



# City of Muscatine

ITEM NUMBER 2022-0388

## AGENDA ITEM SUMMARY

DATE: 10/6/2022

### STAFF

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Andrew Fangman, Assistant Community Development Director

### SUBJECT

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Resolution Setting a Public Hearing for October 20, 2022 on Adopting a Revised Bike & Pedestrian Master Plan

### EXECUTIVE SUMMARY

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Presented for Council consideration is a resolution setting a public hearing on the Bike and Pedestrian Master Plan for October 20 at 6:00 p.m. during the regular City Council meeting. This is a map-based plan that depicts existing, planned, and needed improvements to bike and pedestrian infrastructure. In order to ensure that the Plan remains a useful tool in directing future investment in bike and pedestrian infrastructure, it is necessary to update the 2015 version of the Plan. Prior to the adoption of a revised plan, a public hearing must be held.

### STAFF RECOMMENDATION

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Approve the attached resolution to set a public hearing.

### BACKGROUND/DISCUSSION

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Trails and sidewalks designed to serve bicyclists, pedestrians, and others traveling by non-motorized means is a key component of Muscatine's transportation infrastructure. This importance is reflected in Goal T.12 of the adopted Comprehensive Plan, which states: "Members of the community should have the opportunity to travel safely to their destination by foot, bike or other non-motorized means. Children should be able to walk or bike to their school safely. To achieve this goal, critical routes for non-motorized travel, linking all schools, parks, bus stops, most major employment and shopping centers, and located within 400 feet of most residences in Muscatine will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel."

The City of Muscatine Bike and Pedestrian Plan is a tool used to achieve this goal. The plan directs where the sidewalks and trails that are necessary to achieve the vision of all members

of the community being able to travel to their destination by foot, bike, or other non-motorized means. The Plan will work in concert with other City of Muscatine plans and policies including; the City of Muscatine Comprehensive Plan, the Complete Streets Policy, the Sidewalk Policy, and the Capital Improvement Plan. The Comprehensive Plan sets forth the overarching vision, as stated above, for bike and pedestrian infrastructure and also sets the community's vision for expansion of the trail network.

The Complete Streets Policy sets forth how the City will rebuild and construct streets. At the heart of the Complete Streets Policy is a mandate that "The design, operation and maintenance of the City of Muscatine's street network will create a connected grid of streets accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for users of all ages and abilities, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users." The Sidewalk Policy states how new sidewalks should be installed, the standards to which sidewalks must be maintained, and establishes an inspection program to ensure the existing sidewalks are maintained to these standards. The Capital Improvement Plan details which capital improvement projects, including bike and pedestrian infrastructure, that the City is planning on undertaking in the next five years, and in which year each project will be built.

The Bike and Pedestrian Master Plan maps, on Page 4 through Page 11, depict all existing bike and pedestrian infrastructure as well as the sidewalks and trails that will need to be built in order to achieve the community's vision. The map-based plan is dynamic and will periodically be updated to reflect improvements to bike and pedestrian infrastructure, changing demand for bike and pedestrian infrastructure, and opportunities to leverage other infrastructure and building projects to improve the bike and pedestrian system. This version of the plan is an update of the original Bike and Pedestrian Master Plan adopted in 2015.

On June 9th, City Council heard a presentation and gave feedback on an initial draft of a revised Bike & Pedestrian Master Plan. Council feedback and other developments have led to a number of changes to this draft plan. The following summary is an overview of changes made to the earlier draft of the revised bike and pedestrian master plan.

Per Council direction and as seen on pages 38 through 39, the addition of sidewalks in the Devitt Avenue area was identified as the highest priority for the sidewalk extension program. The plan now calls for the installation of sidewalks along Devitt Avenue from Fulliam Avenue to Eisenhower Street and along Pinefield Street from Devitt Avenue to Logan Street. Completion of these sidewalk extensions will help establish safe routes to walk or bike to McKinley Elementary School and Susan Clark Junior High School, for those living to the southeast of the schools. The addition of a continuous sidewalk along Devitt between Eisenhower Street and Newell Avenue is not feasible because of the lack of the needed space between an existing home and the back of the curb.

A trail alongside Mad Creek from the southern terminus of the existing Mad Creek Greenbelt

Trail to the Mississippi River, is a key part of the trail network envisioned in the adopted Comprehensive Plan (Goal T.13). Further investigation of the concept of a Mad Creek Trail, determined that there is no viable route for such a trail between Clay Street and Washington Street. This is due to the proximity of existing development and infrastructure and the extreme slope of the embankments along this stretch of Mad Creek. For these reasons, the initial draft of the updated Bike and Pedestrian Master Plan does not include a planned extension of the Mad Creek Greenbelt Trail at Clay Street.

This August, the City was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant providing 100 percent funding to begin planning for the rebuilding of approximately 1.7 miles of Isett Avenue and Cypress Street from the U.S. 61 Bypass to 5th Street in Muscatine. The project includes a full traffic study, environmental assessment, brownfield assessment, public involvement process, topographical survey, right of way determination, design and full construction plans for the Isett Avenue/Cypress Street Corridor. Potential improvements to the corridor could include four-to-three-lane conversion, three new roundabouts, bridge repair and raising, additional sidewalk, extension of a multi-use trail, improved storm-water management, sanitary sewer and water main replacement and landscaping. The City anticipates applying for a RAISE construction grant for the project that is estimated to cost \$18-\$20 million. The revised plan includes these proposed improvements.

The future reconstruction of the Isett Avenue/Cypress Street corridor likely makes feasible the original Comprehensive Plan goal of extending the existing Mad Creek Trail all the way to a junction with the riverfront trail. The changes that are to be made to Isett Avenue and a new bridge over Geneva Creek, near the Isett/Bidwell intersection, may create an alternate route for such a trail between Clay Street and Washington Street. The concept of an Isett/Cypress Trail, see pages 32 to 33 in the attached draft plan, shows what may be made possible by the reconstruction of Isett Avenue/Cypress Street Corridor. The planning and design work that is about to begin for this project will confirm if the trail concept is feasible.

The Isett/Cypress Trail would extend the existing Mad Creek Trail to Washington Street. The Lower Mad Creek Trail has been added to the draft plan, pages 34 to 35, to complete the Comprehensive Plan goal of a trail extension from the current end of the Mad Creek Trail to a junction with the Riverfront Trail at the mouth of Mad Creek. This proposed trail would begin at the southern terminus of the Isett/Cypress Trail, and follow Mad Creek to the riverfront and a connection with the existing trail network. This trail will be constructed in conjunction with the relocation of the harbor dredge spoil dewatering area from the Riverfront at Mad Creek to the Lower Public Works Yard. The pipeline that will be installed as part of this relocation will follow the route of this trail. Integrating trail construction into this project should help with some construction efficiencies and cost savings.

The Muscatine/Wilton Trail will include a 2.5-mile trail portion between the University Dr/24th intersection and the Muscatine City Limits at 180th St/Taylor Ave intersection, as seen on pages 30 to 31. This trail will connect the two communities as part of a 10.5-mile trail to facilitate biking in eastern Iowa and promote Muscatine as a destination for bikers. This

addition to the plan was in response to the state creating a new grant opportunity for which a trail between Muscatine and Wilton would be an ideal candidate for. Seeking to capitalize on this opportunity, the City of Wilton is looking to partner with the City of Muscatine and others to construct a trail between Wilton and the existing trail network in Muscatine. The eight miles of trail north of 180<sup>th</sup> Street would be constructed by others. In support of this goal, the Muscatine County Supervisors approved revised Muscatine County Trail Plan including a trail connecting Muscatine to Wilton.

Most of the proposed Muscatine/Wilton Trail was depicted in the previous draft as part of the Northside Trail. Only the northernmost mile of the proposed Muscatine/Wilton Trail is new to any draft of the bike and pedestrian plan. Completion of the 2.5 miles of trail between the existing trail crossing at the University Drive/24th Street intersection to the intersection of 180th Street and Taylor Avenue will be a major step towards furthering the Comprehensive Plan goal that “Members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means. This trail will allow the nearly 900 City residents in and around Ripley’s Mobile Home Park to travel safely by non-motorized means to other destinations within the City. To do so now requires walking or biking on the shoulder of U.S. 61. This trail would also create safe pedestrian and bike access to major shopping, employment, and medical amenities located in the vicinity of U.S. 61/University Drive intersection.

Further extension of the trail from Muscatine City Limits to Wilton City limits, would require the construction, by other entities, of a little more than 8 miles of additional trail, primarily along Taylor Avenue. Completion of this trail would create a continuous trail of nearly 22 miles in length running from Wilton to the southern boundary of Deep Lakes Park.

### **CITY FINANCIAL IMPACT**

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There is no financial impact of adopting this resolution setting a public hearing.

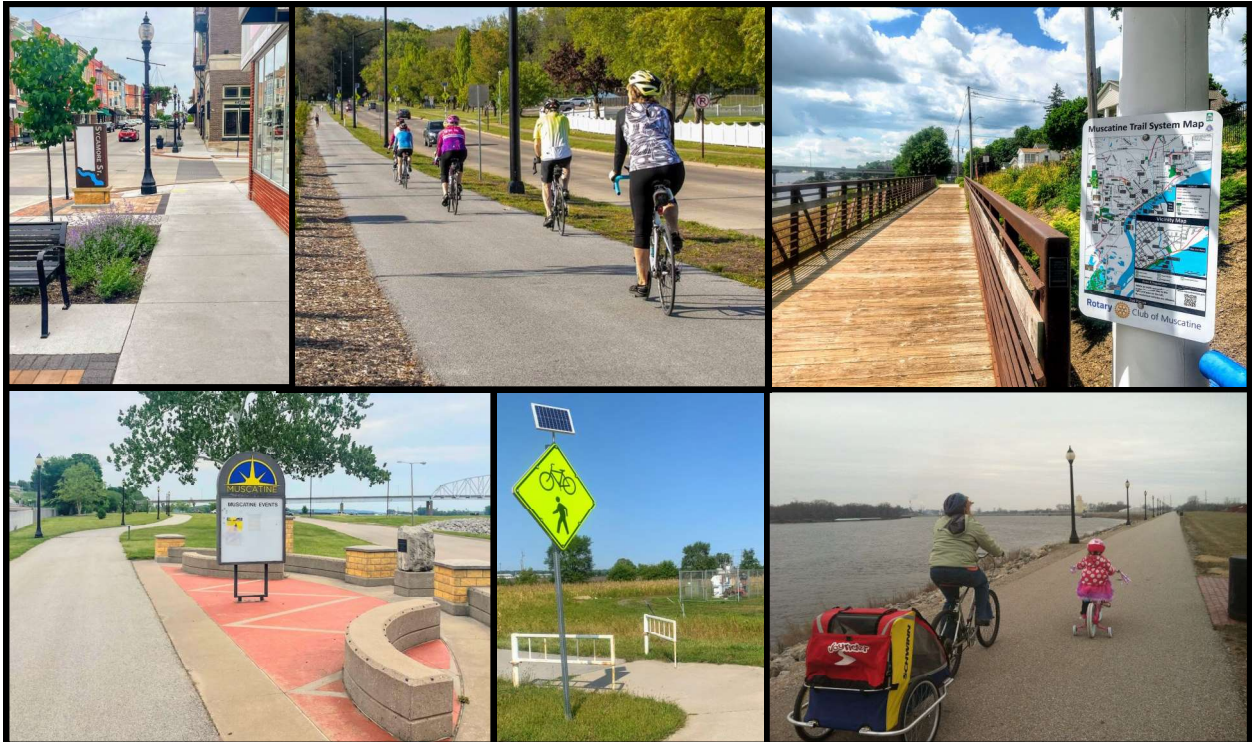
### **ATTACHMENTS**

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1. Draft Revised Bike & Pedestrian Master Plan
2. Public Notice
3. Resolution Setting a Public Hearing on the Bike & Pedestrian Master Plan



# **MUSCATINE** ***DRAFT* Bike & Pedestrian Master Plan**



**2022**



# City of Muscatine Bike & Pedestrian Master Plan

Introduction

## Introduction

Trails and sidewalks designed to serve bicyclists, and pedestrians, and others traveling by non-motorized means is a key component of Muscatine's transportation infrastructure. This importance is reflected in Goal T.12 of the adopted Comprehensive Plan, which states: *"Members of the community should have the opportunity to travel safely to their destination by foot, bike or other non-motorized means. Children should be able walk or bike to their school safely. To achieve this goal critical routes for non-motorized travel, linking all schools, parks, bus stops, most major employment and shopping centers, and are located within 400 feet of most residences in Muscatine will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel."*

The City of Muscatine Bike and Pedestrian Plan is a tool that will be used to achieve this goal. The plan directs where the sidewalks and trails, that are necessary to achieve the vision of all members of the community being able to travel to their destination by foot, bike, or other non-motorized means. The Plan will work in concert with other City of Muscatine plans and policies including; the City of Muscatine Comprehensive Plan, the Complete Streets Policy, the Sidewalk Policy, and the Capital Improvement Plan. The Comprehensive Plan set forth the overarching vision, as stated above, for bike and pedestrian infrastructure, it also contains the community's vision for the expansion of the trail network.

The Complete Streets Policy sets forth how the City will rebuild and construct streets. At the heart of the Complete Streets Policy is a mandate that *"The design, operation and maintenance of the City of Muscatine's street network will create a connected grid of streets accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for users of all ages and abilities, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users."* The Sidewalk Policy states how new sidewalks should be installed and how existing sidewalks maintained. It contains standards for the construction for new sidewalks, the standards to which sidewalks must be maintained, and establishes an inspection program to ensure the existing sidewalks are maintained to these standards. The Capital Improvement Plan details which capital improvement projects, including bike and pedestrian infrastructure, that the City is planning on undertaking in the next five years, and in which year each project will be built.

The Bike and Pedestrian Master Plan maps, on Page 4 through Page 11, all existing bike and pedestrian infrastructure as well the sidewalks and trails that will need to be built in order to achieve the community's vision. The plan is dynamic and map base and will periodically be updated to reflect improvements to bike and pedestrian infrastructure, changing demand for bike and pedestrian infrastructure, and opportunities to leverage other infrastructure and building projects to improve the bike and pedestrian system. This version of the plan is an update of the original Bike and Pedestrian Plan adopted in 2015.



# City of Muscatine Bike & Pedestrian Master Plan

## *Introduction*

It is vital that all schools are connected to residential areas they serve by a complete network of sidewalks so that students can safely walk to school. The opportunity for children to be more able to walk or bike to school is of great benefit to the community. Walking or biking to school improves the health of Muscatine's youth. Additionally, many of the most serious traffic delays in Muscatine are caused by large amounts of vehicles trying to access schools at arrival or dismissal time. Increasing the number of students who bike or walk to and from school is an effective way to help alleviate these traffic problems. Creating safe routes to school is a key step in increasing the number of students who walk or bike to school.

Networks safe routes for non-motorized travel should initially be constructed as smaller networks that radiate out from each school into the residential areas that they serve. These school centered networks of safe routes for non-motorized travel will be linked together to form a community-wide network of routes for non-motorized travel. This approach will maximize short- and medium-term benefits during the process of accomplishing the goal the long-term goal of a community-wide network of safe routes for non-motorized travel.

Trails are the backbone of the envisioned network of safe routes for non-motorized travel. They function in a manner similar to arterial streets in the road network, moving larger volumes of non-motorized traffic longer distance across Muscatine. This expanding trail network will form the backbone of the identified critical non-motorized transportation routes, as well as being a recreational amenity that enhances the quality of life in Muscatine. Additional details on the individual trail projects that will ultimately comprise the envisioned trail-network can be found on Pages 12 thru 34. The trail routes shown are conceptual only, and may change as a trail project is planned, designed, and then constructed.

