Chapter 1 – Regional Profile

Overview

The purpose of transportation planning is to develop a transportation system that will provide for the safe, efficient, and economical movement of people and goods. The system should promote harmonious community and regional interaction. It should enhance the aesthetic and ecological features of our physical environment. The *2050 Long Range Transportation Plan for Region 9* will address the transportation needs and priorities within the Iowa Region 9 Planning Area (also referred to as RPA 9) for long range transportation planning – a 738-square-mile area that covers the non-urbanized area of Scott County and the entirety of Muscatine County. Map 1.1 illustrates the geographic location of the Region 9 planning area. (Maps are located at the end of this chapter.)

Regional Goals

Regional transportation goals provide the foundation for prioritization and public investment decisions in the transportation system. Goals were developed as part of the *2020 Long Range Transportation Plan for Region 9* (1999). These goals were reviewed and/or refined during the process of updating the Region 9 long range plan.

The following goals have been adopted by the Region 9 Transportation Policy Committee. These goals provide guidance for transportation investments within the Region 9 planning area.

2050 Plan Goals

- **Movement.** Provide for the efficient, reliable movement of people and goods by coordinating the management and operations of all modes of transportation within Region 9.
- **Land Use.** Develop a transportation system that considers existing and future land uses and encourages desired development patterns.
- **Balance Between Economy & Environment.** Develop a transportation system that balances all modes of transportation, protects and enhances the environment, and supports both the rural and urban economic vitality and tourism in Region 9.
- **Safety/Security.** Enforce and enhance programs designed to ensure the safe, secure operations and utilization of all transportation facilities/systems.
- **Accessibility & Mobility.** Strive to coordinate, develop, and maintain an accessible transportation system that promotes mobility for a variety of citizens and visitors, particularly those that require additional accommodations.
- **Modes.** Increase connectivity, accessibility, and mobility options to encourage the multi-modal aspects of the transportation system, such as bicycle/pedestrian, transit, air, rail facilities, and river navigation, and their integration.
- **Preservation & Resiliency.** Emphasize the preservation of the existing transportation system and preserve corridors for planned improvements, and minimize disruptions due to extreme

weather events, and natural and man-made disasters, whenever feasible.

Planning Process and Organization

Region 9 transportation planning began in fiscal year 1995 as part of an effort by the State of Iowa to provide rural transportation planning statewide. Region 9 is located adjacent to the Quad Cities Area, also known as the Davenport Iowa-Illinois Urbanized Area, and referred to as the Quad Cities Metropolitan Planning Area. The bi-state Iowa/Illinois region is bi-sected by the Mississippi River, and is located midway between Minneapolis to the north and St. Louis to the south and 160 miles west of Chicago.

Region 9 transportation planning activities are conducted through Bi-State Regional Commission. Bi-State Regional Commission is the Metropolitan Planning Organization (MPO) for the Quad Cities Metropolitan Planning Area (MPA) and regional planning agency for Region 9. Bi-State Regional Commission was formed in 1966 and charged with continuing, coordinated, and comprehensive transportation planning for the urban area and subsequently for Region 9. The regional transportation work is carried out with cooperation from local city and county engineers and planners, transit operators, and state and federal transportation officials. The three main regional transportation responsibilities carried out by Bi-State Regional Commission are:

1. Coordination of overall transportation planning activities
2. Maintenance of a long range transportation plan
3. Programming of transportation projects to address the needs identified in the plan and associated studies, and to incorporate these projects into a Transportation Improvement Program

Bi-State Regional Commission is also a regional planning agency representing five counties and 48 municipalities. In addition to transportation and land use planning, Bi-State provides a forum for inter-governmental cooperation and delivery of regional programs as well as providing technical assistance to its member governments related to economic development, infrastructure, environmental planning/management, and community development.

The first long range transportation plan for Region 9 was developed in fiscal year 1995 and subsequently updated in 1999, 2009, 2015 and 2021. The long range plan represents an assessment of the existing regional transportation system as well as the needs, priorities, and suggested improvements in the future to meet future demands. The process for projects moving forward from planning to implementation is known as programming. The *Region 9 Transportation Improvement Program* (TIP) is a summary of roadway, public transit, trail, and related transportation projects that are expected to be initiated during a four-year cycle and that will be financed in whole or part with federal and/or state dollars. Projects programmed in the *Region 9 TIP* must conform to the *Region 9 Long Range Transportation Plan* and be fiscally limited to monies that are available (fiscally constrained).

Delegated Authorities

Region 9 has a local review process established for long and short-range transportation planning. The process includes the Region 9 Transportation Policy Committee and Region 9 Transportation Technical Committee. These two committees are delegated authority groups established under Bi-State Regional

Commission to expedite specific business and planning activities related to regional transportation. The current membership of the two committees is as follows:

Transportation Policy Committee

Membership:

- Mayor or Appointed City Council member caucused from small communities from a Bi-State Regional Commission member government in Region 9
- River Bend Transit, Inc. Board of Directors, Chair or Appointed Board member
- Scott County Board of Supervisors, Chair or Appointed County Board member
- Mayor of Muscatine (or Appointed City Council member
- Muscatine County Board of Supervisors, Chair or Appointed County Board member
- Federal Transit Administration, Region VI (Ex-Officio, Non-Voting Member)
- Federal Highway Administration, Iowa Division (Ex-Officio, Non-Voting Member)
- Iowa Department of Transportation (Ex-Officio, Non-Voting Member)

Function: Responsible for transportation planning and programming for the Iowa Region 9 transportation planning area.

Transportation Technical Committee

Membership:

- City of Muscatine and Scott County and Muscatine County planners and engineers
- Muscatine Transit and River Bend Transit managers or staff representatives
- One caucused representative from a Bi-State Regional Commission member government smaller community in Region 9
- Ex-officio, non-voting members representing Federal Transit Administration, Region 7; Federal Highway Administration, Iowa Division; and Iowa Department of Transportation.

Function: Responsible for technical review and guidance of data collection and analysis, transportation planning and programming preparation, review and update for the Iowa Region 9 transportation planning area. This committee is responsible and makes recommendations to the Region 9 Transportation Policy Committee.

Other Groups

Additionally, there are other groups that function as forums for transportation input and comment on activities that have implications in Region 9. There is some overlap with the metropolitan transportation planning and Region 9 related to the following groups:

Bi-State Drug and Alcohol Testing Consortium – The consortium provides a forum to procure a contractor for drug and alcohol testing services related to federal transportation regulations, to supervise the contractor, and to address revisions to regulations.

Bi-State ITS Technical Advisory Group – This group coordinates Intelligent Transportation System (ITS) planning and deployment activities for technology used for improved traffic operations in the Bi-State Region. Examples of ITS include dynamic message signs, speed cameras, automated traffic detection systems, and synchronized traffic signals.

Bi-State Regional Trails Committee – This committee coordinates planning and development activities associated with the multi-purpose trails in the Bi-State Region.

www.QCTrails.org

Bi-State Region Freight Forum – This is a multi-modal freight transportation stakeholder group brought together to coordinate freight planning in the Bi-State Region, and to understand and monitor needs and issues related to physical, operational, and institutional aspects of the regional freight system.

Regional Transit Interest Group – This group provides a forum to receive public input into the transit systems of Region 9 passenger transportation planning efforts on an as-needed basis. It also provides organized discussions on transportation problems and mobility issues affecting seniors, students, persons with disabilities or with no vehicle, and citizens with lower incomes. The group serves in an advisory capacity to the transportation community as well as the Region 9 Transportation Technical Committee.

Regional Transportation Advisory Group – This group provides a forum through direct mailings and meeting notices to solicit input and examine the Transportation Improvement Plan (TIP), Regional Intelligent Transportation System (ITS) Architecture Plan, the Long Range Transportation Plan, enhancement program projects, and Surface Transportation Block Grant (STBG) projects. This group may provide comments to the Region 9 Transportation Technical and Policy Committees for their consideration at regular meetings, public hearings, or through direct requests for input. It is open to anyone interested in transportation planning and projects in Region 9. Members represent private transportation providers, social service agencies that provide transportation, transit consumers, historic societies, biking and hiking clubs, livery services, social and job training agencies, environmental groups, and freight movers.

Public Involvement

Proactive public involvement in the transportation planning process allows for input from various interested parties throughout the preparation of the long range transportation plan. This type of involvement can have positive benefits by introducing fresh project ideas and outlooks to the plan. A *Public Involvement Process* for the transportation planning process was first adopted in 1995 and has subsequently been revised with reauthorizations of the transportation act and changing administrations and regional, state and federal conditions. A copy of the process is included in Appendix C of this document.

The current federal transportation act requires early and continuing involvement of the public in preparation of a long range transportation plan. In the development of the *2050 Long Range Transportation Plan for Region 9*, the opportunities for public comment facilitated in a number of ways. The following outlines these opportunities:

- Region 9 Transportation Meetings – *Ongoing*
- Region 9 Transit Outreach Survey – *June 2022*
- Region 9 Transportation Plan Public Input Survey – *April 2025*
- Public Input Meeting – *January 2026*

- Bi-State Regional Commission Website – Plan drafts, notices, outreach materials and the final document are posted to the website during the plan development process.

These opportunities were utilized to gain input and/or seek confirmation or suggested improvements on the draft plan. The public meetings were held in accessible locations and were located to coincide with available transit services. Input received during the process is summarized in the appendix.

Regional Profile

This section highlights demographic elements that represent Region 9, including population, housing, employment, income, and education. Historical data is included to show the region's progression as well as some comparisons. Much of the data comes from the U.S. Census Bureau, American Community Survey (2019-2023 ACS). All ACS data are survey estimates, and other sources utilized are noted. Detailed profiles for Region 9 are found in Appendix A. The information can be used for reference to the various demographic elements of Region 9. Table 1.1 displays the population of the incorporated areas within Scott and Muscatine Counties along with the population of the unincorporated areas of the counties. Cities in Scott County that are located in the MPA, rather than the RPA, are denoted with an asterisk.

Table 1.1 – City and Unincorporated Populations

Muscatine County	**43,235**
Total Incorporated Areas	34,368
City of Atalissa	296
City of Blue Grass	1,666 101 (Muscatine Co.) 1,565 (Scott Co.)
City of Conesville	352
City of Durant	1,871 1,677 (Cedar Co.) 103 (Muscatine Co.) 91 (Scott Co.)
City of Fruitland	963
City of Muscatine	23,797
City of Nichols	340
City of Stockton	176
City of West Liberty	3,858
City of Wilton	2,924 2,918 (Muscatine Co.) 6 (Cedar Co.)
Total Unincorporated Areas	8,867
Fairport CDP	204
Kent Estates CDP	2,074
Montpelier CDP	186
Moscow CDP	290
Other Unincorporated Areas	6,113
Scott County	**174,669**
Total Incorporated Areas	158,604
City of Bettendorf*	39,102
City of Blue Grass	1,666 101 (Muscatine Co.) 1,565 (Scott Co.)
City of Buffalo*	1,176
City of Davenport*	101,724
City of Dixon	202
City of Donahue	335

Scott County - continued	
City of Durant	1,871 1,677 (Cedar Co.) 103 (Muscatine Co.) 91 (Scott Co.)
City of Eldridge*	6,726
City of LeClaire*	4,710
City of Long Grove	838
City of Maysville	156
City of McCausland	313
City of New Liberty	138
City of Panorama Park*	139
City of Princeton*(Partial)	923
City of Riverdale*	379
City of Walcott	1,551
Total Unincorporated Areas	16,065
Argo CDP	44
Big Rock CDP	49 34 (Scott Co.) 15 (Clinton Co.)
Park View CDP	2,709
Plainview CDP	19
Other Unincorporated Areas	13,259

