

A map of Marquette highlighting existing transportation infrastructure, known conditions and planned changes.

Transportation Inventory and Analysis

Knowledge of the transportation system in and around a community is critical for sustainable transportation enhancement planning. Marquette’s system includes roadways, sidewalks, trails, railways and waterways. The community is located along both the Great River Road National Scenic Byway and Iowa’s River Bluffs Scenic Byway.

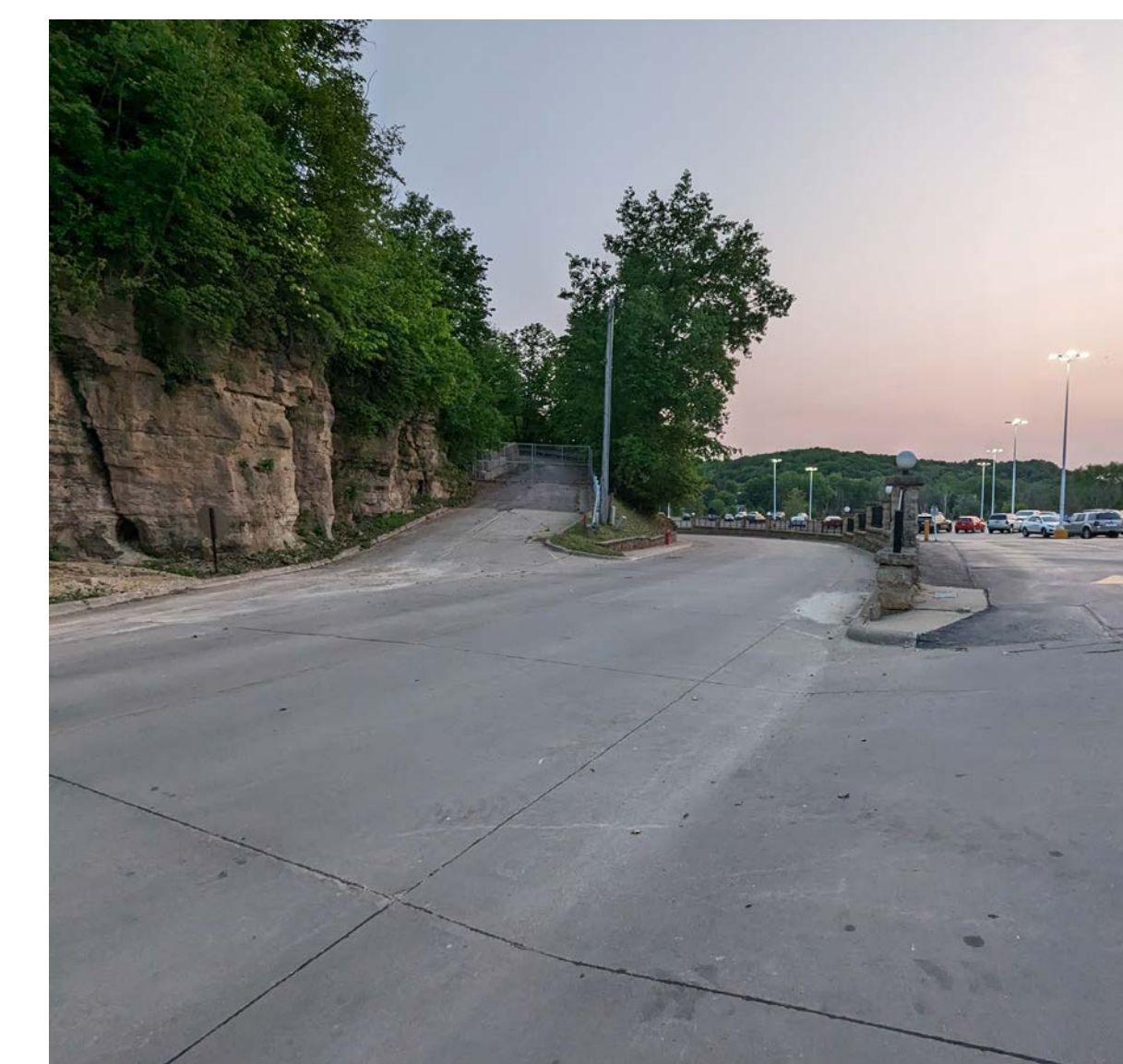
Entrances to Marquette are constrained by steep bluffs and the Mississippi River. Vehicles enter town from west and east via US 18, and from the south via Iowa Highway 76/Great River Road. Traffic enters town from the north via IA 76 or County Road B45. Marquette constructed an evacuation route from “The Bench” neighborhood to McGregor as a contingency for flooding or rail incidents. Marquette’s marina serves private vessels and commercial ventures and is a popular destination.

The visioning team met with Iowa Department of Transportation personnel, Marquette city representatives, representatives from Upper Explorerland Regional Planning Commission (UERPC) Transportation Planning, Clayton County Conservation, and a CPKC Railroad representative to identify current and future transportation constraints and opportunities. Future projects include resurfacing Brown Street and repaving and widening shoulders on County Road B45. Speed is a concern on US 18 and County Road B45 as vehicles approach town. The US 18 off-ramp is a site of more frequent accidents as well.

