

Chapter 6 Non-Motorized Transportation



Definitions

Multimodal non-motorized transportation facilities encompass many forms of travel, including walking, biking, and using wheelchairs or scooters. This category also includes wheeled activities, such as skating, skateboarding, push scooters, and similar modes of transport that do not rely on an engine for movement. Although the increasingly large-scale adoption of e-bikes has blurred the lines between some modes of transport, they are generally considered to belong to the same mobility tier.

The term “trail” can evoke images of different types of facilities. It generally refers to any route utilized by non-motorized transportation modes, including, bicyclists, pedestrians, paddlers, cross-country skiers, and more. Additionally, “trail” may describe routes used by snowmobilers and all-terrain vehicles (ATVs). Several

factors, such as width of right-of-way, traffic speed, and physical or topographic constraints, can limit the type of facility that communities can establish. When proposing a trail facility, considerations such as safety requirements, federal regulations (including the Americans with Disabilities Act, or ADA), costs, topography, and public opinion must be considered.

Within the urban context, however, more exact terminology is required for non-motorized transportation facilities. The following definitions come from the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, 2012.¹ 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. (Figure 6.1)
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. (Figure 6.2)
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. (Figure 6.3)
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.

¹ The 5th Addition of the Guide for the Development of Bicycle Facilities was released in December 2024.

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Figure 6.1 – Bicycle Boulevard



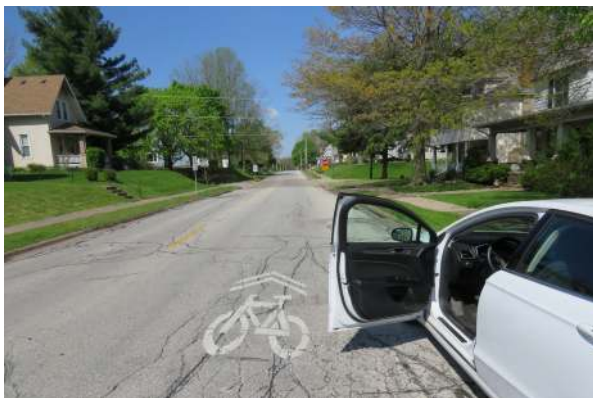
Source: *National Association of City Transportation Officials*

Figure 6.2 – Bike Lane in Davenport



Source: *Bi-State Regional Commission*

Figure 6.3 – Shared-Lane Marking Located Outside of the “Door Zone”



Source: *Bi-State Regional Commission*

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 bike-way 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 distance 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.
- **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 trans-

portation 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.