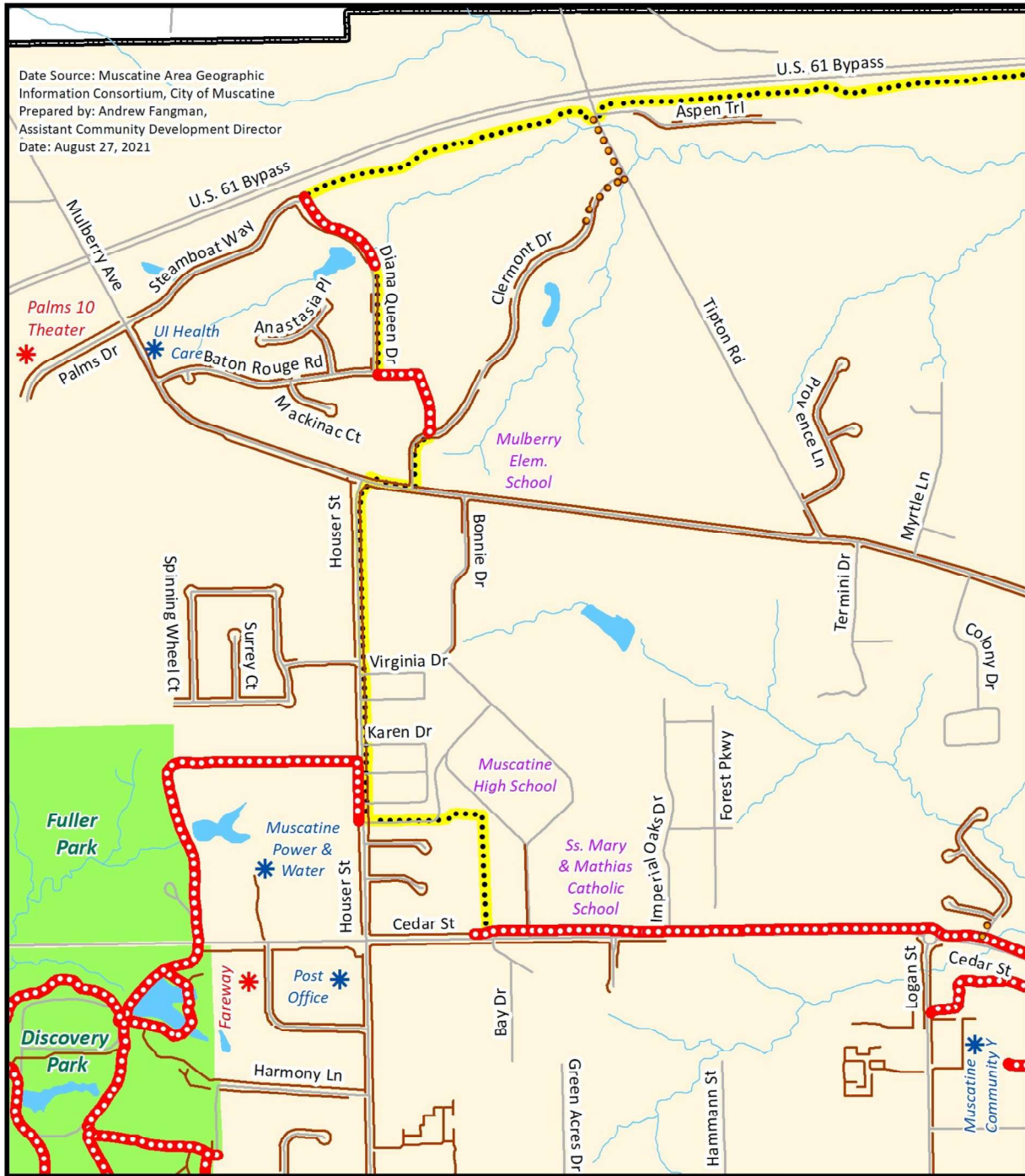
While trails will form the backbone of the envision network of critical routes for non-motorized travel, nearly all non-automobile trips will begin and end on sidewalks. In order for the n of all members of the community being able to travel to their destination by foot, bike, or other non-motorized means to be achieved; gaps in the sidewalk network will have to be closed, and sidewalks will need to constructed in areas that lack sidewalks.

The Sidewalk Program is an annual appropriation made as part of the City's annual capital improvement budget to construct the sidewalk extension projects identified in the Bike and Pedestrian Master Plan. These projects will address gaps in the sidewalk network have been judged to be essential to meeting the goal for members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means this will be done by, linking schools, parks, bus stops, most major employment and shopping centers, and residences with safe and attractive routes for non-motorized travel. Using this criterion, the five highest priority sidewalk extension projects were identified and programed for construction the Capital Improvement Plan. The Capital Improvement Plan establishes the following sequence for the construction sidewalk extension projects over the course of the next five years. See the Pages 35 thru 36 for detailed diagrams of the location of these projects. Sidewalk extension projects labeled as "other future sidewalk extension projects" will be constructed after the project identified in the Capital Improvement Plan, in order that is in line with the prioritization criteria established in this plan.








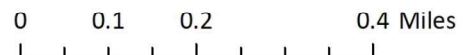
# City of Muscatine Bike & Pedestrian Master Plan

Master Plan



## Bike and Pedestrian Master Plan

-  Existing Sidewalks
-  Sidewalk Extension Projects in the CIP
-  Other Future Sidewalk Extension Projects
-  Existing Trails
-  Planned Trails





# City of Muscatine Bike & Pedestrian Master Plan

Master Plan



## Bike and Pedestrian Master Plan

- Existing Sidewalks
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- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails

0 0.125 0.25 0.5 Miles





# City of Muscatine Bike & Pedestrian Master Plan

Master Plan



## Bike and Pedestrian Master Plan

- Existing Sidewalks
- Existing Trails
- Sidewalk Extension Projects in the CIP
- Planned Trails
- Other Future Sidewalk Extension Projects

0 0.125 0.25 0.5 Miles



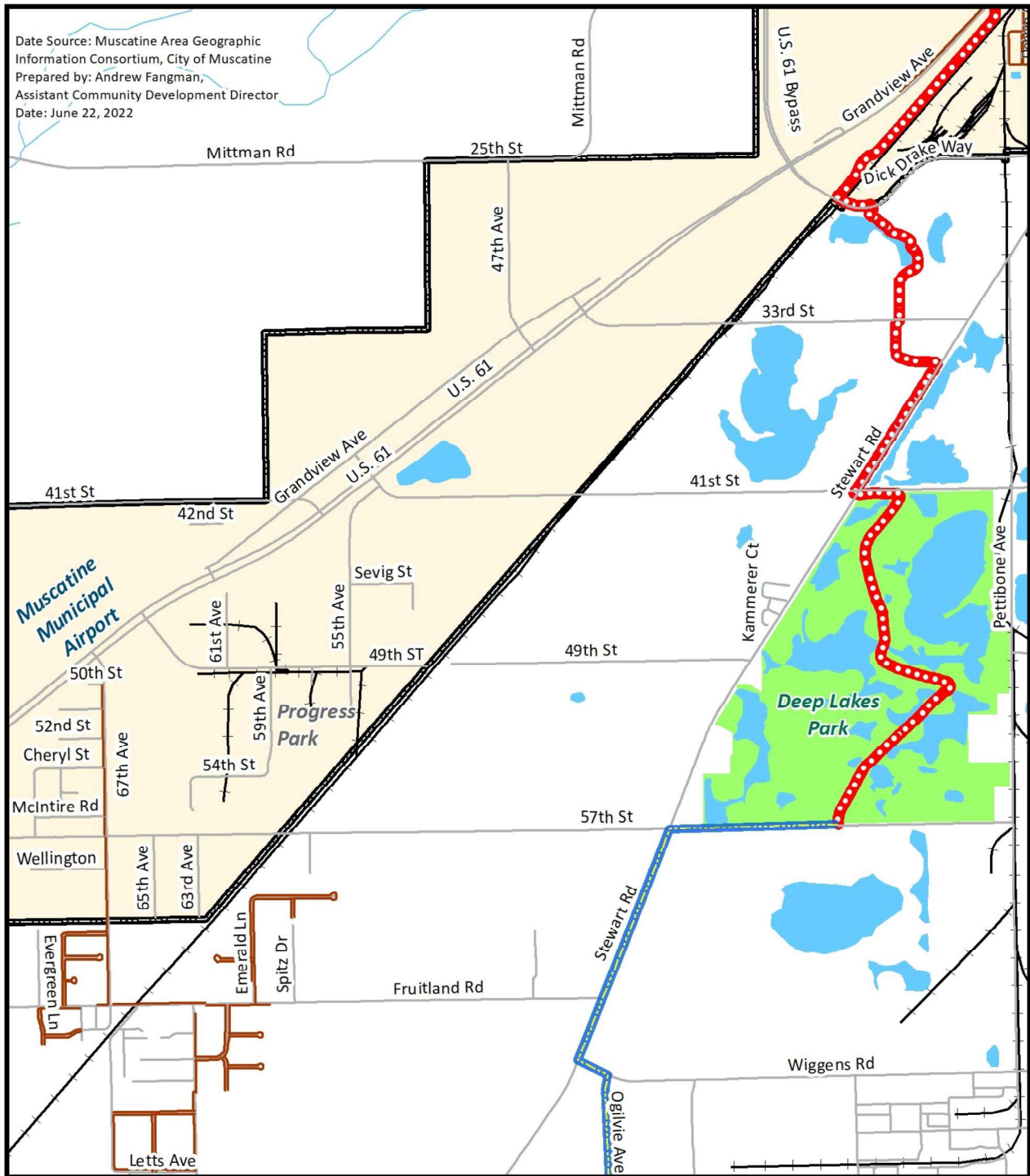


**DRAFT**

# City of Muscatine Bike & Pedestrian Master Plan

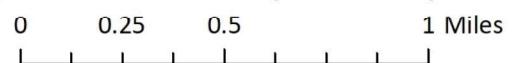
Master Plan

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman,  
Assistant Community Development Director  
Date: June 22, 2022



## Bike and Pedestrian Master Plan

- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails
- MRT/ADT Share the Road (Paved Road)



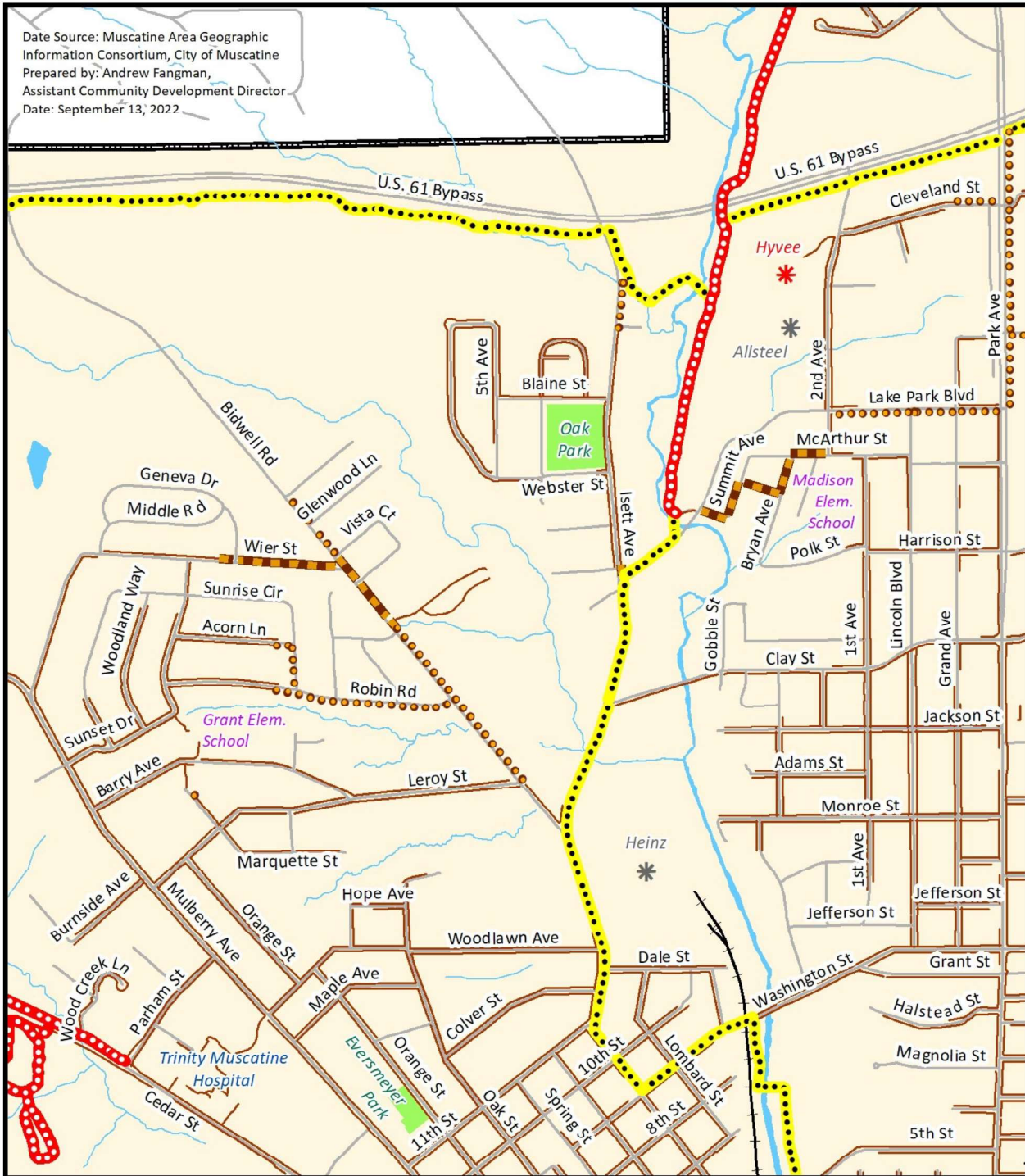


# City of Muscatine Bike & Pedestrian Master Plan

Master Plan

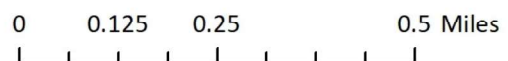
DRAFT

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman,  
Assistant Community Development Director  
Date: September 13, 2022



## Bike and Pedestrian Master Plan

- Existing Sidewalks
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- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails





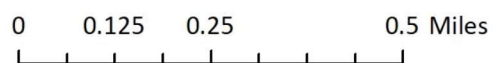
# City of Muscatine Bike & Pedestrian Master Plan

