

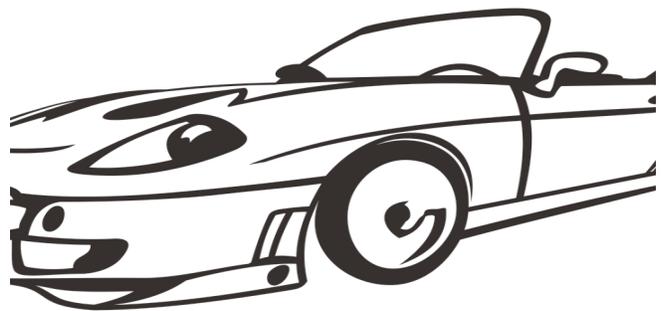


# Trail Plan

2020



# City of Camanche



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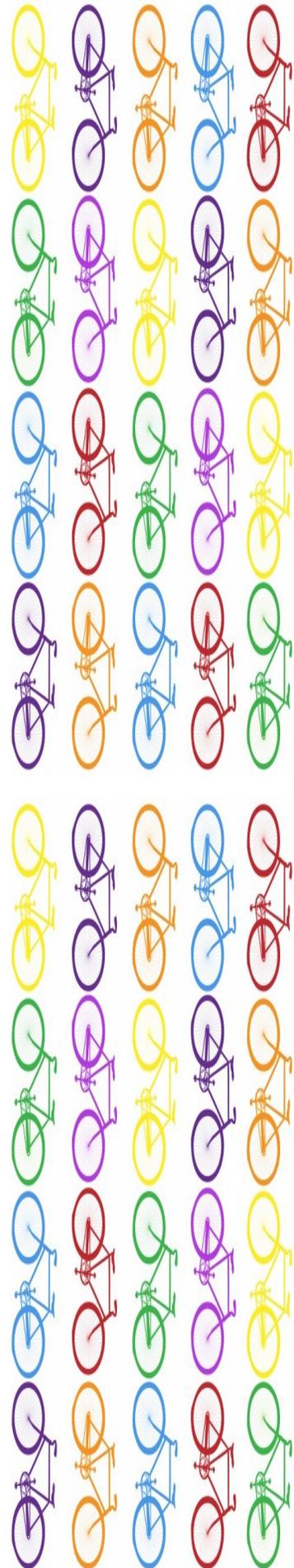
# TRAIL HISTORY

The trail path through Camanche consists of bike path, streets designated as part of the Mississippi River Trail (MRT), and non conforming sidewalk. Some of the bike path was installed in the late 2000's. The path connects Camanche to Clinton at the northern end of the city along Highway 67.

The MRT portion runs along side streets in Camanche and travels next to the Mississippi River at 1<sup>st</sup> Street. It is frequented by many cycling enthusiasts, walkers, and vehicle drivers taking in the scenic views along Camanche's riverfront.

The non conforming sidewalk portions make it possible to travel through Camanche, although in certain areas it does require crossing streets. The sidewalk is a standard sized sidewalk and does not accommodate cyclists and pedestrians together.

There has been no significant extension of the bike path since the 9<sup>th</sup> street addition during the construction of the Murphy's Subdivision.



# GOALS

Connectivity should be the key to any trail project. Bringing the trail through Camanche and creating loops of connectivity to the community.

A quality trail can also bring economic development to a community. Extending the trails through the business area will assist in future development.

Safety of cyclists and pedestrians is a key focus for further trail development.

Additional attention should be paid to rough off road trail cutting in the undeveloped portions of the Camanche city limits