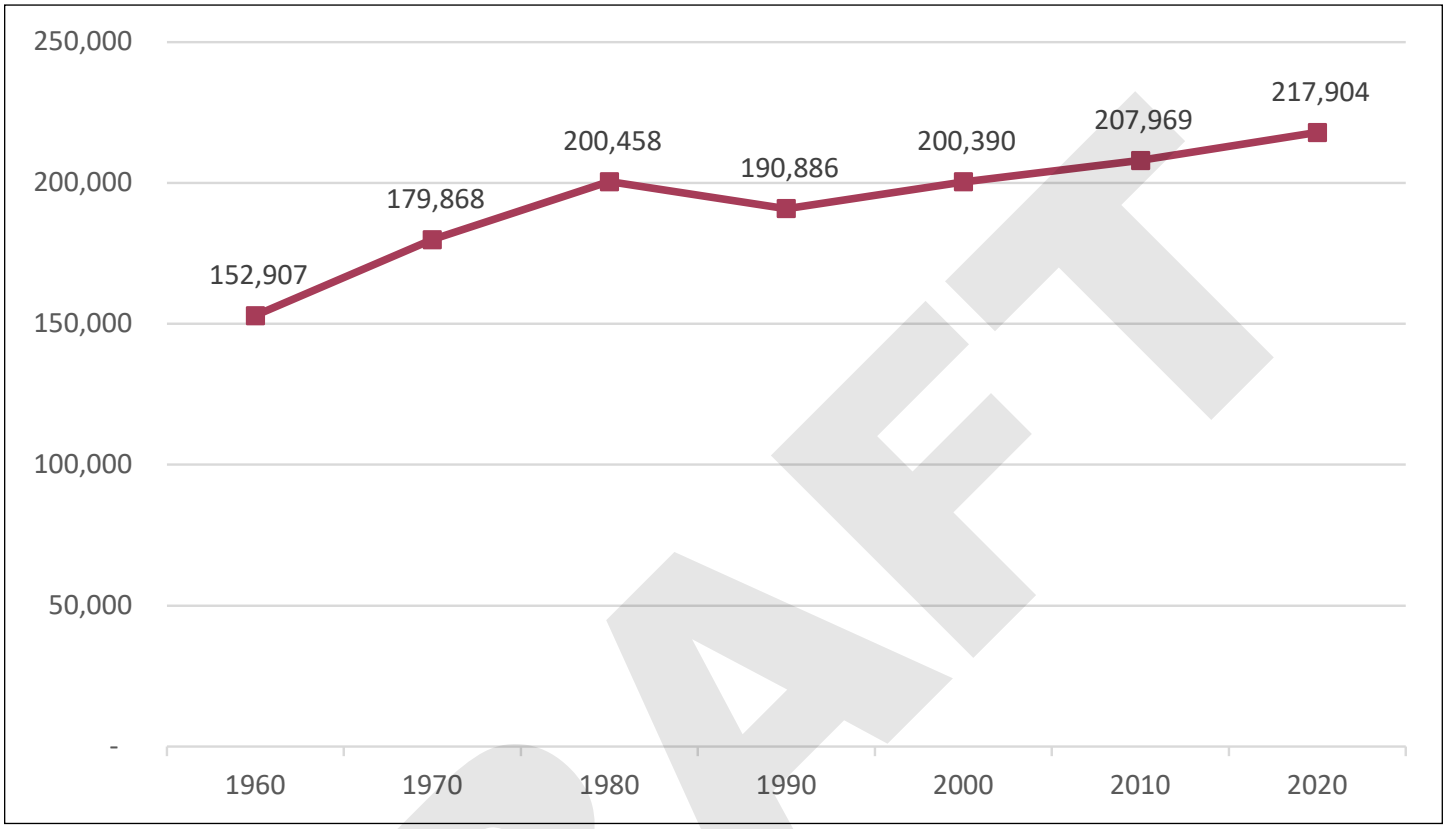
Source: U.S. Census Bureau, Decennial Census, 2020.
Note: CDP = Census Designated Place, an unincorporated area locally recognized and identified by name.
*Denotes city within the Quad Cities Metropolitan Area

The People

Where We've Been

Looking back at the historical growth of the Scott-Muscatine two-county area, there has been a 42.5% population increase from 1960 to 2020. In 2020, the combined population of the entirety of the two counties was 217,904, while the population of the RPA alone was 57,666. Figure 1.1 shows the historical population in more detail. The two-county area's population declined between 1980 and 1990, but has since continued to increase. It was in the late 1980s when the region experienced an economic downturn and significant job losses in the farm implement industry. People left the area for other employment opportunities as a result. Regional leaders have worked to revitalize the region, and it is reflected in current population figures.

Figure 1.1 – Two-County Area Historical Population



Source: U.S. Census Bureau, Decennial Census, 1960-2020.

RPA Population and Housing Units

In 2023, the population of the RPA was estimated to be 57,292, a decrease of 0.05% since 2010, and 0.65% from the 2020 Decennial Census. There are an estimated 24,655 housing units in the RPA in 2023, an increase of 3.2% since 2010. See Figure 1.2 for more details.

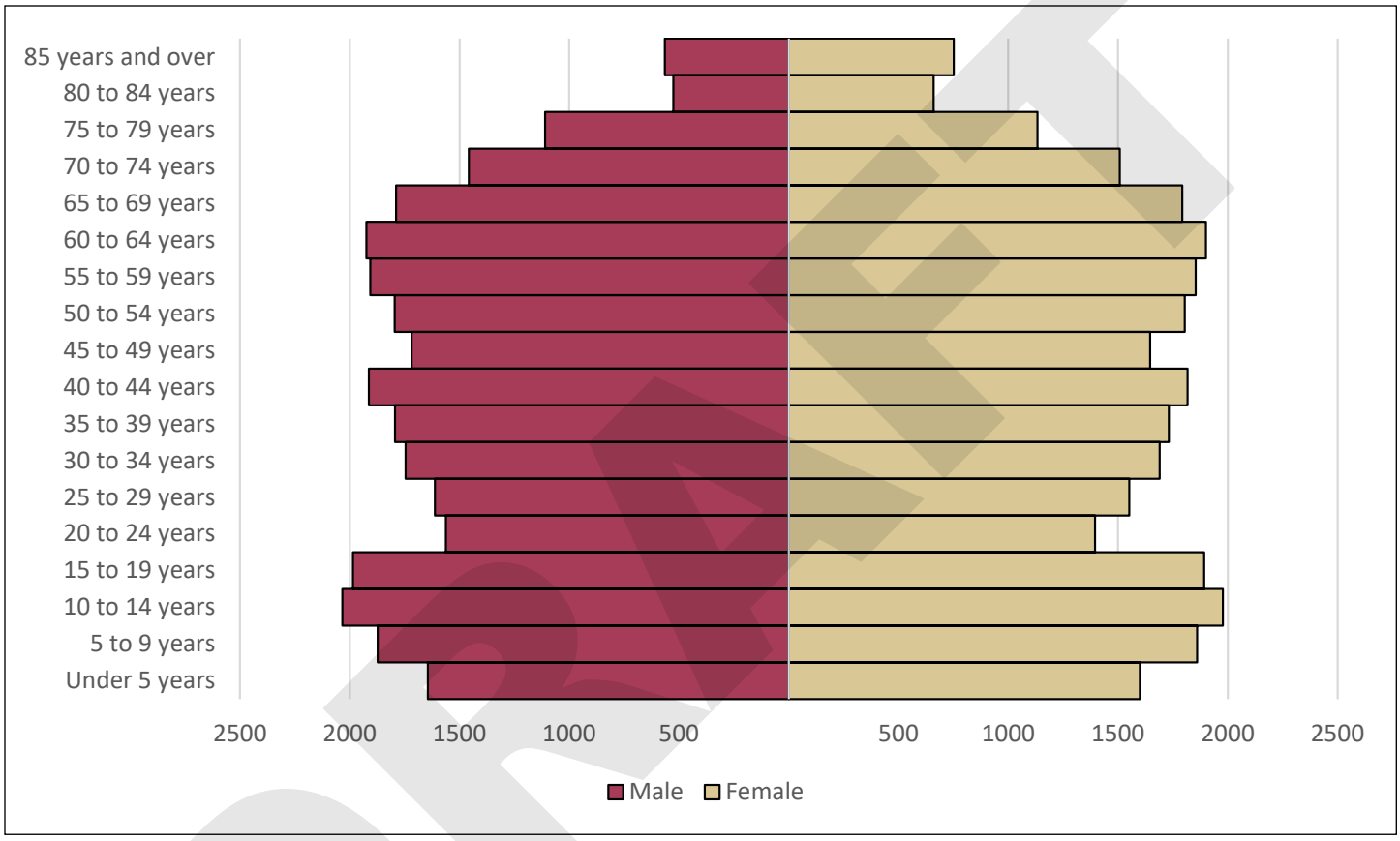
Figure 1.2 – RPA Population and Housing Units

Sources: U.S. Census Bureau, Decennial Census, 2010. U.S. Census Bureau, Population Estimates Program, 2023.

Age

The median age of the RPA is 40.6, which is higher on average than the U.S. (38.7), Iowa (38.6), and MPA (39.9). See Figure 1.3 for detailed estimates.

Figure 1.3 – RPA Age Distribution by Sex

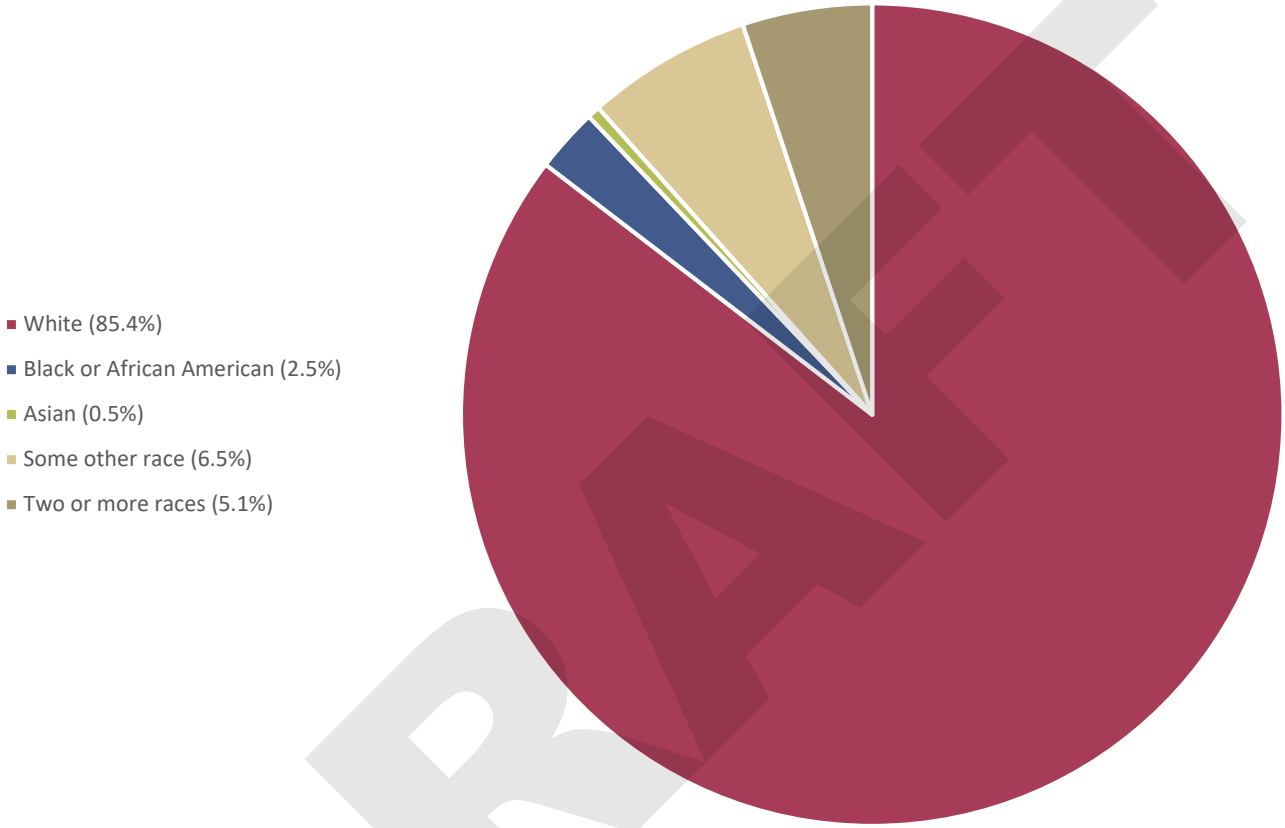


Source: U.S. Census Bureau, Population Estimates Program, 2023.

Race and Ethnicity

Overall, the RPA is less diverse than the MPA, Iowa, and the U.S. See Figure 1.4 for race distribution in the RPA.

