

# Non-Motorized Mobility Alternatives

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# 6

# Non-Motorized Mobility Alternatives



Image 6.1: Bicycle Boulevard in Madison, WI.



Source: National Association of City Transportation Officials.

Image 6.2: Marquette Street Bike Lane, Davenport



Source: Bi-State Regional Commission

## What is Non-Motorized Transportation?

### Definitions

Multimodal non-motorized transportation facilities can take many forms. It is travel on foot, on a bicycle, in a wheelchair or scooter, or similar method that does not generally require an engine to move. Variations may include wheeled transportation such as skates, skateboards, push scooters and other similar equipment.

The word “trail” can evoke many images of varying types of facilities. It can be a general, all-encompassing term to indicate any route used by largely non-motorized modes of transportation including bicyclists, pedestrians, paddlers, cross-country skiers, and others. “Trail” has also been used to refer to routes used by snowmobilers and all-terrain vehicles (AVTs). Various conditions such as width of right-of-way, traffic speeds, and physical or topographic constraints can limit the type of facility that communities are able to deploy. Safety requirements, federal regulations such as the Americans with Disabilities Act (ADA), cost, topography, and public input must be taken into account when a trail facility is proposed.

Within the urban context, however, more exact terminology is required for non-motorized transportation facilities. The definitions below come from the AASHTO *Guide for the Development of Bicycle Facilities*, 4<sup>th</sup> Edition, 2012. They include mixed-traffic facilities, modally segregated facilities, and fully separated facilities.

Facility Type	Description
Bicycle Boulevard	A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.
Bicycle or Bike Lane	A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.



Facility Type	Description
Bicycle Level of Service (BLOS)	A model used to estimate bicyclists' average perception of the quality of service of a section of roadway between two intersections.
Shared Lane	A lane of a traveled way that is open to both bicycle and motor vehicle travel.
Shared-Lane Marking	A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.
Shared Use Path	A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most shared use paths are designed for two-way travel.
Sidewalk	That portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

The determination of which facility is most appropriate in a given context depends on numerous factors described above. According to FHWA's *Bikeway Selection Guide* (2019), bicycle network design should be guided by seven principles, with the first three listed bullets having particular importance in guiding bikeway selection:

- **Safety** – The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited.
- **Comfort** – Conditions do not deter bicycling due to stress, anxiety, or concerns over safety.
- **Connectivity** – All destinations can be accessed using the bicycling network and there are no gaps or missing links.
- **Directness** – Bicycling distances and trip time are minimized.
- **Cohesion** – Distances between parallel and intersecting bike routes are minimized.
- **Attractiveness** – Routes direct bicyclists through lively areas and personal safety is prioritized.

Image 6.3: Shared Lane Marking (Sharrow) placement outside of the "door zone" in Moline



Source: Bi-State Regional Commission

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- **Unbroken Flow** – Stops, such as long waits at traffic lights are limited and street lighting is consistent.

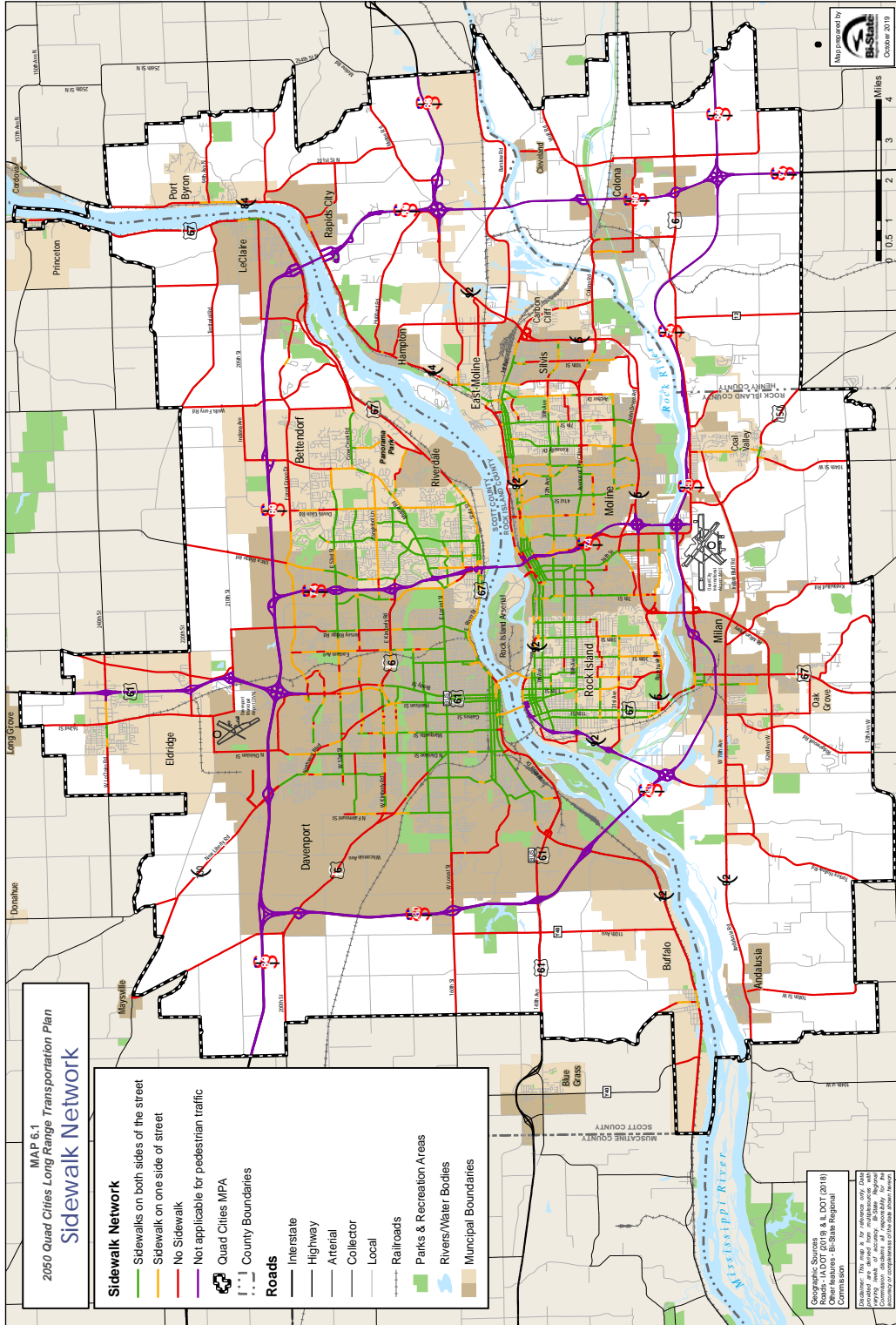
These same principles can also apply to sidewalks and shared-use paths.

### *Quad Cities' Experience*

Federal, state and local investments in non-motorized transportation date back decades in the Quad Cities Region. Modal segregation began with the advent of streetcars in the late 1800s, and accelerated with the adoption of personal automobiles. Modern investment in bicycle and pedestrian networks began in earnest under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992. Each successive federal transportation bill has reaffirmed the U.S. Department of Transportation's (DOT) support for non-motorized transportation.

Non-motorized transportation facilities in the Quad Cities are often funded through a mix of federal transportation programs, such as the Transportation Alternatives Set-Aside, state, local, and nonprofit organization or private foundation funds. Many projects require a combination of numerous funding sources in addition to occasionally private fundraising efforts. The process often takes years to see a project come to fruition, which may cause issues with state and federal program requirements that include sunset provisions that rescind awarded funds if they are not spent in a specified timeframe. In addition to fundraising, engineering issues and changes in programs and legislative requirements have delayed project delivery in the Quad Cities in the past.

Sidewalks offer residents and visitors the most fundamental of transportation options. Ubiquitous in historic urban centers, sidewalks are used for a variety of purposes including transportation, recreation, and commerce in the form of outdoor seating at restaurants and sidewalk stalls. Many older sections of the Quad Cities, including both residential and commercial areas, have adequate sidewalks on one or both sides of the street. Map 6.1 shows the availability of sidewalks on collector streets and above. Areas that have been built in the last few decades do not uniformly have sidewalks. Gaps in the sidewalk network, closing these gaps, and building sidewalks leading to popular destinations were noted in public input for this plan.



## Non-Motorized Mobility Alternatives



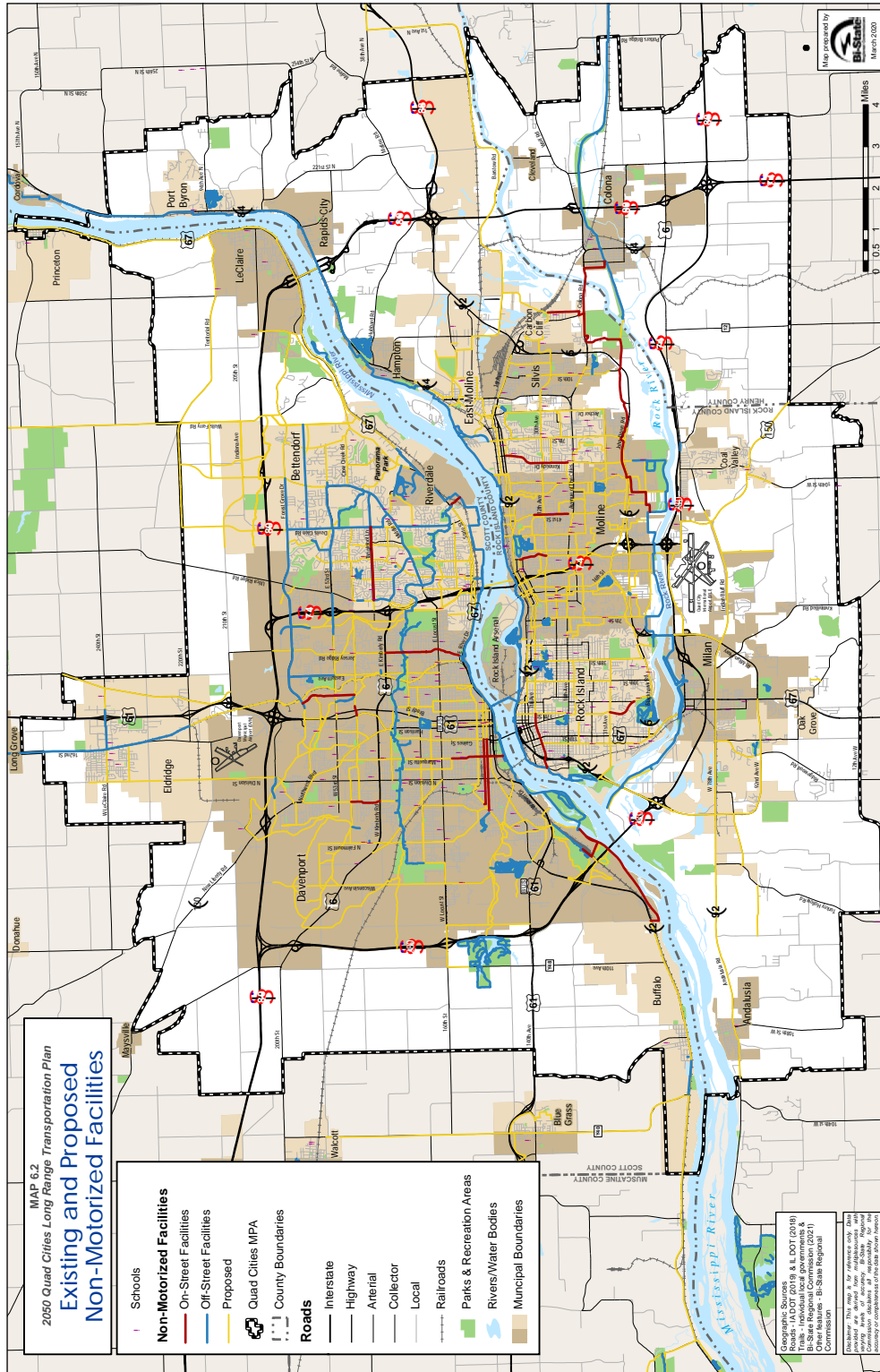
The trail and bikeway systems in the Quad Cities have largely been built since the early 1990s while sidewalks were implemented much earlier and vary by neighborhood and community. Numerous sections of trail throughout the region have reached or will soon reach their expected useful lives and will require potentially extensive reconstruction. Similarly, sidewalks deteriorate over time depending on age, construction material, and location. The importance of maintaining these non-motorized networks is not lost on local communities or their state partners. The benefits of alternative transportation facilities have been documented through extensive studies. Federal transportation partners have guided local decision makers, designers and engineers to create “safe, comfortable, and convenient” walking and bicycling opportunities for people of all ages. With varied goals and intended users, bicycle and other non-motorized transportation infrastructure can be flexible in its design. This flexibility allows local decision-makers to adapt facilities to local constraints and to better take advantage of situations that may come up through the project planning phase of development. The FHWA supports 14 primary sources shown in Table 6.1 to aid in the design of bicycle and pedestrian facilities.