❖ Connectivity

❖ Trail Extension

❖ Economic Development

❖ Safety

❖ Off Road Trails



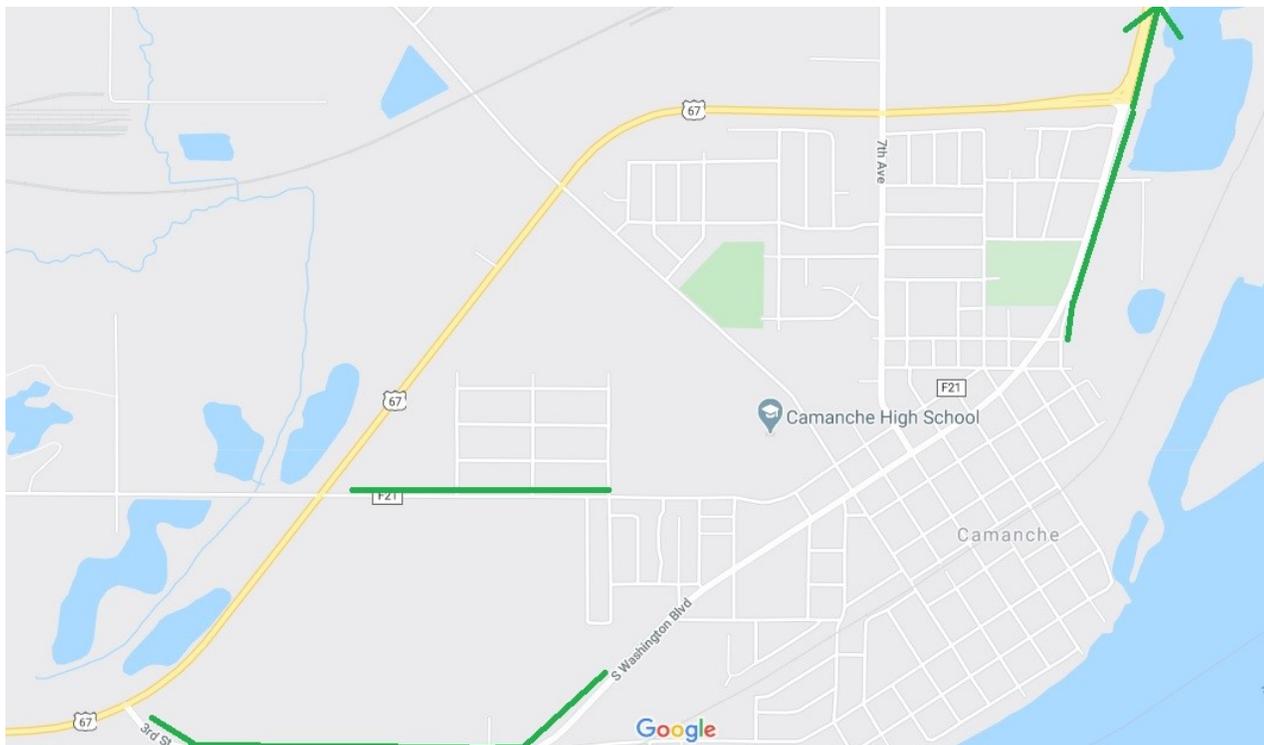
# INVENTORY

Current bike path exists along HWY 67 connecting to Washington Blvd and Triangle Park. It also exists as an endpoint at South Washington Blvd and travels to Logisticus where it crosses the



street and becomes

non-conforming sidewalk. There is also a bike path end at Hwy 67 and 9<sup>th</sup> Street running along the Murphy's subdivision to 19<sup>th</sup> Place where it connects to non-conforming sidewalk.