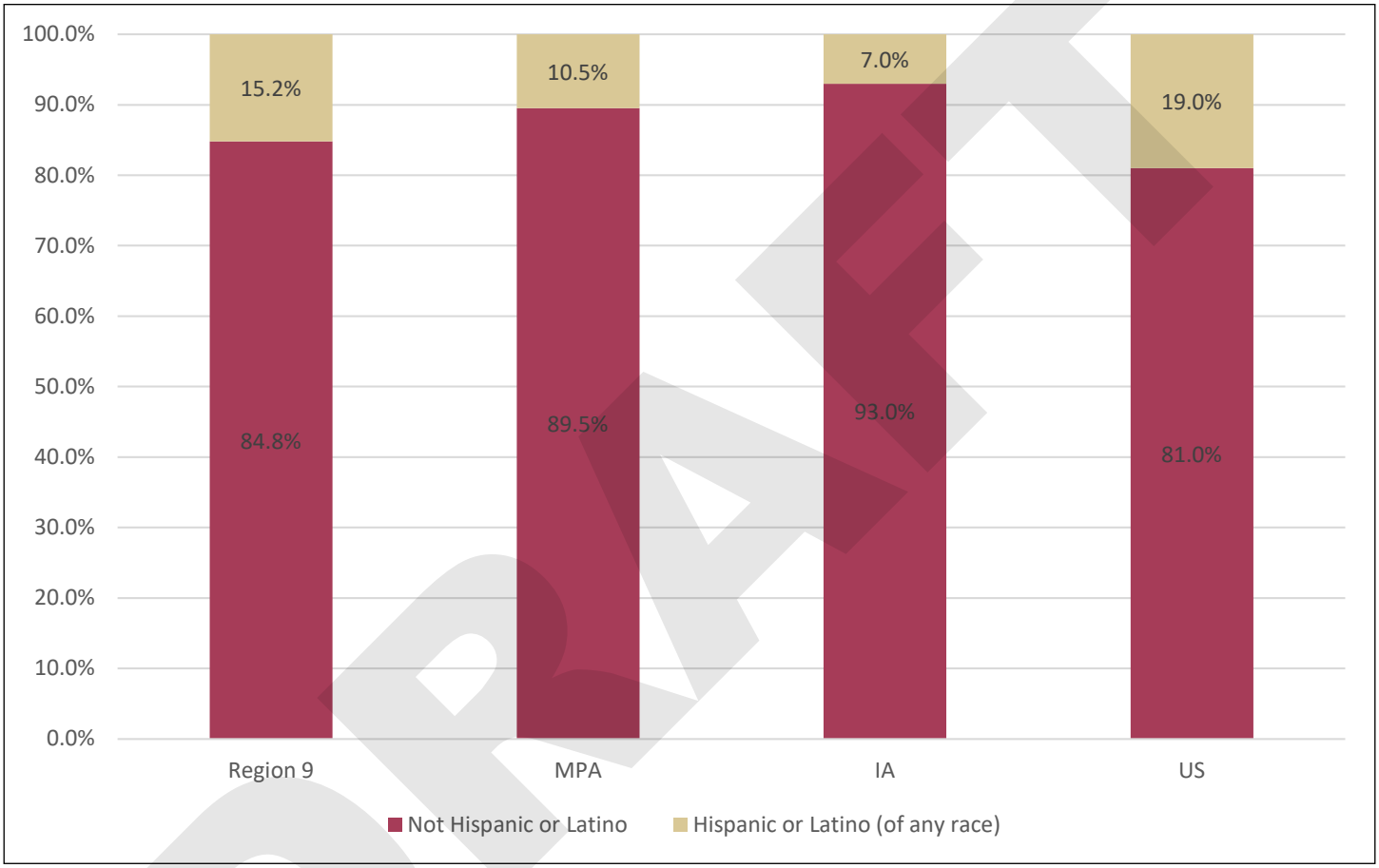
Figure 1.4 – RPA Race Distribution



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Regarding ethnicity, 15.2% of the RPA population is of Hispanic or Latino ethnicity, higher than the MPA and Iowa. See Figure 1.5 for ethnicity comparison.

Figure 1.5 – Comparison of RPA 9 Hispanic or Latino Ethnicity as Percent of Population to MPA, Iowa, and US

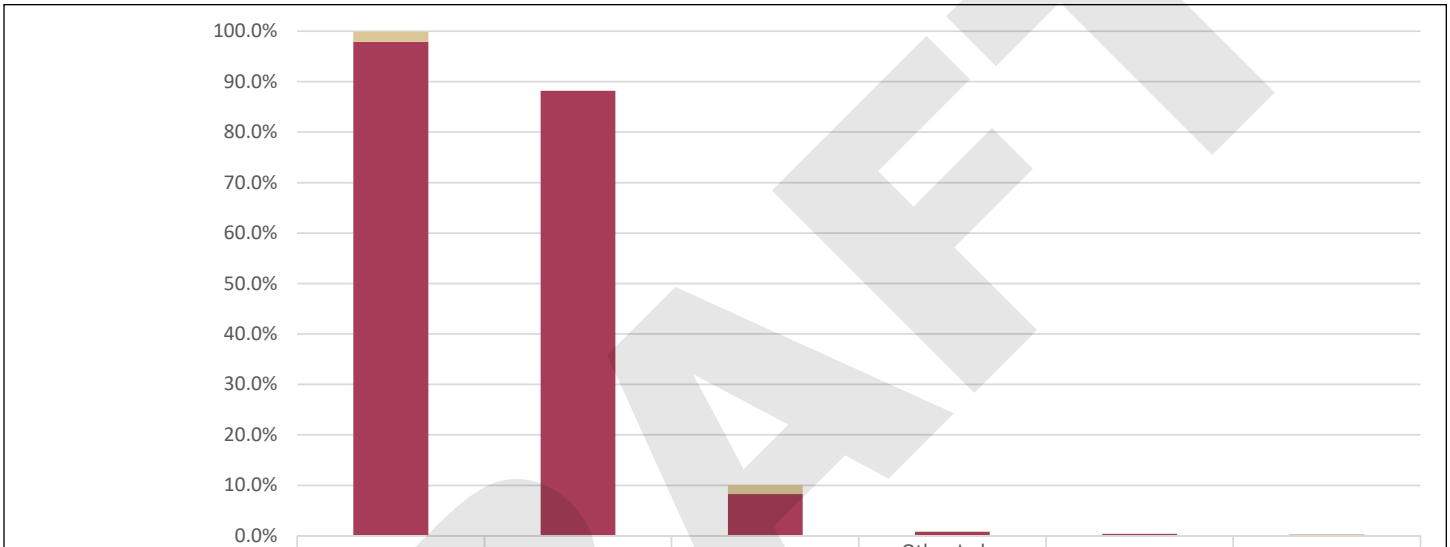


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Language

Language proficiency is an important factor in determining the needs of a community. Language proficiency can create barriers to services and limit usage of facilities and resources. In the RPA, for the population 5 years and over, 88.2% of the population speaks English only. Spanish is the most commonly spoken other language at 10.1% of the population. A total of 2% of the population in the RPA either speaking English “not well” or “not at all.” See Figures 1.6 and 1.7 for more details.

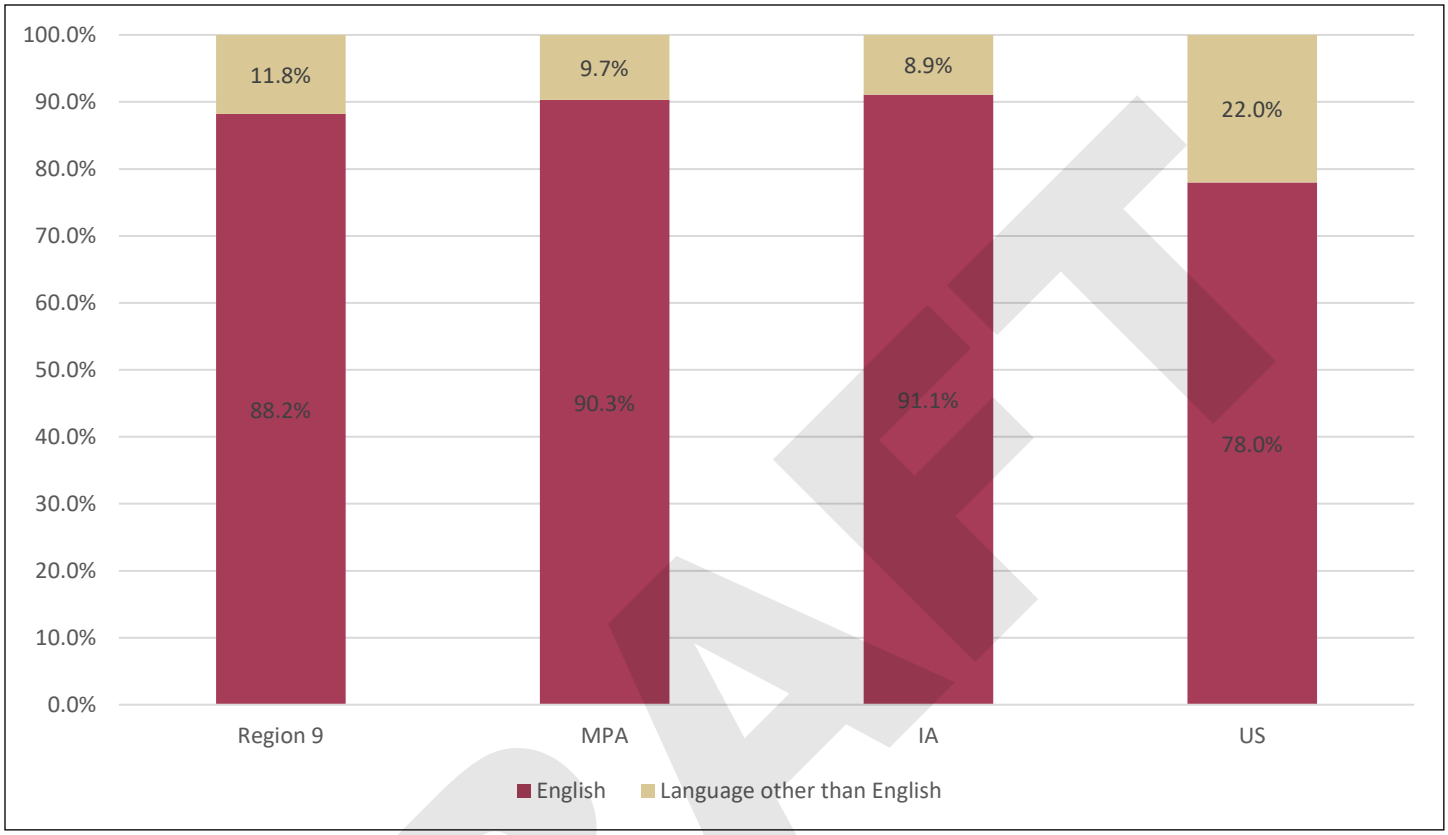
Figure 1.6 – Language Proficiency for the RPA Population (5 Years and Older)



	Total	English	Spanish	Other Indo-European Languages	Asian and Pacific Island Languages	Other Languages
Speak English "Not Well" or "Not at All"	2.0%		1.8%	0.1%	0.0%	0.1%
Speak English "Very Well" or "Well"	97.9%	88.2%	8.3%	0.8%	0.4%	0.2%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.7 – Comparison of RPA 9 Language Proficiency to MPA, Iowa, and US