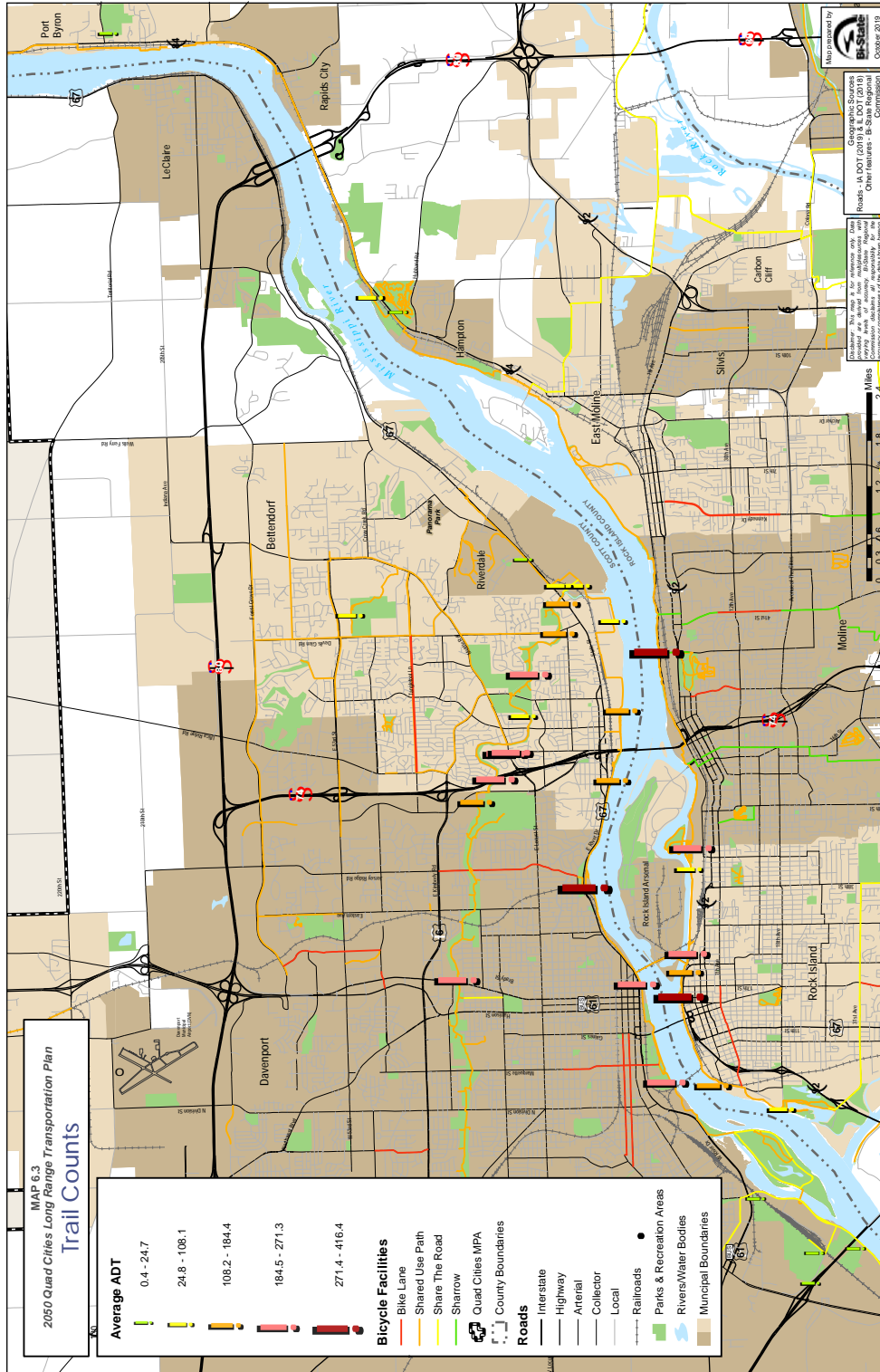


**Table 6.1 Primary Sources for the Design of Bicycle and Pedestrian Facilities**

Title	Sponsoring Agency	Date	Edition
Roadside Design Guide	AASHTO	2011	4th
A Policy on Geometric Design of Highways and Streets	AASHTO	2011	6th
Guide for the Development of Bicycle Facilities	AASHTO	2012	4th
Guide for the Planning, Design, and Operation of Pedestrian Facilities	AASHTO	2004	1st
Manual on Uniform Traffic Control Devices	FHWA	2009 w/2012 revision	—
Separated Bike Lane Planning and Design Guide	FHWA	2015	1st
Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians	FHWA	2017	1st
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	ITE & CNU	2010	1st
Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges	ITE	2014	1st
Traffic Control Devices Handbook	ITE	2013	2nd
Urban Bikeway Design Guide	NACTO	2014	2nd
Urban Street Design Guide	NACTO	2013	1st
Transit Street Design Guide	NACTO	2016	1st
Draft Guidelines: Public Rights-of-Way Accessibility Guidelines and Shared Use Path Guidelines	U.S. Access Board	As of 2014	—

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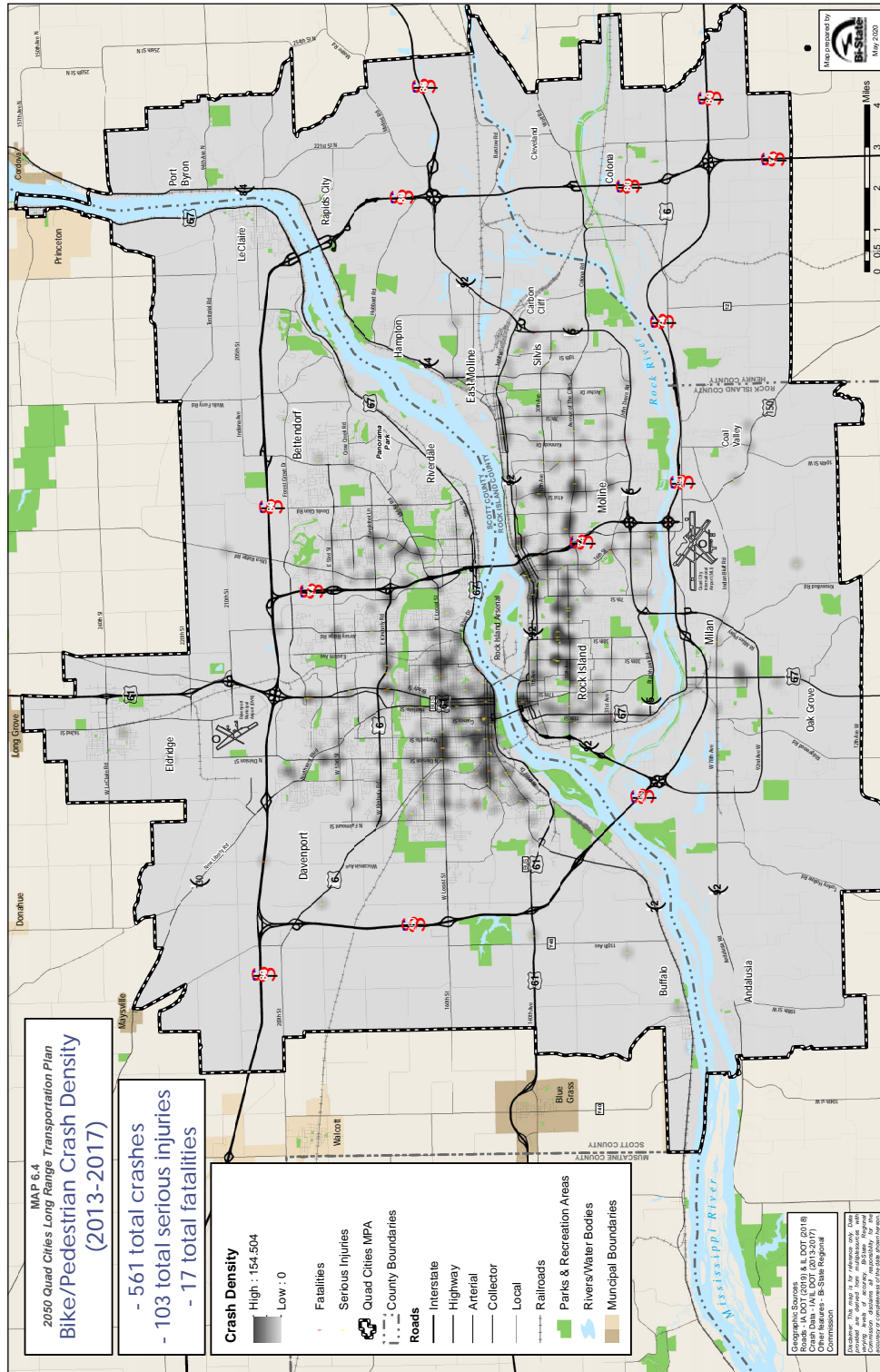




### Existing Conditions

Within the Quad Cities MPA, there are 214 miles of existing bicycle facilities. Table 6.2 depicts the total number of miles by municipal jurisdiction. As noted above, maintenance of these facilities will be required by each jurisdiction. Estimates for maintenance costs vary by the type of facility and its overall condition, just as for roadway projects. However, the Rails-to-Trails Conservancy estimates that maintenance costs of asphalt trails average \$1,971 per mile per year (*Maintenance Practices and Costs of Rail-Trails*, Rails-to-Trails Conservancy, 2015). Map 6.2 depicts the existing and proposed bicycling and trail infrastructure in the Quad Cities Region. Map 6.3 shows average annual daily trail counts at locations around the region taken periodically between 2013 and 2019. Locations along the Mississippi River indicate the highest use, while the Duck Creek Trail observed the second-highest usage rates followed by smaller parks throughout the region. The distinct spine running through the middle of the urban area, represented by the Mississippi River Trails on both sides of the river, presents an opportunity to create a secondary network of access routes to facilitate even greater usage of the unique amenity. The same can be said for the Duck Creek Trail that bisects the Iowa Quad Cities.

