



MUSCATINE

Bike & Pedestrian Master Plan



2022



City of Muscatine Bike & Pedestrian Master Plan

Introduction

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.” 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.

The Bike and Pedestrian Master Plan is a dynamic map based plan. It depicts existing, planned, and needed improvements to bike and pedestrian infrastructure. 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 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, 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 all existing bike and pedestrian infrastructure, the infrastructure that will need to be built in order to achieve the community’s vision, and which projects should be constructed next using available resources to provide the largest benefit to the community. As the plan is dynamic and map based, the plan maps will be regularly 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.



City of Muscatine Bike & Pedestrian Master Plan

Map Key

Following is an explanation of items depicted on the following maps that comprise the Bike and Pedestrian Master Plan.

Existing Sidewalks: Sidewalks existing or under active construction as of the date the map was prepared.

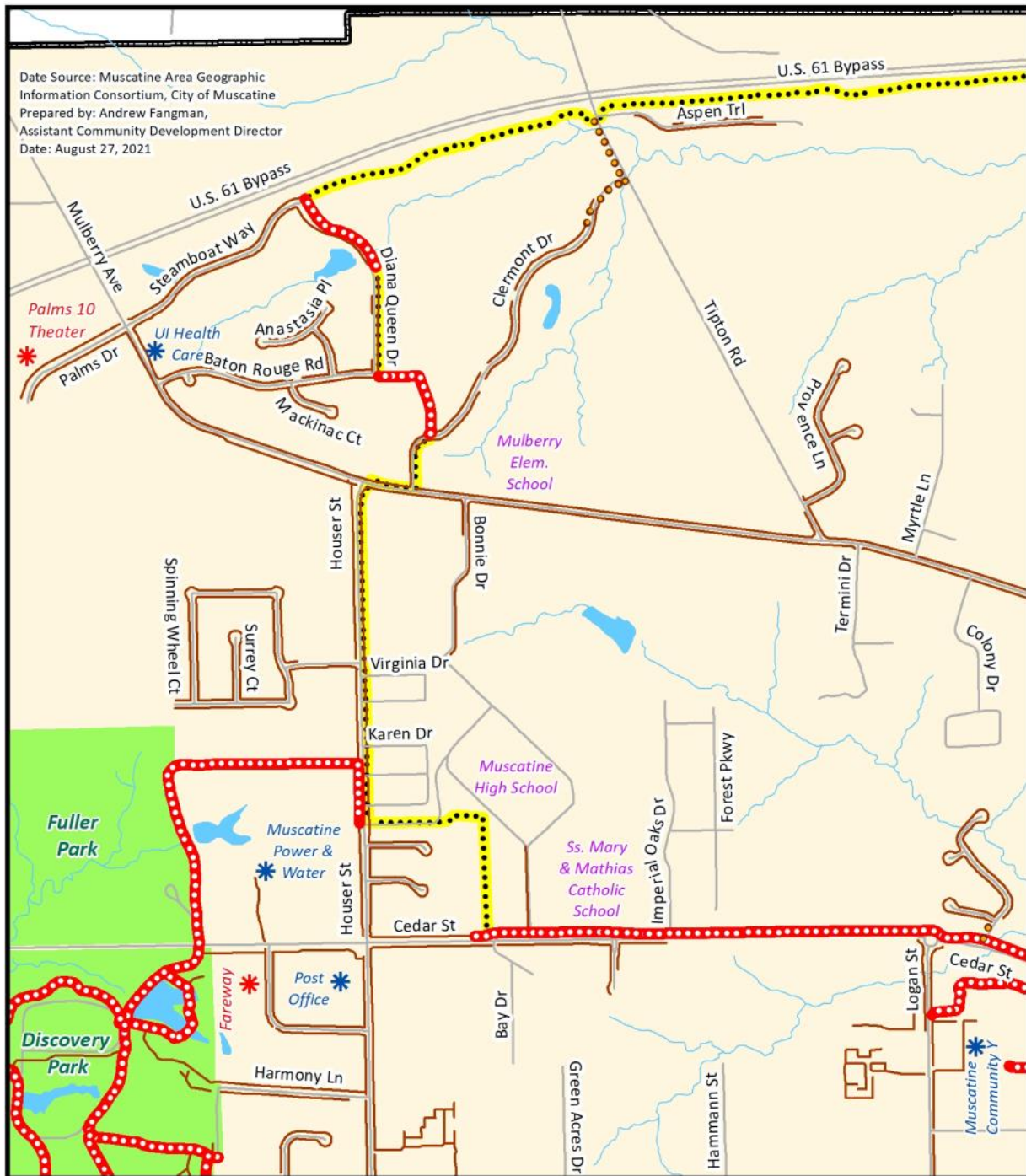
Existing Trails: Trails existing or under active construction as of the date that the map was prepared.

Planned Sidewalks: Locations in which the construction of new sidewalks to 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.

Future phases of the annual sidewalk construction program will comprised the locations identified as “Planned Sidewalks” in the Bike and Pedestrian Master Plan. The composition of each year’s sidewalk construction program will determined by available funds and the goal of crating 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.



City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

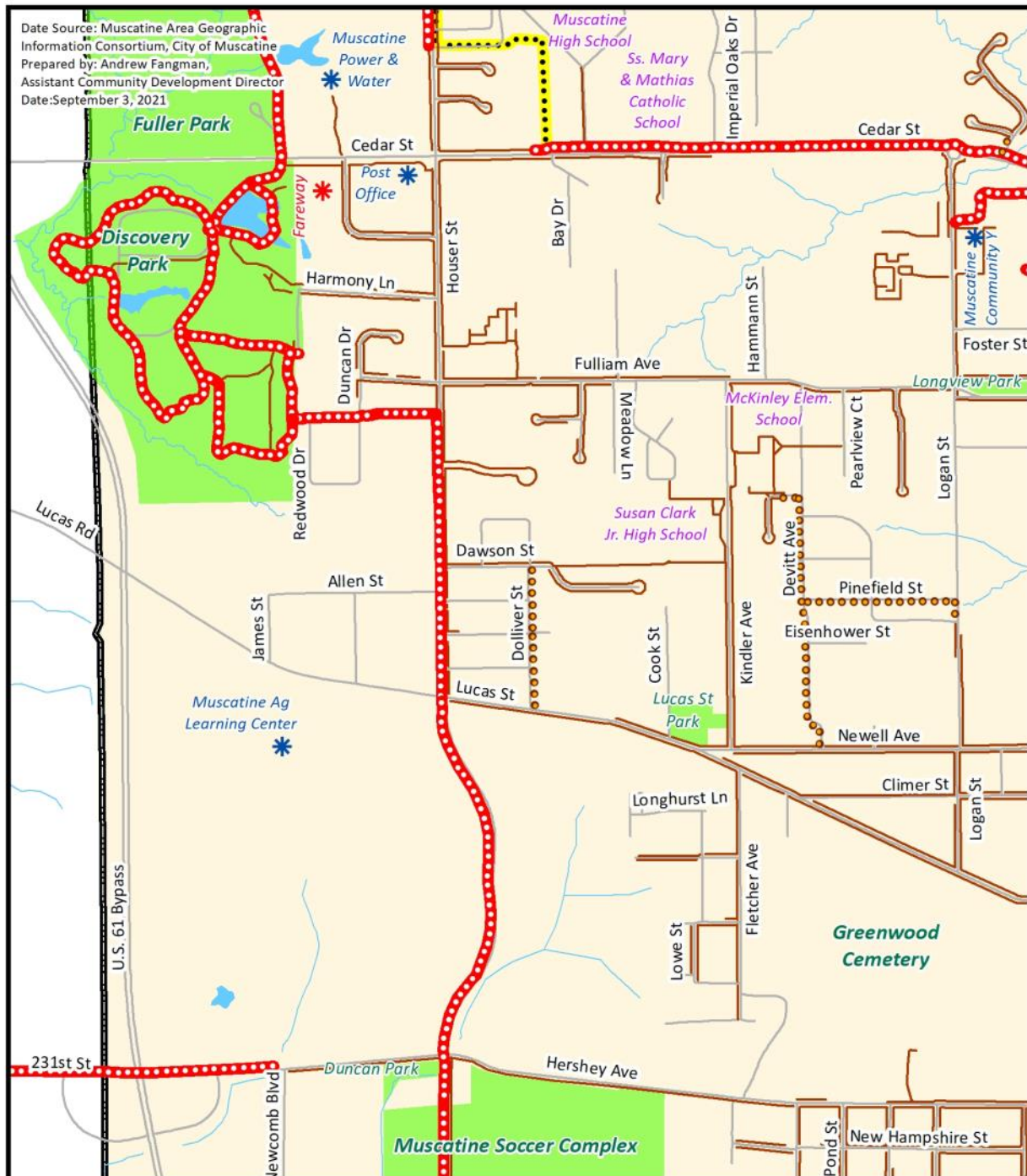
- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- ... Other Future Sidewalk Extension Projects
- ... Existing Trails
- ... Planned Trails

0 0.1 0.2 0.4 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

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

0 0.125 0.25 0.5 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

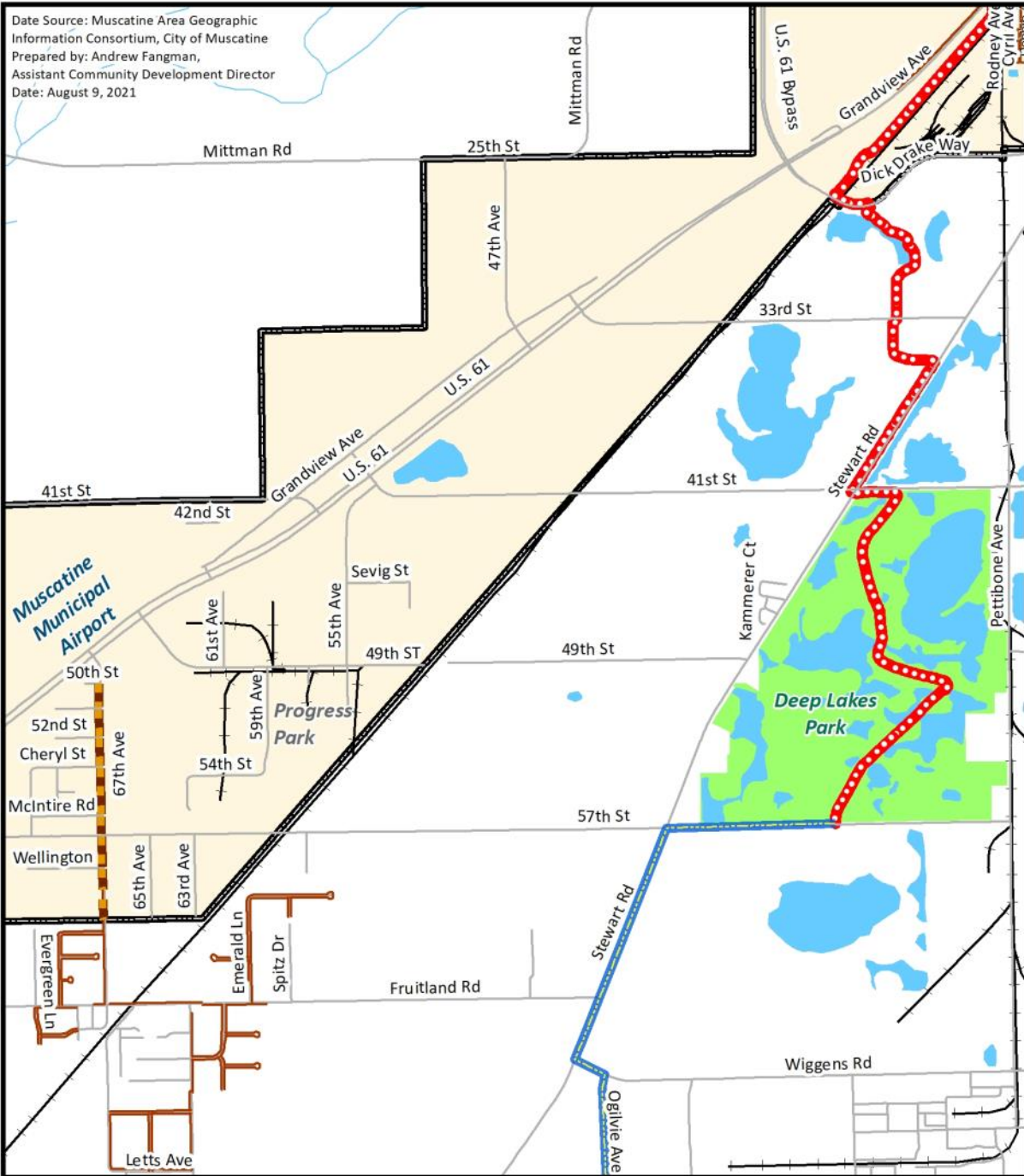
- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails