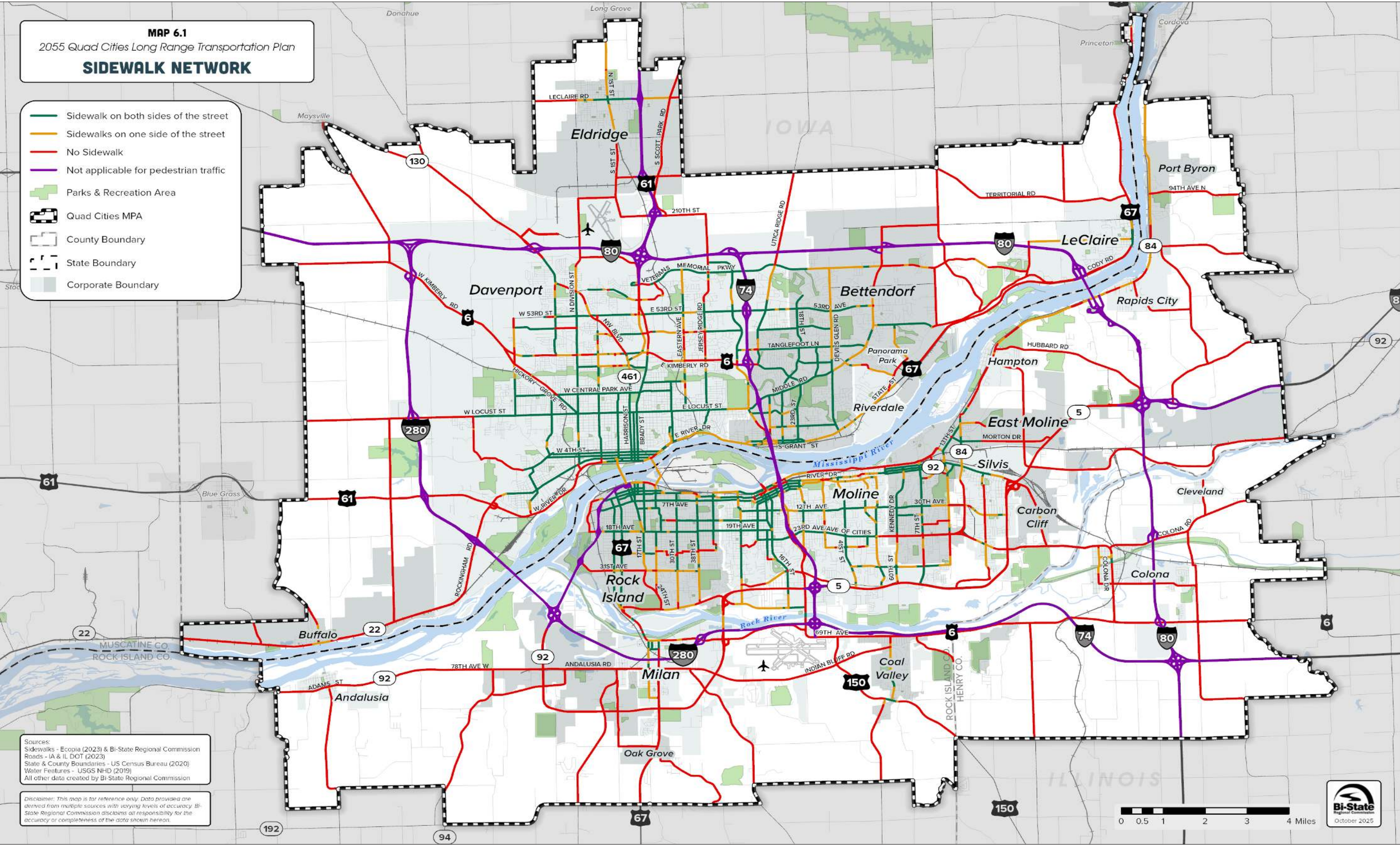
Sidewalks

Sidewalks play a vital role in the transportation framework, providing essential options for both residents and visitors. Ubiquitous in historic urban centers,

sidewalks not only facilitate transportation, but also enhance recreational activities and support local commerce, such as outdoor dining and vendor stalls. In many of the older neighborhoods of the Quad Cities, both residential and commercial areas are equipped with adequate sidewalks on one or both sides of the street, as illustrated in Map 6.1, which shows sidewalk availability on collector streets and above.

Nonetheless, it is important to recognize that newer developments over the past few decades have not consistently incorporated sidewalks. Public input for this plan has indicated the need to address existing gaps in the sidewalk network and to establish pathways that connect to popular destinations. This feedback is invaluable for working toward creating a more comprehensive and accessible transportation system for all.

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Trails and Bikeways

The trail and bikeway networks in the Quad Cities have primarily been developed since the early 1990s, while sidewalks were constructed much earlier and vary by neighborhood and community. Many sections of trails throughout the region have either reached or will soon reach the end of their expected useful lives, requiring potentially extensive reconstruction. Similarly, sidewalks deteriorate over time, influenced by factors such as age, construction materials, and location. Local communities and their state partners recognize the importance of maintaining these non-motorized networks.