Master Plan



## Bike and Pedestrian Master Plan

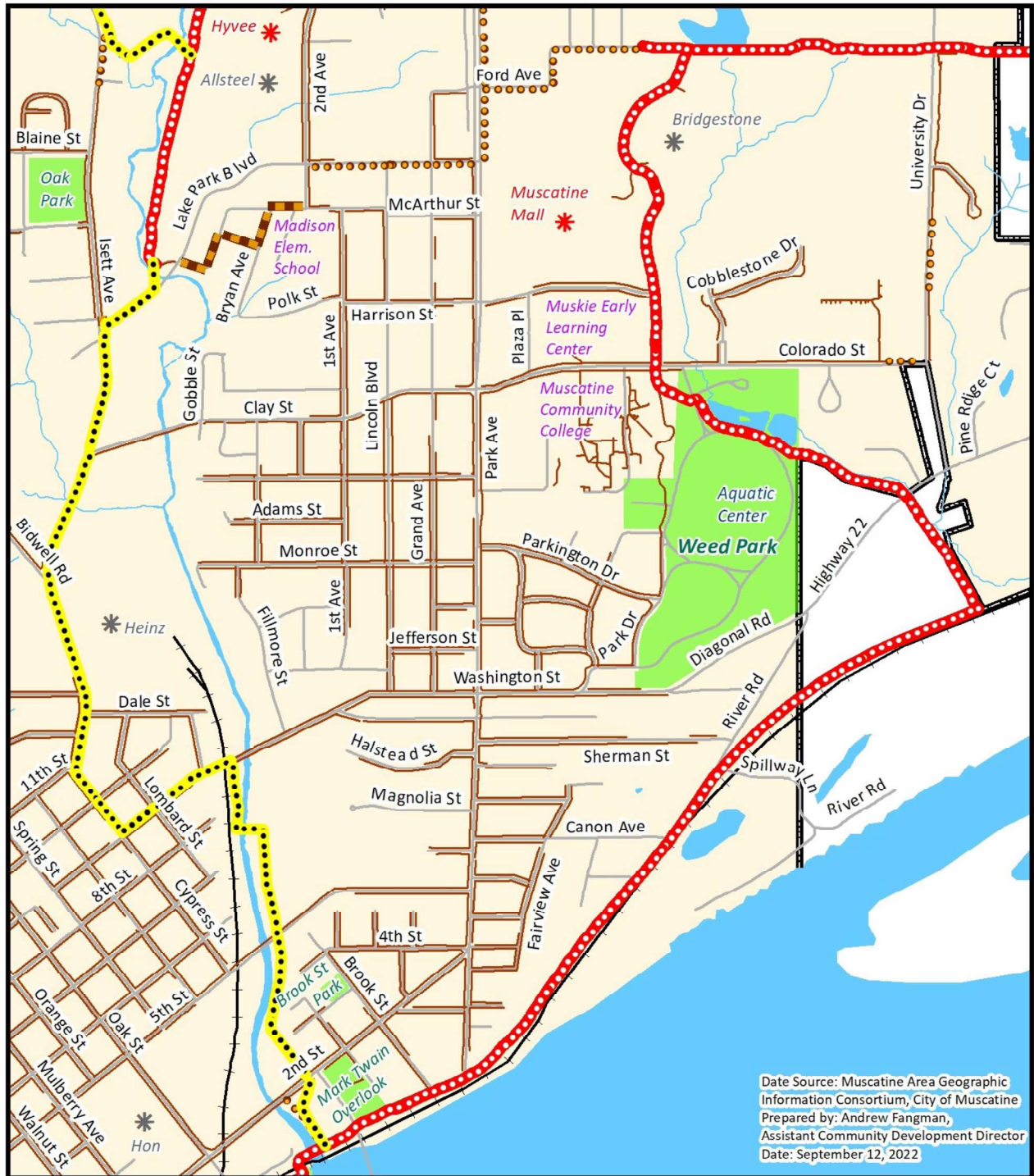
- Existing Sidewalks
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- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails





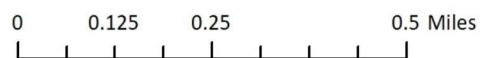
# City of Muscatine Bike & Pedestrian Master Plan

Master Plan



## Bike and Pedestrian Master Plan

- Existing Sidewalks
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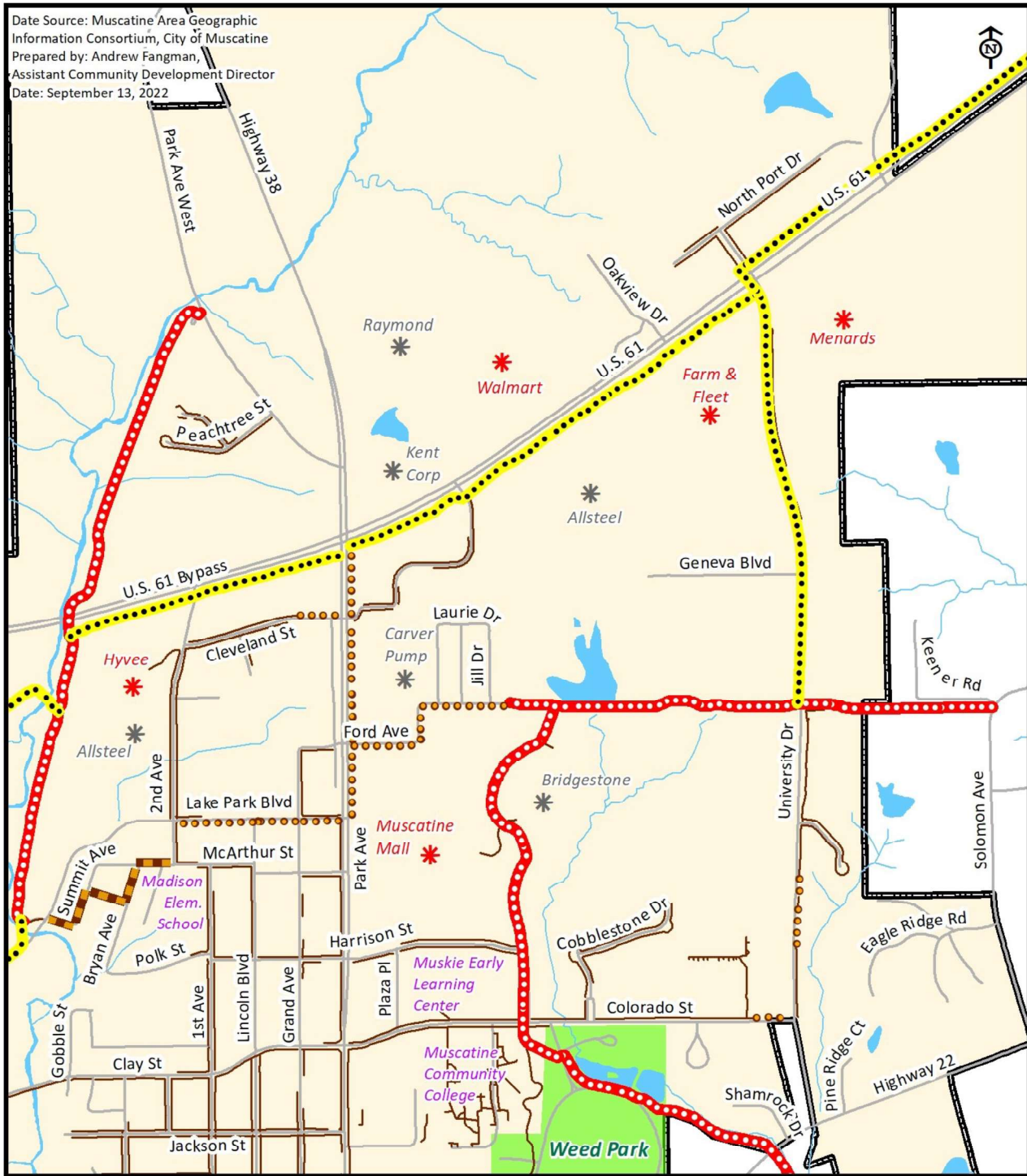









# City of Muscatine Bike & Pedestrian Master Plan

Master Plan

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman, Assistant Community Development Director  
Date: September 13, 2022



## Bike and Pedestrian Master Plan

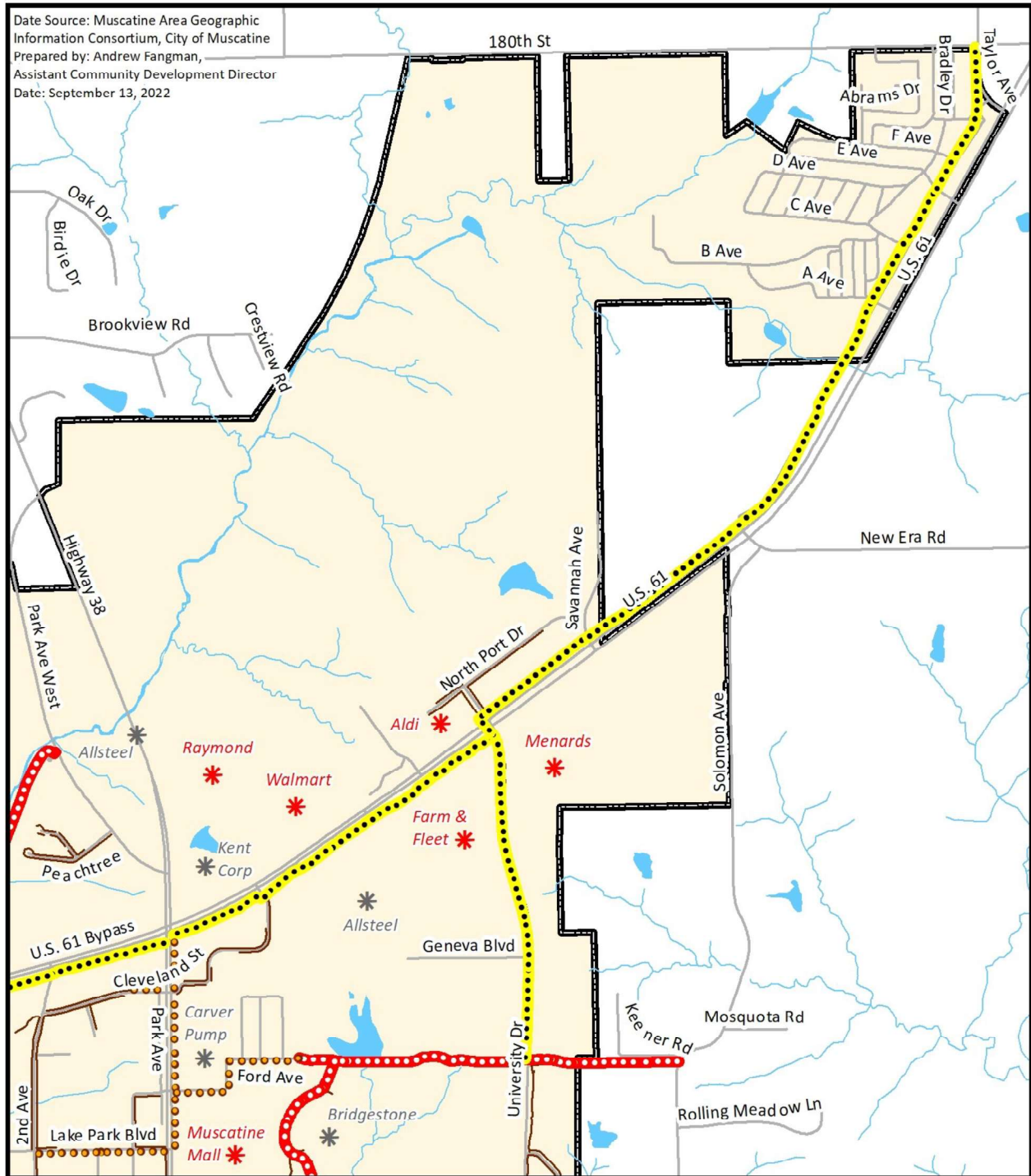
-  Existing Sidewalks
  -  Existing Trails
  -  Sidewalk Extension Projects in CIP
  -  Planned Trails
  -  Other Future Sidewalk Extension Projects
- 0 600 1,200 2,400 Feet



# City of Muscatine Bike & Pedestrian Master Plan

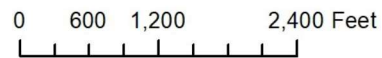
Master Plan

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman,  
Assistant Community Development Director  
Date: September 13, 2022



## Bike and Pedestrian Master Plan

- Existing Sidewalks
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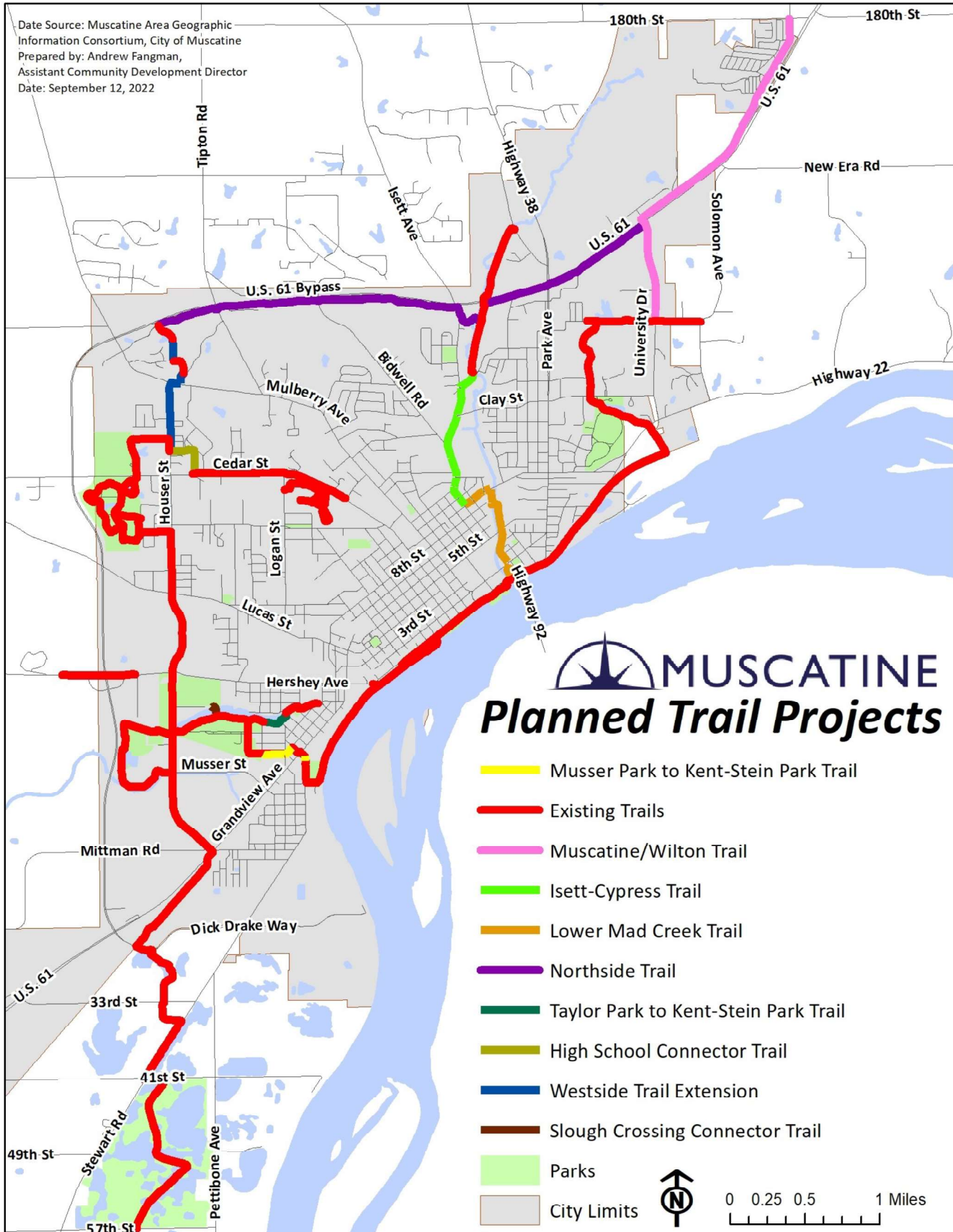




# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman, Assistant Community Development Director  
Date: September 12, 2022





***Taylor Park to Kent-Stein Park Trail***

The Taylor Park to Kent-Stein Park Trail will be a 0.4 mile trail that will link existing trails in Kent-Stein Park and Taylor Park, the conceptual route for this trail is depicted on a map on the following page. This trail is comprised of three distinct segments.

The first segment will be the paving on an existing 600' gravel trail that runs behind Bruner Field between League Street and an existing trail in Kent-Stein Park.

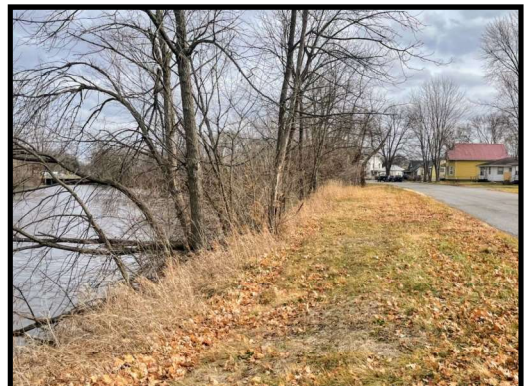
The second segment will be the construction of trail within the existing Sterneman Blvd. right of way. The trail will run in the narrow strip of land between the edge of the pavement and the embankment of the Muscatine Slough. The construction of this segment of trail will include the clean up of and placement of riprap on the closely adjoining slough embankment. This will be done to make this portion of the slough more visually attractive, and to protect the newly constructed trail from erosion of the slough embankment.