0 0.125 0.25 0.5 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

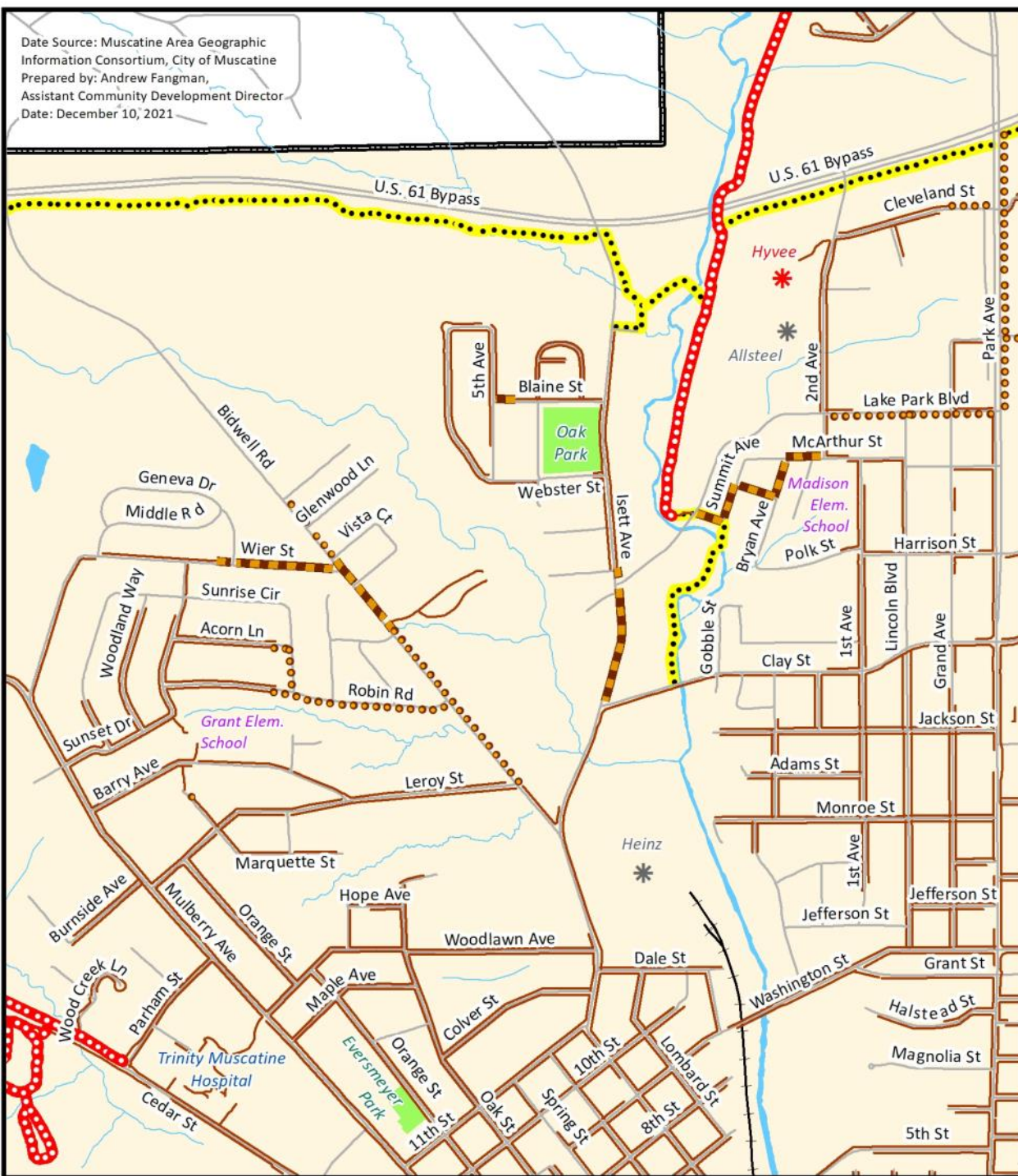
- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails
- MRT/ADT Share the Road (Paved Road)

0 0.25 0.5 1 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

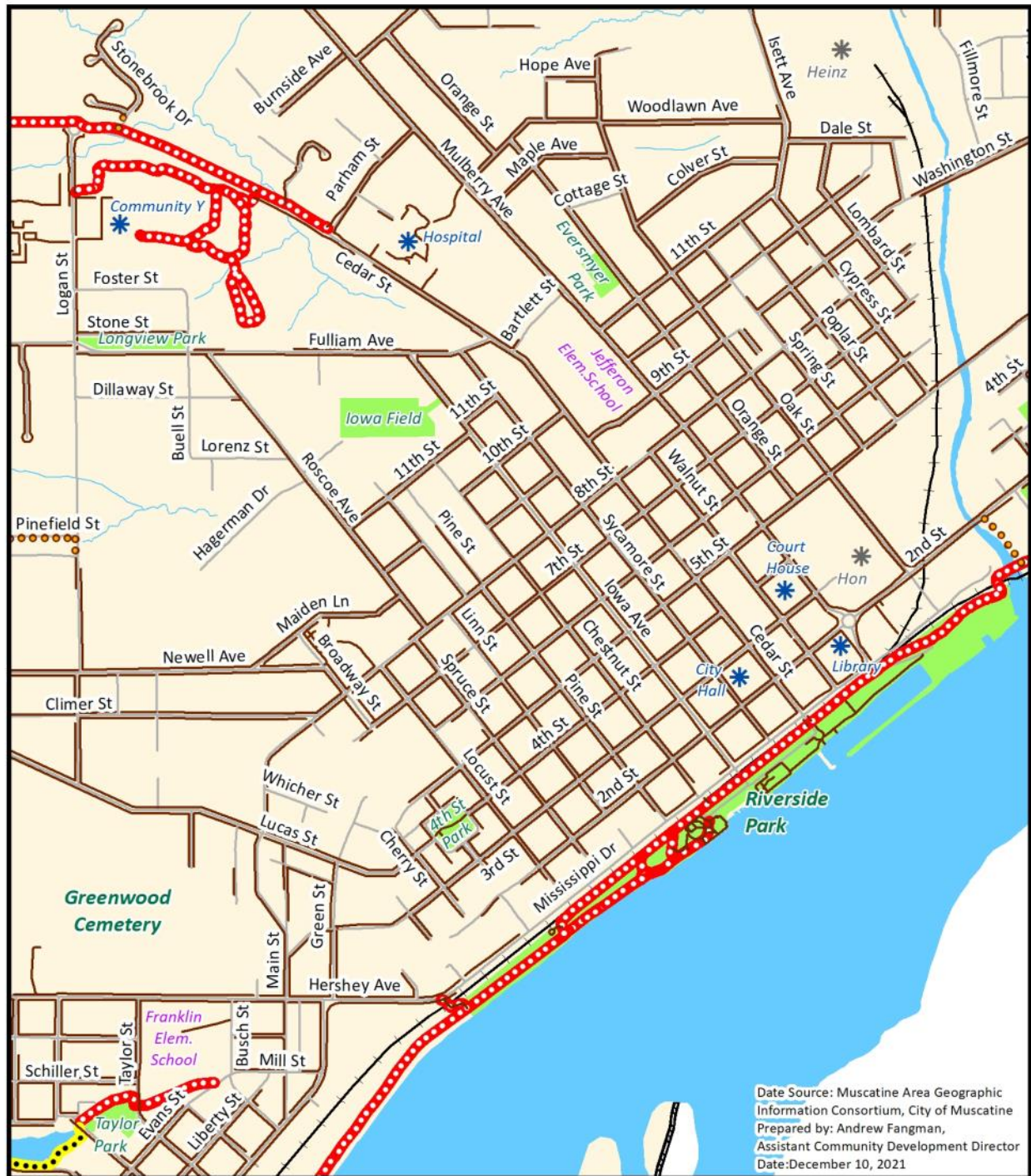
- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails

0 0.125 0.25 0.5 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

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

0 0.125 0.25 0.5 Miles





City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

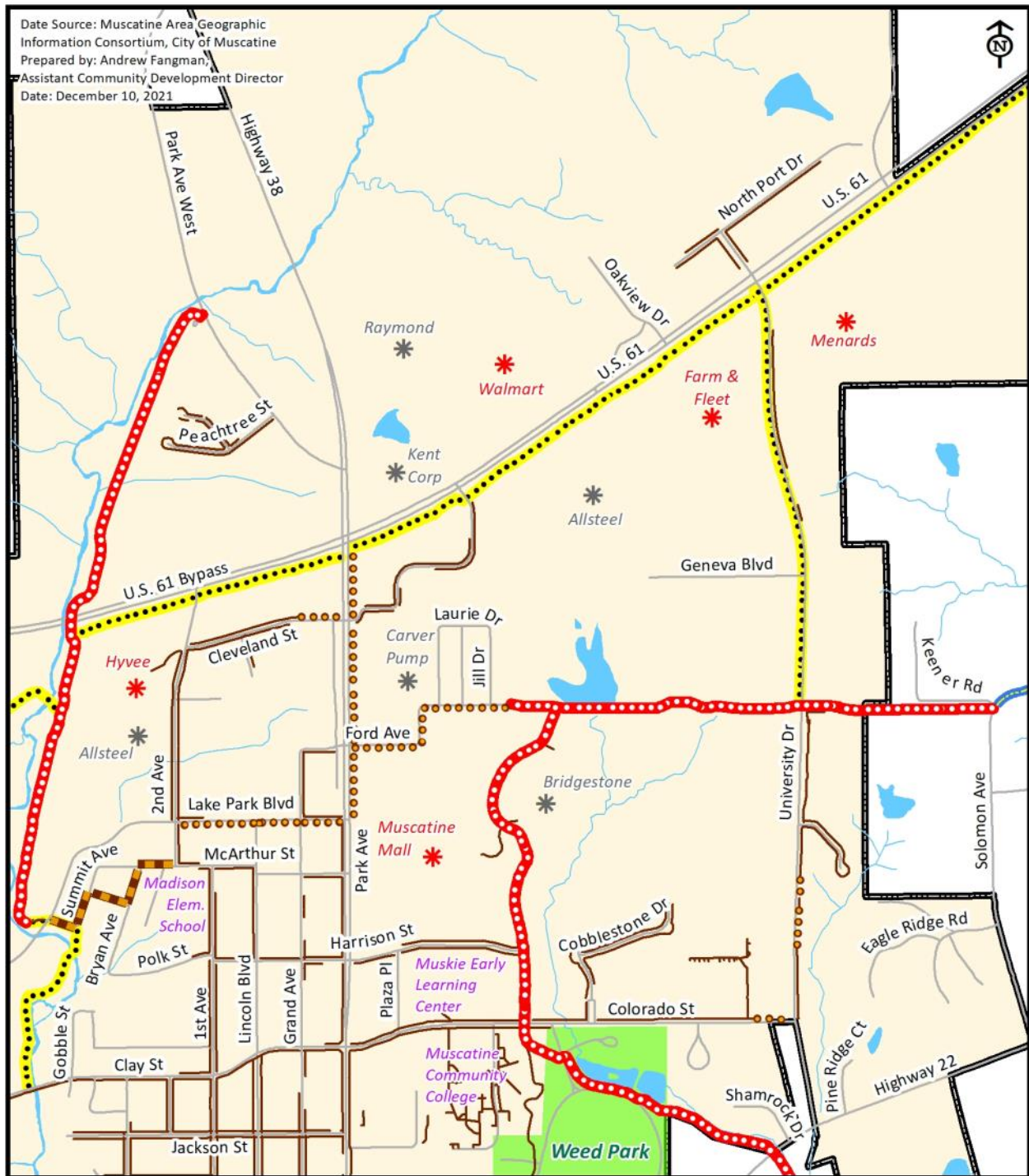
- Existing Sidewalks
- Sidewalk Extension Projects in the CIP
- Other Future Sidewalk Extension Projects
- Existing Trails
- Planned Trails

0 0.125 0.25 0.5 Miles





City of Muscatine Bike & Pedestrian Master Plan



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)

0 0.25 0.5 1 Miles



City of Muscatine Bike & Pedestrian Master Plan

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 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 determined by available funds and the goal of cratering 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 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 next page for detailed diagrams of the location of these projects.

Year 1

Along 67th Avenue from 50th Street to 57th Street. Completion of this project will allow children residing the subdivisions on the west side of 67th Avenue to safely walk to their bus stop at the intersection of 50th St and 67th Street.

Year 2

Along 67th Avenue from 57th Street to the City Limit Line. Complete of sidewalks along the residential portion by connecting to the City of Fruitland sidewalk network at the City limit line.

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

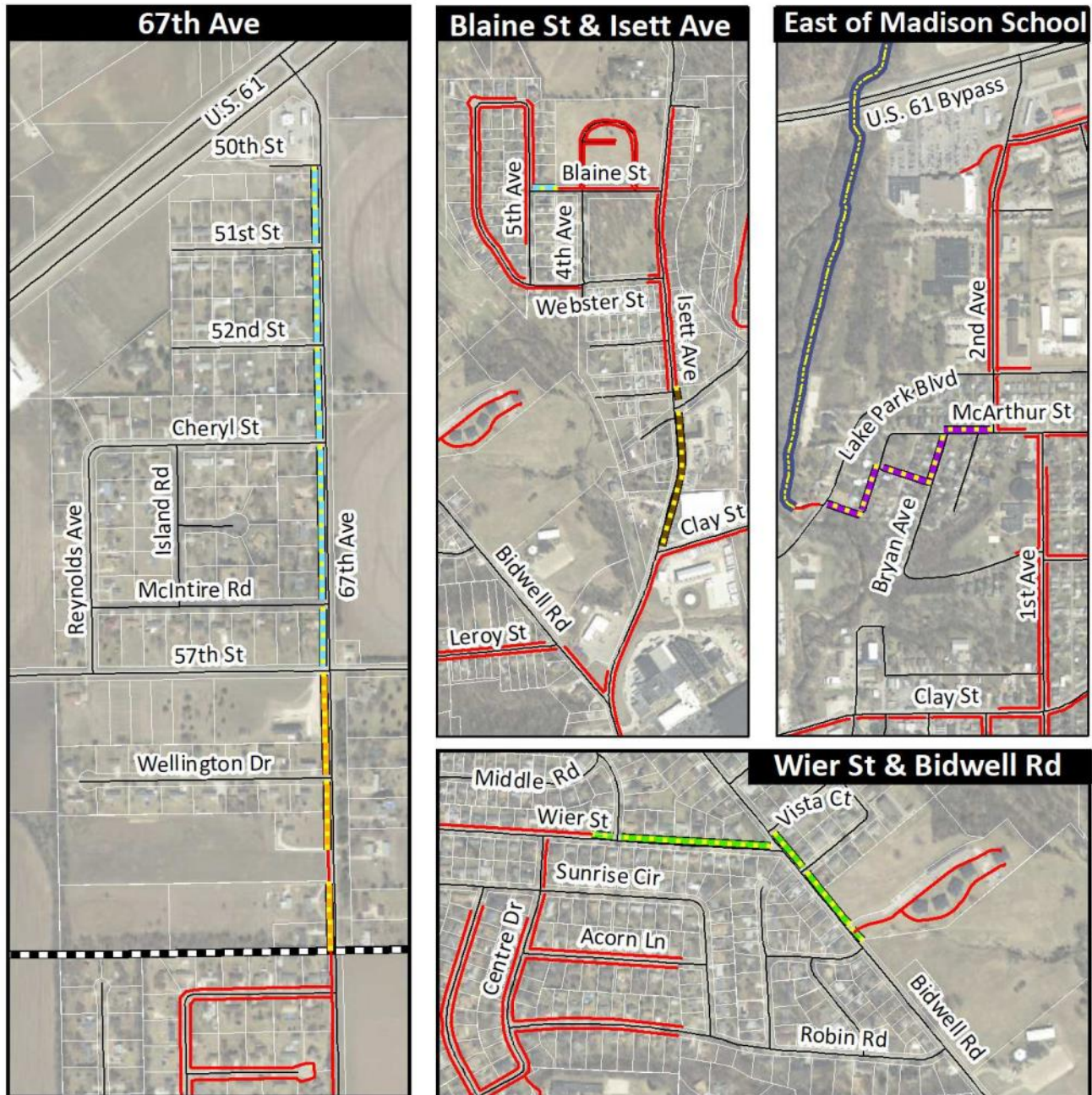
From the intersection 2nd Avenue and McArthur Street to the Mad Creek Greenbelt, with sidewalk along McArthur Street, Bryan Avenue, and Summit Avenue. Completion of this project will mean that nearly all residents, within walking distance of Madison Elementary School, are no more than a block away from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



Legend

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

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: August 21, 2018

City of Muscatine Bike & Pedestrian Master Plan

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, 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 withing 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 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 adjoin 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, particularly those residing in the Sunset Park Apartments, will gain a route to bike or walk to school that we 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 make significantly easier and safer for people to walk or ride or bike to



Existing gravel trail behind Bruner Field that is to be paved



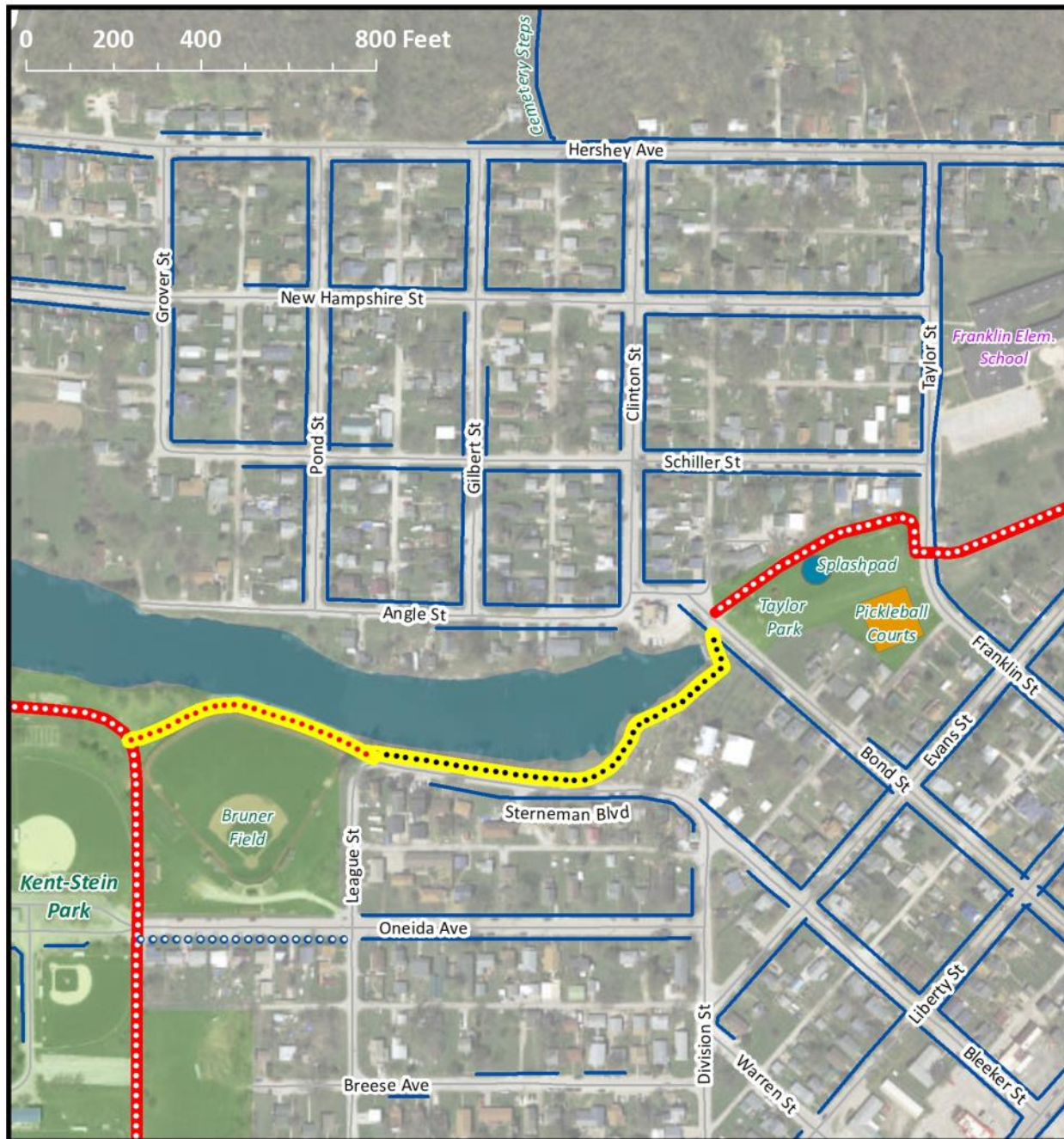
Area between the slough and Sterneman Blvd where a trail is to be constructed



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



City of Muscatine Bike & Pedestrian Master Plan



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



City of Muscatine Bike & Pedestrian Master Plan

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.