Extensive studies have documented the benefits of alternative transportation facilities, such as economic, environmental, public health, and equity. Sidewalk and

trail infrastructure has been shown to increase retail sales and property values, decrease dependency on motor vehicles, encourage people to be physically active, and allow for mobility options for people who do not own a personal vehicle. Federal transportation partners have guided local decision-makers, designers, and engineers in creating “safe, comfortable, and convenient” walking and bicycling opportunities for individuals of all ages. With diverse goals and intended users, infrastructure for bicycles and other forms of non-motorized transportation can be designed flexibly. This flexibility enables local decision-makers to adapt facilities to local constraints and to better capitalize on opportunities arising during the project planning phase. The FHWA supports 14 primary resources, as shown in Table 6.1, to assist 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	2024	5th
Guide for the Planning, Design, and Operation of Pedestrian Facilities	AASHTO	2021	2nd
Manual on Uniform Traffic Control Devices	FHWA	2023	11th
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	2025	3rd
Urban Street Design Guide	NACTO	2013	1st
Transit Street Design Guide	NACTO	2016	1st
Public Rights-of-Way Accessibility Guidelines and Shared Use Path Guidelines	U.S. Access Board	2023	—

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Existing Conditions

Trail System

Within the Quad Cities MPA, there are 228 miles of existing bicycle facilities. Table 6.2 depicts the total number of existing nonmotorized transportation facility miles by municipal jurisdiction. As previously noted, maintenance of these facilities will be required by each jurisdiction. Bi-State collected trail surface roughness data in Spring 2025. The results are displayed in Map 6.2. 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 like the Mississippi River Trail average \$1,971 per mile per year (*Maintenance Practices and Costs of Rail-Trails, Rails-to-Trails Conservancy, 2015*). Map 6.3 depicts the existing and proposed bicycling and trail infrastructure in the Quad Cities Region.

Map 6.4 shows average annual daily trail counts at locations around the region taken periodically between 2013 and 2025. Locations along the Mississippi River generally 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.

Table 6.2 – Existing Non-Motorized Analysis

Jurisdiction	Existing non-motorized distance (Miles – rounded to the nearest hundredth)
Henry County	8.30
Rock Island County	139.07
Scott County	128.25
Bettendorf	36.11
Buffalo	0.85
Davenport	66.24
Eldridge	5.32
LeClaire	2.32
Panorama Park	0.00
Princeton	0.00
Riverdale	6.02
Andalusia	0.00
Carbon Cliff	2.32
Cleveland	0.00
Coal Valley	0.17
Colona	3.60
East Moline	12.94
Hampton	8.84
Milan	5.52
Moline	52.85
Oak Grove	0.00
Port Byron	8.38
Rapids City	1.68
Rock Island	24.93
Silvis	1.99

Safety

Since 2018, dozens of bicyclists and pedestrians have been killed or seriously injured in the Quad Cities. Map 6.4 shows a heatmap of all crashes involving a bicyclist or pedestrian in the Quad Cities Region that resulted in a fatality or serious injury. A total of 500 crashes between the years 2018 and 2022 resulted in 118 crashes involving a fatal or serious injury. 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),² nationwide, 8,854 pedalcyclists³ were killed in a 10-year period between 2014 and 2023, an average of 885 per year. Over that same timespan, 64,147 pedestrians were killed, an average of 6,415 per year. While overall traffic deaths have decreased over that period, the average number of pedestrians and bicyclists killed on roadways has increased. In 2023, these two groups accounted for 21% of total roadway fatalities (see Figure 6.1). In order to achieve the aspirational goal of zero fatalities on Quad Cities roadways, bicycle and pedestrian infrastructure must 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 consider, such as weather, topography, accessibility, or street harassment among others.