The third segment will wrap around the east end of the slough connecting Sterneman Blvd. to Bond Street and existing trail segment in Taylor Park. This trail segment will also include the cleanup and riprapping of the adjoining slough embankment. This segment of trail will require an easement from a private landowner.

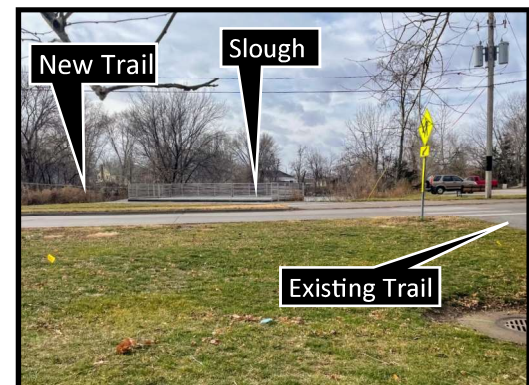
This trail will significantly enhance the bike and pedestrian accessibility Taylor Park and Franklin Elementary School, by directly connecting them to a uninterrupted community wide network of trails. Children living to southwest of Franklin School, particularly those residing in the Sunset Park Apartments, will gain a route to bike or walk to school that will be both safer and shorter than currently available options. Significant new amenities, including a splash pad, pickleball courts, and a significantly expanded playground will be constructed in 2022 within Taylor Park. Construction of this trail will make significantly easier and safer for people to walk or ride or bike to these new recreational amenities.



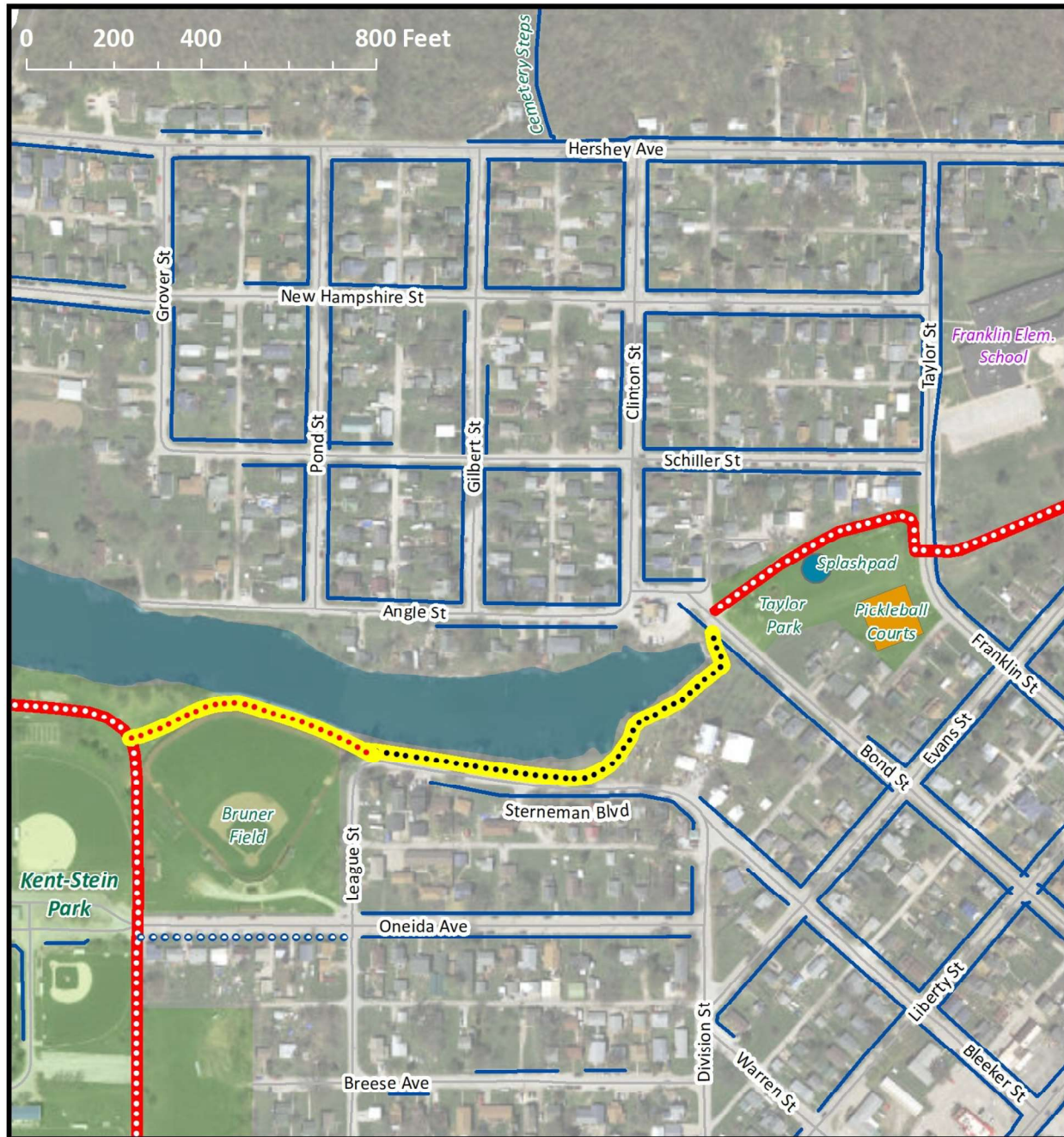
Existing gravel trail behind Bruner Field that is to be paved



Area between the slough and Sterneman Blvd where a trail is to be constructed



Eastern end of proposed trail as viewed from Taylor Park across Bond St



# ***Bike and Pedestrian Master Plan***

## **Taylor Park to Kent-Stein Park Trail**

- Taylor Park to Kent-Stein Park Trail - New Paved Trail (1,500')
- Taylor Park to Kent-Stein Park Trail - Existing Gravel Trail to be Paved (600')
- Existing Trails
- Sidewalks
- Other Future Sidewalk Extension Projects

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman,  
 Assistant Community Development Director  
 Date: December 10, 2021





## ***Slough Crossing Connector Trail***

The Slough Crossing Connector Trail is a small but impactful trail project. This trail project will hard surface an existing 461' gravel trail that runs from the existing trail in Kent-Stein Park, across the Slough Causeway to the south gate of the Muscatine Soccer Complex, see map on the following page. A sidewalk connecting the northern end of this trail to the Sunset Park Apartments will also be constructed as part of this project.

According to the 2020 Census, 84 kids who live in Sunset Park Apartments (a public housing complex owned by the City of Muscatine) and attend Franklin Elementary School, located less than a mile to the east, would be given a direct and safe route to school.

The Slough Crossing Connector Trail will be constructed in 2022 as part of the South End Community Improvement Fund Project, which is a large package of recreational improvements in the South End.

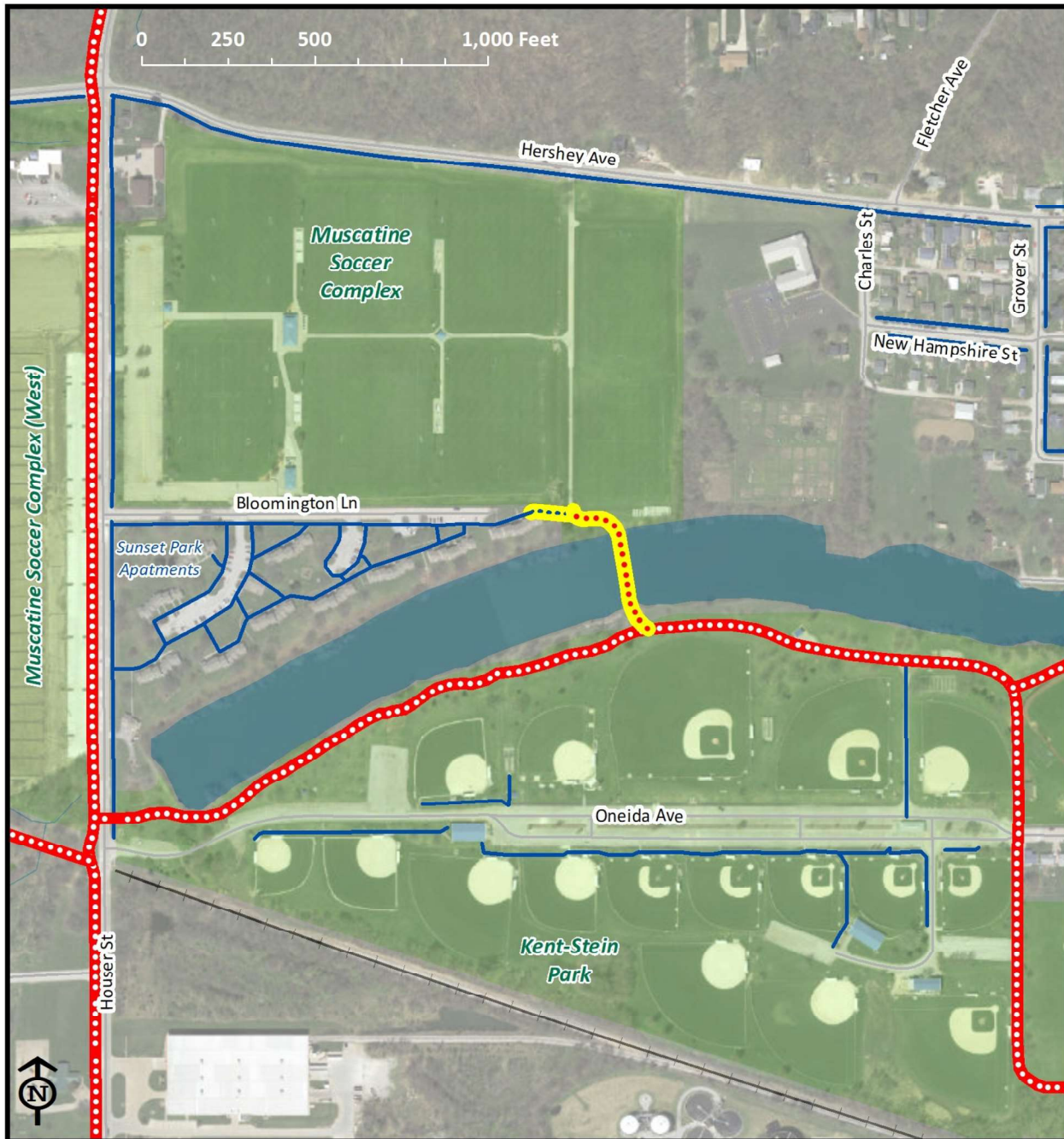


Existing Gravel Trail on the Slough Causeway



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects



## Bike and Pedestrian Master Plan Slough Crossing Connector Trail

- ..... Slough Crossing Connector Trail - Existing Gravel Trail to be Paved (462')
- - - - - New Sidewalk
- ..... Existing Trails
- Sidewalks

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman,  
 Assistant Community Development Director  
 Date: October 5, 2021



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

## Musser Park

### to Kent-Stein Park Trail

The trail linking Musser Park and Kent-Stein Park will dramatically improve the ability of South End residents to walk or park to their desired destinations. Completion of this trail will connect by continuous trail, the Riverfront Trail running from Solomon Avenue to Musser Park, with the Westside Trail running from Deep Lakes Park to Fuller Park.

Construction of 1,488' of trail is necessary to complete the trail link between Kent-Stein Park to Musser Park, construction of this trail will be done in two phases.

Phase 1 of the Musser Park to Kent-Stein Park Connector Trail includes a crossing of the railroad tracks at Oregon Street. Currently there is no location at which a cyclist or pedestrian can safely cross the railroad between Hershey Avenue and Dick Drake Way. Completion of this crossing will give the 1,195 people living on the river side of the railroad tracks between Hershey Avenue and Dick Drake Way, a safe way to walk or bike to schools, stores, places, of employment, park, and other important destinations.

Phase 1 will also include the construction of approximately 300' of trail on south side of Liberty Street. Phase 3 will be constructed in 2023 are part of the Dual Use Redundant Force Main Project, which involves the installation of a new sanitary force main in very close proximity to the proposed trail location. Integrating trail construction into this much larger project should help realize some construction efficiencies and cost savings.



Proposed Location of Trail Crossing of Railroad Tracks



Trail Under Construction Along Warren Street



Looking East on Liberty St. Along Proposed Trail Route



# City of Muscatine Bike & Pedestrian Master Plan

## Trail Projects

Phase 2 of the Musser Park to Kent-Stein Park Trail will replace 800' of existing on-street trail with a 10' wide trail constructed behind the curb on the south side of Roby Avenue. Moving from east to west the trail will be constructed within the existing right of way, on an existing trail easement, and then across a city owned parcel. A map showing the conceptual route of this trail project can be found on the following page.

Completion of this trail upgrade will significantly enhance the safety of trail users and enhance their overall experience on this segment of trail. While Roby is a relatively lowly trafficked street, separating trail users from motorized traffic will make it much safer and more comfortable to use.

Phase 2 will be constructed in 2023 as part of the Dual Use Redundant Force Main Project, which involves the installation of a new sanitary force main in very close proximity to the proposed trail location. Integrating trail construction into this much larger project should help realize some construction efficiencies and cost savings.