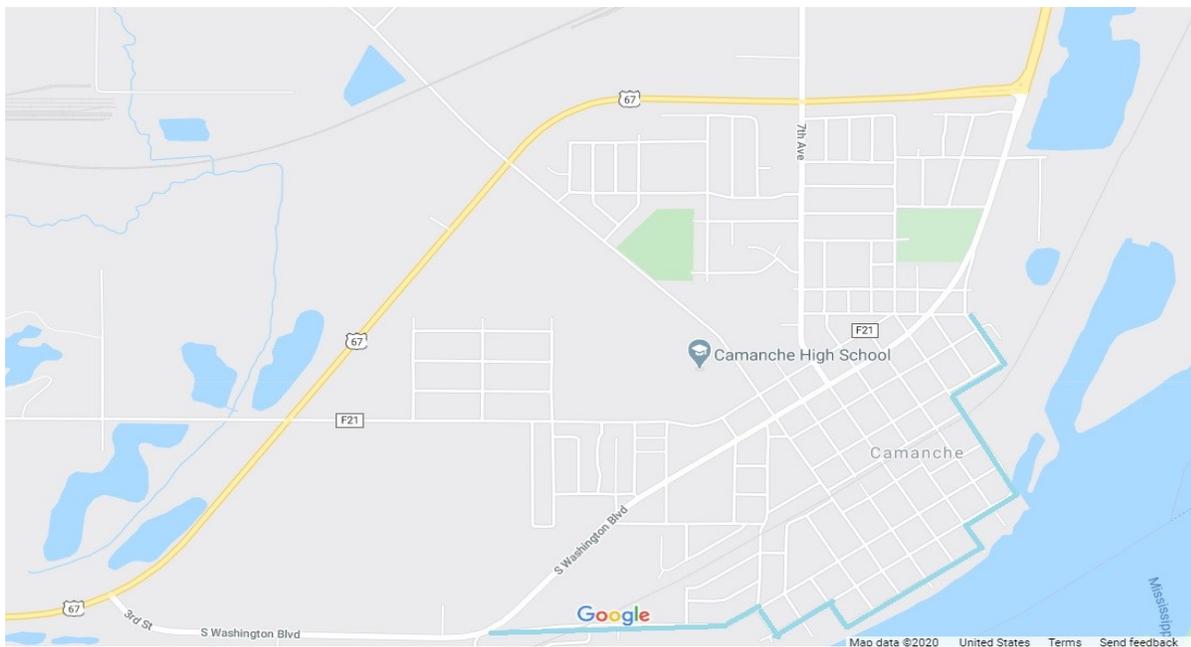


# INVENTORY



The MRT leaves Triangle Park and proceeds down 2<sup>nd</sup> Avenue to 6<sup>th</sup> Street, then down 4<sup>th</sup> Avenue to 2<sup>nd</sup> Street, then down 6<sup>th</sup> Avenue to 1<sup>st</sup> Street, then up 11<sup>th</sup> Avenue to 3<sup>rd</sup> Street, then reconnecting to Washington Blvd where it joins the bike trail. Portions of the MRT streets and avenues have been recently repaved,

while more of them are scheduled to be repaved, including adding 4' to the road along 1<sup>st</sup> Street for bike and pedestrian traffic. Once these two portions are completed, the City of Camanche will have repaved 50% of the MRT streets. The MRT does traverse a rough railroad crossing. The crossing is in need of attention from Canadian Pacific.



# INVENTORY

There are long areas of sidewalk which are non-conforming uses for bicycles. These are standard width sidewalks which could be converted to a multi-use path. These conversions should include adapting all crosswalks and other sidewalks to create a looping bike trail completely along Washington Blvd to 7th Avenue, up to 9th Street and back to 9th Avenue.