Since 2016, dozens of bicyclists and pedestrians have been killed or seriously injured in the Quad Cities. Map 6.4 shows a heatmap of crashes in the Quad Cities Region that involved the fatality or serious injury of a pedestrian or bicyclist. The circumstances and victims of these crashes vary according to local media reports, but planners and engineers have a responsibility to try to address the environment to reduce the risk of such crashes. According to the National Highway Traffic Safety Administration (NHTSA), nationwide 11,193 pedalcyclists were killed in a 15 year period between 2004 and 2018, an average of 746 per year. Over that same timespan, 74,782 pedestrians were killed, an average of 4,985 per year. While overall traffic deaths have decreased over that period, the average number of pedestrians and bicyclists killed on roadways has increased. In 2018, these two groups accounted for almost 20% of total roadway fatalities (see Figure 6.1). In order to achieve the aspirational goal of zero fatalities on Quad City roadways, bicycle and pedestrian infrastructure must

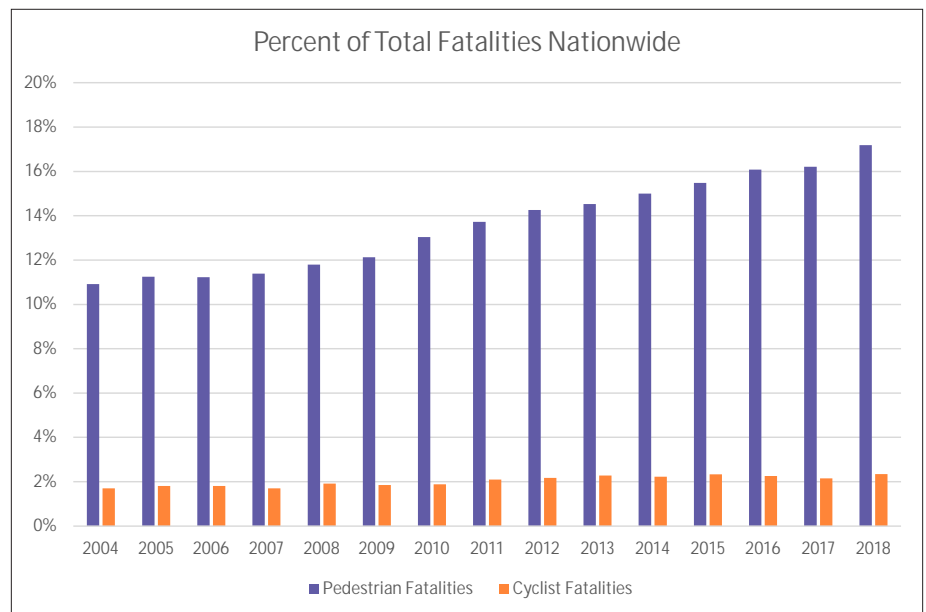


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address the needs of all users in the region so that no one is left in a vulnerable situation.

The issue of safety, real and perceived, is often a factor in the decision whether or not to ride a bike or walk to a destination. Safe connections to destinations, together with safe intersection treatments, improve the roadway experience for pedestrians, bicyclists and motorists alike. While some measurements such as Bicycle/Pedestrian Level of Service or Level of Traffic Stress may provide a quantifiable measure of comfort, there are environmental and social factors that it does not take into account, such as weather, accessibility, or street harassment among others.



## The Backbone Trail Network – Mississippi River, American Discovery and Duck Creek Trails

The non-motorized transportation network in the Quad Cities has expanded outward from the urban core in recent years. While the backbones of the trail network remain the Mississippi River Trail (MRT) paralleling the river on both sides and the Duck Creek Trail in Davenport and Bettendorf, extensions to the MRT as well as new facilities in outlying communities have augmented the non-motorized transportation network in the region.



The MRT is a national trail that largely follows the course of the Mississippi River from the headwaters at Lake Itasca in Minnesota to the Gulf of Mexico in Louisiana. Locally, riverfront trails in both Illinois and Iowa are designated as part of the MRT. On the Illinois side, the Great River Trail extends 60 miles from Rock Island to Savanna in Carroll County. Within the urbanized area, the GRT follows the Great River Road National Scenic Byway along Illinois Routes 92 and 84.

On the Iowa side of the river, the City of Buffalo completed its extension of the MRT in 2019 after decades-long work in preparation. The final ribbon cutting was held in August 2019. On the other end of the Iowa MRT, Bettendorf completed its final piece in 2017 to connect to the paved shoulders on U.S. 67 east of 62<sup>nd</sup> Street Court. The project included a bridge over Crow Creek and an underpass of U.S. 67 to reach the eastbound paved shoulder. The on-road designation extends north through LeClaire and Princeton, and west towards Muscatine.

The American Discovery Trail also holds a prominent position as a nationally recognized trail running from California to Delaware. The trail splits in the interior of the country, utilizing two separate routes, one southerly and one northerly. The northern route crosses the Mississippi River in the Quad Cities on the Government Bridge located on Arsenal Island. The ADT locally shares numerous alignments with other trails, such as the Great River Trail and MRT.

### Local Area Sidepaths and Facilities

Bettendorf also constructed new sidepaths along Spruce Hills Drive, Forest Grove Drive, Hopewell Avenue, and extended the existing sidepath on Middle Road to connect to the Hopewell Avenue Sidepath and bike lanes.

In Davenport, Forest Grove Drive turns into Veterans Memorial Parkway. The sidepath continues from the Davenport-Bettendorf border to Brady Street. The corridor has seen significant development projects in both cities, such as the new Rhythm City Casino Resort and the TBK Bank Sports Complex. Both facilities are large destinations drawing many visitors from inside and outside the region. Pedestrian and bicyclist safety prioritization must continue on the corridor for users to feel comfortable enough to use the facility. Other addi-

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tions to Davenport's non-motorized transportation network include sidepaths along Eastern Avenue and Elmore Avenue and striped bike lanes on the 3<sup>rd</sup> Street and 4<sup>th</sup> Street one-way couplet west of downtown.

The City of Eldridge, likewise, is expanding its system of sidepaths. The First Street Trail expansion began construction in Fall 2019. The two-mile extension of the existing Eldridge-Long Grove Trail follows former Canadian Pacific Railroad right-of-way to Blackhawk Trail Road. The extension in the next step in the effort to connect the City of Eldridge to the Davenport-Bettendorf trail network. On the other side of town, the city has responded to resident requests to extend the LeClaire Road Trail (Lester Matzen Bike Path) from 16<sup>th</sup> Avenue to Scott Park Road.

In Illinois, Moline has continued to plan and prepare for numerous major additions or reroutes associated with the new I-74 Bridge and associated multiuse trail. The future connection to Bettendorf will tie into the city's existing 4.6 mile riverfront trail and extend southward as part of the River to River Corridor roughly following the I-74 alignment. The city painted many shared-lane markings, or "sharrows," in 2019 on numerous routes identified in the city's 2011 Bikeways Plan. The city established a Complete Streets Committee in 2020 to explore further implementing the 2011 Moline Bikeways Plan, detailing a path forward to improving bicycling and walking conditions in the city.

The City of Rock Island maintains its section of the GRT from the trailhead at Sunset Park and Marina to the eastern city limits with Moline near Sylvan Island Park, a length of approximately 5.3 miles. In addition, approximately two noncontiguous miles of bike lanes on 7<sup>th</sup> Avenue and 17<sup>th</sup> Street provide on-road facilities for more confident riders. The city also has a network of sharrows. The city has indicated, however, that it will not repaint the markings as the roadways are repaved. Markings previously on 38<sup>th</sup> Street, for instance, were not replaced when the road was reconstructed in 2019.

The communities of East Moline and Silvis continue to pursue the Grand Illinois Trail connection between the Hennepin Canal Parkway Trail and the Great River Trail. The project has been delayed for several years due to engineering and environmental issues on the route.



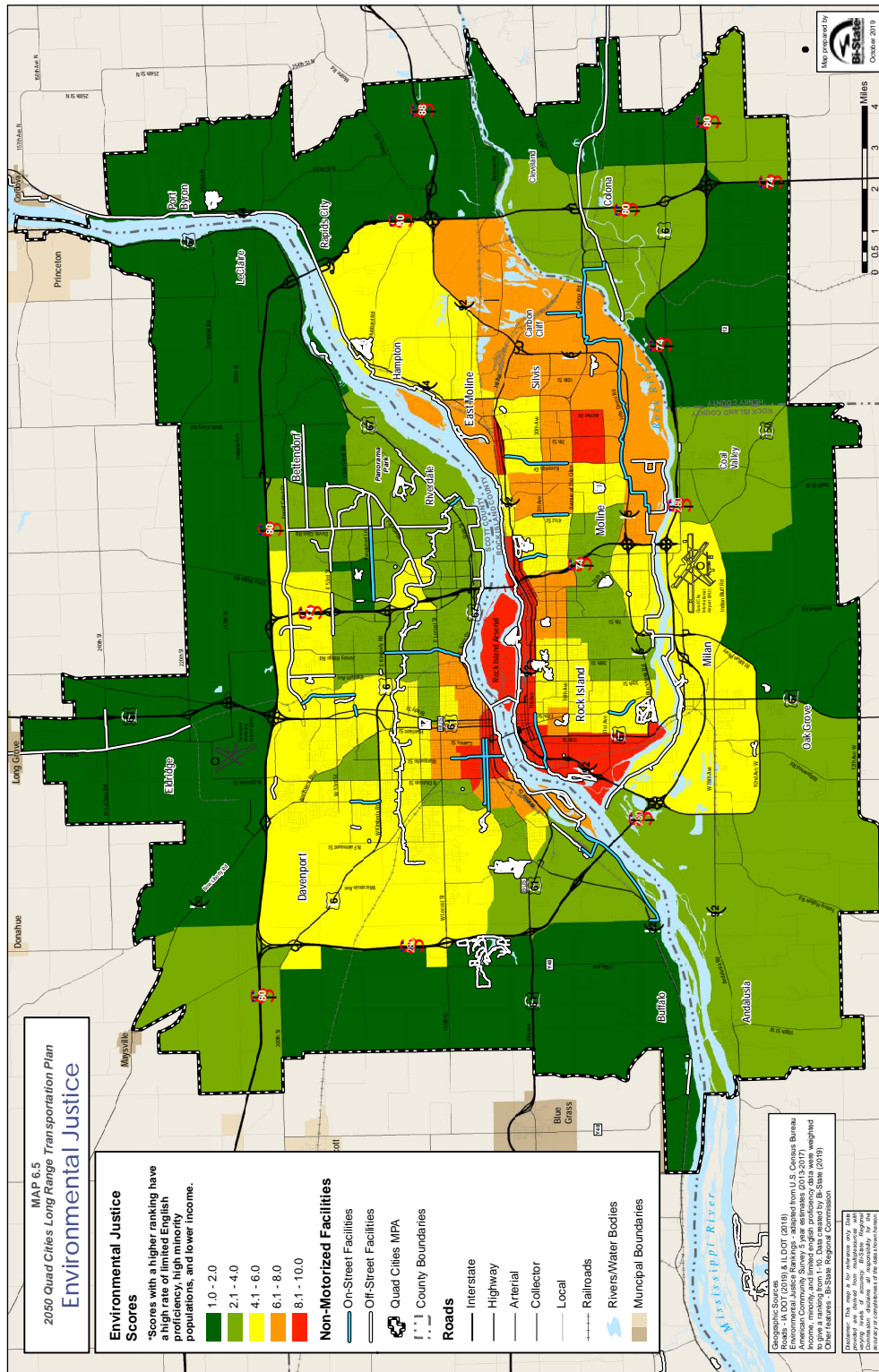
In addition, Silvis has two sidepath projects planned in the short term for Avenue of the Cities and 10<sup>th</sup> Street.