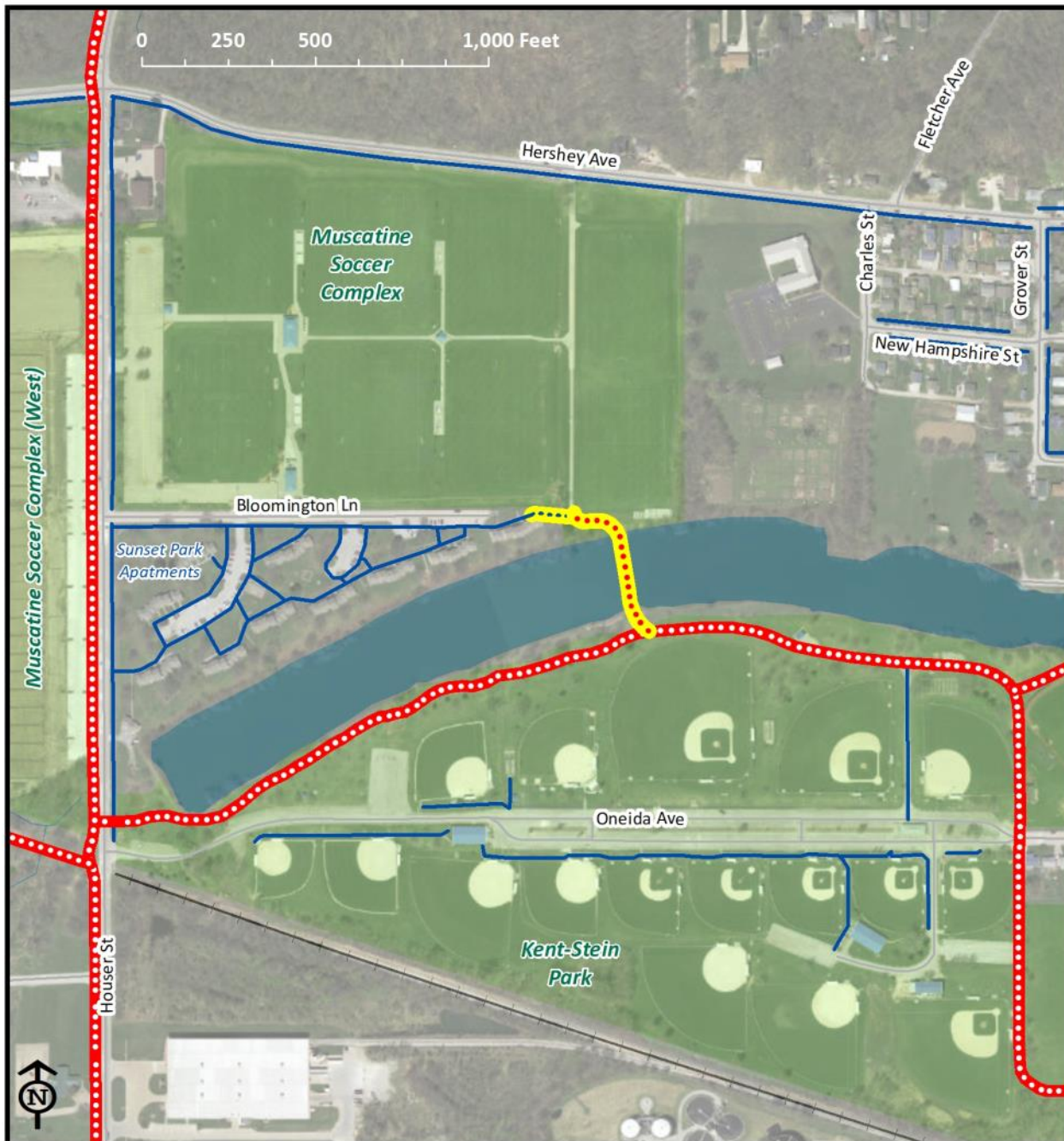
According to the 2020 Census, 84 kids who live in Sunset Park Apartments (a public housing complex owned by the City of Muscatine) and attend Franklin Elementary School, located less than a mile to the east, would be given a direct and safe route to school.

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.





City of Muscatine Bike & Pedestrian Master Plan



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

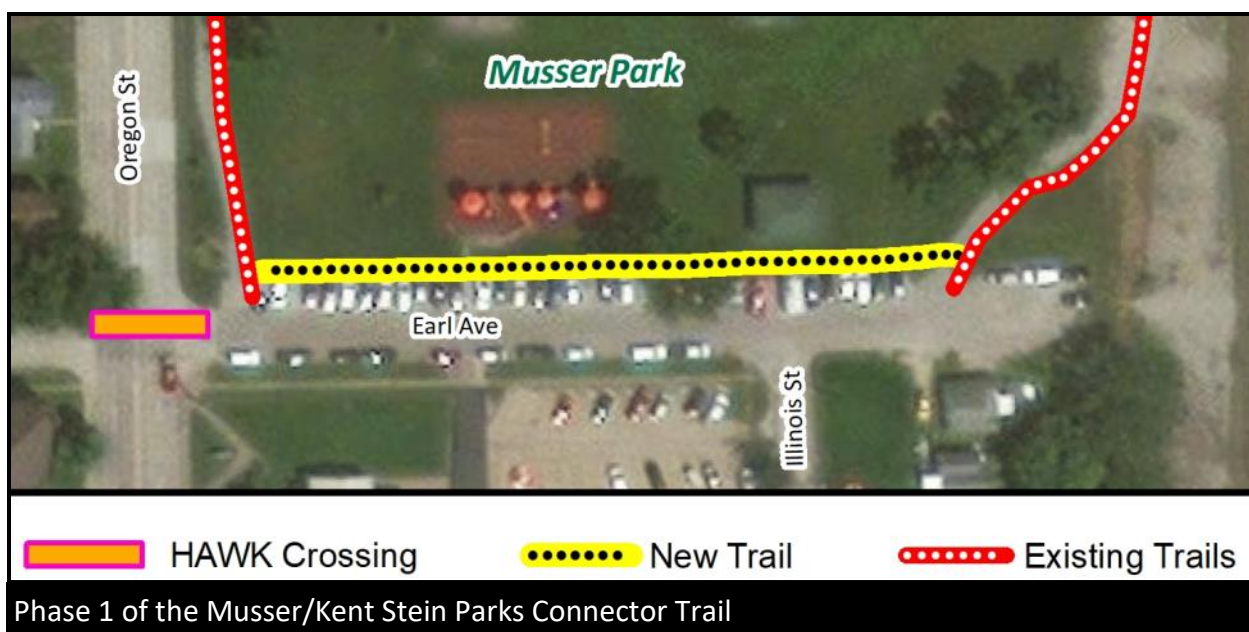
Musser Park Connector Trail

Approximately 1,000 people live in the area bounded by Oregon Street, the railroad tracks, and Sampson Street. Currently there is limited safe access, for pedestrians and bicyclists, between this area and rest of Muscatine. There is no safe bike and pedestrian access from this area to destination on the north side of Grandview Avenue. This lack of safe pedestrian and bike access is important because for the approximately 1,000 living between the railroad tracks and Oregon Street the nearest school, and most of the area's retail establishments and parks are located on the northside of Grandview and the completion of this sidewalk would give them safe access to these destinations by foot, bike, or other non-motorized means.

Phase 1 will be a 375' segment that will run along the southern edge of Musser Park, connecting to existing trail segments the southwest and southeast corners of Musser Park, see map on next page. Currently trail traffic travels between these two points by sharing Earl Avenue with motorized traffic. Completion of Phase 1 will significantly enhance the safety and comfort of trail users by allowing them stay off of Earl Avenue. Musser Park is served by 36 head-in parking spaces that run along the north side of Earl Avenue. Relocating trail users to a new trail segment that is located three feet beyond the edge of the parking spaces the line Earl Avenue will resolve issue, increase the safety and comfort of trail users.



Trail location within Musser Park





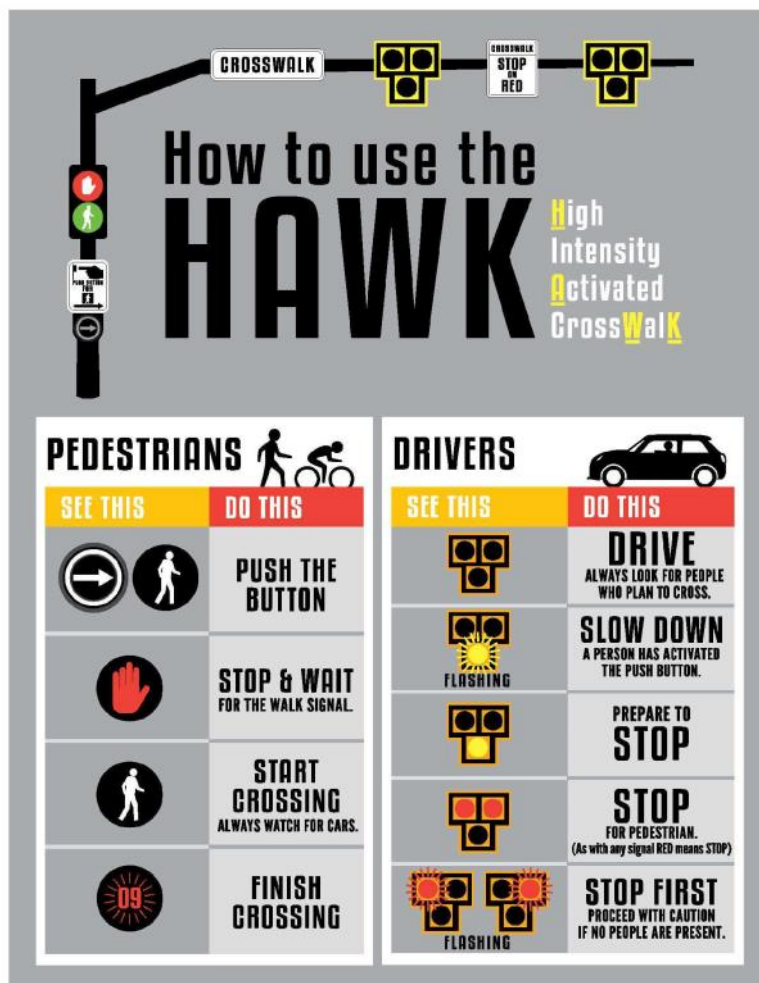
City of Muscatine Bike & Pedestrian Master Plan

Phase I will also include the installation of a HAWK crossing of Oregon Street at Earl Avenue intersection. A HAWK crosswalk (High-Intensity Activated crossWalk) is a traffic control device used to stop road traffic and allow pedestrians to cross safely. The HAWK crossing was developed to address high-speed or wide-crossing conditions, such as can be found on Oregon Street. At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian. These cues include a unique configuration of the HAWK beacon (two red lenses over a single yellow lens), and high-visibility crosswalk markings. When activated, the HAWK uses a red indication to inform drivers to stop, thereby creating a time period for pedestrians to cross the major roadway. One study released by the Federal Highway Administration found that, after a HAWK crossing was installed, vehicle/pedestrian crashes were reduced by 69%. As many as 97% of motorists comply with the HAWK beacon, higher than signalized crossing, or crossings with flashing yellow beacons.