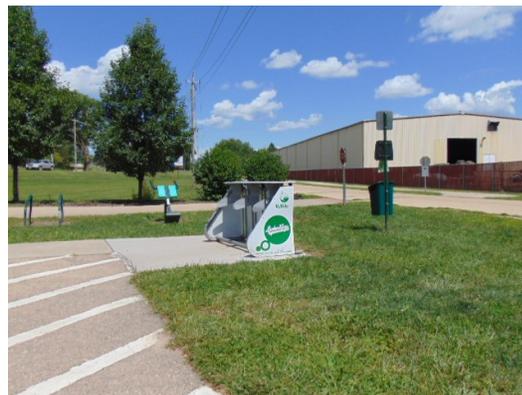
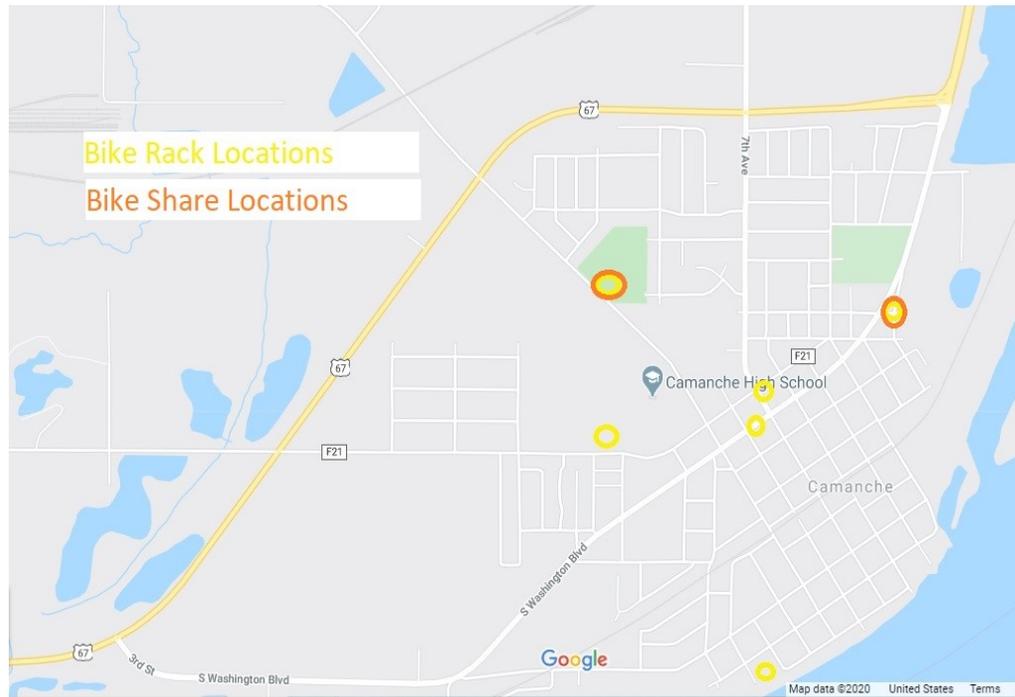
Further details are supplied in the Proposed Upgrades section of this document. The entire coverage of bike path, MRT and non-conforming sidewalk mileage currently sits at 4.75 miles.



Westbound on 9th Street where non-conforming sidewalk changes to trail

# INVENTORY

There is a recognized lack of adequate spaces for parking and bike rack locations. Additional areas for cyclists to park their vehicles or for bike rack locations need to be identified and supplied. It should be noted that the City of Camanche does have a bike share program in conjunction with the Clinton Visitor's Bureau. However, that program has been paused at the time of this writing due to the COVID-19 pandemic. It is expected that the program will reboot when it is considered safe to do so.



# PROPOSED UPGRADES

The first proposed upgrade to the Camanche trail system is the completion of a loop connecting the dead end stubs at South Washington Boulevard and 9th Street across from the water tower. This extension is to parallel HWY 67 in the DOT right of way through the tree line.



This area is prone to flooding so a dyke with culverts will be necessary. It is recommended that the trail go through the mature tree area in the ROW. An example of this is taken in the image below from the Great River Bike Trail in Fulton, Illinois.