On-Street Trail on Roby Avenue Looking East



On-Street Trail on Roby Avenue Looking West



Pavement Marking Delineating the On-street Trail

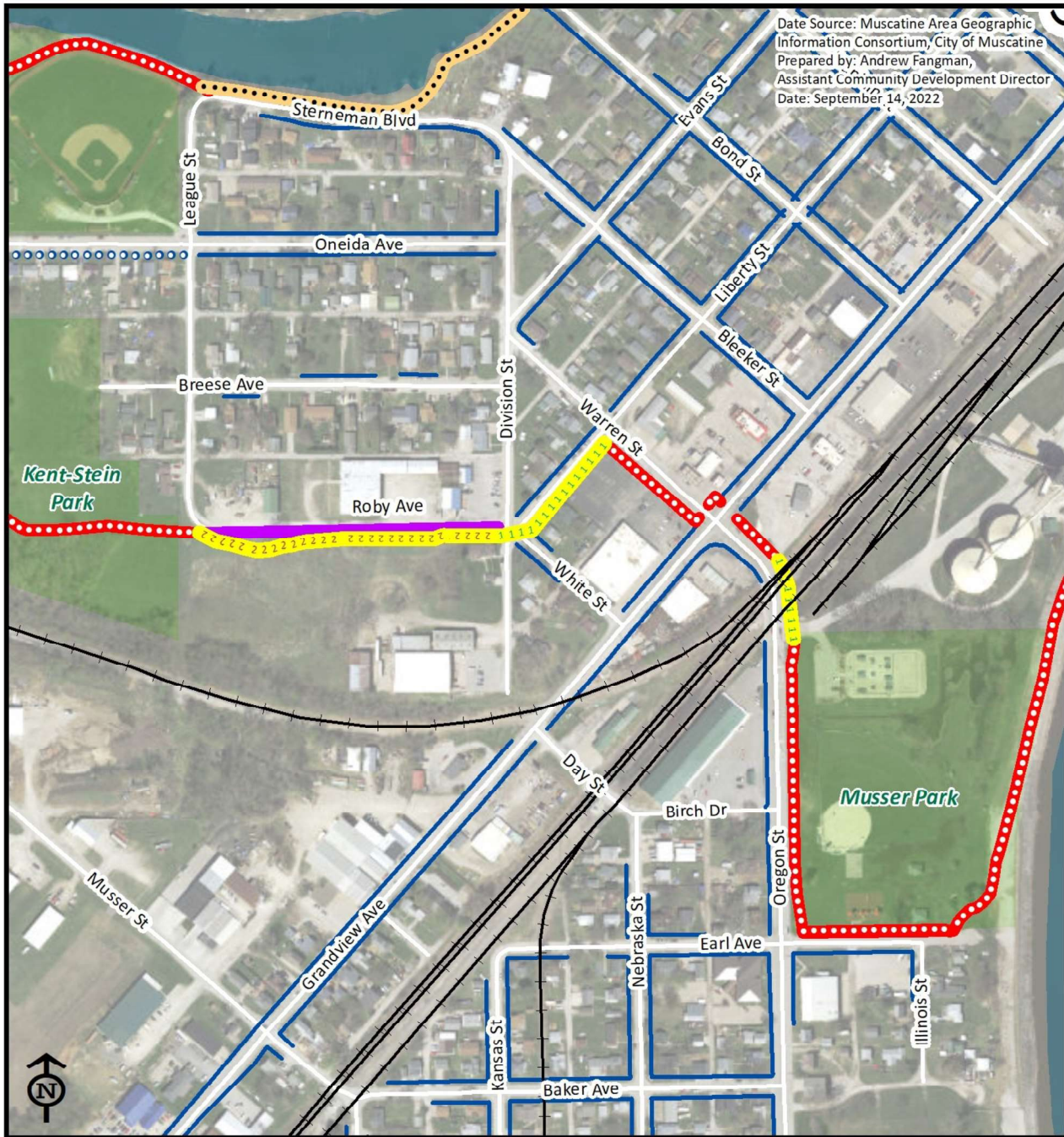


On-Street Trail on Roby Avenue Looking East



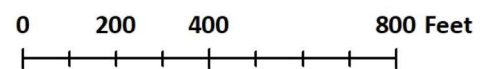
# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects



## Bike and Pedestrian Master Plan Musser Park to Kent-Stein Park Trail

- 1 1 1 1 1 1 Musser Park to Kent-Stein Park Trail - Phase 1 (654')
- 2 2 2 2 2 2 Musser Park to Kent-Stein Park Trail - Phase 2 (804')
- Other Proposed Trails
- Existing Trails
- Existing Bike Lane
- Sidewalks
- Other Future Sidewalk Extension Projects
- +— Railroad





# City of Muscatine Bike & Pedestrian Master Plan

## Trail Projects

### ***High School Connector Trail***

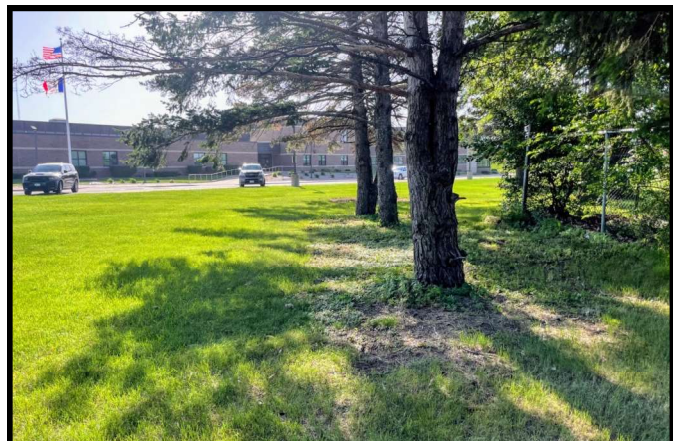
The High School Connector Trail will be a 1,660' trail that will link existing trails in the vicinity of Muscatine High School. This trail will begin at the southwestern corner of the Muscatine High School campus. From this connection with the Cedar Street Trail the High School Connector Trail will proceed north along the perimeter of the high school campus. After wrapping around an MPW electrical substation, the trail will follow an existing campus access road to an intersection with Houser Street. The current northern terminus of the Westside Trail is located directly across Houser Street. The conceptual route for this trail can found on a map on the following page.

Completion of this trail will connect the Cedar Street Trail with the Westside Trail and the greater citywide trail network. Making this connection will bring direct access to the greater citywide trail network to the center of Muscatine. A safe and attractive means for bikes and pedestrians to access the high school campus from the west will be created by this trail. The access road that connects the high school to Houser Street does not currently make any provisions for safe non-motorized use.

This trail will be constructed across easements granted by Muscatine Power and Water and the Muscatine Community School District.



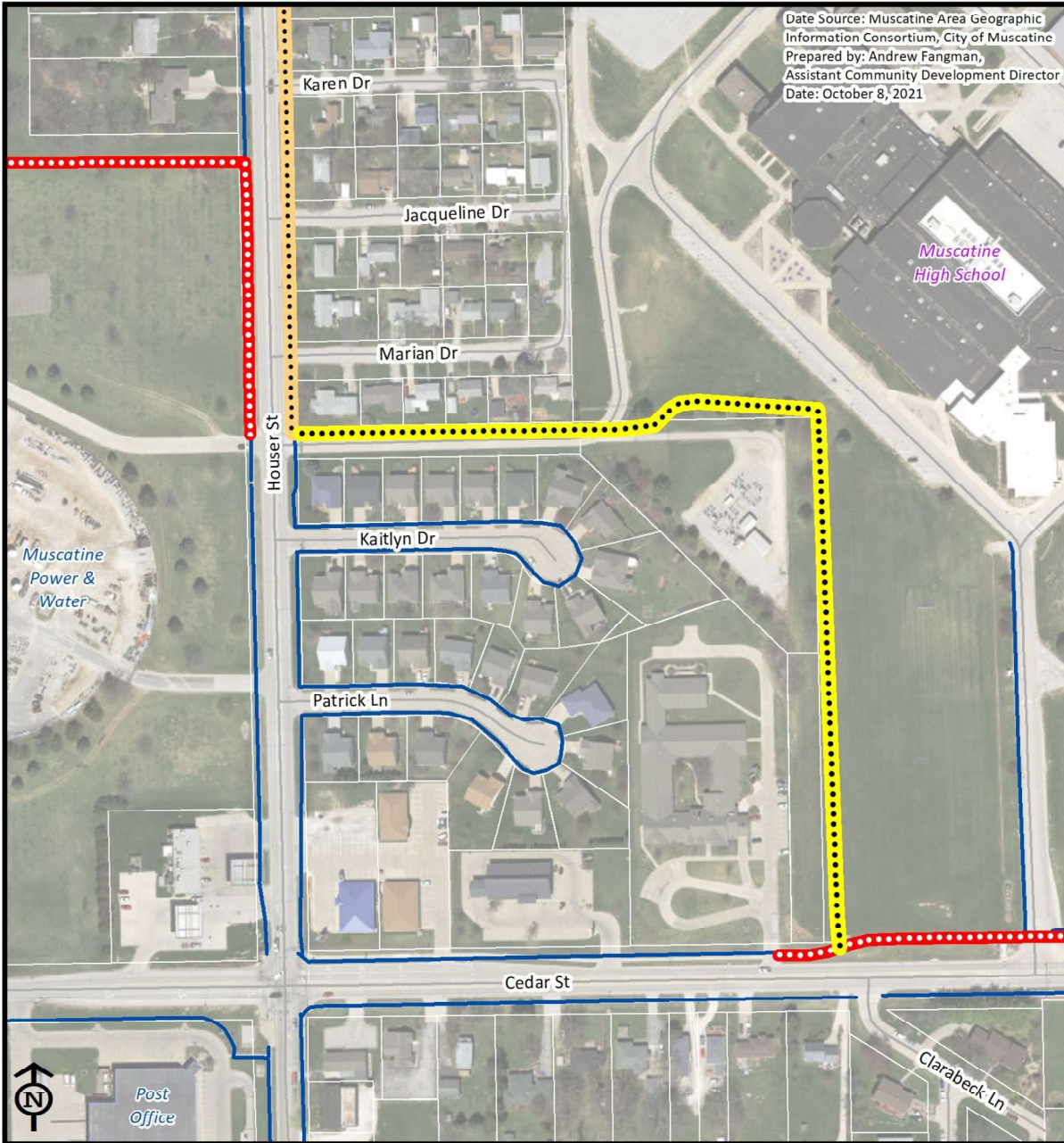
Looking North from Cedar St. Along Proposed Trail Route



Looking East Along Proposed Trail Route

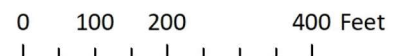


Looking West at Houser St. Along Proposed Trail Route



## ***Bike and Pedestrian Master Plan*** High School Connector Trail

- ..... High School Connector Trail (1,660')
- ..... Westside Trail Extension
- ..... Existing Trails
- Sidewalks





## Northside Trail

The Northside Trail will be a 3.6 mile long trail running east/west across the northside of Muscatine, largely within the existing U.S. 61 right of way. Construction of the Northside Trail is necessary to achieve the community's goal, as set forth in the adopted Comprehensive Plan of *"Members of the community should have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means. Children should be able walk or bike to their school safely. To achieve this goal, critical routes for non-motorized travel linking schools, parks, bus stops, most major employment and shopping centers, and located within 400 feet of most residences in Muscatine will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel."* The construction of this phase of the Northside Trail is necessary for this goal to be accomplished. Currently is no safe and direct east-west route across the north side of Muscatine that would allow for such a trip to be made by foot, bike, or other non-motorized means.

Due to the of the long overall length of the envisioned Northside Trail, its construction has been broken down into two phases, to make the scope and costs will be more manageable. Phases of this project are structure so that completion of each phase will be of tangible value to the community.



Looking northeast along U.S. 61 from proposed trail alignment, at the U.S. 61/2nd Avenue Intersection



Looking southwest along U.S. 61 Drive from proposed trail alignment, at the U.S. 61/Allsteel/Walmart Driveway Intersection



# City of Muscatine Bike & Pedestrian Master Plan

*Trail Projects*

Along this portion of U.S. 61 there is between 43' and 87' right of way between the edge of the paved shoulder and the adjoining property. Because of the volume and speed of traffic, the trail will be located as far as practicable from the back of curb. This phase of the Northside Trail will pass through four currently signalized intersections as it follows U.S. 61 at:



Existing Crossing at U.S. 61 and 2nd Avenue Intersection

University Drive, Walmart/Allsteel driveways, Highway 38 (Park Avenue), and Second Street. At each of these intersections a safe crossing to the north side of U.S. 61 will be created by the installation of necessary pedestrian signals and crosswalk improvement.

Many any of the most traveled to destinations, (including many of the largest employment and shopping centers) in the Muscatine area are located along U.S. 61 between Park Avenue and University Drive. This includes destinations such as Walmart, Kent Corporation headquarters, Aldi, Allsteel, Menards, Farm & Fleet, etc. Unsurprisingly, the highest traffic counts in the Muscatine area are found on this portion of U.S. 61. Despite being the location of many of the most traveled to destinations in Muscatine, there is no place in Muscatine more dangerous or difficult to reach on foot or by bike than this portion of U.S. 61. This portion of U.S. 61 is very unsafe and unattractive for bicycle and pedestrian travel. In addition to being the busiest street in Muscatine, traffic travels at highway speed, and there are no accommodations for non-motorized users. Further there no trails or other safe routes for non-motorized travel that connect this portion of U.S. 61 to the rest of the Community. Despite these hazards, regular use of this portion of U.S. 61 by bicyclists and pedestrians occurs, this corridor contains destination that many in the community must travel to, even if they do not have access to motorized transport. In May of 2018 a pedestrian was struck and killed along this portion of U.S. 61.

Completion of Phase 1 of the Northside Trail will link the Mad Creek Greenbelt Trail into a communitywide network of contentiously connected trails extending over 20 miles into nearly all parts of the Muscatine area. It will also bring access to the connected community wide network of trails into a previously underserved part of the community. Linking the Mad Creek Trail into a far-reaching network of connected trails greatly enhances the value of prior investments made in the Mad Creek Trail. This linkage also makes feasible, future projects that will enhance and extended the Mad Creek Trail. The benefits and impact of such projects are much greater when they are tied to a communitywide network of trails and not a relatively short an isolated trail.



# City of Muscatine Bike & Pedestrian Master Plan

## *Trail Projects*

Completion of this phase will require the bridging of Mad Creek. Due to the severe slope of the embankments on the western approach to the U.S. 61 Bypass bridge over Mad Creek, it is not very feasible to construct a trail within in existing right of way. To construct a trail on the flat ground to the south will require obtaining an easement from Kraft Heinz Foods Company, the longtime owner of this property. The proposed Isett/Cypress Trail and other improvements that will be made as part Isett Avenue Corridor Project, will allow for good bike and pedestrian access to the west end of Phase 1 and the entire communitywide trail network.

Phase 2 consists of approximately two miles of trail connecting the western end of Phase 1 at the Isett Avenue/U.S. 61 Bypass intersection to an existing segment of trail that terminates at the intersection of Steamboat Way and Diana Queen Drive, see map on page 27. This phase will be constructed within the existing U.S. 61 Bypass right of way. Along this stretch of the U.S. 61 Bypass there is between 70' feet of undeveloped right of way between the southern edge of the paved shoulder of the Bypass and the southern edge of the existing right of way. This large of amount of available right of way will for the trail be located at distance from the bypass that will create a safe, comfortable, and attractive experience for trail users. Completion of Phase 2 will create a safe and direct route for non-motorized travel across the north side of Muscatine.