A HAWK crossing of Oregon Street is being proposed because Oregon Street is a busy four-lane street with heavy truck traffic. There is a need to get pedestrians and bicyclists traveling to and from residential areas located on the west side of Oregon Street across Oregon to Musser Park, and the greater community wide trail network.

Phase 1 will be constructed in 2022 as part of the South End Community Improvement Fund Project, which is large package recreational improvements in the South End.

Phase 1 will be constructed in 2022 as part of the South End Community Improvement Fund Project, which is large package recreational improvements in the South End.





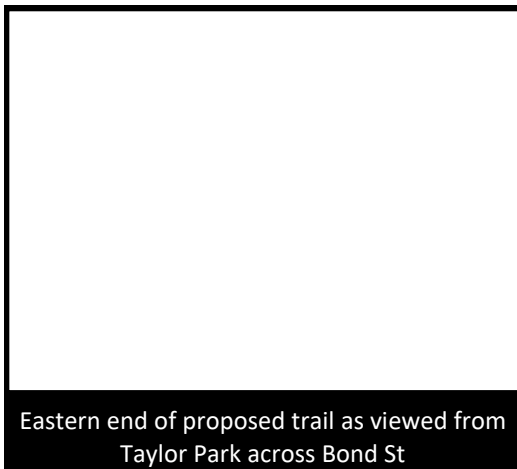
City of Muscatine Bike & Pedestrian Master Plan

Phase 2 will see the construction of approximately 500' of trail from the southwest corner of the intersection of Warren Street and Liberty Street to north side of the Oregon Street Railroad Crossing. The phase will be completed as part of the Grandview Avenue Corridor Project

Phase 3 of this trail project includes a crossing of the railroad tracks at Oregon Street. A total of 1,195 people live on the river side of the Canadian Pacific mainline between Hershey Avenue and Dick Drake Way. The four crossing along the 2.4 miles of track between Hershey Avenue and Dick Drake Way....

Phase 3 will also include the construction of approximately 300' of trail on south side of Liberty Street.

Phase 3 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.



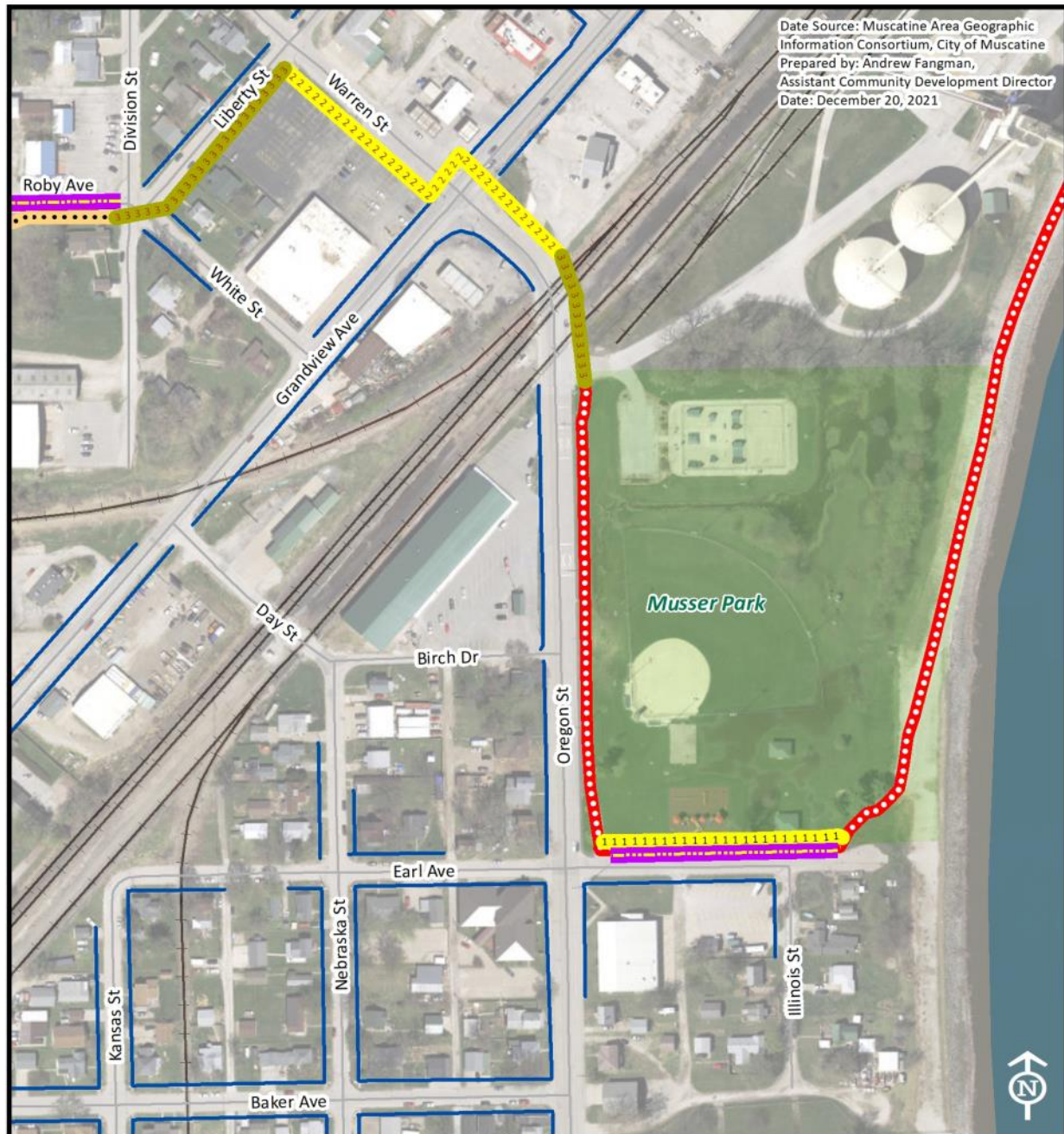
Eastern end of proposed trail as viewed from
Taylor Park across Bond St



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

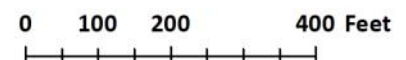


City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan **Musser Park Connector Trail**

- 11111111 Musser Park Connector Trail - Phase 1 (375') 11111111 Bike Lane or Share the Road Segment
- 22222222 Musser Park Connector Trail - Phase 2 (1,205') 22222222 Existing Trails
- 33333333 Musser Park Connector Trail - Phase 3 (1,205') 33333333 Sidewalks
- 44444444 Roby Ave Trail Upgrade



City of Muscatine Bike & Pedestrian Master Plan

Roby Avenue Trail Upgrade

The Roby Avenue Trail Upgrade 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 trail to use.

The Roby Avenue Trail Upgrade will be constructed in 2023 and is 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



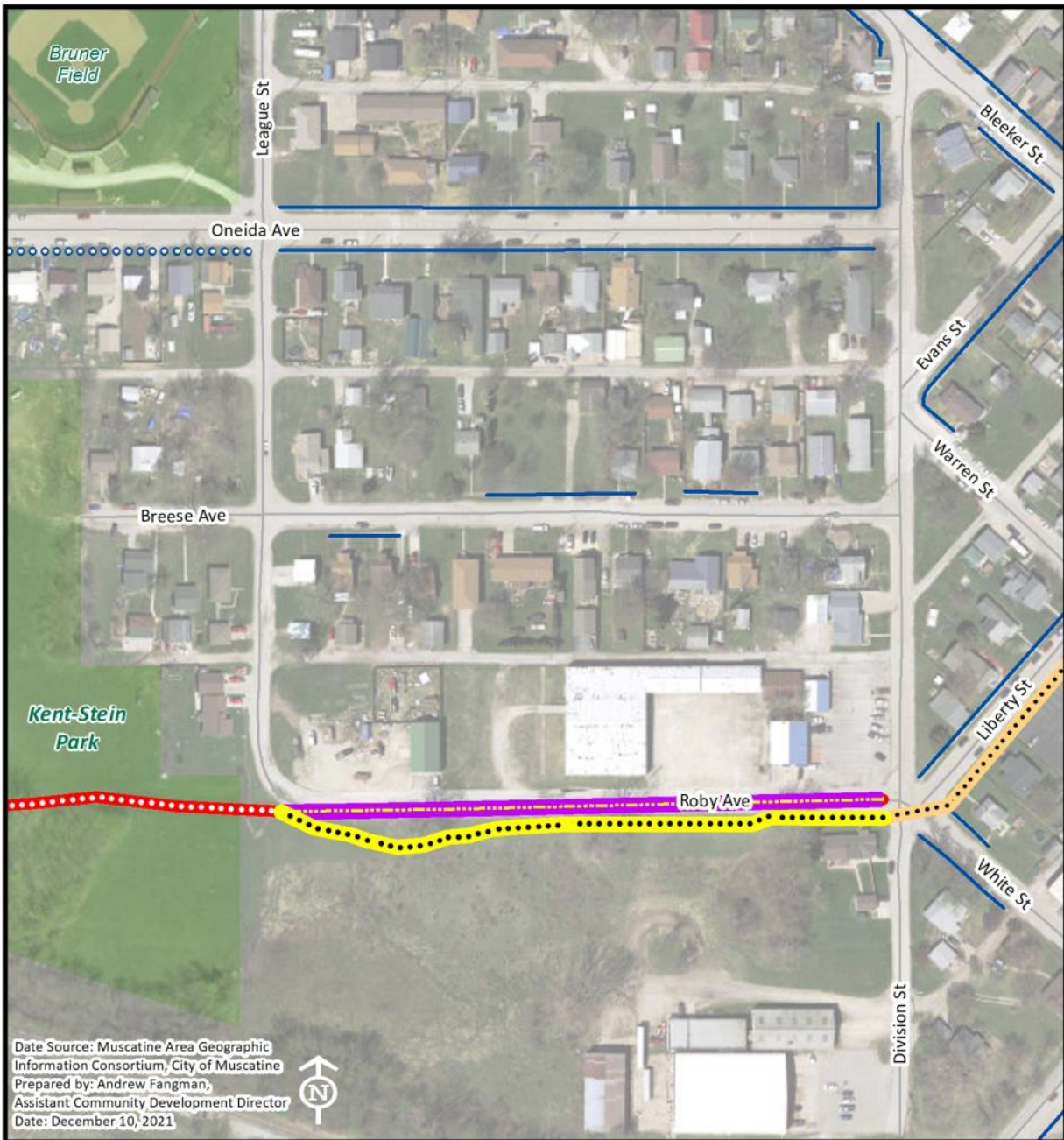
Pavement Marking Delineating the On-street Trail