E-Bikes & Micromobility

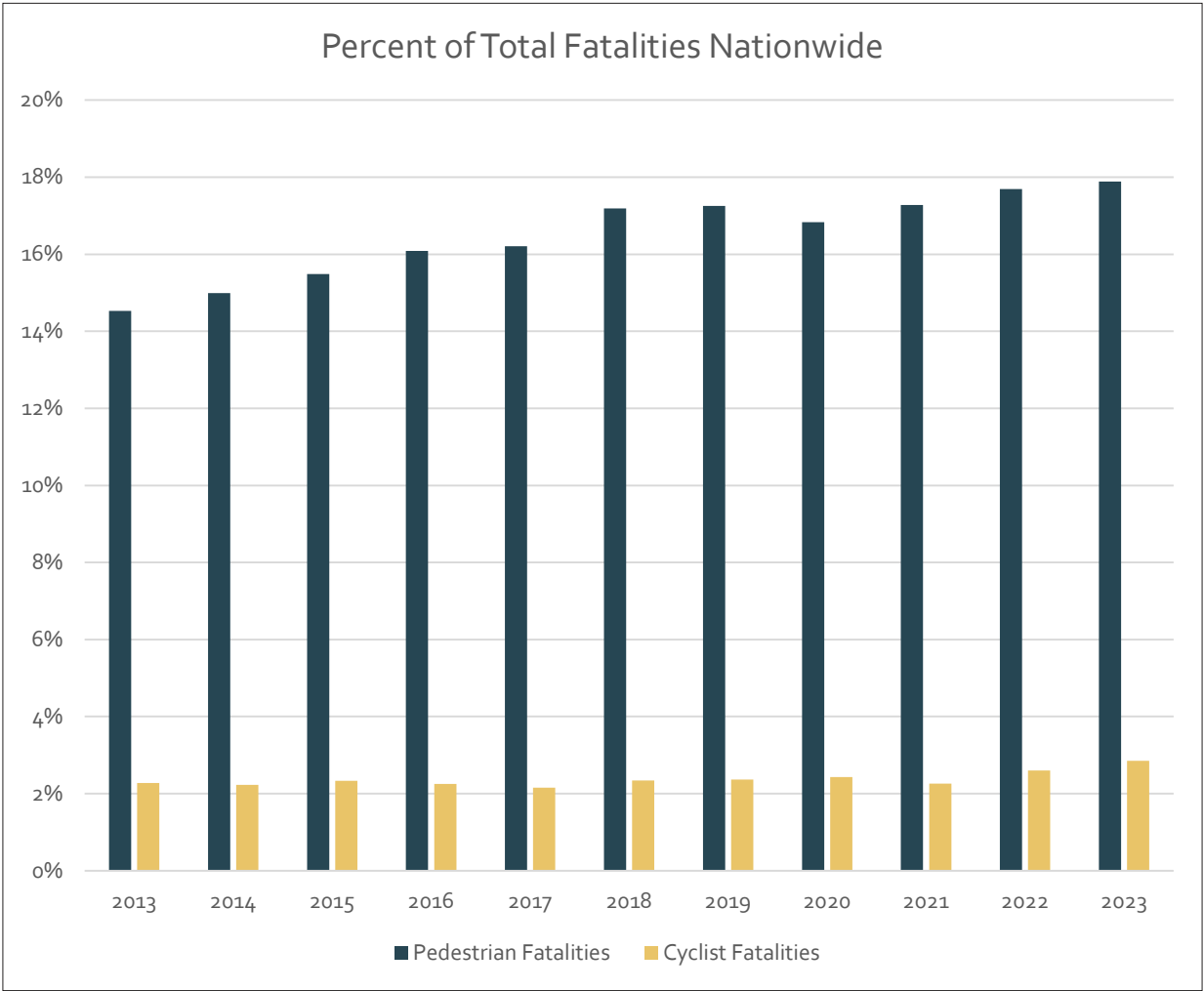
E-bikes, or electronic assist bicycles, have been growing in popularity nationwide and in the Quad Cities Region. The bikes provide propulsion assistance on traditional bicycle frames with an electric motor of less than 750 watts. The three types of e-bikes are classified by top speed and means of propulsion. In 2024, the Bi-State Regional Trails Committee endorsed updated language to its Unified Trail Use Ordinance, which communities in the area may use to set uniform rules and regulations on the trails across the region. Following input from statewide advocacy groups and local police departments, all three classes of e-bike would be allowed under the model language. However, speeds must be kept reasonable and prudent when utilizing the trails.

According to Ride Illinois, “micromobility devices include a wide range of lightweight, low-speed travel modes that serve as personal mobility and have a top assisted speed of 20 mph.” Devices like e-scooters provide an efficient, inexpensive travel option for a variety of trip purposes. However, vehicles that do not meet the legal definition of an e-bike are causing frustration by users of trails due to high speeds, resulting in the overall decrease of safety. Ride Illinois has introduced the term “e-moto” for out-of-class electric vehicles and advocates for defining the vehicles under the Illinois Vehicle Code at the state level and permitting their use strictly on roadways, not on bike infrastructure or trails.