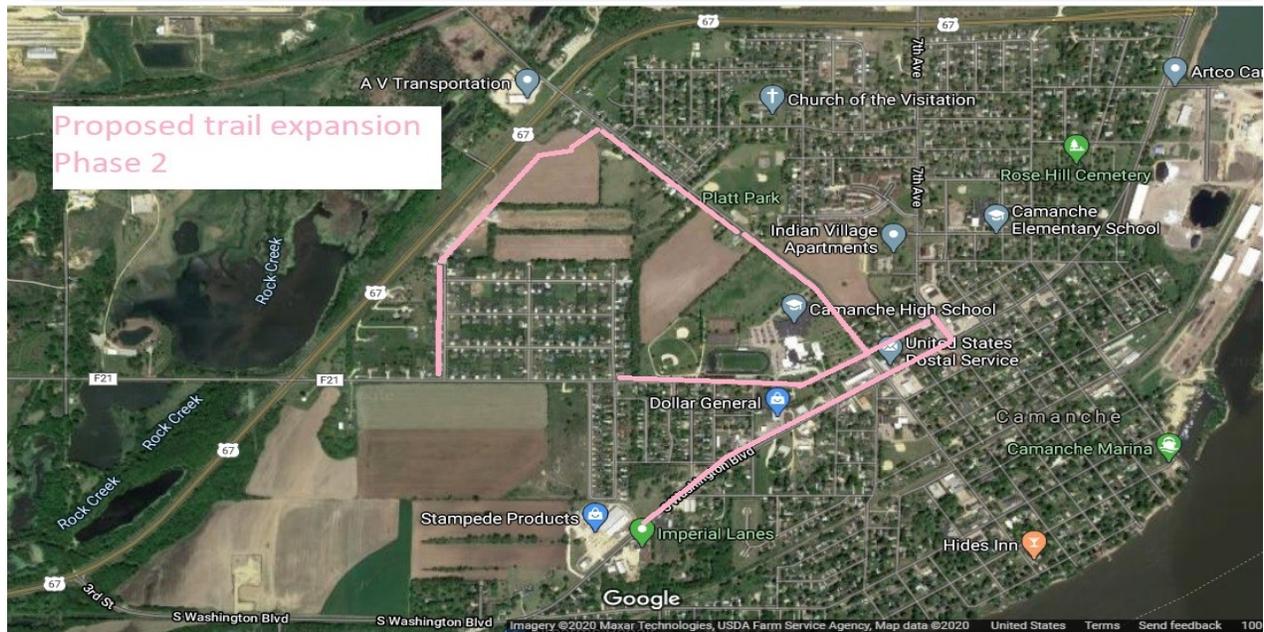


In addition to the extension, some parking will be added at both locations where it is possible.

# PROPOSED UPGRADES

There are long areas of non-conforming sidewalk which are not designed for bike traffic. The goal is to widen those sidewalks to convert them to multi-use paths.

This would include all areas on the map highlighted in pink. In addition, the City will require shared use sized paths through the Park Vista Phase 2 assisted living development

