa Transportation Safety Plan provides a data-driven framework for reducing roadway fatalities and serious injuries across the region. Achieving the goal of a 50 percent reduction by 2050 will require collaboration, commitment, and continuous evaluation among all participating agencies and communities. By combining sound engineering practices, proactive safety strategies, and a shared dedication to saving lives, the region can make meaningful progress toward its ultimate vision of zero deaths and serious injuries on our roadways.

Appendices

The following appendices are available online at:

https://eciatrans.org/transportation_safety_plan/index.php

Draft Plan

Appendix A. Dubuque MPO Sites

Appendix B. RPA Region Sites

Appendix C. Countermeasure Summary Table

Appendix D. City Overview Reports

Appendix E. Community Engagement Results