We Need Your Input!
To pave or not? Please voice your support for Option A or Option B on the provided survey.

**Option A:**
Create an Americans with Disabilities Act (ADA) compliant trail that is paved, open to snowmobilers*, cyclists and foot traffic.

**Benefits**
- **Reduced maintenance** - each year the County spends over $25,000 to repair the limestone surface, along with countless hours of labor after floods. Paving the trail would significantly cut back on labor and materials.
- **An increased quality of life for all citizens** - the trail will be usable by people of all ages and abilities.
- **A Midwestern destination** - 80% of the trail's current usage is by citizens of Dubuque County. Comparable trails in Iowa, Missouri and Minnesota see usage rates from "non-residents" at a much higher rate, resulting in significant local revenue. It’s anticipated that paving the Heritage Trail is estimated to generate $2.6 - $3.4 million dollars in annual revenue on food, beverage, restaurant, hotel and other tourism expenditures.
- **Extended seasonal use** - currently most trail use takes place from May-October. Paving the trail would provide a firm surface during the spring months when washouts are frequent and burdensome.

**Drawbacks**
- **Not as desirable to run on** - Hard surfaces can be hard on the joints when used for running.
- **A higher upfront cost** - The cost of labor and materials for paving the trail will cost more initially.
- **A less "natural" experience** - Asphalt as opposed to crushed limestone may cause the trail to feel more developed and less remote.

**Option B:**
Maintain the crushed limestone trail as is, open to snowmobilers*, cyclists and foot traffic.

**Benefits**
- **A trail that is friendly to runners** - Maintaining a softer surface is desirable for long distance runners.
- **Limited up front "capital" cost** - Keeping the trail as it is lessens the impact on short-term expenses.
- **Maintaining "natural" aesthetics** - Crushed limestone is a native material with a more rugged appearance.

**Drawbacks**
- **The trail is not ADA compliant [DOJ §302.1]** - The trail currently does not comply with inclusive best practices and requirements.
- **Shortened seasonal use** - The trail is mostly unusable from November to April, and often gets has to be closed during peak season use after heavy rains.
- **Limited economic impact** - Many people of different skill levels and abilities are unable to use the trail making it a less desirable attraction.
- **Added maintenance** - The staff currently spends a significant amount of time and resources repairing the trail after heavy storms.

*Snowmobile use would be permitted after a uniform, 4" thick layer of snow is covering the trail. This policy is similar to that of Dallas County, Iowa and other areas where rail trails are open to snowmobile use and is currently a "best practice" for snowmobile users.
HERITAGE TRAIL - TWIN SPRINGS TO DUBUQUE
The Twin Springs trailhead along the Heritage Trail presents an opportunity to create a premier pedal/paddle trail hub.

Potential Improvements:
- Improve stream access
- Accessible boat launch
- Bathroom
- Drinking water
- Camping platforms

Twin Springs Access Program Summary
The Twin Springs trailhead along the Heritage Trail presents an opportunity to create a premier pedal/paddle trail hub.

Potential Improvements:
- Improve stream access
- Accessible boat launch
- Bathroom
- Drinking water
- Camping platforms
The Durango trailhead presents an opportunity to become a premier destination along the Heritage Trail.

Potential Improvements:
- Bathroom
- Drinking Water
- Paved parking
- Improved opportunities for gathering spaces
- Use integrated art to turn trail bridge into a place-making icon

Improve parking and public gathering space; bike fix-it station
Signature bridge with integrated art
Stream restoration and water access

Durango Access Program Summary