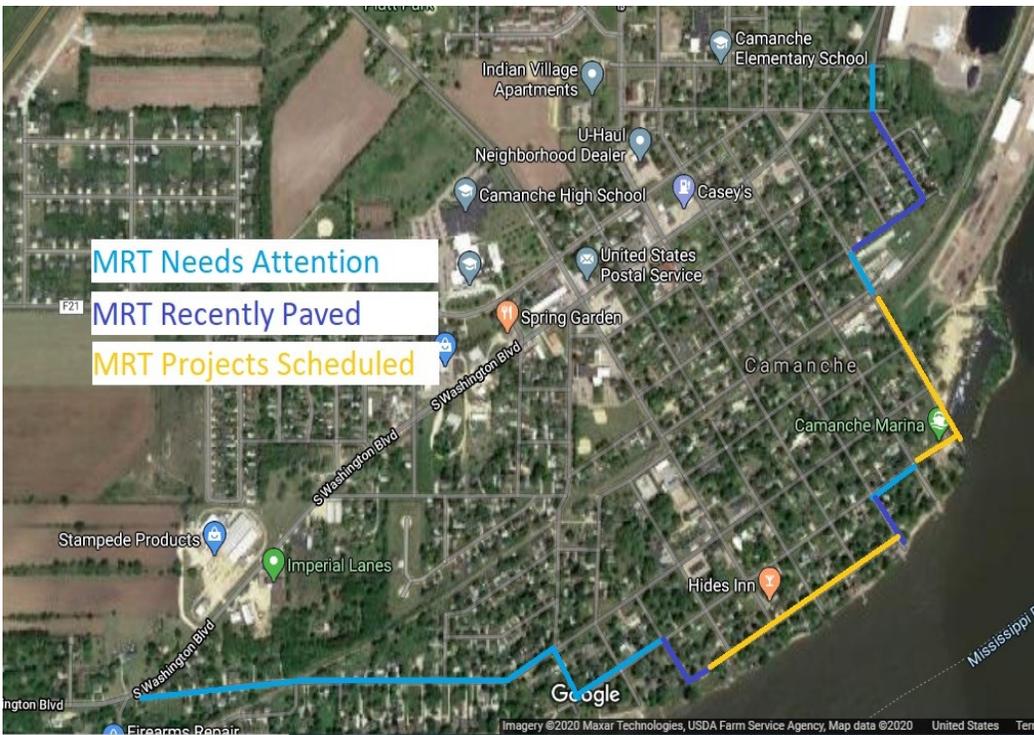


rather than standard sidewalk. This will connect with the Edens and Murphy's Subdivisions to complete a loop. The conversion will also occur along Washington Blvd to 7<sup>th</sup> Avenue, loop back to 9<sup>th</sup> Street and connect at 9<sup>th</sup> Avenue.



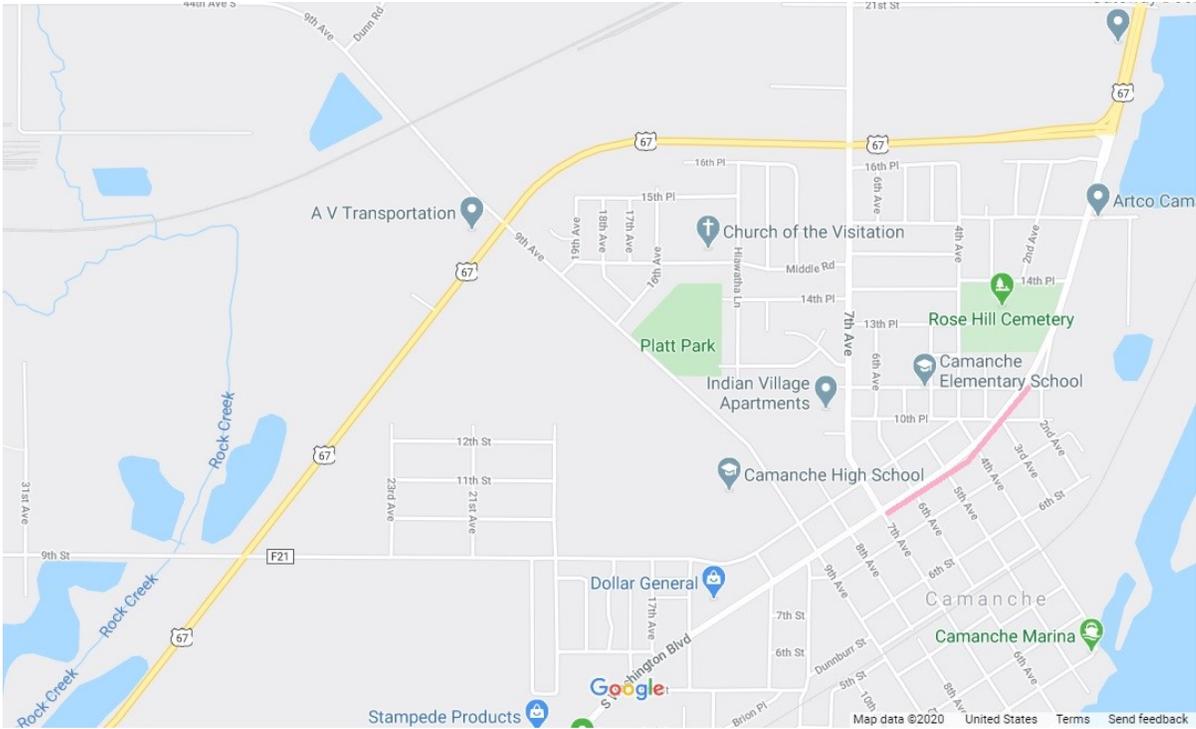
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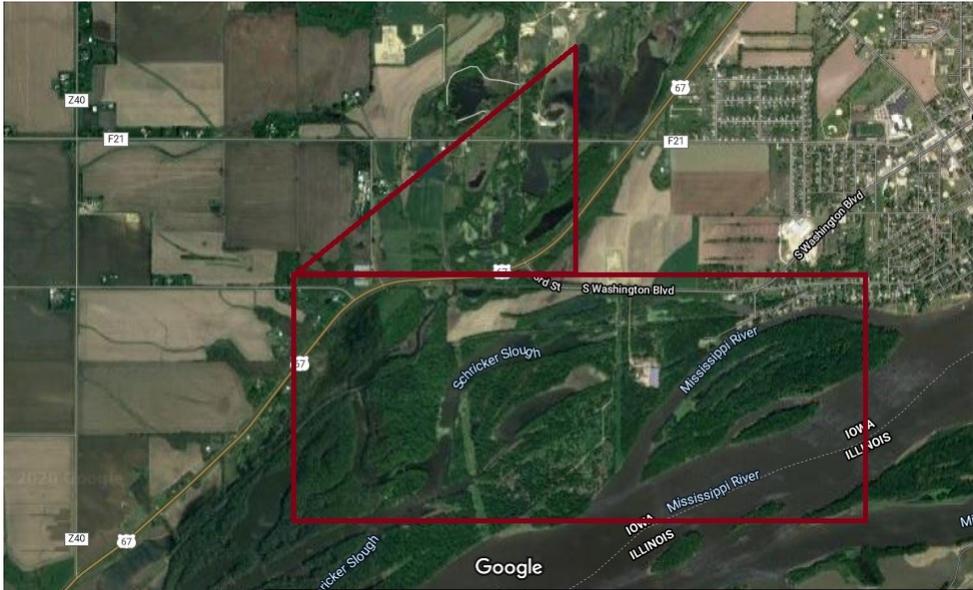
# PROPOSED UPGRADES