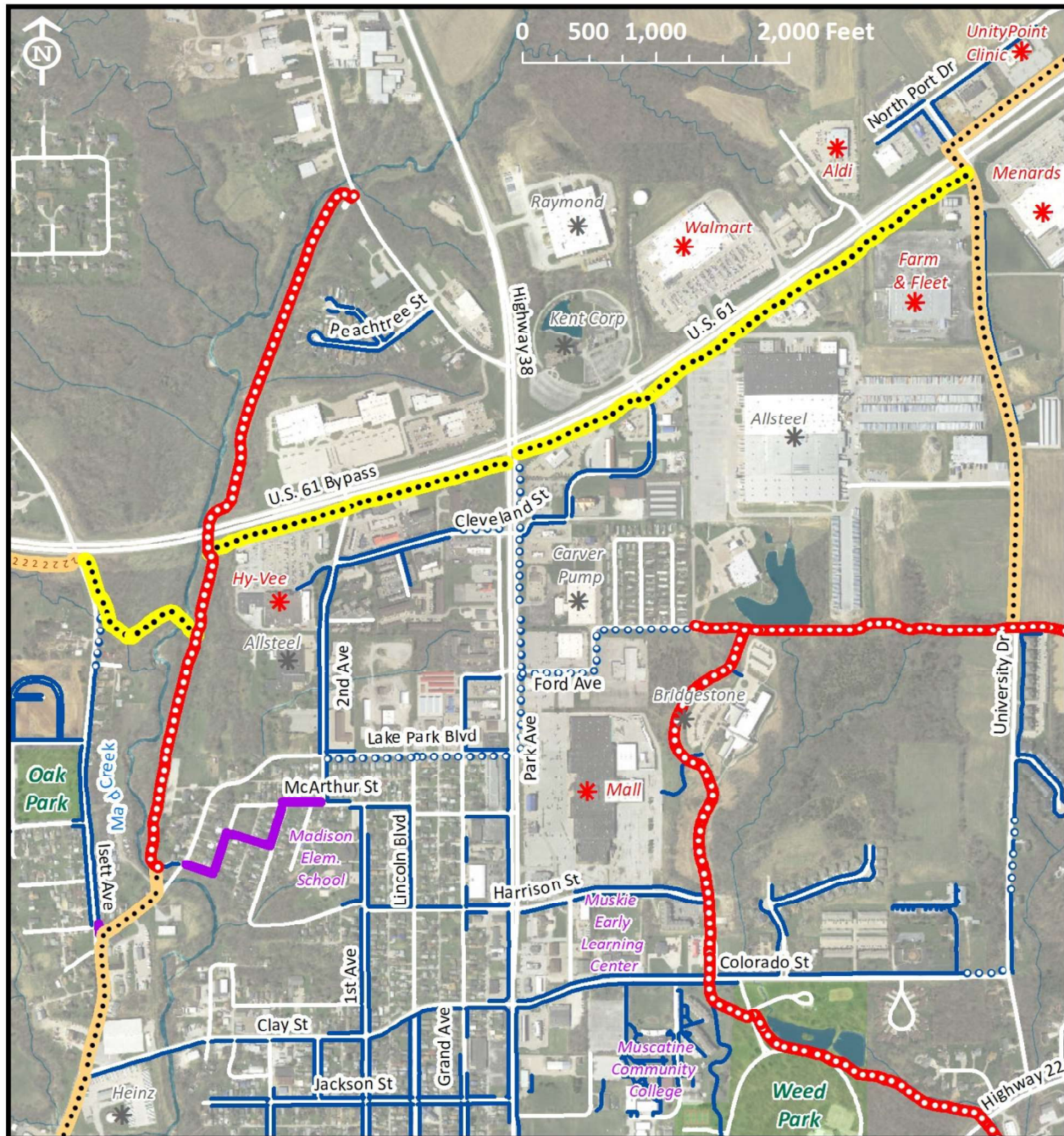


**Looking Along Proposed Trail Route Along the Bypass**



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects



## Bike and Pedestrian Master Plan Northside Trail Phase 1

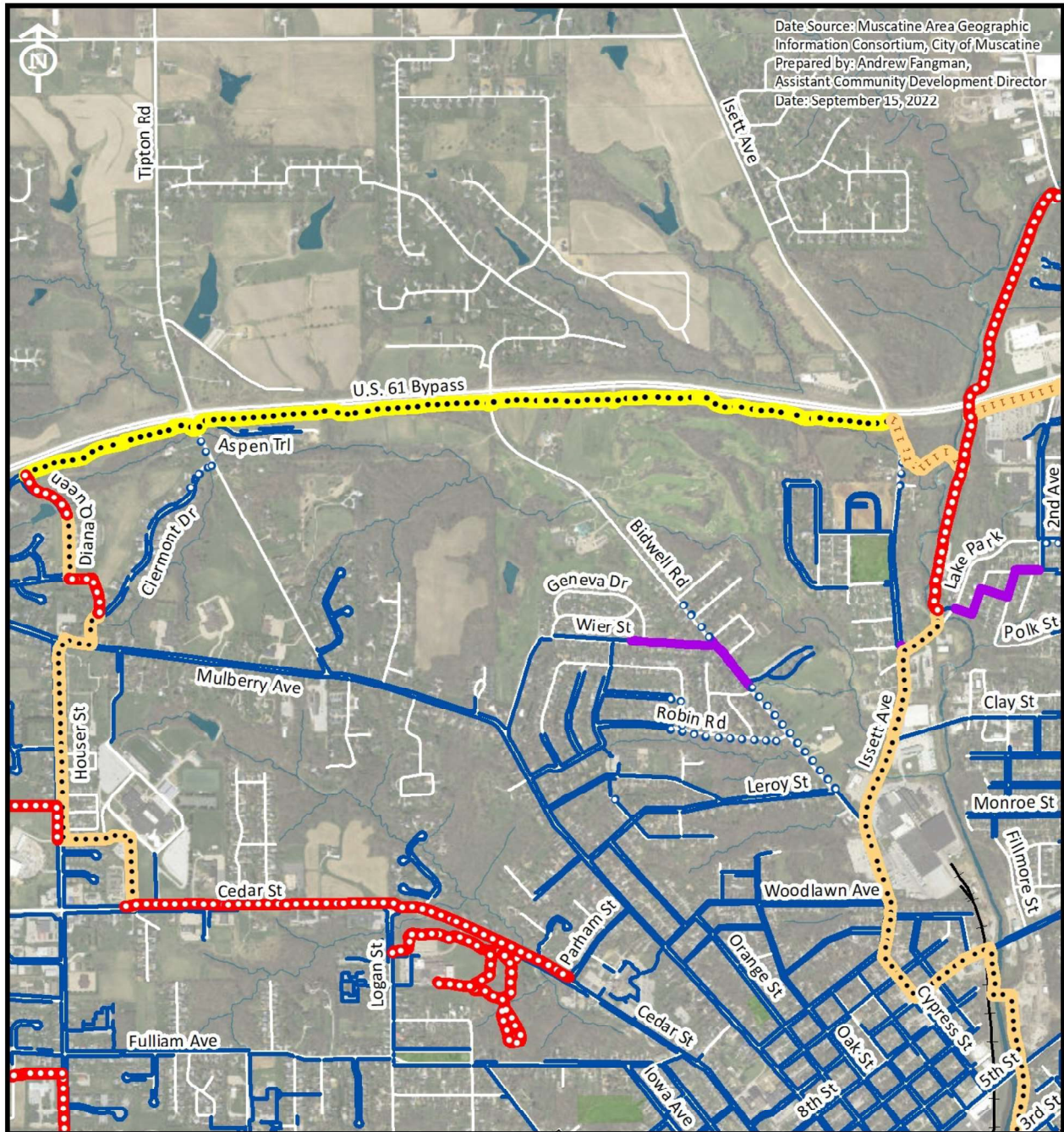
- Northside Trail (Phase 1)
- Northside Trail (Phase 2)
- Other Planned Trails
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Sidewalks
- Existing Trails

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman,  
 Assistant Community Development Director  
 Date: September 15, 2022



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects



## ***Bike and Pedestrian Master Plan***

### Northside Trail Phase 2

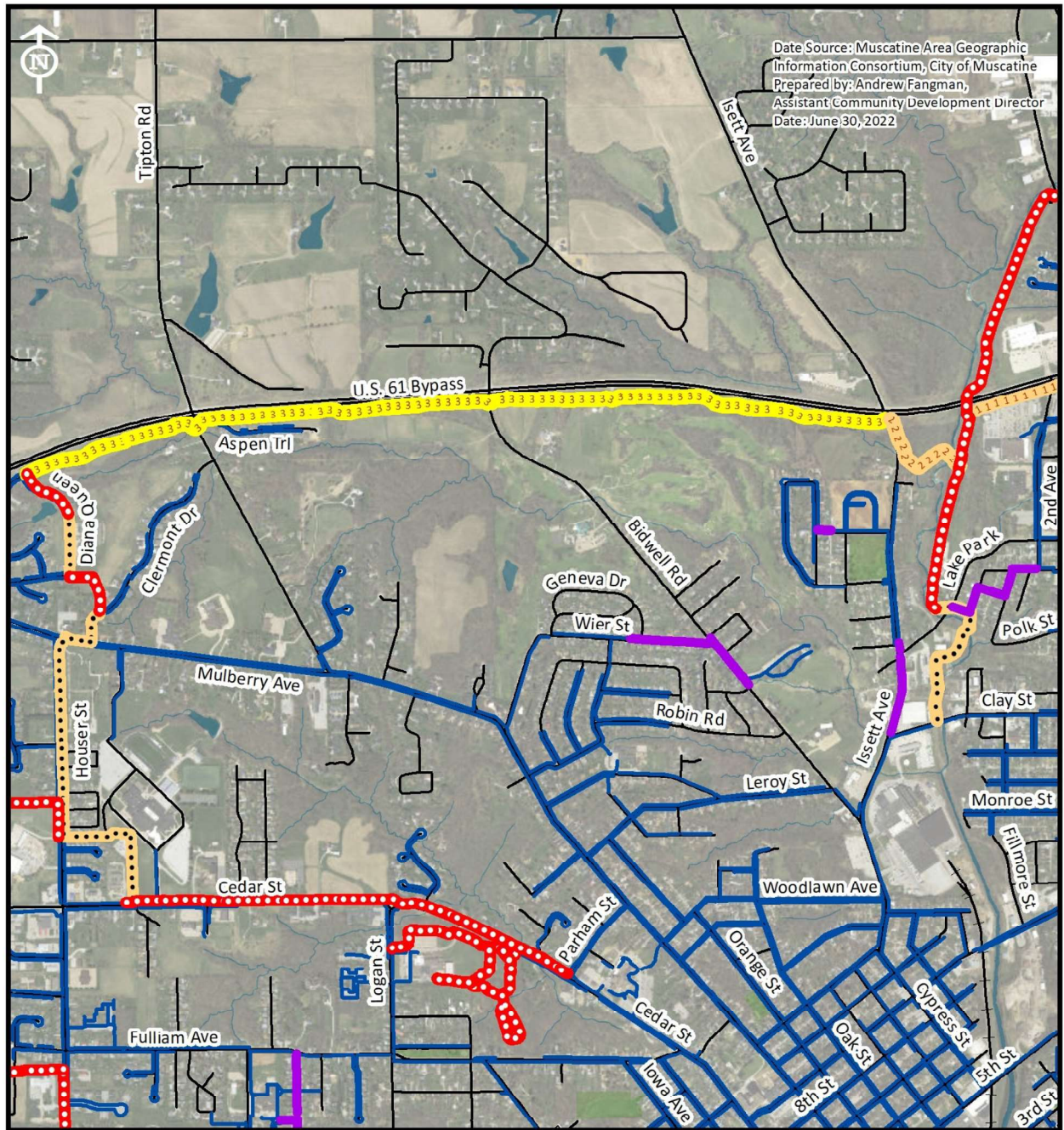
- Northside Trail (Phase 2)
- Sidewalk Extension Projects in the CIP
- Northside Trail (Phase 1)
- Other Future Sidewalk Extension Projects
- Other Trail Projects
- Sidewalks
- Existing Trails





# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects



Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman, Assistant Community Development Director  
 Date: June 30, 2022



## ***Bike and Pedestrian Master Plan***

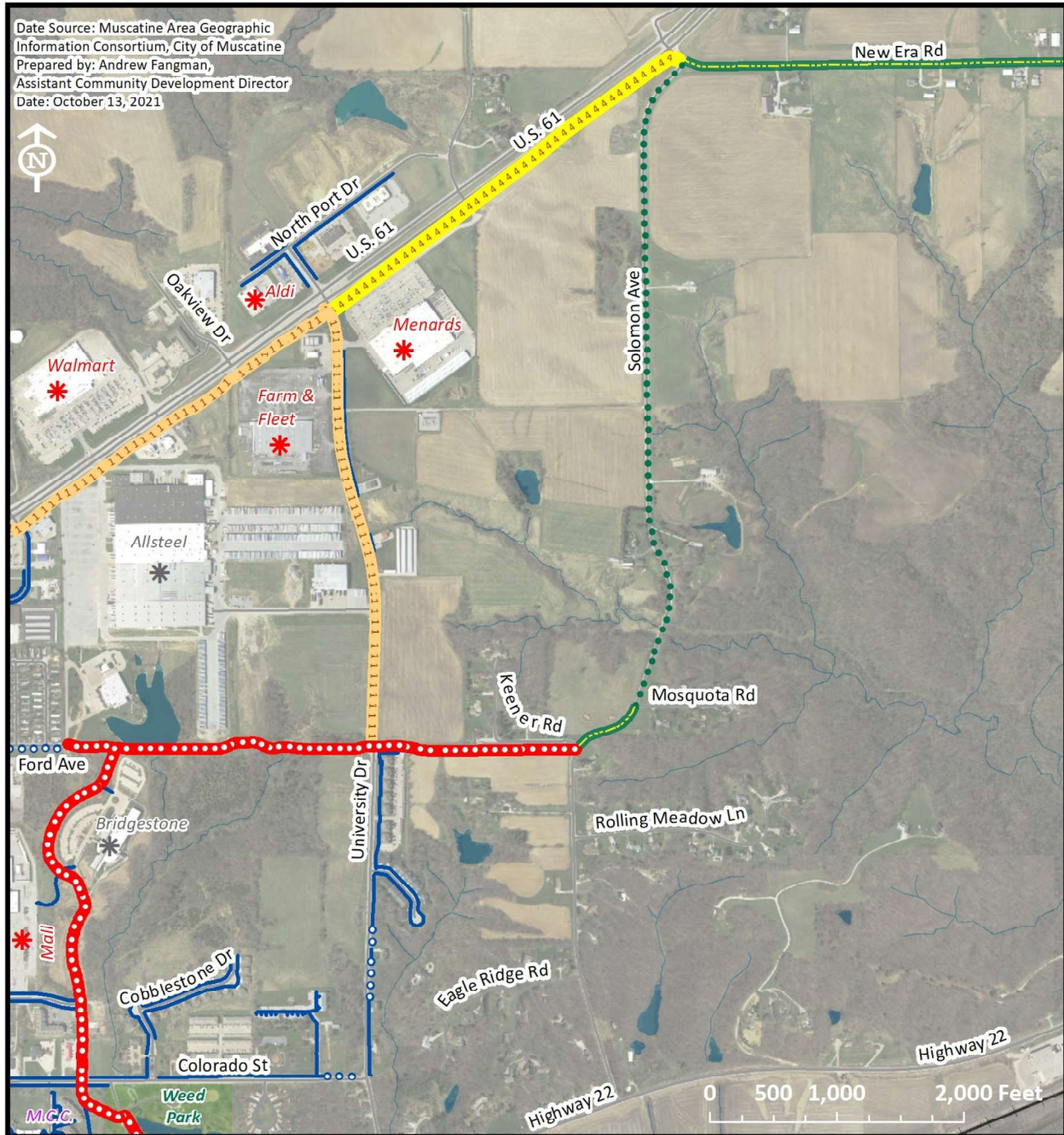
### **Northside Trail Phase 3**

- 3 3 3 3 3 3 3 3 Northside Trail Phase 3    4 4 4 4 4 4 4 4 Northside Trail Phase 4    — Sidewalks
- 1 1 1 1 1 1 1 1 Northside Trail Phase 1    •••••• Other Planned Trails    — Sidewalk Extension Projects in the CIP
- 2 2 2 2 2 2 2 2 Northside Trail Phase 2    •••••• Existing Trails    •••••• Other Future Sidewalk Extension Projects



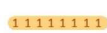








Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
Prepared by: Andrew Fangman,  
Assistant Community Development Director  
Date: October 13, 2021



## ***Bike and Pedestrian Master Plan***

### **Northside Trail Phase 4**

-  Northside Trail Phase 1
-  MRT/ADT Share the Road (Paved Road)
-  Northside Trail Phase 4
-  MRT/ADT Share the Road (Gravel Road)
-  Existing Trails
-  Sidewalks
-  Other Future Sidewalk Extension Projects



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

## Muscatine/Wilton Trail

The Muscatine/Wilton trail will be a 2.5 mile trail between the University Dr/24th intersection and 180th St/Taylor Ave intersection. This trail will be a portion of a 10.5 mile trail linking Muscatine and Wilton. The conceptual route for this trail can found on a map on the following page.

Completion of the 2.5 miles of trail between the existing trail crossing at the University Drive/24th Street intersection to the intersection of 180th Street and Taylor Avenue will be a major step towards achieving the community’s goal, as set forth in the adopted Comprehensive Plan of “Members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means. This trail will allow the nearly 900 City residents in and around Ripley’s Mobile Home Park to for the first-time travel safely by non-motorized means to other destinations within the City. This trail also creates safe pedestrian and bike access to major shopping, employment, and medical amenities located in the vicinity of U.S. 61/University Drive intersection. Further extension of the trail from Muscatine City Limits to Wilton City limits, would require the construction, by other entities, of a little more than 8 miles of additional trail, primarily along Taylor Avenue, completion of this trail would create a continuous trail of nearly 22 miles in length running from Wilton to the southern boundary of Deep Lakes Park.