### *Mobility for All*

According to a study in the Journal of Transport Geography (Braun, Rodriguez, & Gordon-Larsen, 2019), disadvantaged communities in the United States are afforded less access to bicycle infrastructure than other segments of the population. Bi-State Regional Commission's Title VI Program includes a review of transit and transportation investments as they affect three population groups: minorities, low income households, and people with limited English proficiency (LEP). Map 6.5 depicts existing bicycle and trail infrastructure on top of a composite score of these three groups. Areas that had the highest composite Environmental Justice scores are largely located in the oldest parts of the Quad Cities along and near the Mississippi River. One other area with a high score is located in East Moline south of Avenue of the Cities. The map indicates some access to bicycle and trail infrastructure in these areas. The Mississippi River Trail (MRT) on both sides of the river serves many of these areas, though access to the MRT has been noted in this and previous public input as lacking in many locations. Ensuring access for these and other populations will work to address statewide goals in Illinois and Iowa, as well as the Quad Cities metropolitan development goal of "Diversity, Equity, and Inclusion" found in Chapter 1.

People with impaired mobility must also be considered when developing or reconstructing all transportation facilities, including the bicycle and pedestrian network. State and federal policy, such as the Americans with Disabilities Act, requires facilities to accommodate people with mobility impairments. Sidewalks and crosswalks must be retrofitted in older neighborhoods and included in all new facilities to address safety concerns adequately for these and other populations.

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## Creating Non-Motorized Connections

### *Complete Streets*

The issue of multimodal access has been known and recognized for decades. In an effort to enable access for all roadway users, including bicyclists, pedestrians, and transit, the FHWA has promoted the development of Complete Streets. "Complete Streets are designed to enable safe and convenient access for all road users and foster transportation equity, healthy lifestyles, and vibrant communities," (FHWA Pedestrian and Bicycle Information Center, [pedbikeinfo.org](http://pedbikeinfo.org)). In the State of Illinois, the Illinois Department of Transportation (IL DOT) under Public Act 095-0665 must give bicycle and pedestrian ways full consideration in the planning and development of transportation facilities.

The Iowa DOT in 2018 issued a statewide policy to consider accommodation for all roadway users in the "planning, design, construction, and reconstruction of any primary highway." The policy stemmed from the 2018 Iowa Bicycle and Pedestrian Long Range Plan, which stated "the primary recommendation of this plan is for a statewide Complete Streets policy that applies to all Iowa DOT projects, including new construction, reconstruction, and 3R projects (resurfacing, restoration, or rehabilitation)," (Iowa Department of Transportation, 2018).

The concept of Complete Streets surfaced numerous times throughout the public input process for the creation of the Long Range Transportation Plan (LRTP) and has remained a popular idea for numerous iterations of the LRTP. The connection between Complete Streets and public health is strengthened in the Quad Cities through extensive partnerships with organizations such as the Quad City Health Initiative, with whom Bi-State Regional Commission partnered to create the [QCTrails.org](http://QCTrails.org) website that allows users to explore many kinds of trails in the Quad Cities Region. The Quad Cities Urbanized Area Transportation Policy Committee adopted the Quad Cities MPO Complete Streets Policy on October 28, 2008. It states:

"Complete Streets" refers to public right-of-way which is designed for safety and accessibility of multiple users, regardless of ability. As

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a standard practice in the Quad Cities MPO, a balanced approach in design and operation of the transportation system within the public right-of-way will be taken as feasible, giving consideration to:

- Types of users of the transportation system, including pedestrians, bicyclists, transit users, motor vehicles and freight interests in design and operation
- Project surroundings in context with how and who will use the facility to determine what accommodations users will be provided
- Service levels for all users anticipated by adopted comprehensive or system wide plans.”

Refer to Map 4.9 for the Quad Cities Complete Streets Network. The network, detailed below, has seen some segments improved with trail infrastructure, new sidewalks, and improved transit amenities, while others have bypassed such improvements during reconstruction and rehabilitation projects. The network depicts regional corridors that provide connections between residential and commercial areas while also considering access to transit. It also incorporates recommendations from other plans, such as the Illinois 92 Corridor Study, as well as public input. This network does not depict local streets that may be conducive to Complete Streets treatments such as within downtowns or along neighborhood commercial corridors.



**Table 6.2 Complete Street Corridors**

City/ Cities	Corridor	Located on bus route?	Recent updates and route improvements
Bettendorf	53rd Avenue	Yes	Bike path east of Devil's Glen Road; No other projects planned
Bettendorf	Middle Road	Yes	Sidepaths available for almost entire length
Bettendorf/ LeClaire	E. Forest Grove Drive/ Wisconsin St	No	Sidepath planned on Forest Grove Drive to Wells Ferry/ Bettendorf city limits; Nothing planned to the east
Carbon Cliff/ Colona	IL 84	Yes	Planning study underway in Colona including sidepath east of Rock River
Coal Valley	1st Street	No	Resurfacing programmed for FY2023; No complete streets improvements indicated
Davenport	Locust Street	Yes	Paved shoulders project removed from TIP; No other improvements planned
Davenport	Division Street	Yes, partially	Not recommended for bikeway improvements in Davenport Go plan
Davenport	53rd Street	Yes	Corridor not proposed in Davenport Go west of Goose Creek; Segment reconstruction FY2020 with no complete streets amenities
Davenport	Jersey Ridge	Yes, partially	Bike lanes and sharrows south of Kimberly Road. Planned bike lane north of Kimberly Road postponed 2016
East Moline	7th Street	Yes	2018 reconstruction including bike lanes
Milan	4th Street W	Yes	No planned reconstruction
Moline	12th Avenue	Yes, partially	Reconstructed 2018; Sidewalk improvements, sharrows added 2019
Moline	19th Street/27th Street	No	River-to-River Corridor shared-use path north of Avenue of the Cities programmed for FY2021
Moline/East Moline/ Silvis	Avenue of the Cities	Yes	Planning study completed 2019; Silvis shared-use path programmed for FY2020
Rock Island	18th Avenue	Yes	Reconstructed 2019; Bus turnout added; Covered bus shelter removed; Crosswalks improved to ADA standards; No bikeway improvements made
Rock Island	38th Street	Yes	Reconstructed 2019; No improvements made

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City/ Cities	Corridor	Located on bus route?	Recent updates and route improvements
Rock Island	Andalusia Road/ Indian Bluff Road	Yes	No planned reconstruction
<b>Proposed corridors</b>			
Rock Island	11th Street/ U.S. 67	Yes	Heavily travelled route by all modes of transport; Inadequate sidewalks; Improved bus shelters
Rock Island, Moline, East Moline, Silvis	IL 92	Yes	Most heavily travelled transit route in Illinois Quad Cities; Planning study completed in 2020

Individual communities in the urban area are largely responsible for the construction and maintenance of their sidewalk networks. However, federal funding is available through the Transportation Alternatives Set-Aside (TASA) program. The Village of Port Byron, for instance, reconstructed a large portion of the sidewalks along IL-84 to meet ADA standards with Transportation Alternatives funding. Most large communities in the Quad Cities Area require sidewalks to be included in new subdivisions at the time of construction or final build-out. The following is a description of sidewalk policies and programs in the five largest Quad Cities communities.

## Bettendorf

- Snow removal: It is the responsibility of the abutting property owner to promptly remove snow, ice, and accumulations from the sidewalks within 48 hours of the snowfall.
- Sidewalks are required to be constructed in new subdivision upon build out of individual lots.

## Davenport

- Sidewalk Repair Program: Allows for the city to pay for 50% of the repair costs on residential properties. The work must be performed by the city contractor to be eligible for cost-sharing.
- Snow removal: Property owners are responsible for clearing snow and ice within ten hours of the cessation of the event, according to the Municipal Code.



## East Moline

- Property owners are responsible for all necessary maintenance of sidewalks, including snow removal within a reasonable time, usually 24 hours.
- The city requires all new subdivisions to install sidewalks as they are constructed.

## Moline

- Sidewalk Replacement Program: The city offers 75% of the cost to repair a hazardous sidewalk, as defined in the Code of Ordinances.
- Snow removal: Sidewalks must be cleared by the property owner within 24 hours of the snowfall or after sunrise if the event occurred overnight.
- All new development, subdivisions included, requires the installation of sidewalks on both sides of the street. It may be possible to delay the installation of the sidewalk until adjacent construction is completed so that the sidewalk is not damaged during construction.

## Rock Island

- The city has offered sidewalk replacements free of charge to property owners on a first-come-first-served basis until the fund was expended.
- Snow removal: Rock Island does not have a sidewalk snow removal ordinance.
- New sidewalks are required by subdivision regulations, but the city may also consider a request not to install.

## Safe Routes to School

Planning activities for developing safe routes to schools have increased since 2015. Nine SRTS plans were completed by Bi-State Regional Commission between 2015 and 2017 in conjunction with Be Healthy Quad Cities and the Partnerships to Improve Community Health (PICH) grant. Recommendations in the SRTS plans fall under the “Five Es”: engineering, enforcement, encouragement, education,

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and evaluation. General recommendations found across the plans included replacing or repairing sidewalks; increase adequate lighting; implement walking school bus programs; introduce pedestrian and bicyclist safety in school curricula; and continue to count the number of student walking or bicycling to school.

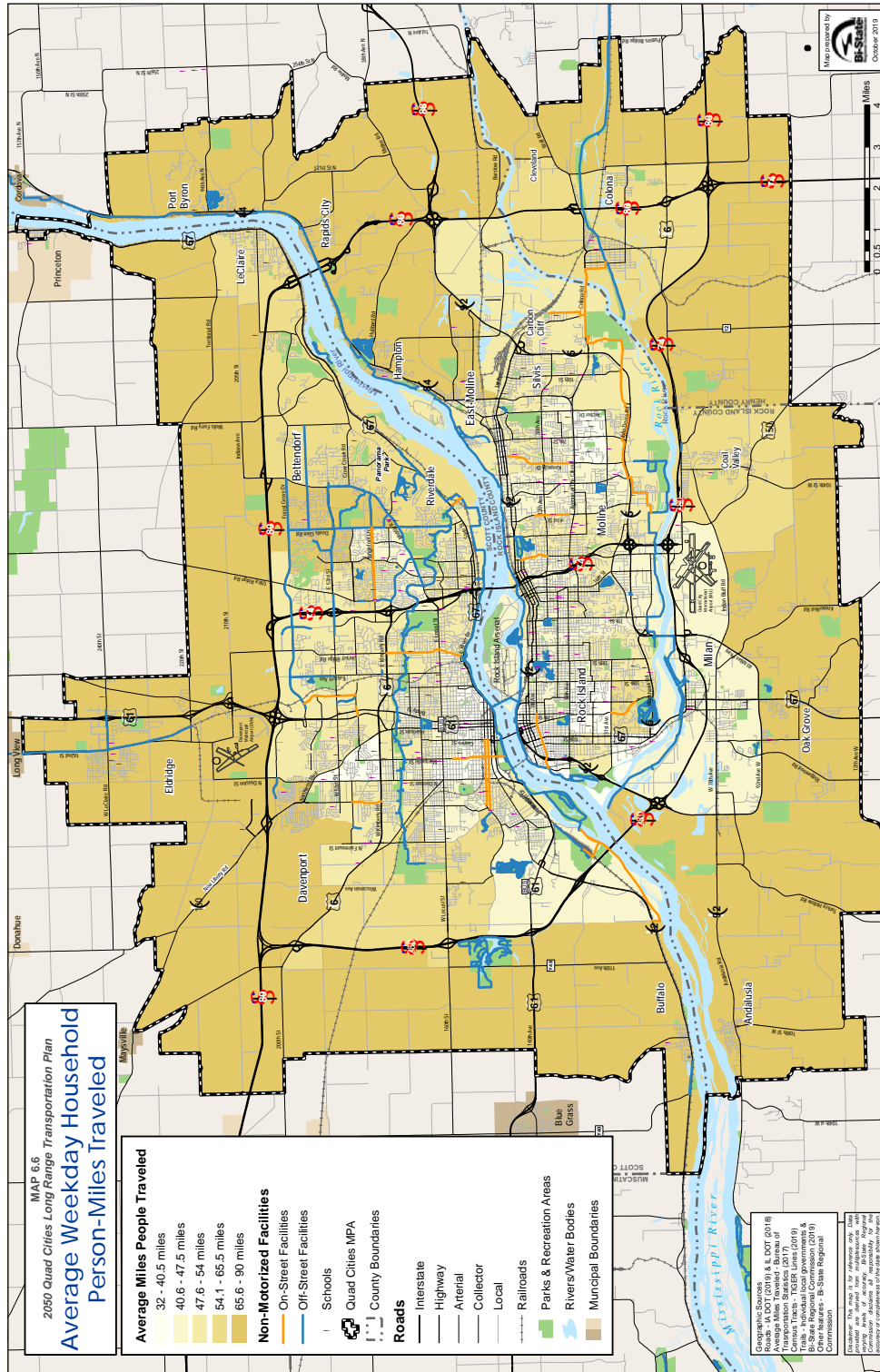
**Table 6.3: Safe Routes to Schools Plans, 2015-2017**

