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**COMMUNITY DEVELOPMENT****MEMORANDUM**

Planning,  
Zoning,  
Building Safety,  
Construction Inspection Services,  
Public Health,  
Housing Inspections,  
Code Enforcement

**To:** Mayor and City Council Members  
**Cc:** Gregg Mandsager, City Administrator  
**From:** Andrew Fangman, City Planner  
**Date:** November 21, 2013  
**Re:** Resolution to Adopt a Complete Street Policy

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**INTRODUCTION:** A complete street policy which gives direction to how future street project will be designed has been prepared in fulfillment of a Comprehensive Plan Goal and as part City of Muscatine's participation in the Blue Zones Project.

**BACKGROUND:** A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists, by matching the needs of travelers to the uses surrounding a street. It provides safe travel for people using any legal mode of travel. Every complete street looks different with component features varying based on context, topography, road function, the speed of traffic, pedestrian and bicycle demand, and other factors. Based on context, common features of complete streets include: sidewalks, paved shoulders, bike lanes, safe crossing points, accessible curb ramps, pedestrian refuge medians, bus stop access, sidewalk "bump-outs" at intersections, and access to adjacent trails in a "corridor".

The principle behind complete streets policy is that multimodal corridors should become the default design mode for streets—and a formal exception process must be followed when they are not. Though a complete streets policy not yet been adopted by the City of Muscatine, complete streets principles have been applied to recent major street projects. When both Colorado Street and a major portion of Cedar Street are rebuilt in 2014, they will be rebuilt as complete streets that are safe, accessible, and convenient street for all users. The adoption of a complete streets policy by the City of Muscatine does not represent a major policy change; rather it is formalization and standardization of the way that the City has been design streets in recent years.

Implementation of the Complete Street Policy will guide the planning, funding, design, construction, operation, and maintenance of all new and modified streets in the City of Muscatine. The City shall approach every transportation improvement project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to streets and rights-of-way, including capital improvements, and major maintenance, should also be

**"I remember Muscatine for its sunsets. I have never seen any  
on either side of the ocean that equaled them" — Mark Twain**

considered. When any of the conditions listed below exist in a specific project location, an exemption to the Complete Streets Policy may be granted. For an exemption to be granted a determination that incorporating new bicycle, pedestrian, and or public transit facilities is impracticable and/or undesirable must be made. This determination may occur during the budget and capital improvements program approval process or when project plans and specifications are being prepared. Any granted exemptions will be explained in writing with supporting data that indicates the reason for granting the exemption.

- Non-motorized users are prohibited on the roadway.
- Severe topographic constraints exist.
- An absence of current and/or future need for a particular type of user.
- The cost of accommodations, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of a project.
- The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
- Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for accommodation of non-motorized users.
- Where a reasonable and equivalent project along the same corridor already exists or is planned.

Adoption of a complete street policy will help implement Goal T.11 of the recently adopted City of Muscatine Comprehensive Plan. This goal is to "Improve both Muscatine's image and its function by providing a safe and attractive environment for street users of all ages and abilities such as including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users." The adoption of a complete streets policy is one of the steps that must be taken in order for Muscatine to be certified as a Blue Zones Community, in accordance with a resolution supporting the Blue Zones Project that was approved by City Council on May 16, 2013.

#### **BACKUP INFORMATION:**

##### **1. Draft Complete Street Policy**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION ESTABLISHING  
A COMPLETE STREET POLICY FOR THE CITY OF MUSCATINE, IOWA**

**WHEREAS**, the community recognizes the need to improve both Muscatine's quality of life and image by providing a safe and attractive environment for street users of all ages and abilities such as motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users; and

**WHEREAS**, the design, operation and maintenance of the City of Muscatine's street network should create a connected network of streets accommodating in a safe, easily accessible, convenient, comfortable, and visually appealing manner for all users; and

**WHEREAS**, the Muscatine Blue Zones Project attaches certification for the community to the development and adoption a Complete Streets Policy; and

**WHEREAS**, the adopting of a Complete Street Policy support Goal T.11 and fulfills Goal C.4 of the City of Muscatine Comprehensive Plan; and

**WHEREAS**, the City shall approach every transportation improvement project phase as an opportunity to create safer, more accessible streets for all users;

**WHEREAS**, all necessary and appropriate codes, standards and ordinances shall be updated to ensure that design components for all new or modified streets implement the Complete Streets Policy;

**WHEREAS**, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete street environment – where it would not be advisable to have non-motorized travel or where a total implementation of a complete street environment is not feasible due to physical or fiscal constraints;

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council for the City of Muscatine, adopts the Complete Streets Policy, attached as Exhibit A

**PASSED, APPROVED AND ADOPTED** this 21<sup>st</sup> day of November 2013.

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

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**DeWayne M. Hopkins, Mayor**

**Attest:**

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**Gregg Mandsager, City Clerk**