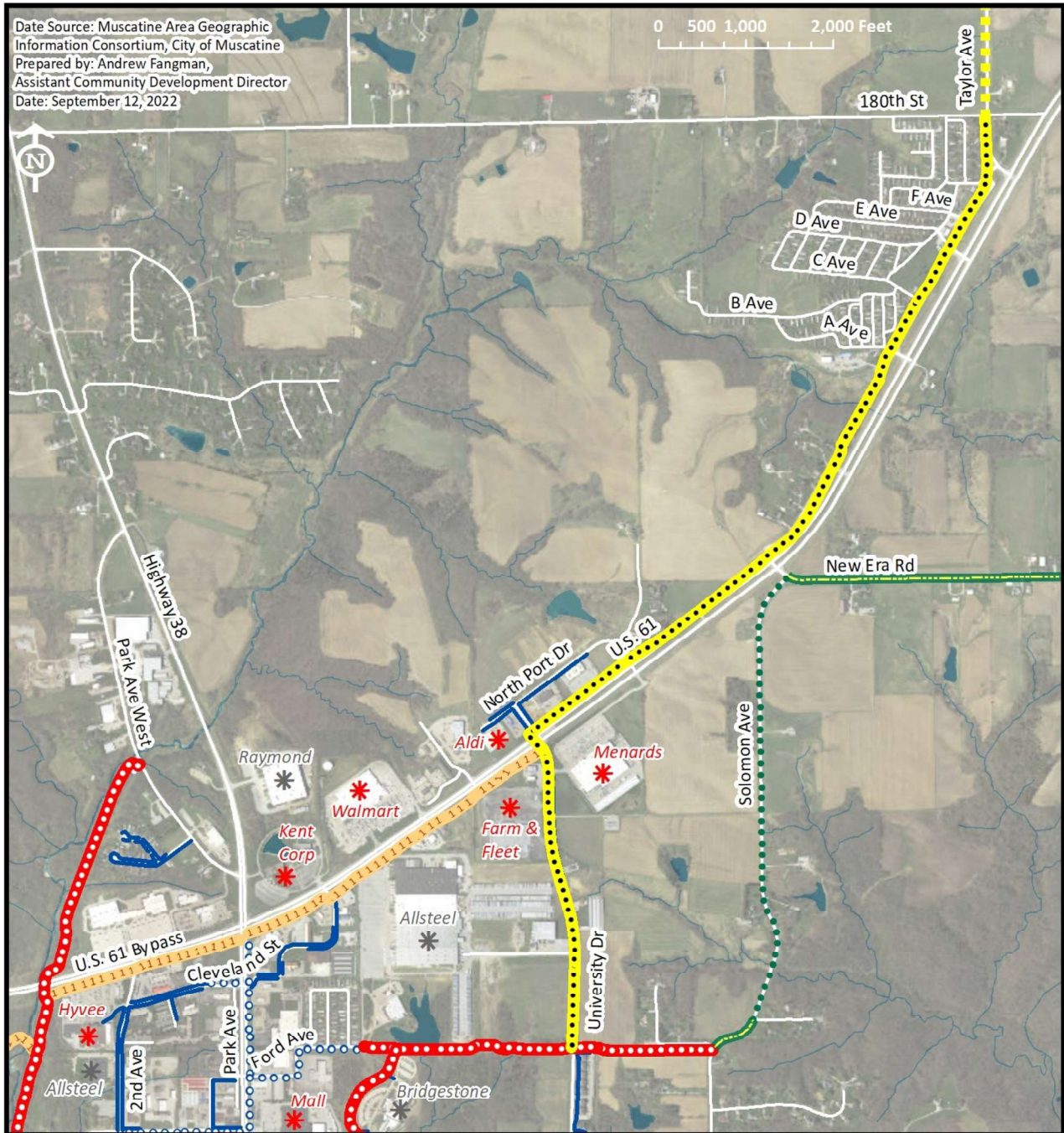
Looking South on University Dr. Along Proposed Trail Route



Looking South on Taylor Ave. Along Proposed Trail Route



# City of Muscatine Bike & Pedestrian Master Plan



## ***Bike and Pedestrian Master Plan*** Muscatine/Wilton Trail

- Existing Trails
- Muscatine/Wilton Trail
- ■ ■ ■ ■ Trail to be Built by Others
- | | | | | Northside Trail Phase 1
- — — — — MRT/ADT Share the Road (Paved Road)
- MRT/ADT Share the Road (Gravel Road)
- — — — — Sidewalks
- ○ ○ ○ ○ Other Future Sidewalk Extension Projects



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

## *Isett/Cypress Trail*

The Isett/Cypress Trail will be a 1 mile trail between the southern terminus of the existing Mad Creek Greenbelt Trail and 9th St/Cypress St intersection. The conceptual route for this trail can found on a map on the following page.

This trail will be a component of the Isett Avenue Corridor Reconstruction Project, which will make safe non-motorized travel to and along the Isett Avenue/Cypress St corridor possible. Bike and pedestrian travel to and along this corridor is severely hindered by significant gaps in sidewalk network and a lack of connectivity to the citywide trail network. The Isett/Cypress Trail in combination with the Lower Mad Creek Trail will form a major north/south artery for bike and pedestrian travel.

The Mad Creek Greenbelt Trail as it currently exists is not safely accessible by foot or bike. The segment of Lake Park Boulevard off of which the Mad Creek Greenbelt Trail can accesses is not safe for bike or pedestrian travel. It is a narrow street with no shoulders or sidewalk and has a relatively high traffic count. The Lake Park bridge over Mad Creek, which is just to the west of the current end of the Mad Creek Trail, is too narrow to accommodate bike and pedestrian travel.

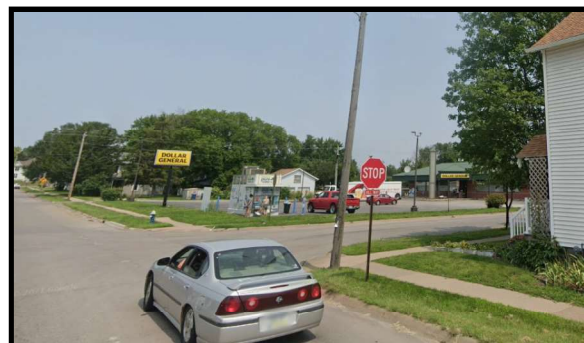
The planned connection of the Mad Creek Trail to the Northside Trail, near the U.S. Bypass, will connect the Mad Creek Greenbelt Trail to the greater communitywide trail network. Maximizing the benefit of this connection will necessitate the resurfacing of the existing Mad Creek Trail. The original asphalt of the existing trail has deteriorated to the point where the existing trail functions as an unpaved trail.



Portion of the Existing Isett Avenue Corridor That Lacks Provision for Safe Pedestrian and Bike Travel



Southern Terminus of the Mad Creek Greenbelt

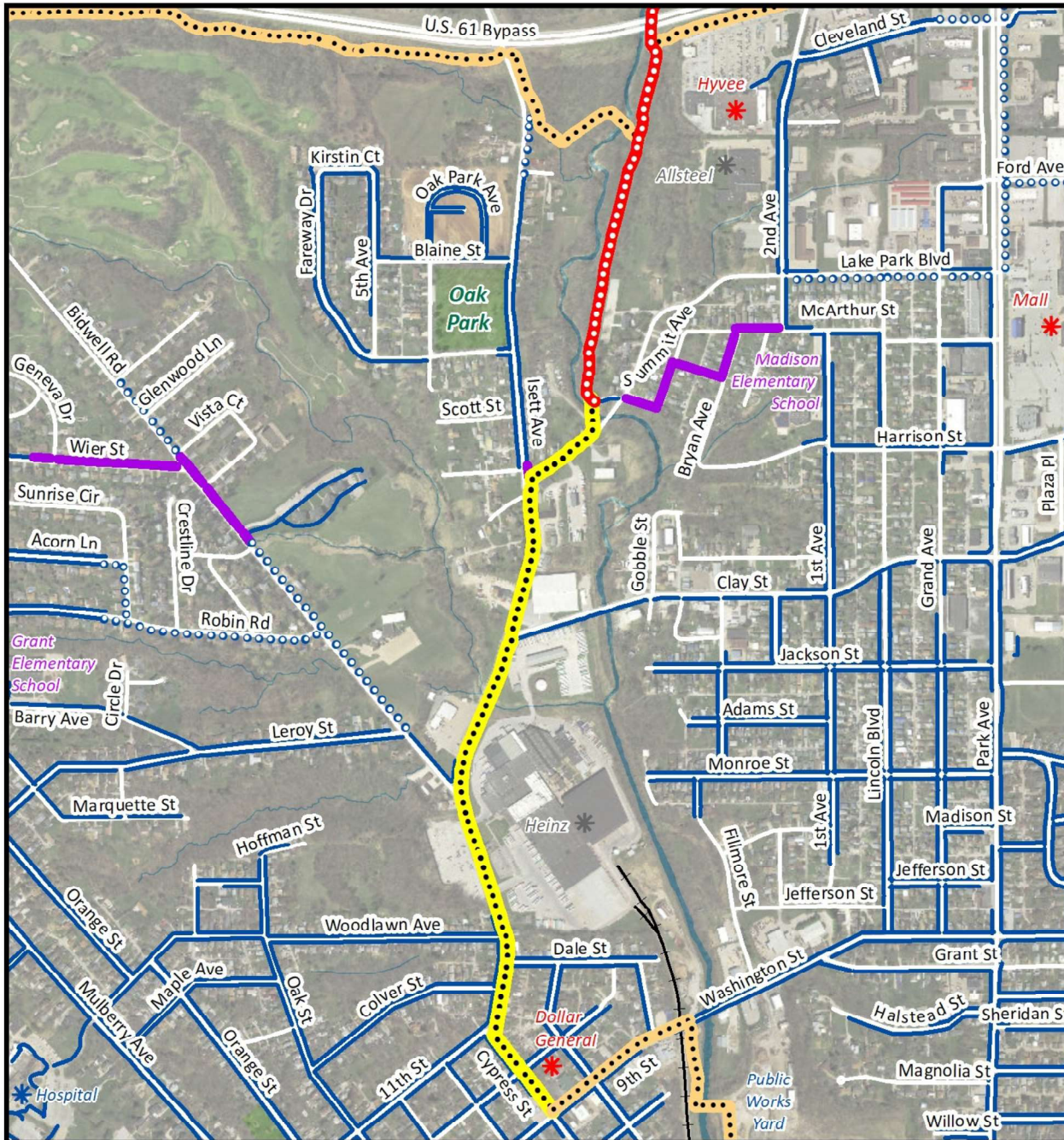


Intersection of Cypress Street and 9th Street



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

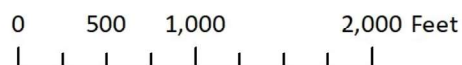


## Bike and Pedestrian Master Plan

### Isett/Cypress Trail

- Isett/Cypress Trail
- Other Planned Trails
- Sidewalk Extension Projects in the CIP
- Existing Trails
- Sidewalks
- Other Future Sidewalk Extension Projects

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman,  
 Assistant Community Development Director  
 Date: September 13, 2022



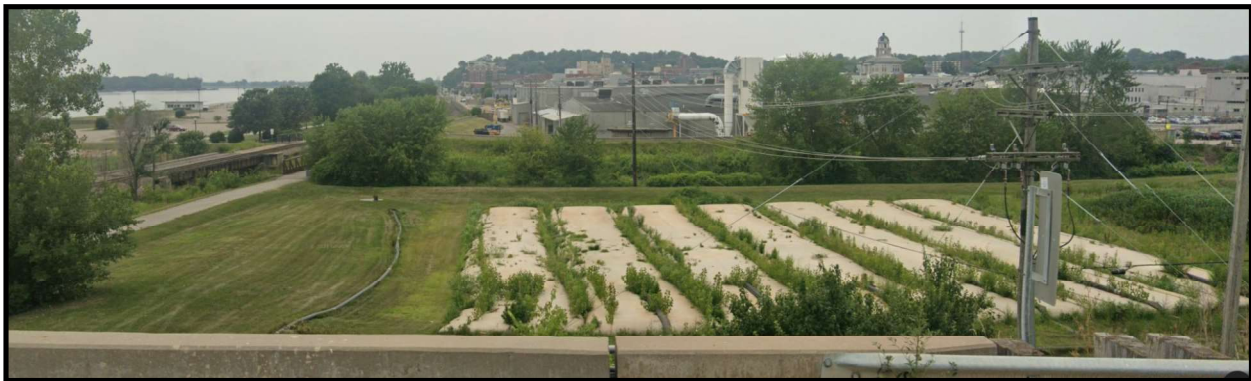


## ***Lower Mad Creek Trail***

The Lower Mad Creek Trail will be a 0.85 mile trail between the southern 9th St/Cypress St intersection and the existing trail network east of the mouth of Mad Creek. The conceptual route for this trail can found on a map on the following page.

The Lower Mad Creek Trail in combination with the Isett/Cypress Trail will form a major north/south artery for bike and pedestrian travel. It will be a major step towards achieving the community’s goal, as set forth in the adopted Comprehensive Plan of “Members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means. This trail will be constructed in conjunction the relocation of harbor dredge dewatering area from the Riverfront at Mad Creek to the Lower Public Works Yard. The pipeline that will be installed as part of this relocation will follow the route of this trail. Integrating trail construction into with this project should help realize come construction efficiencies and cost savings.

The planned connection of the Mad Creek Trail to the Northside Trail, near the U.S. Bypass, will connect the Mad Creek Trail to the greater communitywide trail network. Maximizing the benefit of this connection will necessitate the resurfacing of the existing Mad Creek Trail. The original asphalt of the existing trail has deteriorated to the point where the existing trail functions as an unpaved trail.



Southern Terminus of Proposed Trail and Current Harbor Dredge Dewatering Area



Trail Route Looking South from 5th Street



Trail Route Looking South from Washington Street



# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

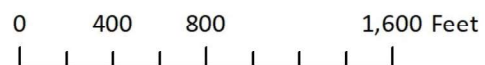


## Bike and Pedestrian Master Plan

### Lower Mad Creek Trail

- ..... Lower Mad Creek Trail
- ..... Existing Trails
- ..... Other Planned Trails
- Sidewalks

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman,  
 Assistant Community Development Director  
 Date: September 13, 2022





# City of Muscatine Bike & Pedestrian Master Plan

Trail Projects

## ***Westside Trail Extension***

The Westside Trail Extension will be a .75 miles of trail that will link together various segment of existing and planned trail. The extension will begin at the current end point of the Westside trail, this extension will run north with the Houser Street to Mulberry Avenue. Next after traveling a short distance along Mulberry Avenue and then Clermont Drive, the trail extension will connect to a small section of existing trail which connects Clermont Drive to Diana Queen Drive. The trail extension continues north along the length of Diana Queen drive to the planned western terminus of the Northside Trail. All planed construction of the Westside Trail Extension will occur in existing right of way. A map of the proposed route can be found on the following page.

The purpose of this trail extension is to create connectivity between the planned Northside Trail, the West Side Trail, and the Cedar Street Trail. As the purpose of the Westside Trail Extension is creating connectivity with the Northside Trail, this extension should not be constructed until the Northside Trail is completed. Construction of this extension will also complete an uninterrupted trail loop encircling Muscatine.