On-Street Trail on Roby Avenue Looking East



City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan **Roby Avenue Trail Upgrade**

- New Off Road Trail Segment (800')
- Existing Trails
- Existing on Road Trail Segment
- Sidewalks
- Musser Park Connector Trail - Phase 2
- Other Future Sidewalk Extension Projects

0 100 200 400 Feet



City of Muscatine Bike & Pedestrian Master Plan

High School Connector Trail

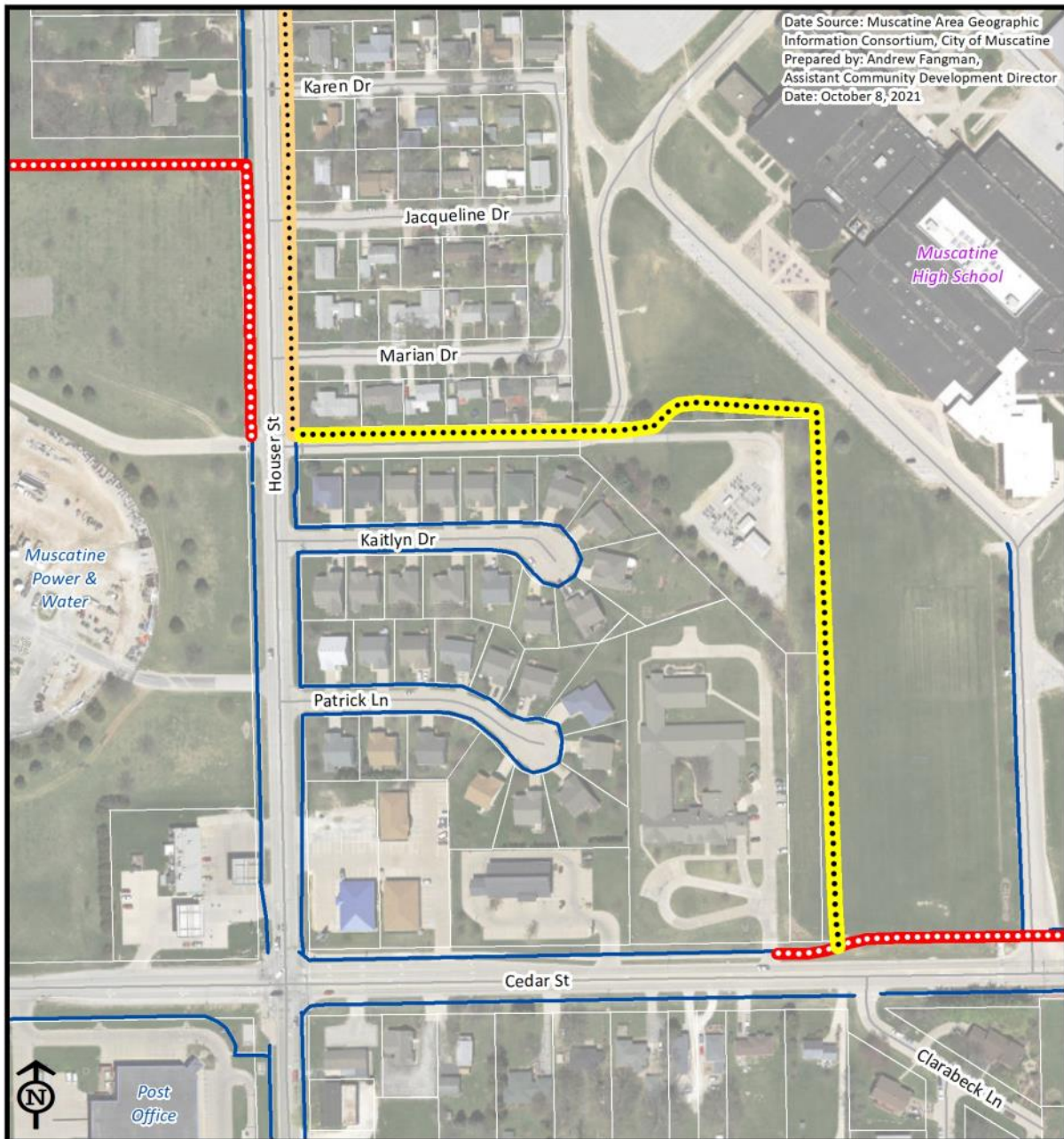
The High School Connector Trail will be a 1,660' trail that will link existing trails in the vicinity of Muscatine High School. This trail will begin at the southwestern corner of the Muscatine High School campus. From this connection with the Cedar Street Trail the High School Connector Trail will proceed 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 norther 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.



City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan High School Connector Trail

..... High School Connector Trail (1,660')

..... Westside Trail Extension

..... Existing Trails

— Sidewalks

0 100 200 400 Feet

City of Muscatine Bike & Pedestrian Master Plan

Northside Trail

The Northside Trail will be 5 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. There 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 4 phases, for the scope and costs will be more manageable. Phase of this project are structure so that completion of each phase will be of tangible value to the community.

Phase I, will be a 1.91-mile trail, that will connect to the existing trail network at each of its termini at, the U.S. 61 Bypass crossing of Mad Creek and the intersection of University Drive and 24th Street, see map on page X The trail will be constructed within existing right of way.



City of Muscatine Bike & Pedestrian Master Plan

Along this portion of University Drive there is on average about 37' right of way between the back of the curb and the adjoining property. 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 4 currently signalized intersections as it follows U.S. 61 at:



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 I of the Northside Trail will link the Mad Creek 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

Phase 2, consists of approximately 2,000' of trail connecting the western end of Phase 1 to the intersection of Isett Avenue and the U.S. 61 Bypass, see map on page X. The first 600' will make use of the existing Mad Creek Trail. 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. Sidewalk improvements along the east side of Isett Avenue as called for in this plan, will allow for good bike and pedestrian access to the west end of Phase 2 and the entire communitywide trail network.

Phase 3 consists of approximately two miles of trail connecting the western end of Phase 2 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 x. 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 3, creates a safe and direct route for non-motorized travel across the north side of Muscatine.

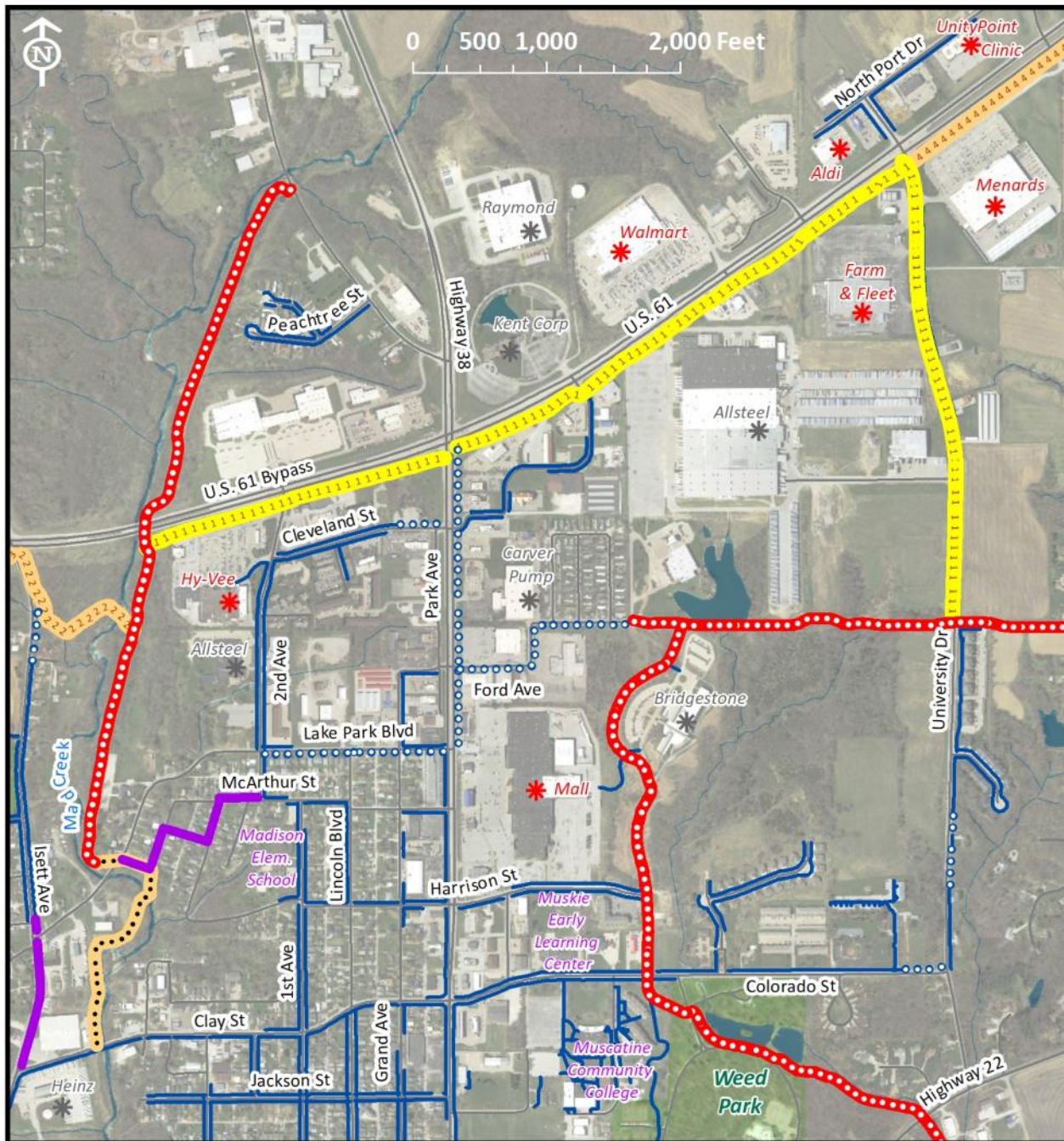
Phase 4 will be an extension of the Northside Trail to the intersection of U.S. 61 and New Era Road, see map on page x. Completion of this two-thirds of a mile extension will benefit the community in a number of ways. Approximately half the proposed route for Phase 4, adjoins 62 acres of undeveloped ground between Menards and Solomon Avenue. This territory has been voluntarily annexed into the City of Muscatine and is currently being actively marketed for development. The logical time to construct Phase 4 would be in conjunction with the development of this territory, as it will necessary to connect any development at this location to the communitywide trail and sidewalk network, and constructing Phase 4 would be the most logical way to make this connection.

Muscatine sits at the junction of two federally recognized trail systems, The American Discovery Trail (ADT), which crosses the nation from San Francisco to Delaware; and the Mississippi River Trail (MRT), which runs along the Mississippi River from Minnesota to Louisiana. The current routing of the MRT/ADT travels from Wild Cat Den State Park, and points farther to the east and north, along New Era Road to its intersection with Solomon Avenue. The MRT/ADT then proceeds down Solomon Avenue until connecting into the existing City network at the Solomon Road trailhead. However, over a mile of this part of Solomon Road is a gravel road, creating a unideal experience for MRT/ADT users, particularly those traveling by bike. Extending the Northside to the western end of New Era Road is better option for improving connectivity on the MRT/ADT to the north and east, than would paving this port of Solomon Avenue, as it would provide additional benefits to the community beyond simply improving the MRT/ADT.