Davenport CSD	Buffalo Elementary
	Hayes Elementary
	Madison Elementary
Moline-Coal Valley SD	Lincoln-Irving Elementary
	Wilson Middle
North Scott CSD	Edward White Elementary
Rock Island-Milan SD	Earl Hanson Elementary
	Eugene Field Elementary
	Longfellow Elementary

In addition to safe walking routes to school, Bi-State Regional Commission partnered with the Scott County Health Department to investigate access to physical activity opportunities for older adults. The partners conducted walk audits near senior meal sites as part of an Iowa Department of Public Health grant focusing on low-income seniors. The Scott County Health Department has conducted numerous walk audits independently as well in Davenport, Princeton, and other Scott County communities. The toolkit developed by the department has been used within the county and shared with counterparts around the state.

## Future Conditions

Non-motorized travel in the Quad Cities Region is envisioned to be connected and accessible across the entire network, which should serve all populations and communities. See Map 6.2 for proposed non-motorized transportation facilities. Connections to existing infrastructure will occur largely as on-road facilities, while new corridors will include accommodations for bicyclists and pedestrians. Complete streets will play an important role in creating safe connections to separated trails and other infrastructure and destinations for all user types. Online public input received for this plan indicated

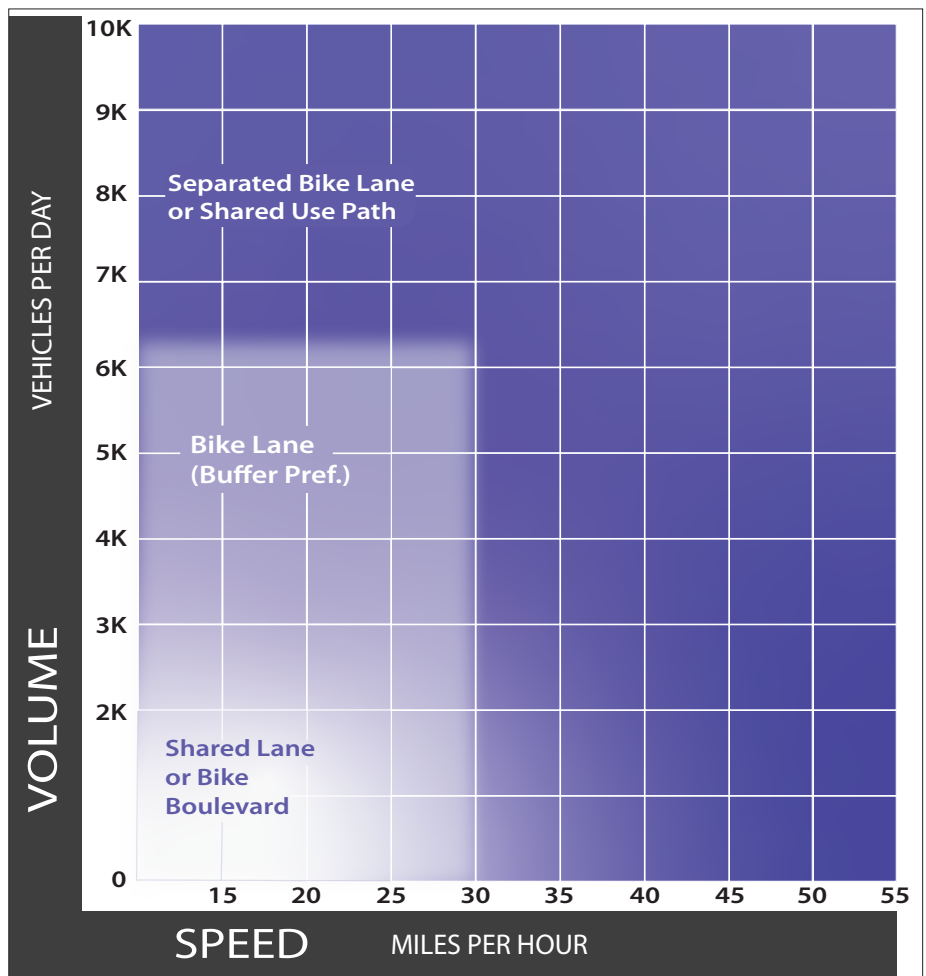


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a wide-spread desire for improved bicycle facilities. Thus, greater modal separation as vehicular speeds increase is imperative for non-motorized user comfort and the improvement of bicycle facilities in the Quad Cities. Figure 6.2 depicts FHWA's preferred bikeway types in its *Bikeway Selection Guide* in urban, urban core, suburban, and rural town contexts.

**Figure 6.2 Preferred Bikeway Type for Urban, Urban Core, Suburban, and Rural Town Contexts**



*Bikeway Selection Guide, FHWA, 2019*



Throughout the Quad Cities Region, pedestrian safety countermeasures have been adopted on numerous transportation projects in recent years. For example, traffic calming measures exist on Davenport's 46<sup>th</sup> Street between Jersey Ridge Road and Eastern Avenue in the form of chicanes, which slow traffic down to maneuver around bulb-outs with native plantings. Roundabouts on 53<sup>rd</sup> Avenue in Bettendorf and Veterans Memorial Parkway in Davenport work to slow traffic down while increasing visibility of bicyclists and pedestrians using the adjacent sidepaths. The Quad Cities Region could increase the use of these and other FHWA-approved safety countermeasures to improve real and perceived safety, which has been shown to increase modal share. Land use also has an indelible effect on the use of non-motorized modes for transportation. Non-recreational bicycle or walking trips are made more often in denser, mixed use areas. Proper land use decisions and safety countermeasures deployed concurrently have the potential driving substantial growth in rates of biking and walking.

The riverfront trail in Moline, which serves as part of the ADT, MRT, and GRT, will change alignment slightly to shift closer to the river west of the new I-74 bridge. The major addition of the multiuse path on the bridge will connect to the new alignment and offer a new connection to Bettendorf. This new facility will greatly improve connectivity in the urban core of the Quad Cities by connecting the downtowns of Moline and Bettendorf, which offers benefits to recreational as well as transportation-minded bicyclists.

### *Barriers to Mobility*

A review among the Bi-State Regional Trails Committee of physical barriers to the non-motorized transportation system in the Quad Cities Region found that the rivers, railroads, Interstate highways, and other large, multilane thoroughfares such as Kimberly Road and John Deere Road pose the largest and most complicated obstacles to the regional non-motorized transportation network. With only a limited number of points to cross these types of barriers, bicycle and pedestrian accommodations should be included whenever the opportunity to replace existing crossings comes up.

## Non-Motorized Mobility Alternatives



Issues regarding ADA accessibility remain substantial barriers to mobility for portions of the population. Uneven sidewalks, the absence of ramps, and snow left unshoveled create obstacles that often prevent users from achieving self-mobility. Older infrastructure and hilly corridors are often responsible for creating difficulties in travel for groups with mobility impairments.

Temporary barriers to the function of the non-motorized transportation system as a whole include effects from increased flooding on the region's waterways. The number of days above flood stage (15 feet at the Rock Island Arsenal) in the decade between 2010 and 2019 eclipsed that of any other decade going back to the 1880s. Over 300 days, nearly an entire year, were spent above flood stage this decade. While rivers are in flood stage, some trail and pedestrian infrastructure is closed and impassible. Transportation network redundancy, offering multiple choices to travel between two points, provides a level of resilience that prevents neighborhoods or communities from being cut off from the rest of the network if one street, sidewalk, or trail is temporarily impassible. Once flooding recedes, trails, sidewalks, and roads must be cleared of debris and silt left behind by the flood waters. This debris is often slippery and poses a hazard to non-motorized users.

### *Pedestrians and Sidewalks*

Pedestrian safety is becoming more imperative across the country as pedestrian fatalities on roadways have increased to 17.2% of all roadway fatalities in 2018. As one of the most vulnerable users of the transportation system, pedestrians have often been overlooked in the development of the existing transportation system. According to the FHWA and a 2012 study in the *American Journal of Preventative Medicine*<sup>1</sup>, the average walking trip is 0.7 miles. Dense, mixed-use developments attract an array of trip purposes, making walking an attractive transportation option. Map 6.6 depicts the average week-day person-miles traveled by census tract in the urban area. Modal shift to walking or bicycling may be more feasible in areas where people travel shorter distances to begin with. In general, people in

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1 Yang & Diez-Roux, 2012



areas that have sidewalks on both sides of the street in the older, traditionally built neighborhoods on grids travel shorter distances on an average weekday than people who live in newer-built areas.

Sidewalk facilities in downtown and other business districts represent important connectors to homes, businesses, recreational amenities, and other transportation options. Sidewalk user experience is significantly impacted by nearby environmental conditions in addition to the condition of the facility itself. “Streetscaping”, or all of the visual elements within and adjacent to the roadway, can affect a pedestrian either positively or negatively. Economic development activities and urban mobility are aided by cohesive and accessible sidewalk networks in downtown areas, especially. Adapting existing sidewalks, including retrofitting accessible facilities such as crosswalks and ADA-compliant ramps, is a priority for local municipalities.

Barriers, such as those mentioned above, break up the pedestrian network, making walking unsafe and less attractive as a mode of transportation in spite of the many benefits that pedestrian networks provide. The speed of passing vehicles is one factor in pedestrian safety. Fast-moving vehicles pose a much larger threat to pedestrians than slow traffic. The FHWA has found that pedestrians who are struck by vehicles travelling 40 miles per hour (mph) have an 85% chance of being killed. At 30 mph, the probability is reduced to 45% and at 20 mph, the pedestrian fatality rate is 5%. Planners and engineers can reduce the negative effects of fast-moving traffic through traffic calming techniques such as reducing the number and widths of travel lanes, chicanes, speed humps, speed tables, and increased landscaping. The FHWA promotes the implementation of proven safety countermeasures to reduce pedestrian fatalities and injuries. Lane reductions, or “road diets,” pedestrian crossing islands or medians, and pedestrian hybrid crossing beacons are among the proven strategies promoted by FHWA.

### *Trails, Routes, Paths and Lanes*

There are 422 miles of proposed trail corridors in the metropolitan area. Table 6.4 highlights these by trail name, description and type of trail, as well as mileage. Chapter 3 outlines anticipated costs of implementation.