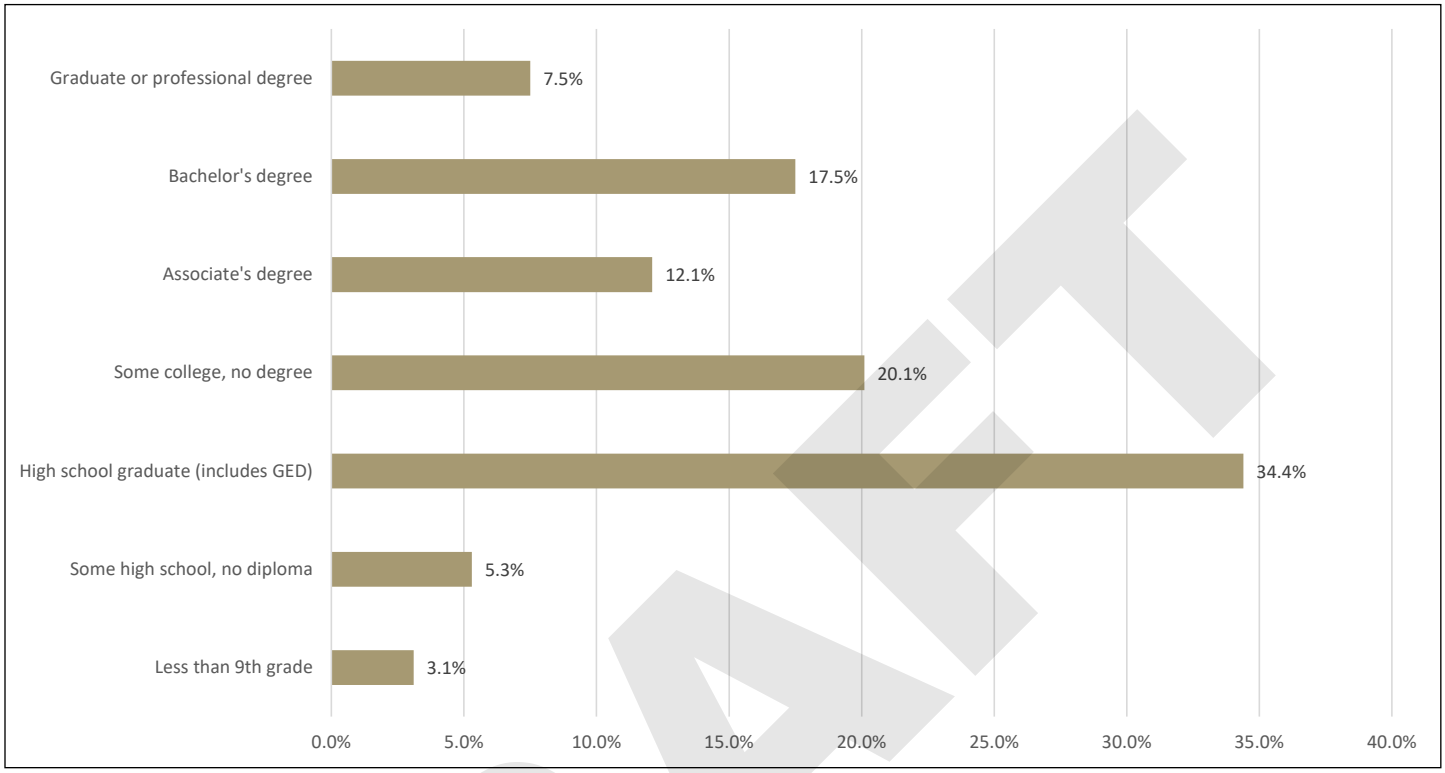


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Education

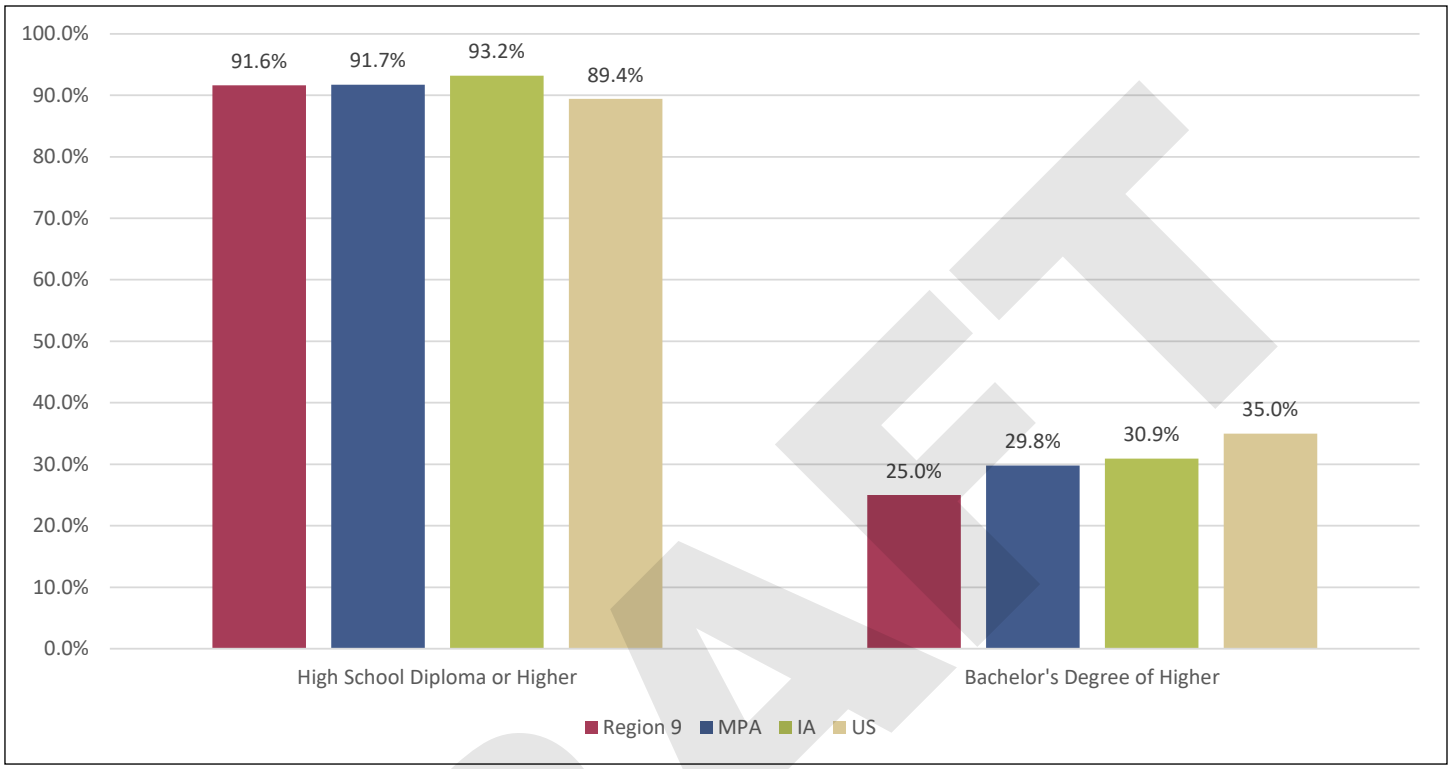
Educational attainment figures prominently in a region's vitality and ability to meet workforce needs. Approximately 91.6% of the RPA population age 25 years and over has a high school degree or higher, and 25.0% has a bachelor's degree or higher. The RPA population with a high school diploma or higher is higher than the national average, but the RPA has comparatively less population with a bachelor's degrees or higher. However, the RPA has a greater percentage of population than the national average with either some college or associate's degrees. See Figures 1.8 and 1.9 for more details on educational attainment.

Figure 1.8 – Educational Attainment for the RPA Population age 25 and over



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.9 – Comparison of RPA 9 Educational Attainment to MPA, Iowa, and US



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

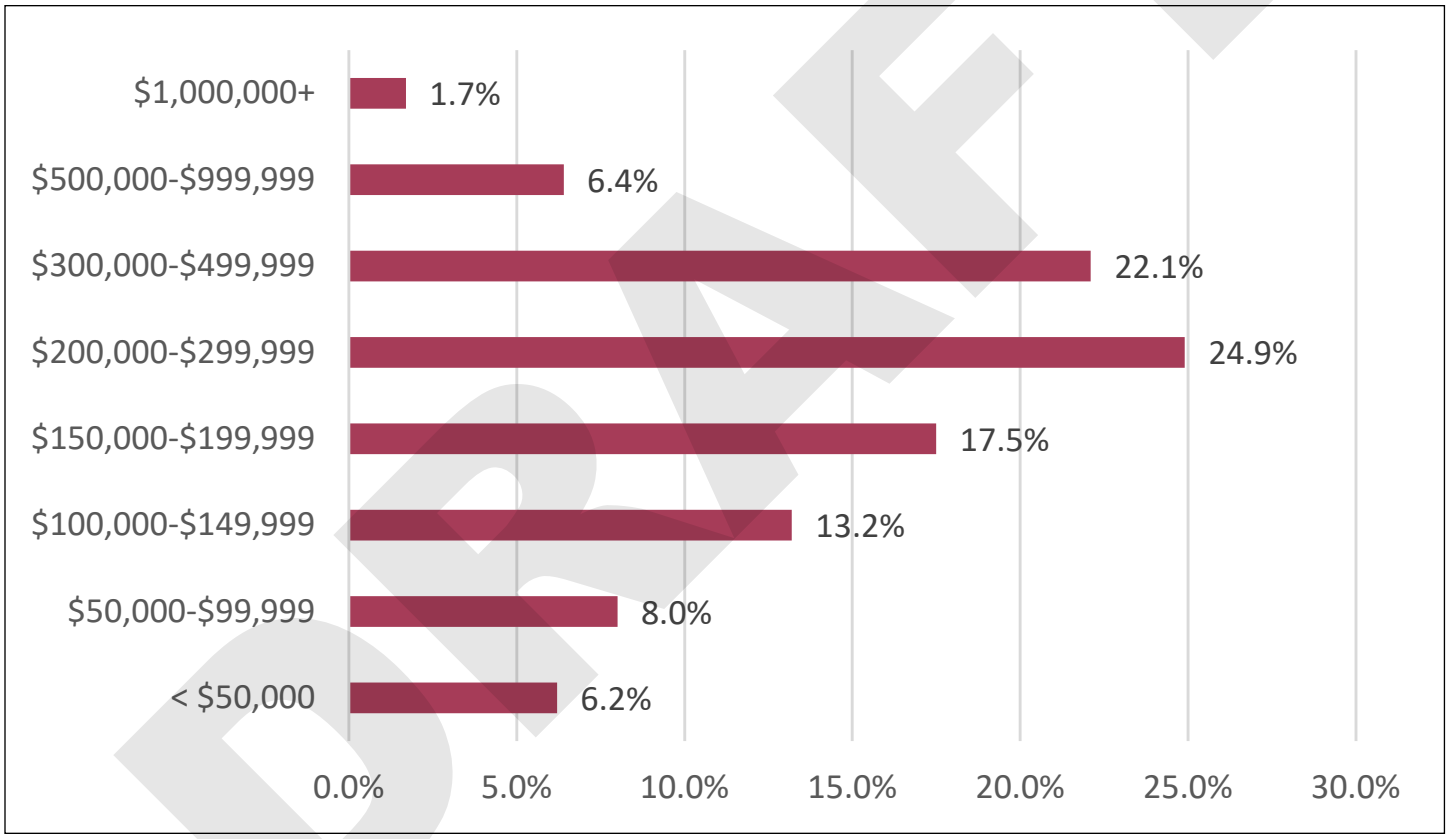
Where We Live

Approximately 58.8% of the two-county area lives within the RPA. There are 18 cities within the RPA boundary that range in size from 176 to 23,797 in population.