Furthering replacement of standard sidewalk with shared use path would tie in the entrance of the MRT with the entire Camanche community. It is proposed that the trail plan include replacing standard sidewalk with a shared use path in the area highlighted on the map below. This would connect the four main parks in Camanche, as well as a number of pocket parks along the MRT. The proposed upgrades would add 3.75 miles of path bringing the total loop of bike path, MRT and other non-conforming path to 8.5 miles



# PROPOSED UPGRADES

Additional research and work will be placed on pursuing areas for off road trails for cycling. There is difficulty in some of the areas as they are prone to flooding. However, off road cycling is a highly attractive recreation to draw people to the area. Below are the proposed areas where off road trails should be looked at.





## FUNDING SOURCES

There are multiple funding sources to supplement local investment in recreational trails.

Iowa maintains a Transportation Alternative Program (TAP) fund which is obtainable through the Regional Planning Authority (RPA). Some of the focuses contained within this plan will satisfy key aspects of requesting TAP funding. This is an 80/20 matching fund.

The State of Iowa also operates a trail fund with a 25% match. The State Recreational Trails Program is codified in Iowa Code chapter 465B. These awards are made in September of each fiscal year. Many other funding sources are available at

[https://iowadot.gov/pol\\_leg\\_services/Funding-Guide.pdf#page=34](https://iowadot.gov/pol_leg_services/Funding-Guide.pdf#page=34)

Locally, organizations such as CCDA and other community type foundations are available to approach as resources for funding portions of the plan.

Additional funding can be sought through health grant initiatives from companies like Blue Cross Blue Shield, as well as area industries whose employees utilize the trails in Camanche for their health benefit.

Coordination with the Hometown Pride Greater Camanche Community Foundation will assist in finding other sources of grant funding.

Partnering with area organizations as well as state organizations like the Iowa Bicycle Coalition would be beneficial in garnering support and guidance.

## ECONOMIC IMPACT

The proposed extension of the trail path to loop through the community creates a tremendous economic impact to Camanche. Communities throughout the state have documented the positive impact trails have. Three studies from the State of Iowa document the economic impact that trails have in the state.