## Non-Motorized Mobility Alternatives



Table 6.4 Proposed Non-motorized Mobility Facilities

Trail Corridor Name	Corridor Description	Trail Type	Distance
Middle Road Corridor	Bettendorf (53rd Ave to Indiana Ave)	Proposed Shared Use Path	2.06
Central Ave Proposed Sharrow	Bettendorf (14th St to Devils Glen Rd)	Proposed Sharrow	1.57
Maple Crest Rd Corridor	Bettendorf (18th St to Devils Glen Rd)	Proposed Sharrow	0.82
210th St - Indiana Ave Corridor	Bettendorf (210th St @ western city limits through Scott County to Indiana Ave ending at Wells Ferry Rd)	Proposed Shared Use Path	4.56
Stafford Creek Corridor	Bettendorf (Amber Ct to Duck Creek)	Proposed Shared Use Path	1.96
North Crow Creek Trail Extension	Bettendorf (Barcelona St Sidepath along Crow Creek to existing Crow Creek Trail)	Proposed Shared Use Path	1.02
Cardinal Rd Corridor	Bettendorf (Barcelona St Sidepath to Forest Grove Rd)	Proposed Shared Use Path	0.82
18th St Proposed Sharrow	Bettendorf (Barcelona St to Heather Glenn)	Proposed Sharrow	0.21
Devils Glen Rd Corridor	Bettendorf (Belmont Rd to Middle Rd)	Proposed Shared Use Path	0.33
Valley Dr Path	Bettendorf (Belmont Rd to Penno Rd)	Proposed Shared Use Path	0.20
6th St Corridor	Bettendorf (Broadlawn Ave to River Dr)	Proposed Sharrow	0.62
South Hopewell Ave Corridor	Bettendorf (Connects Hopewell Ave to Criswell Ave; south of the existing Hopewell Ave path)	Proposed Shared Use Path	0.82
Greenbriar Rd Proposed Sharrow	Bettendorf (Crow Creek Rd to Spruce Hills Dr)	Proposed Sharrow	1.01
Moencks Rd Corridor	Bettendorf (Crow Creek Rd to Valley Dr)	Proposed Sharrow	0.98
Elmore Ave - Kimberly Rd Corridor	Bettendorf (Elmore Ave @ Veterans Memorial Pkwy to Kimberly Rd @ Calvert St)	Proposed Shared Use Path	6.69
South Crow Creek Extension	Bettendorf (Existing Crow Creek Trail @ Middle Rd to State St)	Proposed Shared Use Path	1.73

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
Proposed Devils Glen Rd Extension	Bettendorf (Forest Grove Dr through Scott County to 215th Ave to 220th St)	Proposed Shared Use Path	2.53
Kimberly - 13th St Corridor	Bettendorf (Kimberly Rd @ 74 off ramp to 13th St @ State St)	Proposed Shared Use Path	0.41
Lincoln Rd Corridor	Bettendorf (Kimberly Rd to 23rd St) This is mostly a proposed sharrow, but some is a proposed shared use path.	Proposed Shar-row/Shared Use	1.17
South 18th Street Proposed Sharrow	Bettendorf (Lincoln Rd to Isle Pkwy)	Proposed Shar-row	1.02
East 53rd Ave Corridor	Bettendorf (Middle Rd to end of Settlers Pointe Circle)	Proposed Shared Use Path	0.99
18th St Shared Use Path	Bettendorf (Middle Rd to Heather Glenn Ave)	Proposed Shared Use	2.47
18th St Proposed Bike Lane	Bettendorf (Middle Rd to Lincoln Rd)	Proposed Bike Lane	0.56
14th St Proposed Sharrow	Bettendorf (Middle Rd to Mississippi Boulevard)	Proposed Shar-row	1.03
23rd St Corridor	Bettendorf (Middle Rd to State St) North section is a proposed shared use path, southern section is mostly proposed sharrow.	Proposed Shar-row/Shared Use	1.42
Crow Creek Rd East Corridor	Bettendorf (Middle Rd to Valley Dr)	Proposed Shared Use Path	1.42
Forest Grove Dr Corridor	Bettendorf (Middle Rd) to LeClaire (35th St N)	Proposed Shared Use Path	3.63
Proposed Middle Rd Extension	Bettendorf (North of Middle Rd through Scott County eventually ending at the intersection of 230 Ave and 220th St)	Proposed Shared Use Path	1.62
Hawthorne Dr - Utica Ridge Rd Corridor	Bettendorf (Pkwy Dr @ Hawthorne Dr to Utica Ridge Rd @ Spruce Hills Dr)	Proposed Shar-row	0.72
Grant St Corridor	Bettendorf (River Dr to State St)	Proposed Shared Use Path	1.48
Pigeon Creek Rd Proposed Corridor	Bettendorf (Roughly an arc from Crow Creek Rd through Pigeon Creek Rd ending at Forest Grove Dr near Spring Creek Rd)	Proposed Shared Use Path	1.62

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
U.S. 6 to I-74 Corridor	Bettendorf (Spruce Hills Drive @ Utica Ridge Rd to U.S. 6 ramp to I-74 @ Duck Creek Trail)	Proposed Shared Use Path	0.79
Criswell St Proposed Corridor	Bettendorf (State St to Criswell St, ending NE of Criswell at Wells Ferry Rd)	Proposed Shared Use Path	4.16
Utica Ridge Road Corridor	Bettendorf (Tanglefoot Ln to Utica Ridge Rd Ct AND Terrace Park Dr to Crow Creek Rd)	Proposed Shared Use Path	0.35
Tanglefoot Ln Proposed Sharrow	Bettendorf (Utica Ridge Rd to I-74)	Proposed Sharrow	0.23
Crow Creek Rd Corridor	Bettendorf (Utica Ridge Rd to Devils Glen Rd)	Proposed Bike Lane	1.77
Spencer Creek Corridor	Bettendorf (Western city limits along Spencer Creek to Wells Ferry Rd)	Proposed Shared Use Path	7.04
River Dr - State St Corridor	Bettendorf (Western city limits to eastern city limits)	Proposed Shared Use Path	3.11
Carbon Cliff Cross Town Trail	Carbon Cliff (Intersection of 10th Ave/Pleasant Ave to Valley View St to Valley View Dr to 2nd Ave to State St to 1st Ave)	Proposed Shared Use Path	0.91
Rock River Trail (On Road Route)	Carbon Cliff (State St & 1st Ave) along Rock River to the east	On Road Route	6.04
Rock River Trail (On Road Route)	Carbon Cliff (State St & 1st Ave) along Rock River to the east	On Road Route	1.32
3rd Street Corridor	Coal Valley (3rd St to 23rd Ave to 1st St)	Proposed Shared Use Path	0.85
12th St - Oneida Ave Corridor	Davenport (12 St @ Bridge Ave to Oneida Ave @ River Dr)	Proposed Bike Lane	0.46
Bridge Ave Corridor	Davenport (29th St to River Dr)	Proposed Bike Lane	1.55
Fair Avenue Share the Road	Davenport (32nd St to Central Park Ave)	Share The Road	0.50
Farnam St Proposed Sharrow	Davenport (32nd St to High St)	Proposed Sharrow	0.85
N Pine St Share the Road	Davenport (34th St to Kimberly Rd)	Share the Road	0.38

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
Welcome Way Corridor	Davenport (46th St to NW Boulevard)	Proposed Shared Use Path	0.89
Gaines St Sharrow	Davenport (4th St to Central Park Ave)	Proposed Sharrow	1.52
Marquette St Corridor	Davenport (53rd St to 15th St)	Proposed Bike Lane	2.77
Eastern Ave Corridor	Davenport (53rd St to Locust St)	Proposed Bike Lane	2.51
Ripley St Proposed Sharrow	Davenport (53rd St to NW Boulevard)	Proposed Sharrow	0.88
Hanlin's Creek Path	Davenport (53rd St to Pheasant Creek)	Proposed Shared Use Path	1.23
N Fairmount St Trail	Davenport (60th St to Kimberly Rd)	Proposed Shared Use Path	1.42
Veteran's and Brady Trail	Davenport (Brady St @ Goose Creek to existing trail on Veterans Memorial Pkwy)	Proposed Shared Use Path	0.78
West Veterans Memorial Pkwy Trail	Davenport (Brady St to existing Veterans Memorial Trail)	Proposed Bike Lane	0.30
East 29th St Sharrow	Davenport (Brady St to Farnam St)	Proposed Sharrow	0.20
Western Ave Corridor	Davenport (Central Park Ave to Junge Park)	Proposed Sharrow	0.56
Clark St - Concord St Proposed Sharrow	Davenport (Clark St @ Telegraph Rd to Indian Rd to Concord St @ Credit Island Bridge)	Proposed Sharrow	2.16
Rockingham Rd Corridor	Davenport (Concord St to Marquette St)	Proposed Bike Lane	1.76
Davenport - Riverdale Trail	Davenport (Devil's Glen Rd @ Tower Ln) to Riverdale (Manor Dr through PVHS to Belmont Rd) to Davenport (Middle Rd)	Proposed Shared Use Path	1.59
Pheasant Creek Trail	Davenport (Elmore Ave to Duck Creek Trail Pkwy AND ravine just west of I-74 leading into Pheasant Creek)	Proposed Shared Use Path	2.93

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
West Central Park Ave Corridor	Davenport (Emeis Park Dr to Marquette St)	Proposed Bike Lane	2.96
East Central Park Ave Corridor	Davenport (Fair Ave to Bridge Ave)	Proposed Bike Lane	0.80
Duck Creek Extension	Davenport (Fairmount St following Duck Creek to I-280)	Proposed Shared Use Path	2.75
W 49th St - Filmore Ln Sharrow	Davenport (Fairmount St to W 46th St)	Proposed Sharrow	2.03
East 29th St Corridor	Davenport (Farnam St to Jersey Ridge Rd)	Proposed Bike Lane	1.31
East 46th St Corridor	Davenport (From existing bike lane near Grand Ave N to Elmore Ave)	Proposed Bike Lane	2.15
North Goose Creek Proposed Trail	Davenport (From north end of existing Goose Creek Trail following Goose Creek to I-80)	Proposed Shared Use Path	3.18
Southern Goose Creek Proposed Trail	Davenport (From southern end of existing Goose Creek Trail following Goose creek to confluence of Deere Creek)	Proposed Shared Use Path	0.56
4th St Corridor	Davenport (Gaines St to River Dr)	Proposed Bike Lane	0.99
3rd St Corridor	Davenport (Gaines St to River Dr)	Proposed Bike Lane	0.89
Washington St - I5th St Corridor	Davenport (George Washington Blvd to Marquette St)	Proposed Bike Lane	1.45
Iowa St Proposed Sharrow	Davenport (High St to 2nd St)	Proposed Sharrow	1.34
Grand Ave Proposed Sharrow	Davenport (High St to 6th St)	Proposed Sharrow	0.99
W 67th St Proposed Sharrow	Davenport (Hillandale Rd to NW Boulevard)	Proposed Sharrow	0.54
Appomattox Rd - Brown St Proposed Sharrow	Davenport (Hoover Dr to Slattery Park)	Proposed Sharrow	1.36
Blackhawk Creek Trail	Davenport (I-280 to Mississippi River)	Proposed Shared Use Path	5.86