Housing Value

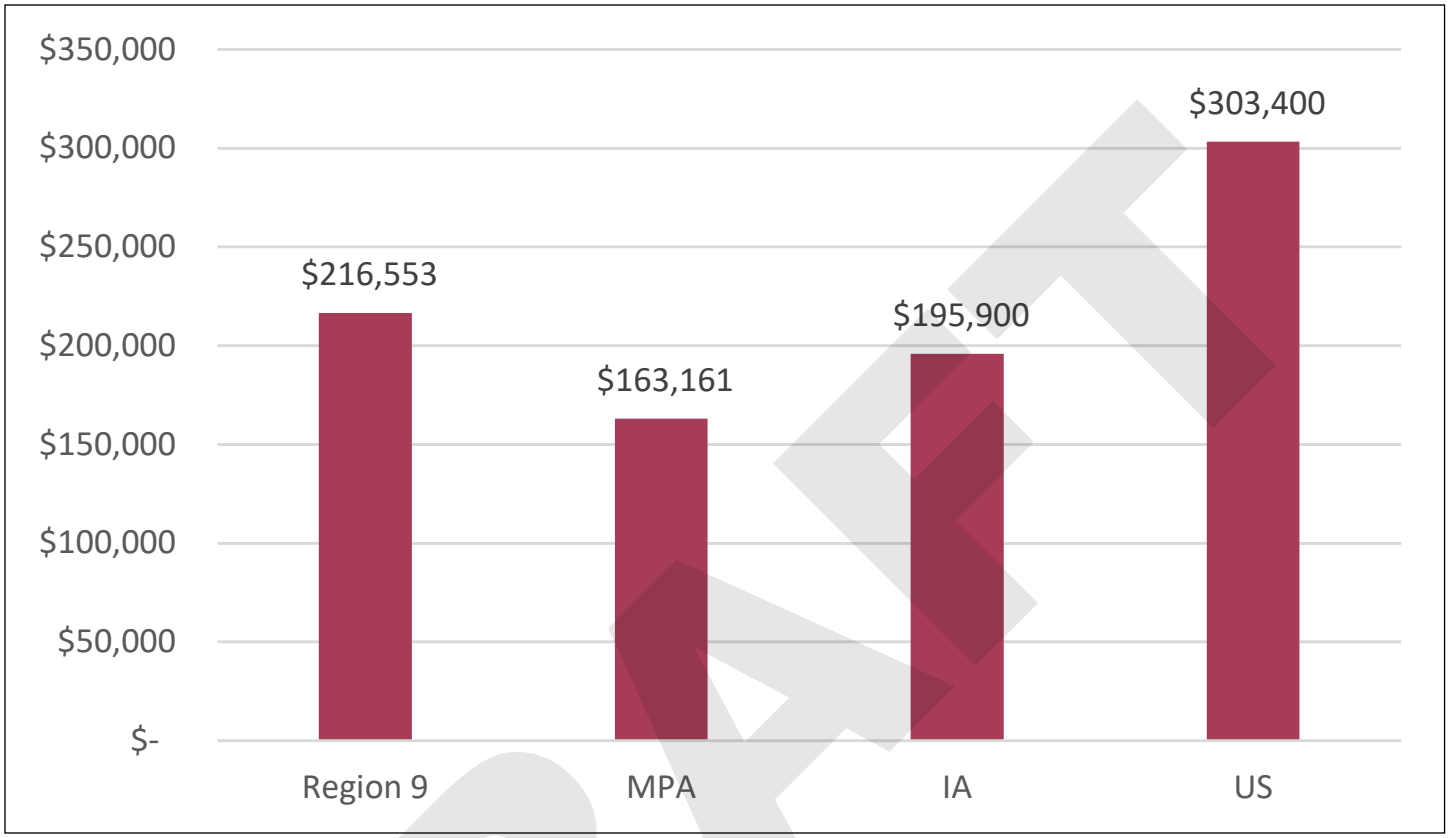
Within the RPA, the median home value is $216,553. Comparatively, the RPA has a higher median housing value than the MPA and Iowa. The RPA has a 69.9% owner occupancy (22.8% renter) and a 7.5% vacancy rate. See Figures 1.10 and 1.11 for more details.

Figure 1.10 – RPA Owner-Occupied Housing Unit Value Distribution



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.11 – Comparison of RPA Median Housing Unit Value to MPA, Iowa, and US



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Where We Work

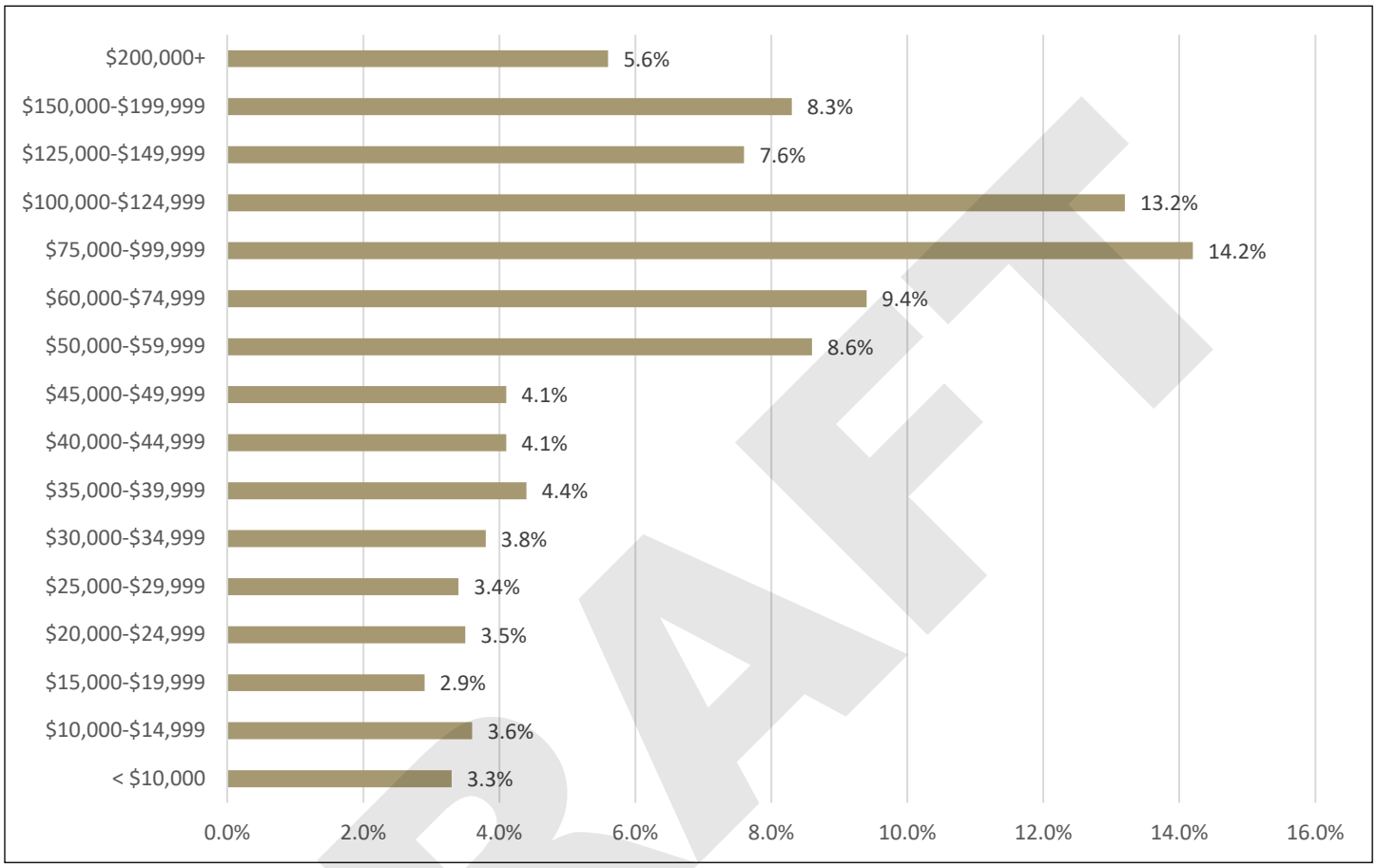
Employment and Sectors

According to ArcGIS Business Analyst, the total employment in the RPA for civilians 16 and older is 28,732. Employees work in a variety of industries with the top industries being manufacturing (27.3%), health care and social assistance (13.5%), educational services (9.5%), and retail trade (7.4%).

Household Income

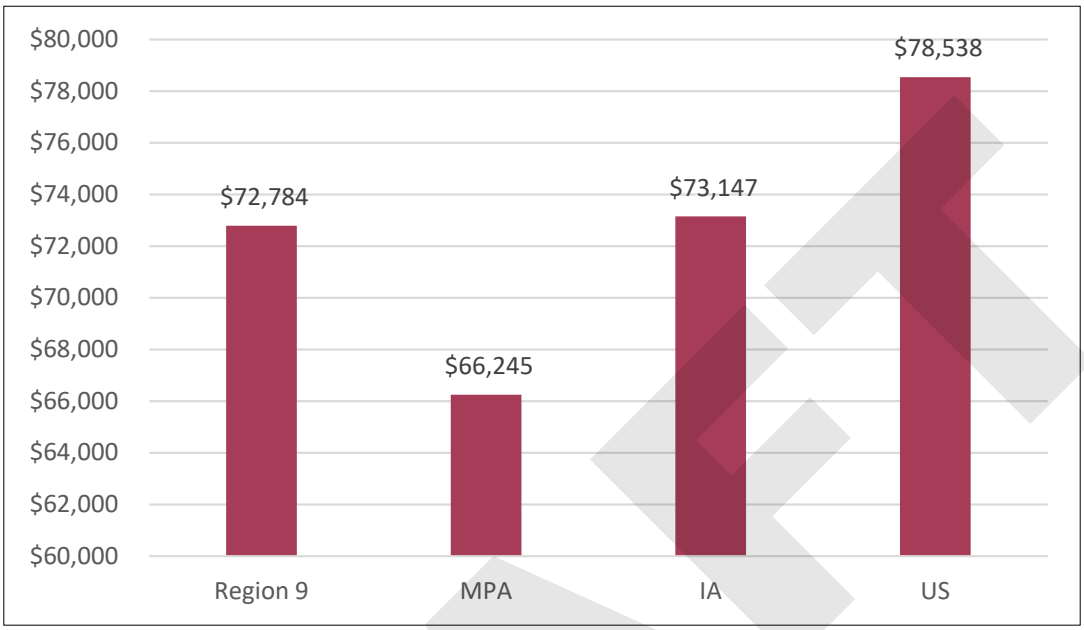
The median household income in the RPA is $72,784. This is lower than the U.S. and Iowa, but higher than the MPA. The mean household income is $95,883. The per capita income is $37,740. Figures 1.12 and 1.13 show household income distribution for the RPA in more detail. The percent of population under the poverty threshold is 10.7%. See Figure 1.14 for more details.

Figure 1.12 – RPA Household Income Distribution



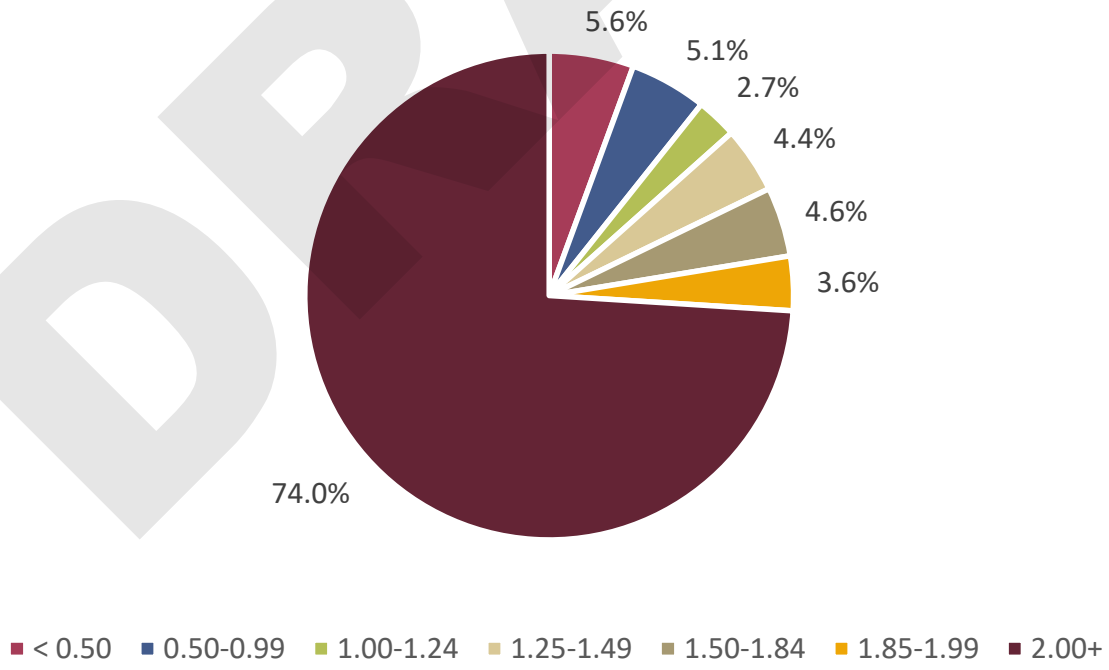
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.13 – Comparison of RPA9 Median Household Income to MPA, Iowa, and US



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Figure 1.14 – RPA Population by Ratio of Income to Poverty Level