Looking North Along Houser Street at Proposed Trail Route

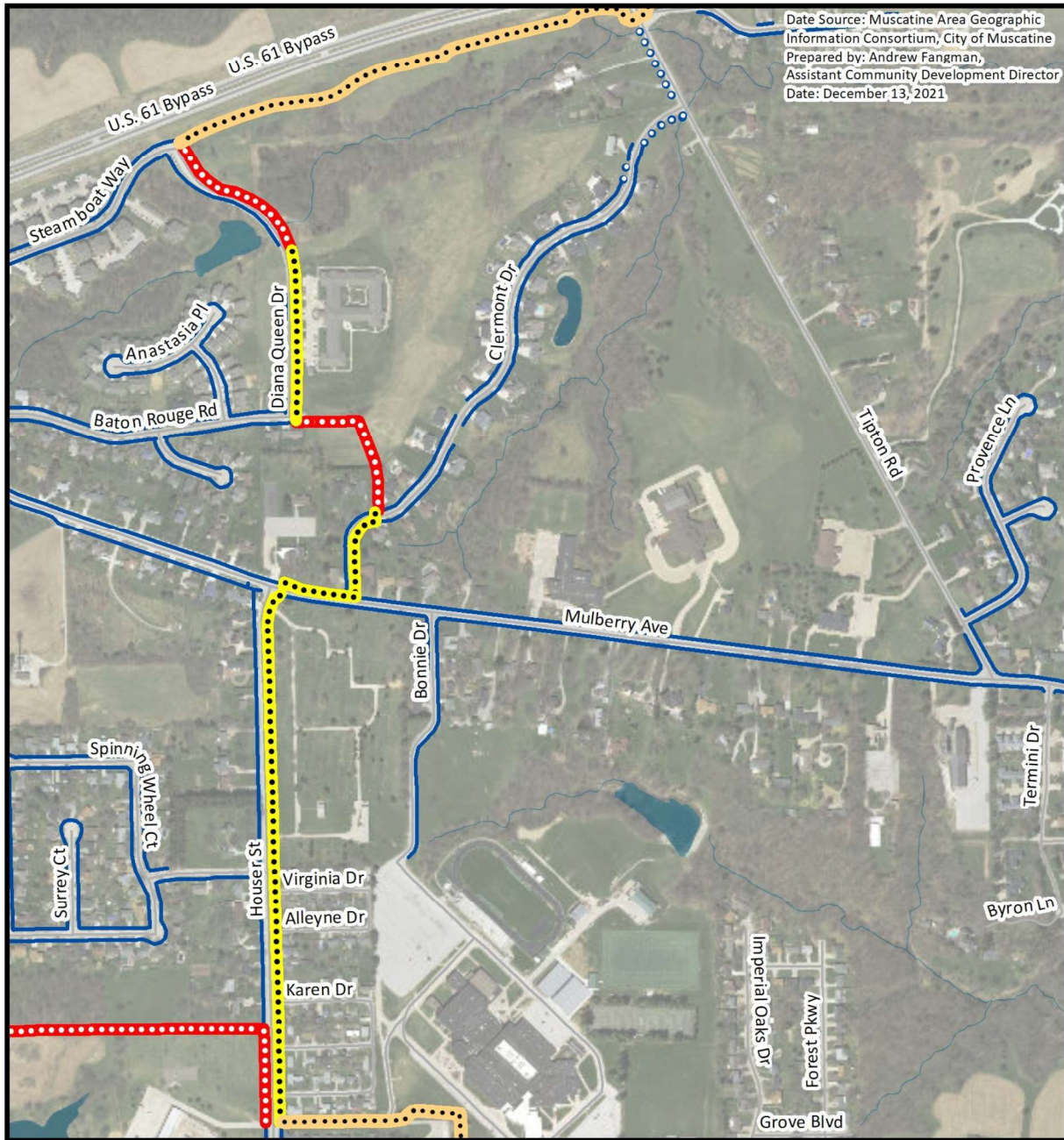


Looking North Dianna Queen Drive at Proposed Trail Route



# City of Muscatine Bike & Pedestrian Master Plan

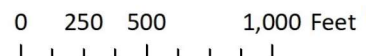
Trail Projects



## Bike and Pedestrian Master Plan

### Westside Trail Extension

- ..... Westside Trail Extension
- ..... Other Planned Trails
- ..... Existing Trails
- ..... Sidewalks
- ..... Other Future Sidewalk Extension Projects





# City of Muscatine Bike & Pedestrian Master Plan

## *Sidewalk Program*

### ***Sidewalk Program***

The Sidewalk Program is an annual appropriation made as part of the City’s annual capital improvement budget to construct the sidewalk extension projects identified in the Bike and Pedestrian Master Plan. These projects will address gaps in the sidewalk network that have been judged to be essential to meeting the goal for members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means. This will be done by linking schools, parks, bus stops, most major employment and shopping centers, and residences with safe and attractive routes for non-motorized travel.

The construction of all sidewalk extensions identified in the Bike and Pedestrian Plan will take many years. The composition of each year’s sidewalk construction program will be determined by available funds and the goal of creating networks of critical routes for non-motorized travel radiating outward from each school, which will then be linked together into a community-wide network of safe routes for non-motorized travel.”

Using this criterion, the five highest priority sidewalk extension projects were identified and programmed for construction in the Capital Improvement Plan. The Capital Improvement Plan establishes the following sequence for the construction of sidewalk extension projects over the course of the next five years. See the next page for detailed diagrams of the location of these projects.

#### **Year 1**

Along Devitt Avenue from Fulliam Avenue to Eisenhower Street. Completion of this project will help establish safe routes to walk or bike to McKinley Elementary School and Susan Clark Junior High School, for those living to the southeast of the schools.

#### **Year 2**

Along Pinefield Street from Devitt Avenue to Logan Street. By building off the sidewalk that are to be added to Devitt Avenue, the completion of this project will help establish safe routes to walk or bike to McKinley Elementary School and Susan Clark Junior High School, for those living to the southeast of the schools.

#### **Year 3**

Along Isett Avenue from Clay Street to Lake Park Boulevard. Currently there is no way for those living in the neighborhoods and residential neighborhoods located in the vicinity of Oak Park to safely travel by foot or bike to the rest of Muscatine. This project will remedy this.

#### **Year 4**

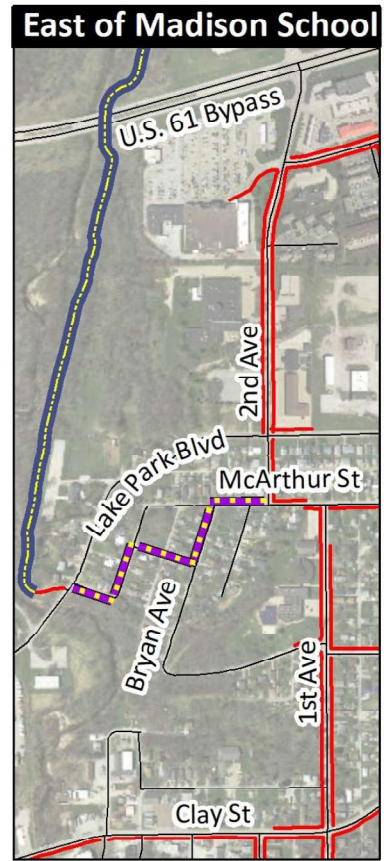
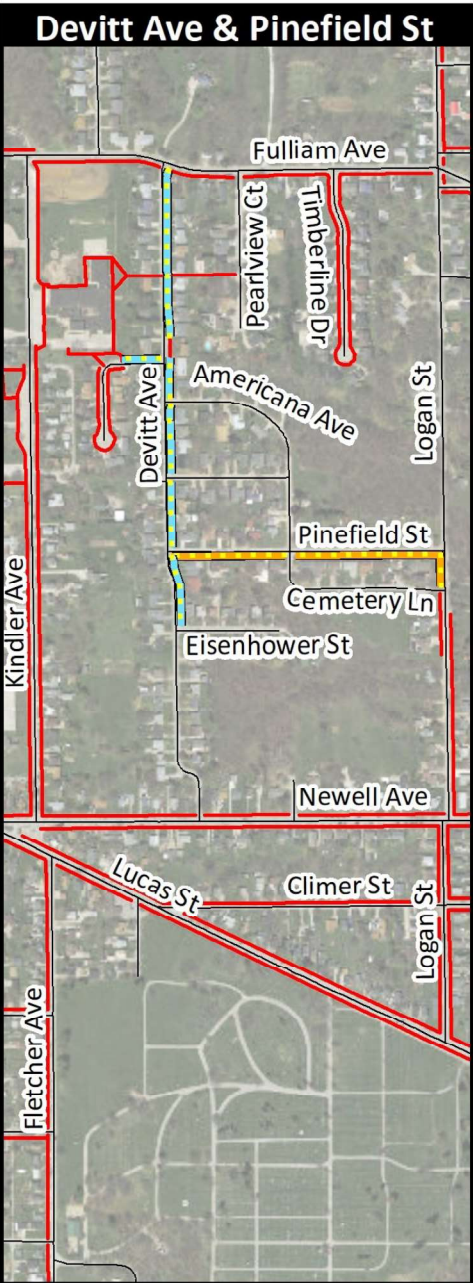
From the intersection of 2<sup>nd</sup> Avenue and McArthur Street to the Mad Creek Greenbelt, with sidewalk along McArthur Street, Bryan Avenue, and Summit Avenue. Completion of this project will mean that nearly all residents, within walking distance of Madison Elementary School, are no more than a block away from a sidewalk that makes a safe and complete connection to Madison Elementary School and the Citywide sidewalk and trail network.

#### **Year 5**

Along Wier Street and Bidwell Road. From the intersection of Wier Street and Geneva Drive to the intersection of Bidwell Road and Fair Acres Drive. First phase of a large project to bring safe bike and pedestrian access to residential development along and near Bidwell Road.



# 5 Year Sidewalk Program



|  |        |  |        |  |                     |
|--|--------|--|--------|--|---------------------|
|  | Year 1 |  | Year 4 |  | Mad Creek Greenbelt |
|  | Year 2 |  | Year 5 |  | Existing Sidewalks  |
|  | Year 3 |  |        |  |                     |

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine  
 Prepared by: Andrew Fangman, Assistant Community Development Director  
 Date: June 28, 2022

Public Notice is hereby given that the City Council of the City of Muscatine, Iowa will hold a public hearing on a revised bike and pedestrian master plan. The Bike and Pedestrian Master Plan is a map-based plan that depicts existing, planned, and needed improvements to bike and pedestrian infrastructure. The Bike and Pedestrian Master Plan was adopted by City Council in July of 2015. In order to ensure that the Plan remains a useful tool in directing future investment in bike and infrastructure it is now necessary to update the 2015 version of the Plan. This update reflects the substantial number of trails and sidewalks constructed since 2015, and adjustments made to specific projects. These adjustments are being proposed in response to knowledge gained since 2015 about the feasibility and desirability of specific trail and sidewalk construction projects.

Full text of the proposed bike & pedestrian master plan can be viewed at the City Clerks Office or at [www.muscatineiowa.gov](http://www.muscatineiowa.gov).

Notice is further given that the City council of the City of Muscatine, Iowa, will conduct a public hearing on said Bike and Pedestrian Master Plan on Thursday, October 20, 2022, at 6:00 p.m. in the City Hall Council Chambers, at which time all interested parties are invited to comment. The hearing will be held during the regular Muscatine City Council meeting. Public participation will be also be offered electronically. The GoToMeeting link and call-in information will be published on the official agenda at the City's website no later than October 18<sup>th</sup>. Following such hearing, the Muscatine City Council may take action on said proposal without further notice or opportunity for hearing. If you are a person requiring a special accommodation for a disability or language barrier, please contact the City at 563-262-4141 at least three (3) business days in advance of the meeting date.

**RESOLUTION No. 2022-0388**

**A RESOLUTION ADOPTING THE CITY OF MUSCATINE BIKE AND PEDESTRIAN MASTER PLAN**

**WHEREAS**, The City of Muscatine Comprehensive Plan set the following goal: “Members of the community should have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means. Children should be able walk or bike to their school safely. To achieve this goal, critical routes for non-motorized travel linking schools, parks, bus stops, most major employment and shopping centers, and located within 400 feet of most residences in Muscatine, will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel;”

**WHEREAS**, The City of Muscatine Bike and Pedestrian Plan is a tool that will be used to achieve this goal by directing the location of investment in bike and pedestrian infrastructure;

**WHEREAS**, the Bike and Pedestrian Master Plan is dynamic map based plan. It depicts existing, planned, and needed improvements to bike and pedestrian infrastructure;

**WHEREAS**, the Plan will work in concert with other City of Muscatine plans and polices including, The City of Muscatine Comprehensive Plan, the Complete Streets Policy, the Sidewalk Policy, and the Capital Improvement Plan;

**WHEREAS**, the current Bike and Pedestrian Master Plan was adopted by City Council in August of 2015;

**WHEREAS**, so that the Plan remains a useful tool in directing future investment in bike and infrastructure it is now necessary to update the 2015 version of the Plan. This update reflects the substantial number of trails and sidewalks constructed since 2015, and adjustments made to specific projects, being proposed in response to knowledge gained since 2015 about the feasibility and desirability of specific trail and sidewalk construction projects; and

**WHEREAS**, a public hearing must be conducted by the City Council of Muscatine prior to the adoption a revised Bike & Pedestrian Master Plan.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council for the City of Muscatine, that a Public Hearing is hereby established to review to allow the public to comments on the proposed revised Bike & Pedestrian Master Plan. Said hearing to be conducted at 6:00 P.M. on Thursday, October 6, 2022, in the City Hall Council Chambers, and that the attached public notice of the time and place of said public hearing shall be given by publication in the Muscatine Journal at least seven (7) days but not more than twenty (20) days prior to the established date of the public hearing.

**PASSED, APPROVED AND ADOPTED this 6<sup>th</sup> day of October 2022.**

**BY THE CITY COUNCIL OF THE  
CITY OF MUSCATINE, IOWA**

---

**Dr. Brad Bark, Mayor**

**Attest:**

---

**Carol Webb, City Clerk**

**\*\*\* Proof of Publication \*\*\***

The undersigned, being first duly sworn, on oath does say that he/she is an authorized employee of THE MUSCATINE JOURNAL, morning edition, a daily newspaper printed and published by Lee Enterprises, Incorporated, in the City of Davenport, Scott County, Iowa, and that a notice, a printed copy of which is made a part of this affidavit, was published in said THE MUSCATINE JOURNAL, on the dates listed below.

Public Notice is hereby given that the City Council of the City of Muscatine, Iowa will hold a public hearing on a revised bike and pedestrian master plan. The Bike and Pedestrian Master Plan is a map-based plan that depicts existing, planned, and needed improvements to bike and pedestrian infrastructure. The Bike and Pedestrian Master Plan was adopted by City Council in July of 2015. In order to ensure that the Plan remains a useful tool in directing future investment in bike and infrastructure it is now necessary to update the 2015 version of the Plan. This update reflects the substantial number of trails and sidewalks constructed since 2015, and adjustments made to specific projects. These adjustments are being proposed in response to knowledge gained since 2015 about the feasibility and desirability of specific trail and sidewalk construction projects.

Full text of the proposed bike & pedestrian master plan can be viewed at the City Clerks Office or at [www.muscatinelowa.gov](http://www.muscatinelowa.gov).

Notice is further given that the City council of the City of Muscatine, Iowa, will conduct a public hearing on said Bike and Pedestrian Master Plan on Thursday, October 20, 2022, at 6:00 p.m. in the City Hall Council Chambers, at which time all interested parties are invited to comment. The hearing will be held during the regular Muscatine City Council meeting. Public participation will be also be offered electronically. The GoToMeeting link and call-in information will be published on the official agenda at the City's website no later than October 18th. Following such hearing, the Muscatine City Council may take action on said proposal without further notice or opportunity for hearing. If you are a person requiring a special accommodation for a disability or language barrier, please contact the City at 563-262-4141 at least three (3) business days in advance of the meeting date.

CITY OF MUSCATINE- Legals account

215 Sycamore Street  
MUSCATINE, IA 52761

ORDER NUMBER 138537

The affiant further deposes and says that all of the facts set forth in the foregoing affidavit are true as he/she verily believes.

*Lincoln J. Simpson*

Section: Notices & Legals

Category: 2627 Miscellaneous Notices

PUBLISHED ON: 10/13/2022

TOTAL AD COST: 34.28

FILED ON: 10/14/2022

Subscribed and sworn to before me by said affiant this 14 day of October 2022

*Michelle Graham*

Notary Public in and for Scott County, Iowa