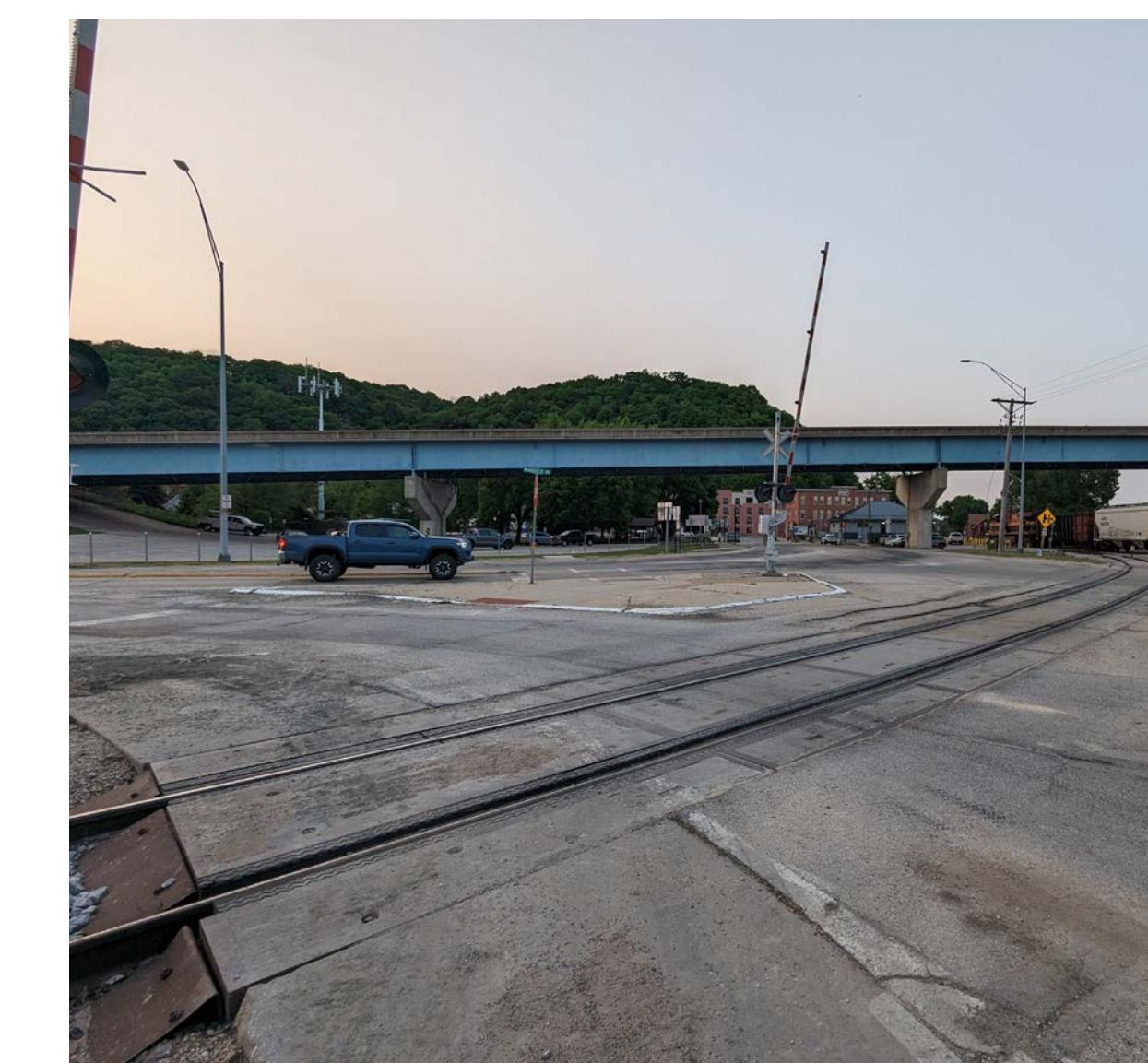
Persistent issues were identified with park visitors being unable to leave parks due to standing trains and constituents’ desire for a pedestrian over or underpass of the railroad tracks and US 18, noted as crossing issues on the map. Potential routes and issues related to trails between Marquette and McGregor as well as Marquette and Bloody Run County Park were discussed. The IA 76 construction at McGregor impacts travel between the cities through 2024. Meeting participants pointed out that sidewalks from Brown Street to downtown are inadequate for pedestrians.

<p>Actives</p> <p>“...it’d be nice to have a trail that goes out to the Wetlands Centre and then eventually... out to Bloody Run [County Park], would be really good.”</p>	<p>Mobility Challenged</p> <p>“We’re not going to walk...or ride our bike on [Highway 18]...It’s just... really busy...so we don’t even [want] to cross...”</p>	<p>Older Adults</p> <p>“I think that’d be a pain for anybody [who] has to go to work, to sit through trains that are there over a half hour.”</p>	<p>Youth</p> <p>“I think there should be a trail going to McGregor because...I can’t walk on the highway.”</p>
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Community concerns about aspects of Marquette’s transportation systems.



Getting to and from The Bench is a challenge for pedestrians.



The intersection of rail, vehicular, and pedestrian transportation systems causes conflict.