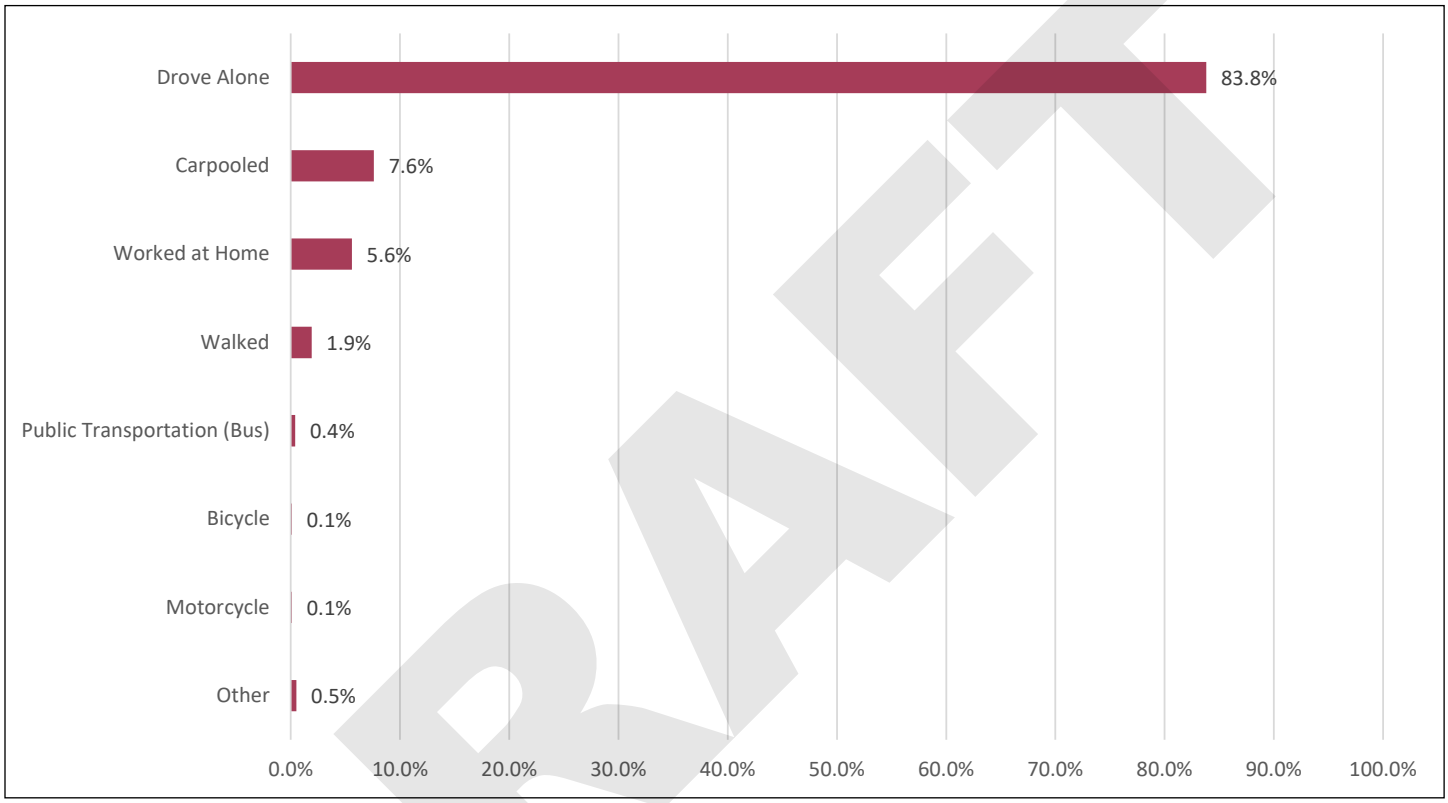


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

How We Get to Work

The majority of workers within the RPA drive alone to work (83.8%), with carpooling as the most common other means of transportation (7.6%). See Figure 1.15 for more details on transportation to work.

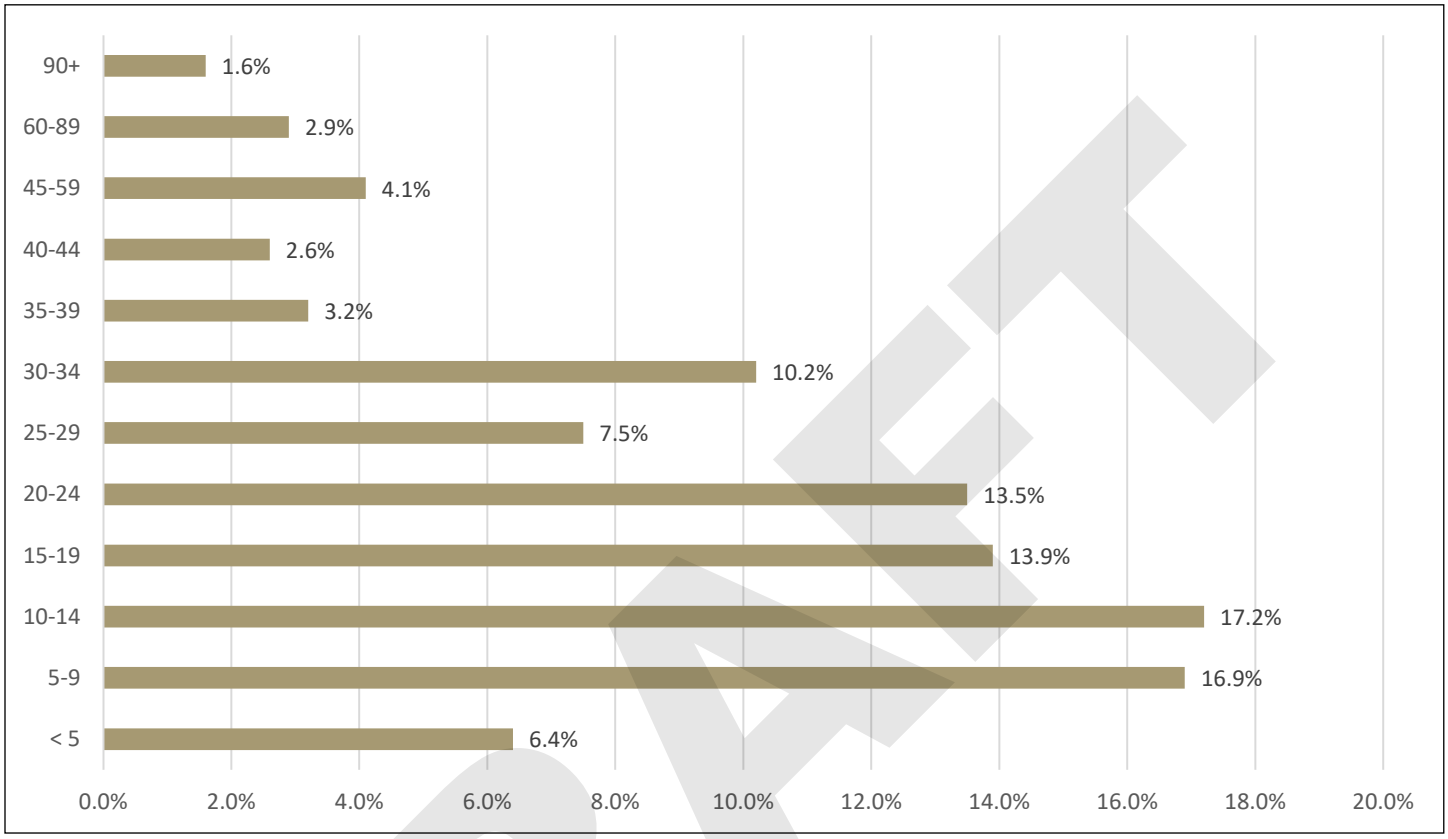
Figure 1.15 – Means of transportation to work in the RPA



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Commute times in the RPA are less than 30 minutes for 75.4% of workers. Figure 1.16 shows travel times in more detail.

Figure 1.16 – RPA Travel Time to Work (minutes)



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

Land Use Considerations

There is a relationship between transportation and land use. Each element plays an integral part as people choose where they live and work. These choices also influence how people get from place to place or transport goods and services. Each community establishes a land use vision through their comprehensive plan or land use plan.

Comprehensive Land Use Plans

The following jurisdictions in Region 9 have developed respective comprehensive or land use plans to provide guidance on how and where land will be developed within their planning boundary. These documents frame where land will develop and how it will be served by a transportation network.

Table 1.2 – Local Governments in Region 9 with Comprehensive or Land Use Plan

Jurisdiction	Plan	Jurisdiction	Plan
Muscatine County	X	Scott County	X
Conesville		Blue Grass	X
Fruitland	X	Dixon	
Muscatine	X	Long Grove	X
Nichols		Maysville	
West Liberty	X	McCausland	X
Wilton	X	New Liberty	
		Princeton	X
		Walcott	X

Source: Bi-State Regional Commission 2025
X = Jurisdiction has comprehensive plan or land use plan.

Goals and objectives are an important aspect of this long range transportation plan. Similarly, both Muscatine and Scott Counties outline goals for land development. They emphasize protection of prime farmland and encourage development to site within incorporated areas. Their policies encourage development to locate where activity can be adequately supported by existing infrastructure. The goals articulate each county's respective vision and set the direction as land and development change over time. Key elements of both county comprehensive planning goals are:

- **Protect and conserve the natural, human, and economic resources** that are the basis of the agricultural economy and rural lifestyle of these counties.
- **Ensure orderly and efficient growth** while maintaining the general welfare of county residents.
- **Ensure a suitable, safe and resilient living environment** for all families, present and future, living in these counties.
- **Encourage cooperation and communication** among the county, other units of local government, and the general public to provide efficient and well-managed public facilities and services to compliment development and preservation.

Development Considerations

The majority of land use within Region 9 is considered unincorporated area and used for agricultural purposes. Residential development can be found within cities and in either rural subdivisions or farmsteads. Commercial uses are concentrated in cities. However, small convenience centers related to commercial uses are located in unincorporated areas of both Muscatine and Scott Counties serving rural needs.

Maps 1.2 and 1.3 show concentrations of employment within or near communities. These centers align with commercial and industrial development. Map 1.4 illustrates how land is used today. This includes areas used as parks and recreation or areas

identified as conservation areas. These areas are used by citizens and visitors, and access for a variety of users will enhance travel in the region. As shown by these maps, more intensive land development is located in or near cities and where adequate infrastructure is provided. This also shows the success by Muscatine and Scott Counties to manage growth and development, and support community vitality by preserving rural areas and encouraging development in cities.

In recent years, there has been more development pressure on the rural areas for locating alternative energy production, such as wind and solar fields. These facilities require careful consideration in relation to prime farmland preservation, proximity to communities to allow for their growth and development, and other environmental considerations. Roads to these facilities for their installation are also an important consideration for current and future maintenance by either city or county governments.

Transportation is one type of infrastructure that supports development. Access within cities and between communities is important. Providing access from rural agricultural areas to multi-modal facilities, such as grain elevators or barge terminals, enhances the distribution of agricultural products, be it grain or livestock. Iowa has identified a Farm-To-Market network of roads that serve the transportation of agricultural products. Other natural resources, such as mining, move heavy materials on roads in Region 9 to either rail or river terminals. Roads, railroads, barge and intermodal terminals are components of the transportation network. These will be discussed in subsequent chapters of this plan. Map 1.5 shows how land is envisioned to be used in the future. Through the comprehensive planning process, each county identified where and what type of land use would be allowed in the next fifteen to twenty years. These visions will influence the transportation network as it evolves with the development.

Roundabout used for traffic calming, crash reduction and energy efficiency by reduction in the use of signalized intersections which adds up to cleaner air.