- ♦ \$51,695,317 annual economic impact from bicycle commuters
- ♦ \$364,864,202 annual economic impact from recreation riders\*
- ♦ \$17,852,565 annual sales from Bicycle Shops
- ♦ A recent Winneshiek County study showed 58% of local resident spending while 42% was non-local



## ECONOMIC IMPACT

A wide variety of studies show that bicycling is good for business. The connection that is vital is have investment in the infrastructure in order to have an economic impact. Highlights from research presented by the Adventure Cycling Association, League of American Bicyclists, and the Bicycle Coalition of Philadelphia Show

- People who ride bikes buy bike stuff
- Bicycling creates jobs when bicyclists support businesses. Bike accessible business districts benefit by catering to these customers
- Non-bicyclists spend more per visit to an establishment, but bicyclists have a higher number of repeat visits
- Employees who bicycle save businesses money on health insurance costs and increased productivity
- Bicycle parking is more affordable and a more efficient use of space than car parking
- Bicycle friendly cities are attracting young people, which are attracting business
- Accommodating bicycles reduces crashes for bicyclists, pedestrians, and motor vehicles.
- Bicyclists are serious shoppers. They shop local and return to businesses often.

# ECONOMIC IMPACT



Additional economic impacts come from visiting cyclists. They can be categorized as the following:

- Bicycle Tourists
- Bicycle Event Tourists
- Destination Tourists
- Day Ride / Urban Tourists
- Mountain / Trail Tourists

Much can be said for the local citizen aspect to trail riding. The volume of residents from Camanche and Clinton who utilize the current trail is substantial. Increasing the availability of quality trails and businesses which could cater to those enthusiasts would only increase the economic capacity which does not currently exist in Camanche, and only exists in Clinton to a minor degree. This is a clear opportunity for Camanche to create new business potential for the City.

#### Parks Connectivity:

Platt Park  
Triangle Park  
Anthony Park  
Pocket Parks along the River

#### Current stores:

Kwik Star  
Spring Garden Restaurant  
Dollar General  
Camanche Physical Therapy  
Casey's General Store

#### City Services:

City Hall  
Camanche PD  
Camanche Fire  
Camanche Public Library

#### Other Highlights:

Camanche Marina  
Camanche Bowling Alley  
Auto Services  
Hair Salons  
Fishing and Recreation Areas

# ACTION ITEMS

## SHORT TERM

- ◇ Collect trail use data
- ◇ Seek funding for previously planned MRT improvements
- ◇ Make repairs to current trail system
- ◇ Add signage for current bike and walking paths

## MEDIUM TERM

- ◇ Extend trail along HWY 67
- ◇ Prepare for loop through Park Vista
- ◇ Widen non conforming sidewalks in 50% of noted areas
- ◇ Pursue business development
- ◇ Add bike racks and parking

## LONG TERM

- ◇ Finish remaining non-conforming conversion
- ◇ Add off road trails
- ◇ Create cycling interest for tourism
- ◇ Add cycling and recreational businesses

# SUMMARY

**Cycling 'explosion': coronavirus fuels surge in US bike ridership** : It's fun, freeing, socially distant and good for you – no wonder bicycle usage has soared across the US— **The Guardian**

**Americans turn to cycling during the coronavirus pandemic** —**CBSNEWS**

**More People Are Cycling During COVID-19. That Matters.**  
Cleaner air, quieter streets, more people riding—there's an opportunity here for cities and cycling advocates willing to grasp it — **outsideonline.com**



**TRANSPORTATION  
ALTERNATIVES**

**Walking and Biking Are Way Up During COVID-19, Revealing Big Inequities in Open Spaces**—**sauld-america.org**

## SUMMARY

Increasing the connectivity and capability of the Camanche trail system is a key element in creating a safer opportunity for citizens of Camanche to utilize existing features.

The economic growth potential of the trail expansion cannot be overstated. The connectivity of Camanche through its trail system to Clinton and Fulton is an important addition to the future development of the City of Camanche.

The continuation of trails, conversion of non-conforming sidewalks to multi-use paths, and resurfacing of streets on the MRT are key aspects to creating a high quality trail system. The addition of off road trails will enhance the desirability of enthusiasts to visit the Camanche system. It is imperative to create a network safe for cyclists, walkers and runners, as well as vehicular traffic.

The City of Camanche recognizes the benefit and need for the community to have quality trails for citizens. The City is committed to the action items and will seek funding from various sources to bring this plan to realization.