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
W 61st St - E 59th St Proposed Sharrow	Davenport (Intersection of Sturdevant and NW Boulevard to W 61st St to E 59th St @ Tremont Ave)	Proposed Sharrow	2.11
High St Proposed Sharrow	Davenport (Iowa St to Grand Ave)	Proposed Sharrow	0.25
Hickory Grove Rd Corridor	Davenport (Kimberly Rd to Locust St)	Proposed Bike Lane	2.46
Fairmount St - Waverly Rd Proposed Sharrow	Davenport (Kimberly Rd to Telegraph Rd)	Proposed Sharrow	3.29
W Locust St - 100 Ave	Davenport (Locust St @ Utah Ave) to Scott County (110 Ave @ just south of 156th St)	Proposed Shared Use Path	1.51
Utah Ave Corridor	Davenport (Locust St to River Dr)	Proposed Bike Lane	2.01
Main St Proposed Sharrow	Davenport (Lombard St to River Dr)	Proposed Sharrow	1.50
Telegraph Rd Proposed Sharrow	Davenport (N Lincoln Ave to Pacific St)	Proposed Sharrow	0.43
N Pine St Corridor	Davenport (NW Boulevard to 49th St)	Proposed Bike Lane	1.17
Ridgeview Dr N Proposed Sharrow	Davenport (NW Boulevard to N Division St)	Proposed Sharrow	0.65
Davenport Railroad Trail	Davenport (Old railroad tracks at Indian Rd along tracks to River Dr)	Proposed Shared Use Path	1.08
Pacific St - 6th St - 7th St Trail	Davenport (Pacific St @ Telegraph Rd across railroad tracks to 6th St @ Howell St AND 7th St from Pacific St to Wilkes Ave)	Proposed Shared Use Path	0.37
Lombard St Corridor	Davenport (Pacific St to Brady St)	Proposed Share The Road	1.66
NW Boulevard Corridor	Davenport (Pine St to 35th St E)	Proposed Bike Lane	2.88
West 46th St Corridor	Davenport (Pine St to Welcome Way)	Proposed Bike Lane	2.24

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
76th Street Corridor	Davenport (Silver Creek to existing shared use path on 76th St)	Proposed Share The Road	0.87
Wisconsin Ave Corridor	Davenport (Telegraph Rd to .48 miles south of I-80)	Proposed Bike Lane	5.33
Jersey Ridge Rd Corridor	Davenport (U.S. 6 to I-80)	Proposed Bike Lane	2.74
Walnut Creek Trail	Davenport (Unnamed creek near Deer Woods Dr to Walnut Creek ending at the confluence of Walnut Creek and Blackhawk Creek)	Proposed Shared Use Path	1.98
Telegraph Rd Corridor	Davenport (Utah Ave to N Lincoln Ave)	Proposed Bike Lane	3.17
Crow Creek Trail	Davenport (Utica Ridge Rd to ~.26 miles NW from Veterans Memorial Pkwy)	Proposed Shared Use Path	0.59
Northwest Davenport Proposed Greenway Trails	Davenport (Various greenway trails in northwest Davenport)	Proposed Shared Use Path	14.71
Nahant Marsh Trails	Davenport (Various Nahant Marsh Trails)	Proposed Shared Use Path	6.63
W 65th St - Goose Creek Trail	Davenport (W 65th St to Hoover St to Goose Creek)	Proposed Shared Use Path	1.05
Hillandale Rd Proposed Sharrow	Davenport (W 73rd St to end of road at 53rd St)	Proposed Sharrow	1.86
Lincoln Ave Corridor	Davenport (W Central Park Ave to Waverly Rd)	Proposed Bike Lane	1.37
53rd St Corridor	Davenport (Welcome Way to existing path on 53rd St near Fairhaven Rd)	Proposed Bike Lane	2.87
53rd St Corridor	Davenport (Welcome Way to existing path on 53rd St near Fairhaven Rd)	Proposed Shared Use Path	2.04
Wilkes Ave - 6th St Sharrow	Davenport (Wilkes Ave @ Telegraph Rd to 6th St near Oneida Ave)	Proposed Sharrow	2.81
West Locust - Emeis Park Rd Corridor	Davenport (Wisconsin Ave @ W Locust St to Emeis Park Rd @ W Central Park Ave)	Share the Road	1.00
W 60th St Corridor	Davenport (Wisconsin Ave to Fairmount St)	Proposed Shared Use Path	1.01

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
13th Ave - 14th Ave Corridor	East Moline (13th Ave to 13th St around MetroLink to 14th Ave)	Proposed Bike Lane	0.30
19th St Sharrow	East Moline (13th Ave to 8th Ave)	Proposed Sharrow	0.12
8th Ave Corridor	East Moline (13th St to 27th St)	Proposed Sharrow	0.82
13th St Sharrow	East Moline (14th Ave to .12 miles north on 13th St)	Proposed Sharrow	0.12
15th Ave to Archer Dr Sharrow	East Moline (15th Ave @ 1st St to 10th St to 14th Ave to 15th Ave to Archer Drive @ 13th St)	Proposed Sharrow	1.92
9th Street Trail	East Moline (1st Ave to 3rd Ave)	Proposed Bike Lane	0.16
20th St Corridor	East Moline (1st Ave to Empire Park)	Proposed Bike Lane	0.82
20th St Trail	East Moline (20th St off of 4-Z Ave)	Proposed Bike Lane	0.09
Archer Dr North Corridor	East Moline (30th Ave to 13th St)	Proposed Shared Use Path	0.85
Wiman Park Trail	East Moline (34th Ave through Wiman Park to 6th St to Forest Rd to Oaklawn Ave to 5th St to Ave of the Cities Frontage Rd to Kennedy Dr)	Proposed Shared Use Path	1.43
South Archer Drive Corridor	East Moline (34th Ave to 30th Ave)	Proposed Bike Lane	1.52
20th Ave Trail	East Moline (3rd St A to 4th St A)	Proposed Bike Lane	0.09
13th St Corridor	East Moline (4th Ave to 13th Ave)	Proposed Bike Lane	0.69
38th St Trail	East Moline (4th Ave to 4th Ave B)	Proposed Bike Lane	0.15
Jacob's Park Trail	East Moline (4th Ave to Sugar Creek)	Proposed Shared Use Path	0.45
18th Ave Corridor	East Moline (4th St to 7th St)	Proposed Sharrow	0.39

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
38th Ave Corridor	East Moline (7th St to 12th St to 37th Ave to Archer Dr)	Proposed Shar-row	0.70
21st Ave Corridor	East Moline (7th St to Archer Dr)	Proposed Bike Lane	0.71
21st Ave Corridor	East Moline (7th St to Archer Dr)	Proposed Shared Use Path	0.74
ADT / GIT (On Road Route)	East Moline (Campbells Island) to Carbon Cliff (State St & 1st Ave)	On Road Route	3.99
30th Ave Corridor	East Moline (East Moline western border to 19th St)	Proposed Bike Lane	1.88
Harvest Way - 13th Ave Corridor	East Moline (Harvest Way @ Beacon Harbor Pkwy to 13th Ave @ 19th St)	Proposed Bike Lane	1.08
34th Ave Corridor	East Moline (Kennedy Dr to 7th St)	Proposed Bike Lane	2.56
34th Ave Corridor	East Moline (Kennedy Dr to 7th St)	Proposed Shar-row	0.60
Sugar Creek Greenway	East Moline (Sugar Creek)	Proposed Shared Use Path	1.79
West LeClaire Rd Corridor	Eldridge (Buttermilk Rd to 1st St)	Proposed Shared Use Path	0.78
East LeClaire Rd Corridor	Eldridge (16th Ave N to Scott Park Rd)	Proposed Shared Use Path	0.52
Eldridge-Davenport East Village Trail	Eldridge (Blackhawk Trail Rd) to Davenport (East Village)	Proposed Shared Use Path	7.47
Pinehurst Dr Corridor	Eldridge (Buttermilk Rd to 1st St)	Proposed Shared Use Path	0.87
Buttermilk Rd - N Division St Corridor	Eldridge (Maple St to Ridgeview Dr)	Proposed Shared Use Path	4.67
17th St Bike Lane	Hampton (1st Ave to GRT)	Proposed Bike Lane	0.02
9th Street Corridor	Hampton (9th Street from Mississippi River to GRT)	Proposed Bike Lane	0.14
I-74 Bridge Path	I-74 bridge shared use path	Proposed Shared Use Path	0.77

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
I-80 Bridge Path	I-80 Bridge Shared Use Path	Proposed Shared Use Path	0.60
IA-22 Proposed Corridor	IA-22 Corridor	Proposed Shared Use Path	6.26
Valley Dr Proposed Sharrow	LeClaire (35th St) to Bettendorf (Belmont Rd)	Proposed Shar-row	4.24
35th St Corridor	LeClaire (Wisconsin St to Valley Dr)	Proposed Bike Lane	1.66
35th St Corridor	LeClaire (Wisconsin St to Valley Dr)	Proposed Shared Use Path	0.91
RI-Milan Pkwy Corridor	Milan (IL-280 to 78th Ave)	Proposed Bike Lane	1.17
Indian Bluff Corridor	Milan (RI-Milan Pkwy) to Moline (78th Ave W just east of U.S. 150)	Proposed Bike Lane	3.28
Airport Rd Corridor	Milan (RI-Milan Pkwy) to Moline (U.S. 6)	Proposed Bike Lane	2.05
27th St Corridor	Moline (12th Ave to 19th St) Part is a proposed bike lane and part is a sharrow	Proposed Bike Lane/Sharrow	1.01
27th St Corridor	Moline (12th Ave to 19th St) Part is a proposed bike lane and part is a sharrow	Proposed Shar-row	0.56
39th Ave - 44th Ave Corridor	Moline (12th/39th Ave Intersection to 15th St to 40th Ave Ct to 44th Ave/16th St Intersection)	Proposed Bike Lane	0.72
14th St - 15th St Corridor	Moline (14th St @ 12th Ave to 21st Ave to 15th St @ 25th Ave)	Proposed Bike Lane	0.98
14th St - 12 St Corridor	Moline (14th St @ 6th Ave to 7th Ave to 12th St @ 19th Ave)	Proposed Bike Lane	0.92
15th St - 14th St Sharrow	Moline (15th St @ 25th Ave to 28th Ave to 14th St @ 35th Ave)	Sharrow	1.03
15th St - GRT Sharrow	Moline (15th St @ 6th Ave to 3rd Ave to GRT)	Sharrow	0.45
25th Ave Sharrow	Moline (15th St to 16th St)	Sharrow	0.12
18th Ave - 32nd Ave Corridor	Moline (18th Ave @ 1st St A to 2nd St to 23rd Ave to 4th St to 32nd Ave @ 7th St)	Proposed Bike Lane	1.33

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
18th Ave - 44th St A Corridor	Moline (18th Ave @ 41st St to 44th St to 20th Ave to 44th St to Ave of the Cities to 45th St to 25th Ave to 44th St A @ 26th Ave)	Proposed Bike Lane	0.98
West Avenue of the Cities (Moline)	Moline (18th St B to 27th St)	Proposed Bike Lane	0.47
19th St - 27th St Corridor	Moline (1st Ave/GRT to U.S. 6/U.S. 150 intersection)	Proposed Bike Lane	6.04
5th - 6th Ave Corridor	Moline (1st St to 27th St) Proposed Bike Lane for most of the corridor; two small sections are sharrows.	Proposed Bike Lane/Sharrows	2.12
4th Ave Corridor	Moline (1st St to 55th St)	Proposed Bike Lane	4.14
20th Ave - 25th Ave Corridor	Moline (20th Ave @ 14th St to 18th St B to 18th St B to 25th Ave E @ 16th St)	Proposed Bike Lane	1.09
Mid 41st St Sharrows	Moline (22nd Ave to 32nd Ave)	Sharrows	0.74
25th Ave Corridor	Moline (25th Ave @ 15th St to 5th St to 27th Ave @ 4th St)	Proposed Bike Lane	1.00
26th Ave - 36th St Corridor	Moline (26th Ave @ 19th St to 30th St to 26th Ave Ct to 31st St to 27th Ave to 32nd St to 27th Ave to 35th St to 26th Ave B to 36th St @ 38th St)	Proposed Bike Lane	1.24
47th St - 46th St Corridor	Moline (26th Ave to 34th Ave)	Proposed Bike Lane	0.53
48th St - 22nd Ave Corridor	Moline (26th Ave to 53rd St)	Proposed Bike Lane	0.49
34th St Corridor	Moline (26th Ave to 6th Ave)	Proposed Bike Lane	1.59
24th Ave Corridor	Moline (27th St to 34th St)	Proposed Bike Lane	0.53
15th St - 30th Ave Corridor	Moline (28th Ave to 16th St)	Proposed Bike Lane	0.35
11th Ave B Corridor	Moline (29th St to 22nd St to 19th St)	Proposed Bike Lane	0.65
11th Ave Corridor	Moline (29th St to 34th St)	Proposed Bike Lane	0.36