Source: City of Muscatine

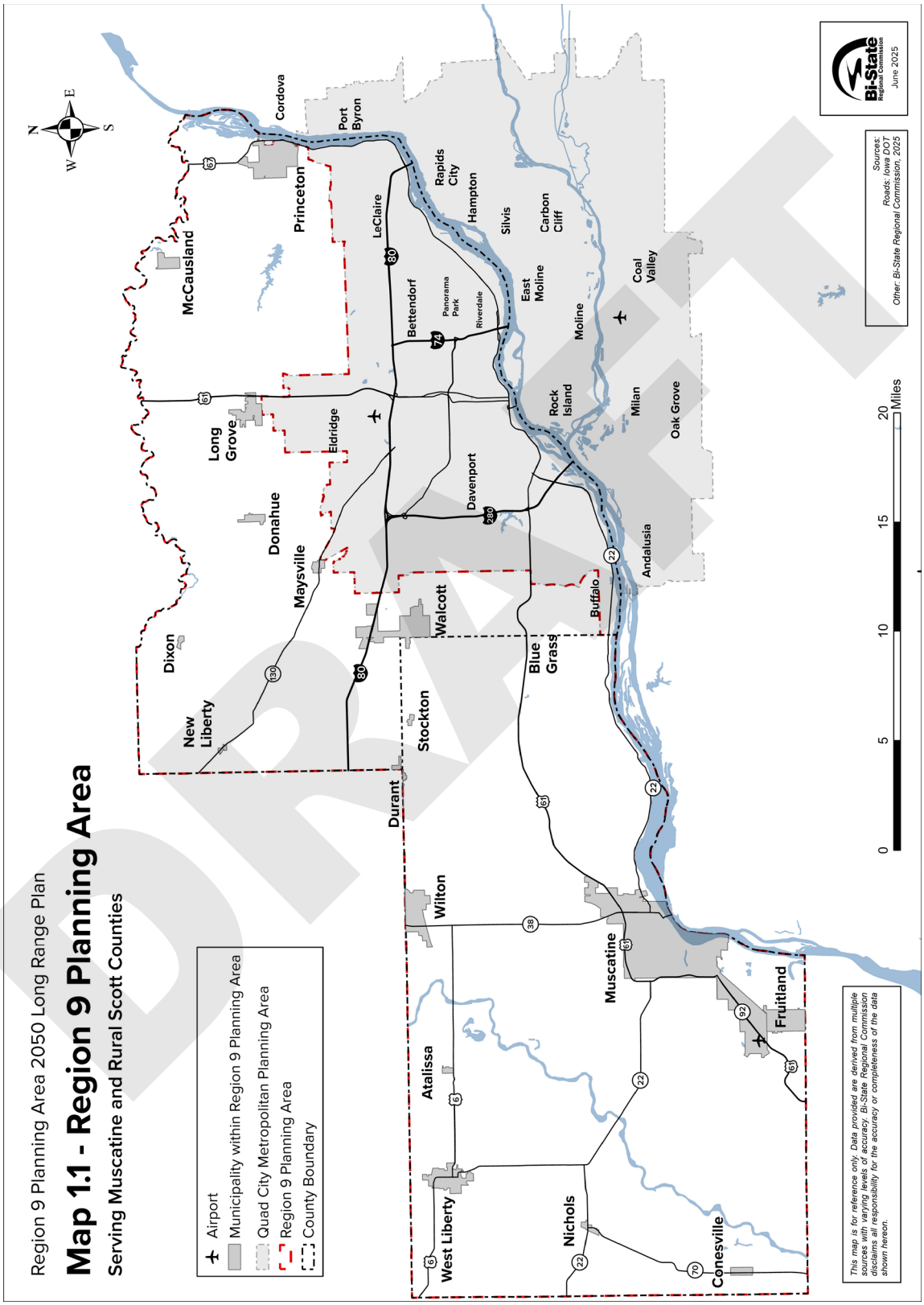
Geographic and Environmental Considerations

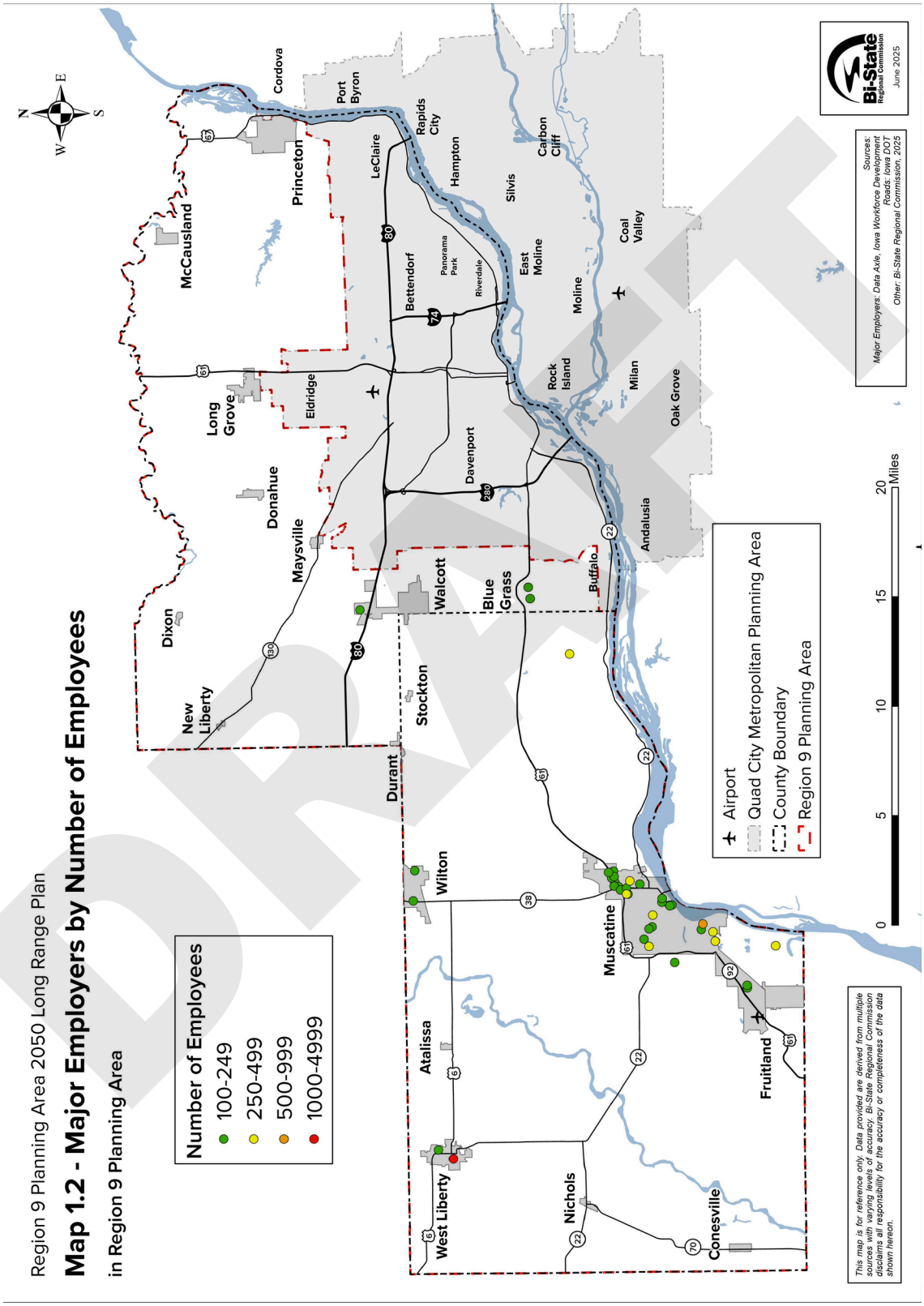
Land development considerations depend not only on the human impact to the land but environmental and geographical aspects as well. In both Muscatine and Scott Counties, watersheds and floodplains play an important part in how land is used. Significant floodplain areas are located along the Mississippi and Cedar Rivers and along Mad Creek in Muscatine

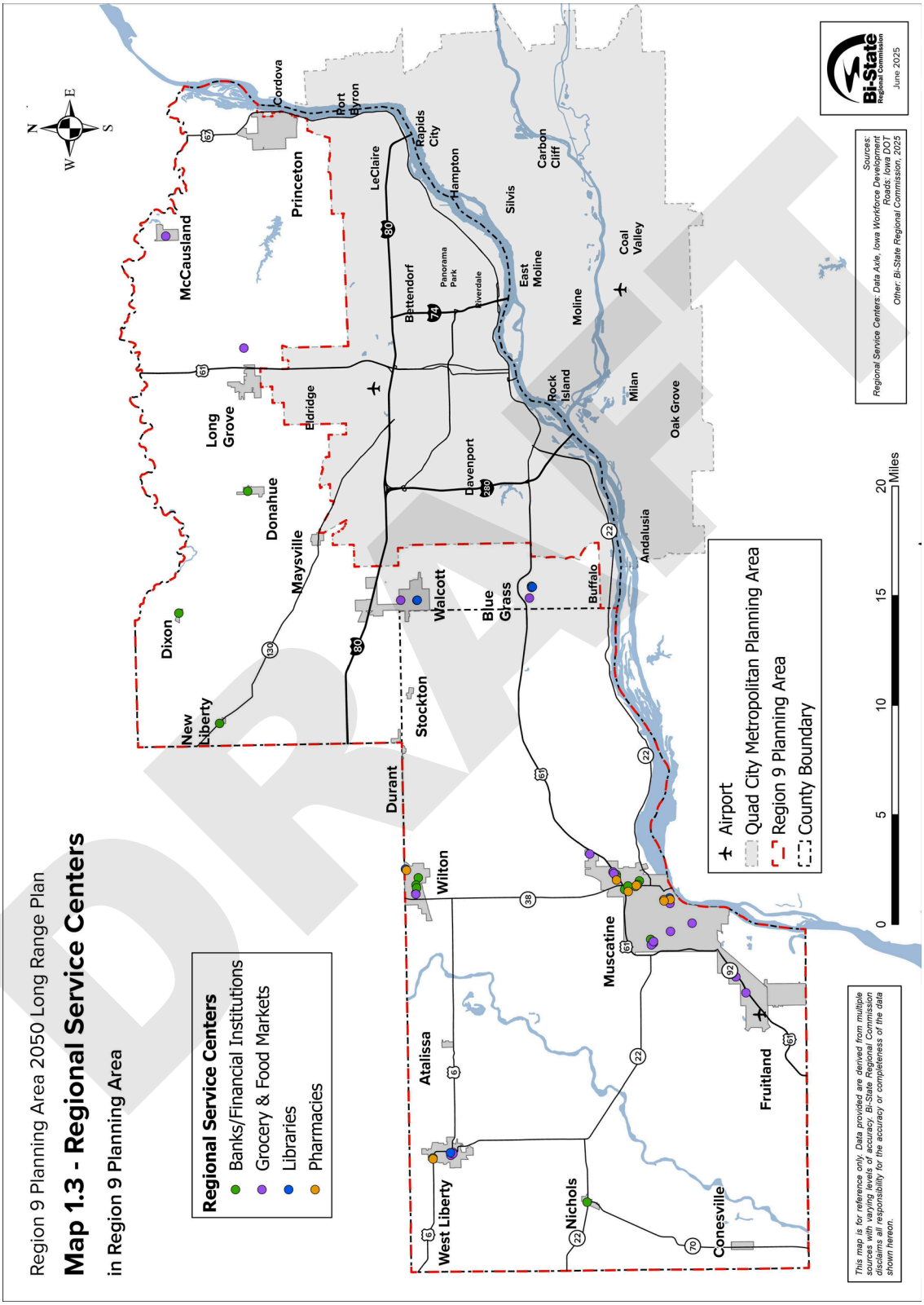
County. Floodplain areas in Scott County include the Wapsipinicon River, Duck Creek, and the Mississippi River. Rivers and streams create barriers and require bridges to provide crossings. These natural features also are natural hazards to be avoided where possible to reduce loss of life or property when flooding occurs. These factors are important to locating and constructing transportation connections and facilities. Based on the Infrastructure Investment and Jobs Act, improving the transportation system to be more resilient to extreme weather and natural disasters through hazard mitigation measures, and stormwater management best practices will contribute to more reliable mobility within Region 9. Chapter 6 will discuss and map consideration of effects related to improving or expanding the transportation network. The environment is an important aspect to be considered early in the transportation planning process to identify obstacles, consider effects, mitigate effects, and determine costs all prior to construction.