DRAFT

City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan Northside Trail Phase 1

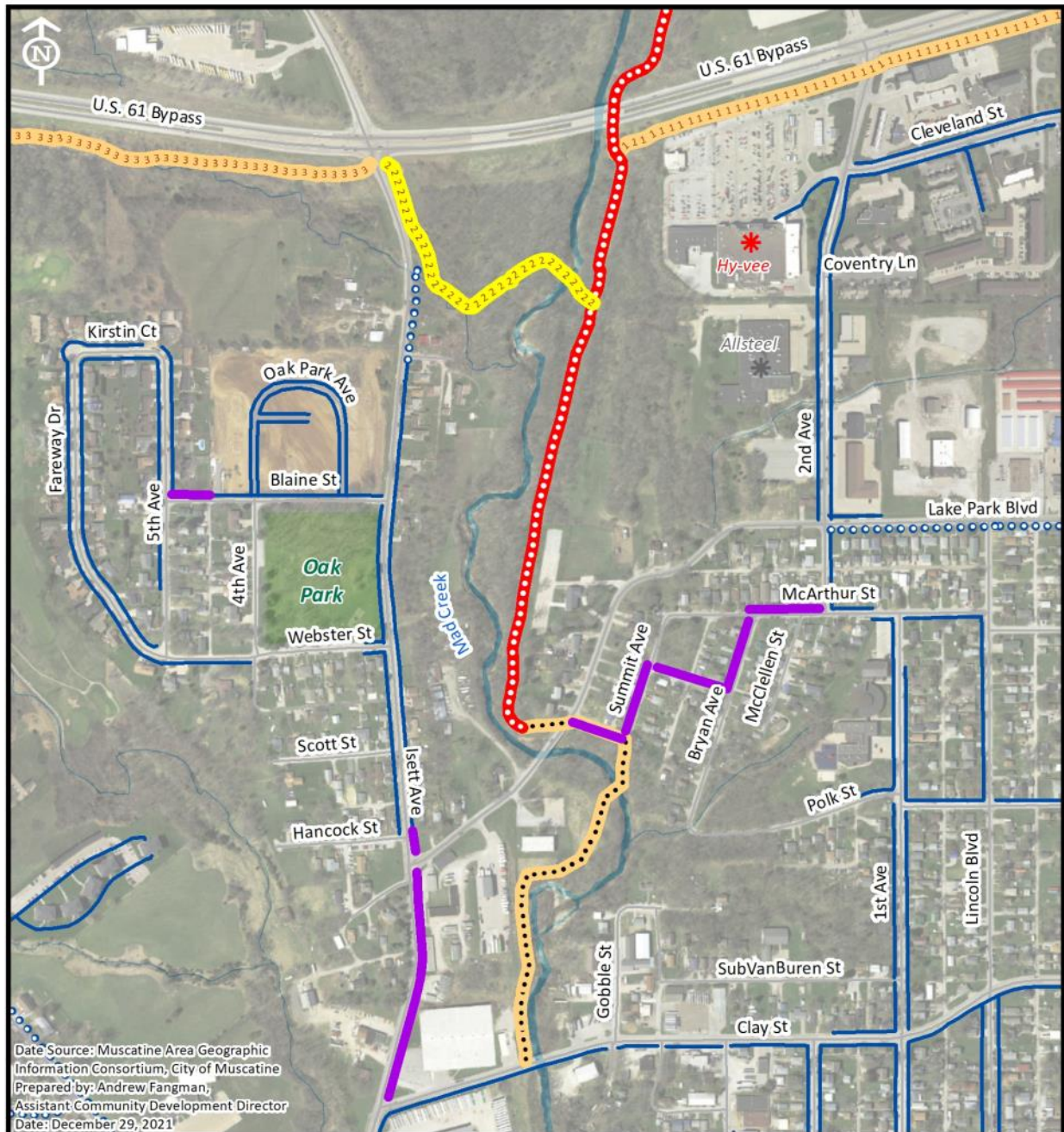
- 1 1 1 1 1 Northside Trail Phase 1
- 2 2 2 2 2 Northside Trail Phase 2
- 4 4 4 4 4 Northside Trail Phase 4
- Mad Creek Trail Extension
- Existing Trails
- Other Future Sidewalk Extension Projects

- Sidewalk Extension Projects in the CIP
- Sidewalks

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman,
Assistant Community Development Director
Date: December 29, 2021

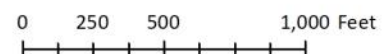


City of Muscatine Bike & Pedestrian Master Plan



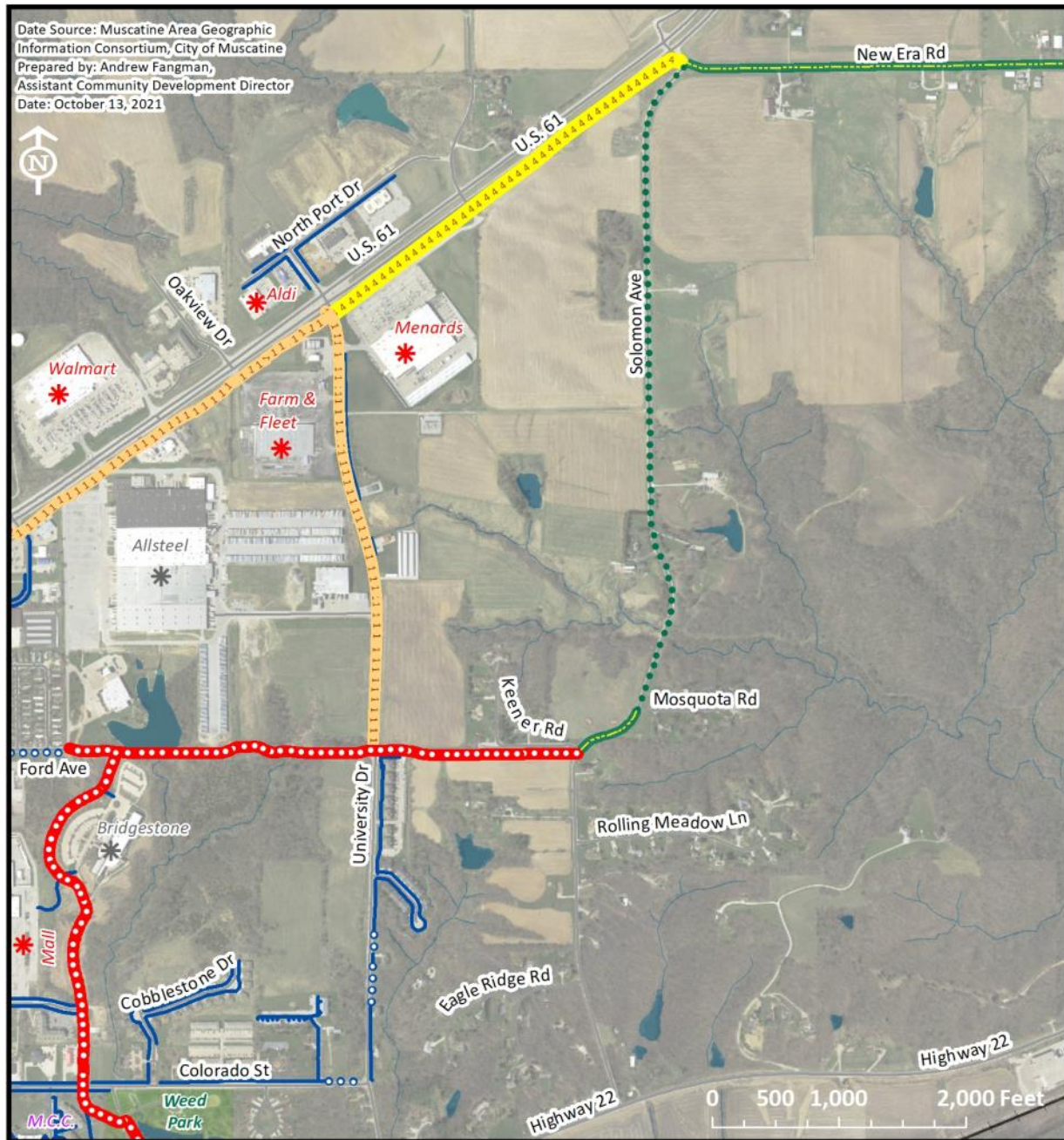
Bike and Pedestrian Master Plan Northside Trail Phase 2

- 2222222 Northside Trail Phase 2
 4444444 Northside Trail Phase 4
 — Sidewalks
- 1111111 Northside Trail Phase 1
 Mad Creek Trail Extension
 — Sidewalk Extension Projects in the CIP
- 3333333 Northside Trail Phase 3
 Existing Trails
 o o o o o Other Future Sidewalk Extension Projects