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
44th St Trail	Moline (2nd Ave to 4th Ave)	Proposed Bike Lane	0.13
South 38th St Trail	Moline (2nd Ave to 4th Ave)	Proposed Bike Lane	0.09
20th Ave Corridor	Moline (2nd St to 7th St)	Proposed Bike Lane	0.36
20th Ave Corridor	Moline (2nd St to 7th St)	Proposed Bike Lane	1.38
20th Ave - 23rd Ave Corridor	Moline (20th Ave @ 1st St to 1st St A to 23rd Ave @ 2nd St)	Proposed Bike Lane	0.28
15th St A Corridor	Moline (30th Ave to 35th Ave)	Proposed Bike Lane	0.44
Prospect Park Bike Lane	Moline (31st Ave @ 16th St to Park St to 33rd Ave to 35th Ave to 13th St @ 38th Ave)	Proposed Bike Lane	0.95
32nd Ave - 35th St Sharrow	Moline (32nd Ave @ 41st St to 38th St to 35th Ave to 37th St to 37th Ave to 35th St @ 38th Ave)	Sharrow	1.03
41st St Trail	Moline (32nd Ave to 49th Ave)	Proposed Bike Lane	1.18
45th St - 49th St Corridor	Moline (34th Ave to 38th Ave)	Proposed Bike Lane	0.59
10th Ave - 40th St Corridor	Moline (34th St to 12th Ave)	Proposed Bike Lane	0.69
Avenue of the Cities (Moline)	Moline (34th St to 41st St)	Proposed Bike Lane	0.50
26th Ave Corridor	Moline (34th St to 48th St)	Proposed Bike Lane	1.06
6th Ave - 37th St Corridor	Moline (34th St to 8th Ave to 10th Ave)	Proposed Bike Lane	0.50
5th Ave Corridor	Moline (35th St to 55th St)	Proposed Bike Lane	1.46
38th Ave - 13th St Sharrow	Moline (36th Ave to John Deere Rd Overpass)	Sharrow	0.18
35th Ave - 35th St Corridor	Moline (37th St to 37th Ave)	Proposed Bike Lane	0.30

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
35th St - 39th St	Moline (38th Ave to 35th St to 40th Ave to 38th St to 42nd Ave to 39th St to 49th Ave)	Sharrow	0.81
Kennedy Dr Trail	Moline (41st Ave to 46th Ave)	Proposed Bike Lane	0.54
60th Street Sharrow	Moline (44th Ave to .2 miles south of John Deere Rd: There is a gap from 36th Ave Ct to John Deere Rd where there is a proposed bike lane)	Sharrow	1.04
28th Ave Corridor	Moline (47th St to 53rd St)	Proposed Bike Lane	0.25
27th Ave Corridor	Moline (47th St to 53rd St)	Proposed Bike Lane	0.25
48th St - 53rd St Corridor	Moline (48th St @ 55th Ave to 49th Ave to 48th St A to 47th Ave to 53rd St @ 44th Ave)	Proposed Bike Lane	1.19
48th St - 11th Ave B Corridor	Moline (48th St to 8th Ave to 47th St to 11th Ave to 48th St Pl to 11th Ave B to 48th St)	Proposed Bike Lane	0.68
48th St Corridor	Moline (4th Ave to 20th Ave)	Proposed Bike Lane	1.38
16th St Sharrow	Moline (4th Ave to 25th Ave)	Sharrow	1.42
4th Street Bike Lane	Moline (4th Street, 1 Block in between 4th Ave and 5th Ave)	Proposed Bike Lane	0.07
7th St Corridor	Moline (52nd Ave to 12th Ave) Proposed Bike Lane, except for North and South end, which is a Sharrow	Proposed Bike Lane/Shared Use	3.30
7th St Corridor	Moline (52nd Ave to 12th Ave) Proposed Bike Lane, except for North and South end, which is a Sharrow	Proposed Bike Lane/Sharrow	2.38
30th Ave - 56th St Corridor	Moline (53rd St to 34th Ave)	Proposed Bike Lane	0.65
22nd Ave - 41st Ave Corridor	Moline (53rd St to Kennedy Dr)	Proposed Bike Lane	0.50
38th Ave - 36th Ave - Valley View Dr Sharrow	Moline (53rd St) to 46th Ave (Rock Island) A proposed Bike Lane is located on 36th Ave.	Sharrow/Proposed Bike Lane	4.20
North 41st St Sharrow	Moline (5th Ave to 10th Ave)	Sharrow	0.49

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
4th Street/15th Avenue Sharrow	Moline (5th Ave to 7th St)	Sharrow	0.64
49th Ave Corridor	Moline (60th St to 48th St A)	Proposed Bike Lane	0.72
34th Street Sharrow	Moline (6th Ave to River Dr)	Sharrow	0.38
43rd Avenue - 12th St Sharrow	Moline (7th St to 12th Street John Deere Overpass)	Sharrow	0.69
16th Ave Corridor	Moline (7th St to 16th St)	Proposed Bike Lane	0.75
19th Ave Corridor	Moline (7th St to 16th St)	Proposed Bike Lane	0.74
52nd Ave Corridor	Moline (7th St to 27th St)	Proposed Bike Lane	1.54
12th Avenue Corridor	Moline (7th St to East Moline border) Most of this is sharrow, part is proposed bike lane	Sharrow/Proposed Bike Lane	3.49
29th St Corridor	Moline (9th Ave to 26th Ave A)	Proposed Bike Lane	1.42
John Deere Rd Corridor	Moline (John Deere Rd from 7th St to slightly east of Moline City Limits)	Proposed Bike Lane	4.57
60th St Trail	Moline (Just north of 34th Ave to 38th Ave)	Proposed Bike Lane	0.42
South 16th St Corridor	Moline (North Shore Drive to 25th Ave)	Proposed Bike Lane	1.83
River Drive Proposed Sharrow	Moline (Old River Dr to 55th St)	Proposed Sharrow	0.24
55th St Corridor	Moline (Old River Rd to 5th Ave)	Proposed Bike Lane	0.77
46th St Corridor	Moline (River Dr to 1st Ave to GRT)	Proposed Bike Lane	0.21
41st Street Sharrow	Moline (River Dr to 5th Ave)	Sharrow	0.30
North 38th St Trail	Moline (River Drive to Railroad Tracks)	Proposed Bike Lane	0.06
River Trail	Riverdale Bike Path to Princeton IA	Proposed Shared Use Path	12.75

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
38th Street Corridor	Rock Island (11th Ave to Old Blackhawk Rd)	Proposed Bike Lane	2.41
Blackhawk Rd Corridor	Rock Island (11th St to 38th St)	Proposed Bike Lane	1.90
24th St Corridor	Rock Island (17th St to Blackhawk Rd)	Proposed Bike Lane	0.44
17th - 20th St Corridor	Rock Island (1st Ave to 31st Ave)	Proposed Bike Lane	2.28
7th Ave Corridor	Rock Island (20th St to 1st St at Moline border)	Proposed Bike Lane	1.80
Old Blackhawk Rd Corridor	Rock Island (38th St to 44th St to Ben Williamson Park)	Proposed Bike Lane	0.76
IL-92 Corridor Rock Island	Rock Island (44th St to Rock Island Arsenal Rd)	Proposed Shared Use Path	1.57
44th St Corridor	Rock Island (4th Ave to 9th Ave (Lincoln Park) to 11th Ave to 38th St)	Proposed Bike Lane	0.91
30th Street Corridor	Rock Island (5th Ave to 31st Ave)	Proposed Bike Lane	2.00
9th - 11th St Corridor	Rock Island (7th Ave) to Milan (Just before Big Island Pkwy)	Proposed Bike Lane	3.53
Ridgewood Rd Corridor	Rock Island (92nd Ave W to Andalusia Rd)	Proposed Bike Lane	1.24
Centennial Expressway Trail	Rock Island (Sunset Ln to Andalusia Rd)	Proposed Shared Use Path	3.01
31st Ave Corridor	Rock Island (Sunset Ln/Sunset Park to 38th St)	Proposed Bike Lane	3.13
92 Ave W Trail	Rock Island (U.S. 67 to Andalusia Rd/IL-92)	Proposed Shared Use Path	3.67
72nd St Corridor	Rock Island County (100th Ave to 78th Ave)	Proposed Bike Lane	1.25
17th St Corridor	Rock Island County (110th Ave to Coyne Center Rd)	Proposed Bike Lane	0.27
IL-150 Corridor	Rock Island County (1800th Ave N to US 6)	Proposed Bike Lane	4.34

## Non-Motorized Mobility Alternatives



Trail Corridor Name	Corridor Description	Trail Type	Distance
Canal Rd Trail	Rock Island County (West Canal Rd along Rock River to Hennepin Canal Trailhead)	Proposed Shared Use Path	1.48
Andalusia Rd Corridor	Rock Island County 78th Ave W (Just west of Andalusia) to Milan (RI-Milan Pkwy)	Proposed Shared Use Path	10.55
Taylor Ridge Trail	Rock Island County 92nd Ave W (Turkey Hollow Rd to 77th St W)	Proposed Bike Lane	1.21
220th St Corridor	Scott County (215th Ave to Wells Ferry Rd)	Proposed Shared Use Path	2.52
Wells Ferry Rd Corridor	Scott County (220 St to Forest Grove Dr)	Proposed Shared Use Path	3.89
Scott Park Rd Corridor	Scott County (250th St to 210 St E)	Proposed Bike Lane	4.23
56th St Unnamed Creek Corridor	Scott County (Starting at 212th St then following unnamed creek along 56th St to just south of I-80)	Proposed Shared Use Path	1.36
212th St Proposed Extension	Scott County (Wells Ferry Rd through Scott County to 212th St to .34 miles west of 212th St)	Proposed Shared Use Path	1.68
Avenue of the Cities (Silvis)	Silvis (Hospital Rd to 13th St)	Proposed Shared Use Path	0.53
East Rock River Bridge Crossing	Silvis to Colona across Rock River	Proposed Shared Use	0.50
85th Ave W Corridor	South edge of Rock Island City Limits (Turkey Hollow Rd to Centennial Expy)	Proposed Bike Lane	1.29
Silvis Crosstown Ave Trail	Silvis (19th St to Pleasant Ave)	Proposed Shared Use	1.77
Silvis 10th St Trail	Silvis (Crosstown Ave to 33rd Ave Cir)	Proposed Shared Use	1.43
Silvis 10th St Trail - Phipps Park Spur	Silvis (Phipps Park to Ave of the Cities)	Proposed Shared Use	0.17
Silvis 14th St Trail	Silvis (1st Ave to Crosstown Ave)	Proposed Shared Use	1.01
Silvis 1st Ave Trail	Silvis (19th St to 17th St)	Proposed Shared Use	1.08