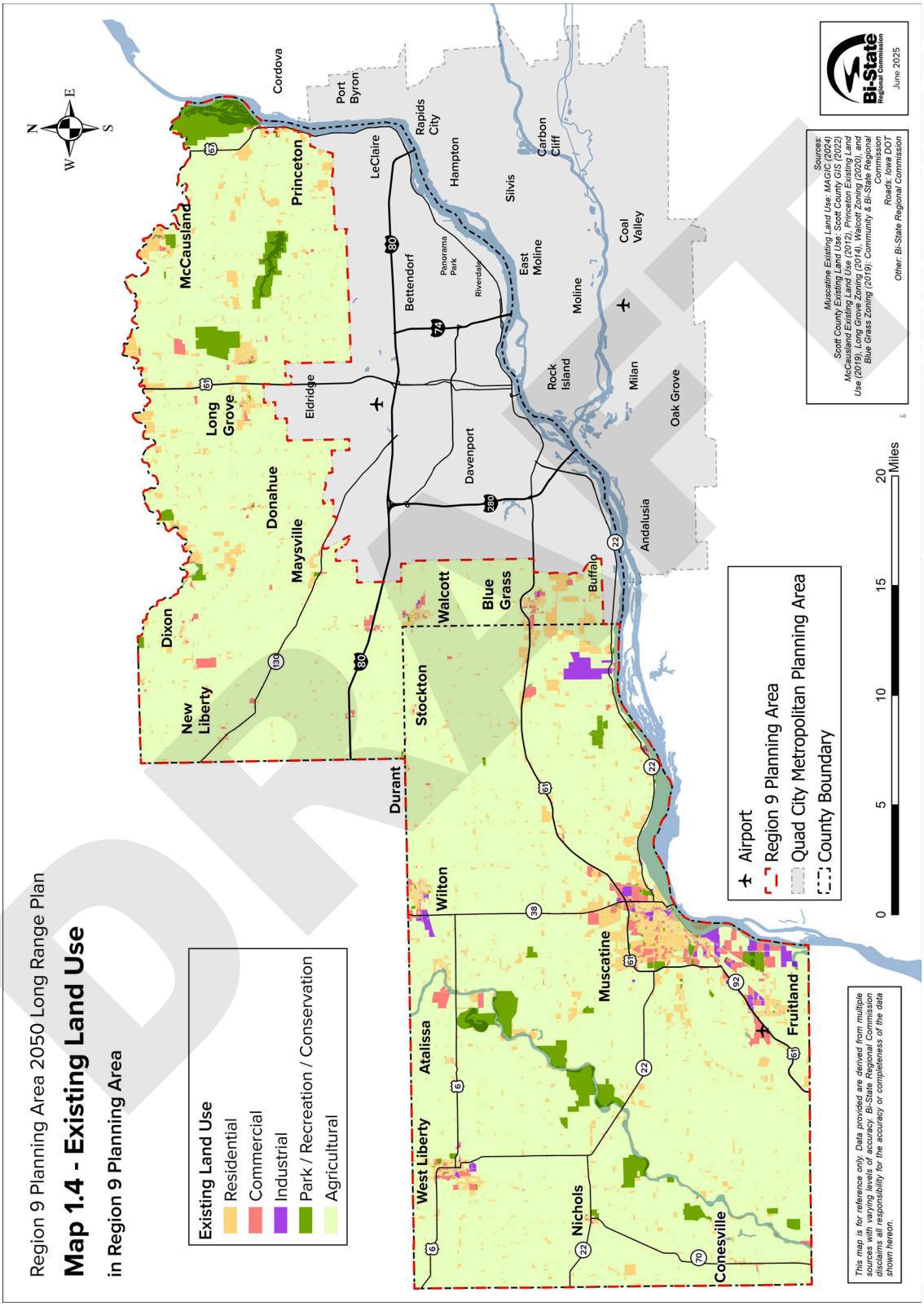
According to the U.S. Environmental Protection Agency, stormwater management prevents water pollution, reduces flooding, protects water resources and aid climate resiliency among other benefits.

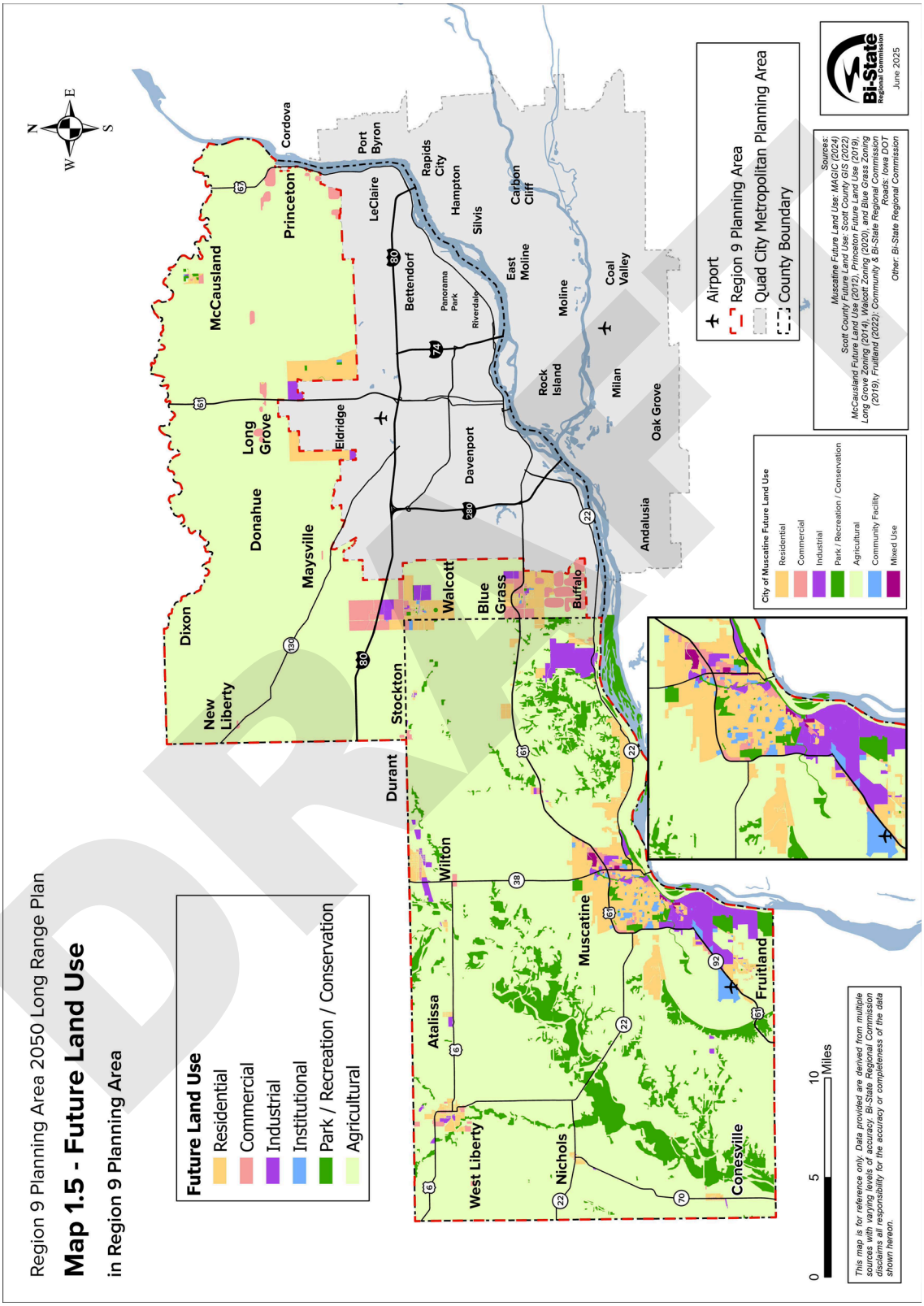
Source: https://www.epa.gov/soakuptherain/soak-rain-whats-problem and American Flood Coalition


Region 9 Planning Area 2050 Long Range Plan
Map 1.1 - Region 9 Planning Area
Serving Muscatine and Rural Scott Counties
Airport
Municipality within Region 9 Planning Area
Quad City Metropolitan Planning Area
Region 9 Planning Area
County Boundary
Cordova
Port Byron
Princeton
McCausland
LeClaire
Rapids City
Hampton
Silvis
Carbon Cliff
Bettendorf
Panorama Park
Riverdale
East Moline
Moline
Coal Valley
Long Grove
Eldridge
Rock Island
Milan
Oak Grove
Donahue
Davenport
Maysville
Andalusia
Dixon
Walcott
Buffalo
New Liberty
Stockton
Blue Grass
Durant
Wilton
Muscatine
Atalissa
Fruitland
West Liberty
Nichols
Conesville
0
5
10
15
20
Miles
Sources:
Roads: Iowa DOT
Other: Bi-State Regional Commission, 2025
Bi-State Regional Commission
June 2025
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
DRAFT


Region 9 Planning Area 2050 Long Range Plan
Map 1.2 - Major Employers by Number of Employees
in Region 9 Planning Area
Number of Employees
100-249
250-499
500-999
1000-4999
Airport
Quad City Metropolitan Planning Area
County Boundary
Region 9 Planning Area
0
5
10
15
20
Miles
Major Employers: Data Axle, Iowa Workforce Development
Roads: Iowa DOT
Other: Bi-State Regional Commission, 2025
Sources:
Bi-State Regional Commission
June 2025
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
DRAFT
Cordova
Port Byron
Princeton
McCausland
LeClaire
Rapids City
Hampton
Carbon Cliff
Silvis
Bettendorf
Panorama Park
Riverdale
East Moline
Moline
Coal Valley
Rock Island
Milan
Oak Grove
Andalusia
Long Grove
Eldridge
Donahue
Davenport
Maysville
Dixon
New Liberty
Walcott
Blue Grass
Buffalo
Stockton
Durant
Wilton
Muscatine
Atalissa
West Liberty
Nichols
Conesville
Fruitland


Region 9 Planning Area 2050 Long Range Plan
Map 1.3 - Regional Service Centers
in Region 9 Planning Area
Regional Service Centers
Banks/Financial Institutions
Grocery & Food Markets
Libraries
Pharmacies
Airport
Quad City Metropolitan Planning Area
Region 9 Planning Area
County Boundary
0
5
10
15
20
Miles
Bi-State Regional Commission
June 2025
Regional Service Centers: Data Axle, Iowa Workforce Development
Roads: Iowa DOT
Other: Bi-State Regional Commission, 2025
Sources:
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
DRAFT
Cordova
Port Byron
Princeton
McCausland
LeClaire
Rapids City
Hampton
Carbon Cliff
Silvis
Coal Valley
Bettendorf
Panorama Park
Riverdale
East Moline
Moline
Rock Island
Milan
Oak Grove
Eldridge
Long Grove
Donahue
Maysville
Davenport
Dixon
New Liberty
Stockton
Walcott
Blue Grass
Buffalo
Andalusia
Durant
Wilton
Muscatine
Atalissa
West Liberty
Nichols
Conesville
Fruitland


Region 9 Planning Area 2050 Long Range Plan
Map 1.4 - Existing Land Use
in Region 9 Planning Area
Existing Land Use
Residential
Commercial
Industrial
Park / Recreation / Conservation
Agricultural
Airport
Region 9 Planning Area
Quad City Metropolitan Planning Area
County Boundary
0
5
10
15
20
Miles
N
E
S
W
Cordova
Port Byron
Rapids City
LeClaire
Princeton
McCausland
Long Grove
Eldridge
Bettendorf
Panorama Park
Riverdale
Hampton
Silvis
Carbon Cliff
East Moline
Moline
Coal Valley
Rock Island
Milan
Oak Grove
Davenport
Andalusia
Buffalo
Donahue
Maysville
Dixon
New Liberty
Durant
Stockton
Walcott
Blue Grass
Wilton
Atalissa
Muscatine
Fruitland
West Liberty
Nichols
Conesville
Sources:
Muscatine Existing Land Use: MAGIC (2024)
Scott County Existing Land Use: Scott County GIS (2022)
McCausland Existing Land Use (2012), Princeton Existing Land Use (2016), Long Grove Zoning (2014), Walcott Zoning (2020), and Blue Grass Zoning (2019): Community & Bi-State Regional Commission
Roads: Iowa DOT
Other: Bi-State Regional Commission
Bi-State Regional Commission
June 2025
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
DRAFT


Region 9 Planning Area 2050 Long Range Plan
Map 1.5 - Future Land Use
in Region 9 Planning Area
Future Land Use
Residential
Commercial
Industrial
Institutional
Park / Recreation / Conservation
Agricultural
Airport
Region 9 Planning Area
Quad City Metropolitan Planning Area
County Boundary
City of Muscatine Future Land Use
Residential
Commercial
Industrial
Park / Recreation / Conservation
Agricultural
Community Facility
Mixed Use
Sources:
Muscatine Future Land Use: MAGIC (2024)
Scott County Future Land Use: Scott County GIS (2022)
McCausland Future Land Use (2021), Princeton Future Land Use (2023),
Long Grove Zoning (2014), Walcott Zoning (2020), and Blue Grass Zoning
(2019), Fruitland (2022): Community & Bi-State Regional Commission
Roads: Iowa DOT
Other: Bi-State Regional Commission
Bi-State Regional Commission
June 2025
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
0
5
10
Miles
N
E
S
W
Dixon
New Liberty
McCausland
Princeton
Cordova
Donahue
Long Grove
Eldridge
Maysville
Stockton
Durant
Walcott
Blue Grass
Buffalo
Davenport
Bettendorf
Panorama Park
Riverdale
Port Byron
LeClaire
Rapids City
Hampton
Silvis
Carbon Cliff
East Moline
Moline
Rock Island
Milan
Coal Valley
Oak Grove
Andalusia
Wilton
Muscatine
Atalissa
West Liberty
Nichols
Conesville
Fruitland