City of Muscatine Bike & Pedestrian Master Plan

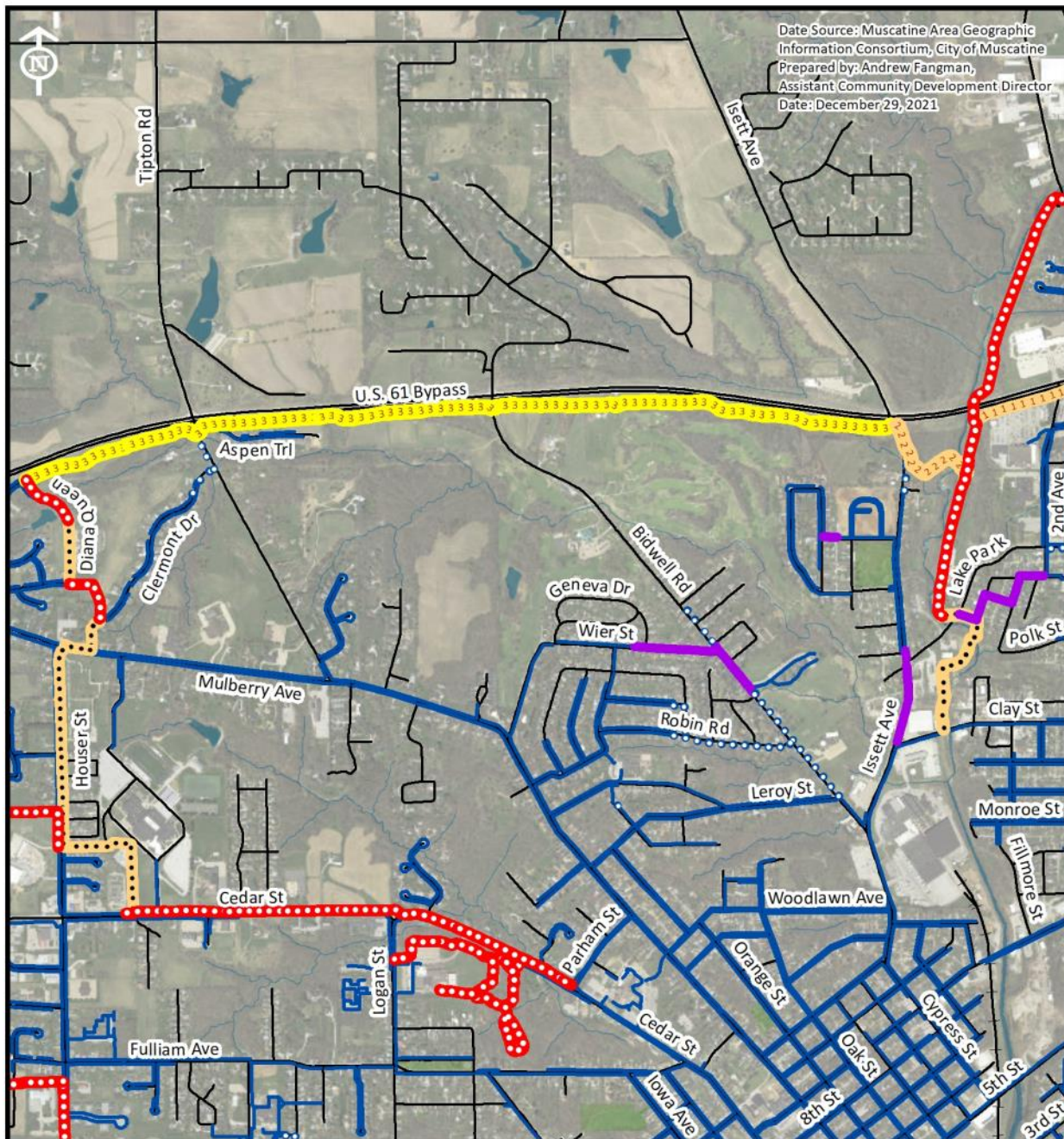


Bike and Pedestrian Master Plan Northside Trail Phase IV

- 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

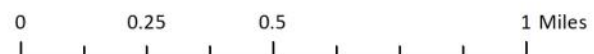


City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan **Northside Trail Phase 3**

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





City of Muscatine Bike & Pedestrian Master Plan

Mad Creek Trail Extension

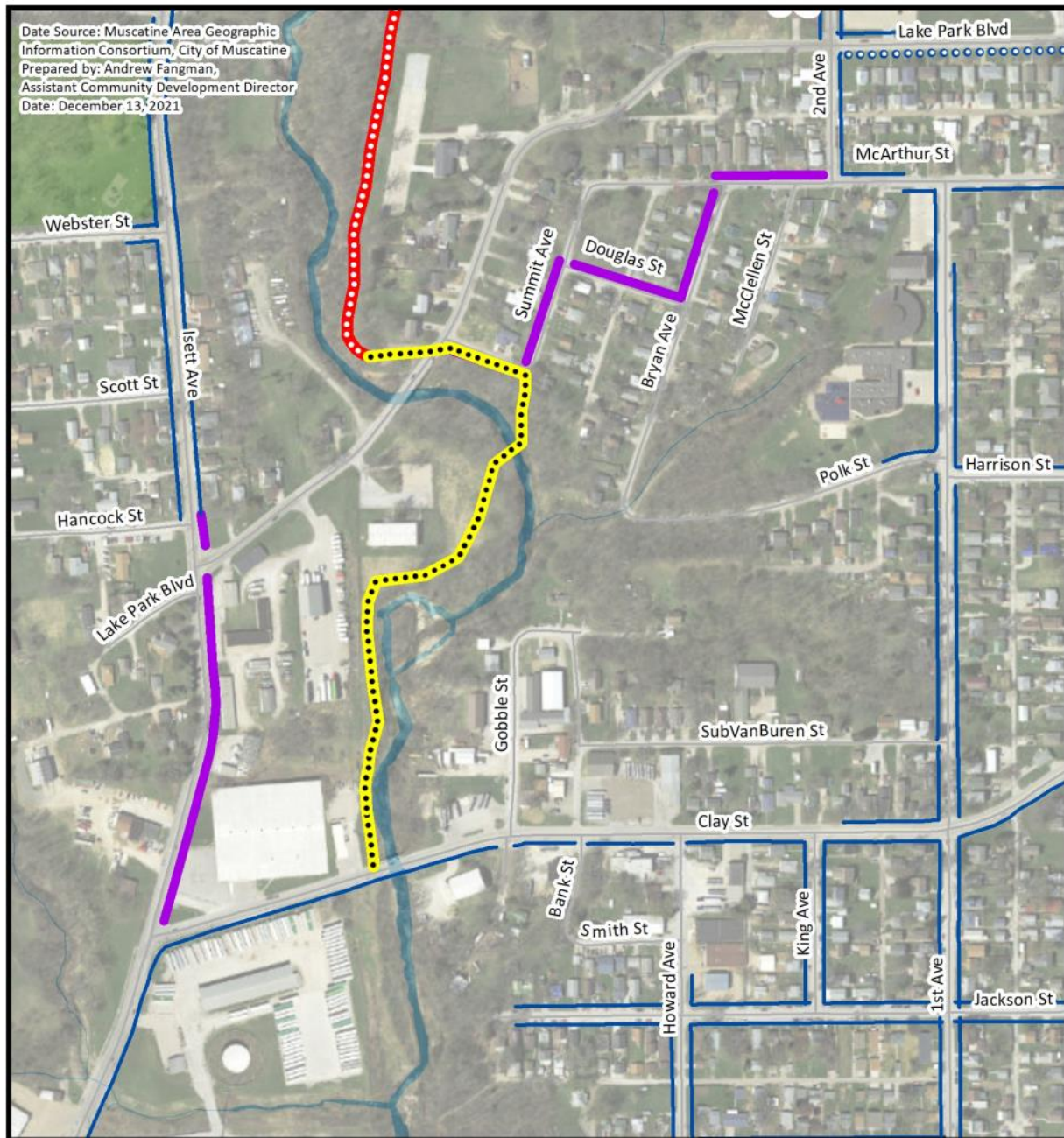
The Mad Creek Trail Extension will be a x,xxx' trail that will extend the existing Mad Creek Trail from its current southern end point just north of Lake Park Boulevard to an intersection with Clay Street. The trail extension will begin with the construction of a safe crossing of Lake Park Boulevard. After this crossing the trail will continue along the east bank of the creek until it reaches a point where unfavorable terrain on the east bank of the creek will require a bridge crossing Mad Creek. From this bridge the trail will proceed south on the west bank until it reaches Clay Street. The conceptual route for this trail can found on a map on the following page. Construction of the Mad Creek Trail extension will require obtaining easements from several private property owners.

The Mad Creek 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 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. Adding sidewalk to Lake Park Boulevard going east from the trail is unfeasible because of the topography of the area. Clay Street, including the Clay Street bridge, already has sidewalk and is safe for non-motorized travel. Extending the trail to Clay Street is the most effective way to make the southern end of the Mad Creek Trail accessible by foot or on bike. Further extension of the trail downstream is unfeasible because terrain and existing development between Clay Street and Washington Street leave no viable trail route.

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.



City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan **Mad Creek Trail Extension**

- Mad Creek Trail Extension
- Existing Trails
- Other Future Sidewalk Extension Projects
- Sidewalk Extension Projects in the CIP
- Sidewalks

0 250 500 1,000 Feet





City of Muscatine Bike & Pedestrian Master Plan

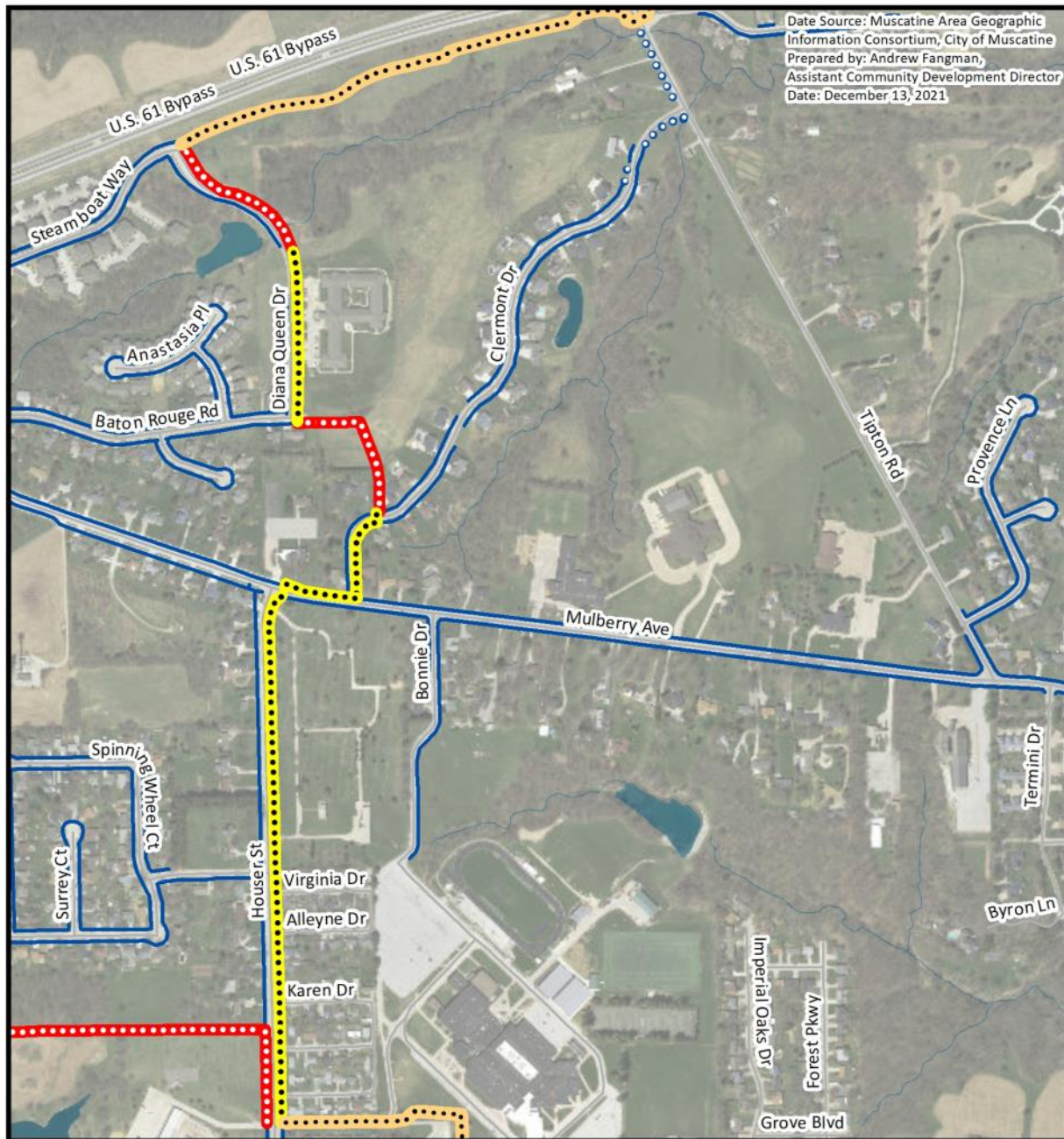
Westside Trail Extension

The Westside Trail Extension will be a x,xxx' 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 first three phases of the Northside Trail are completed. Construction of this extension will also complete an uninterrupted trail loop encircling Muscatine..



City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan Westside Trail Extension

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

0 250 500 1,000 Feet