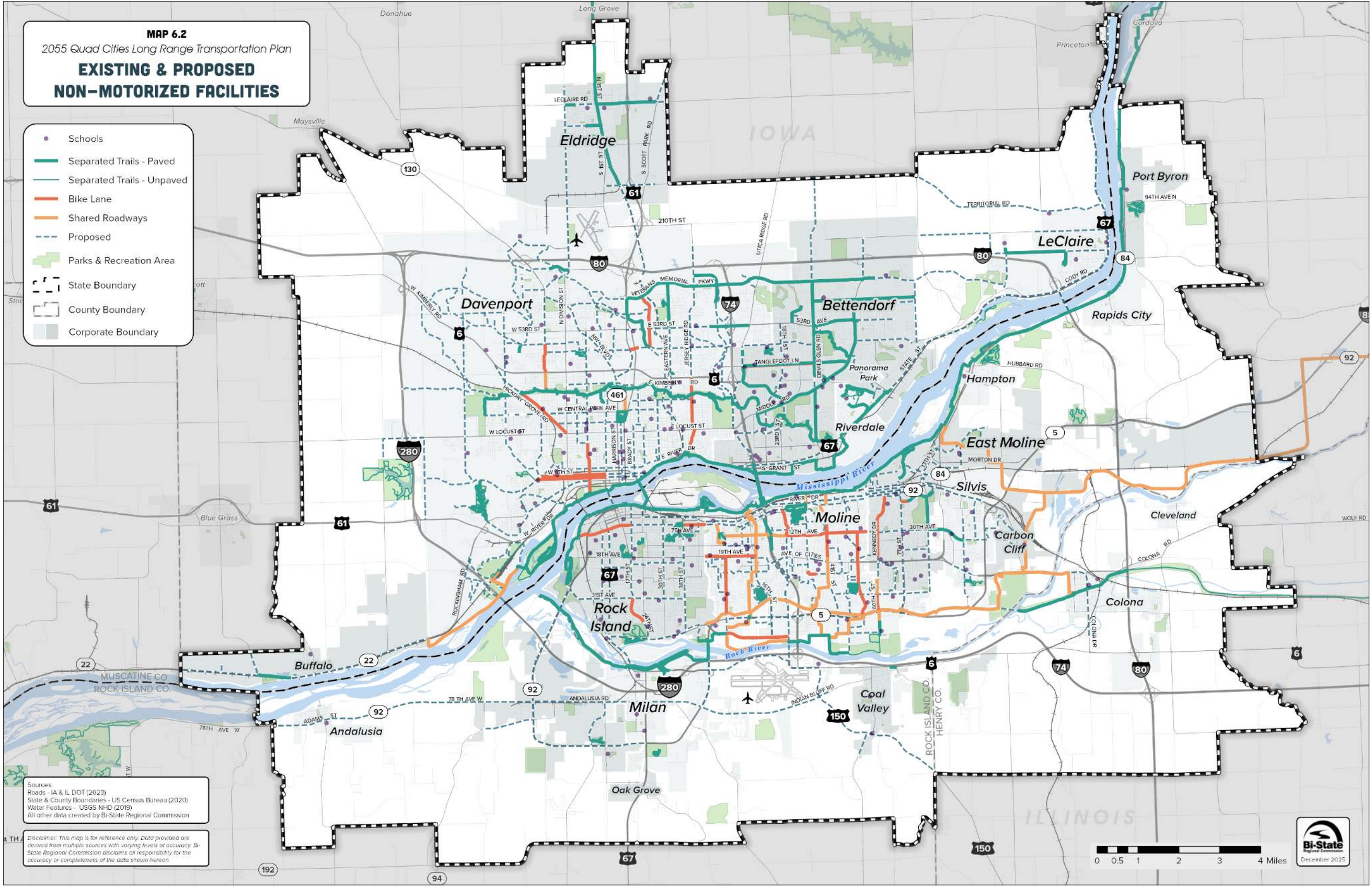
² *Traffic Safety Data Facts: 2023 Data*, National Highway Traffic Safety Administration.

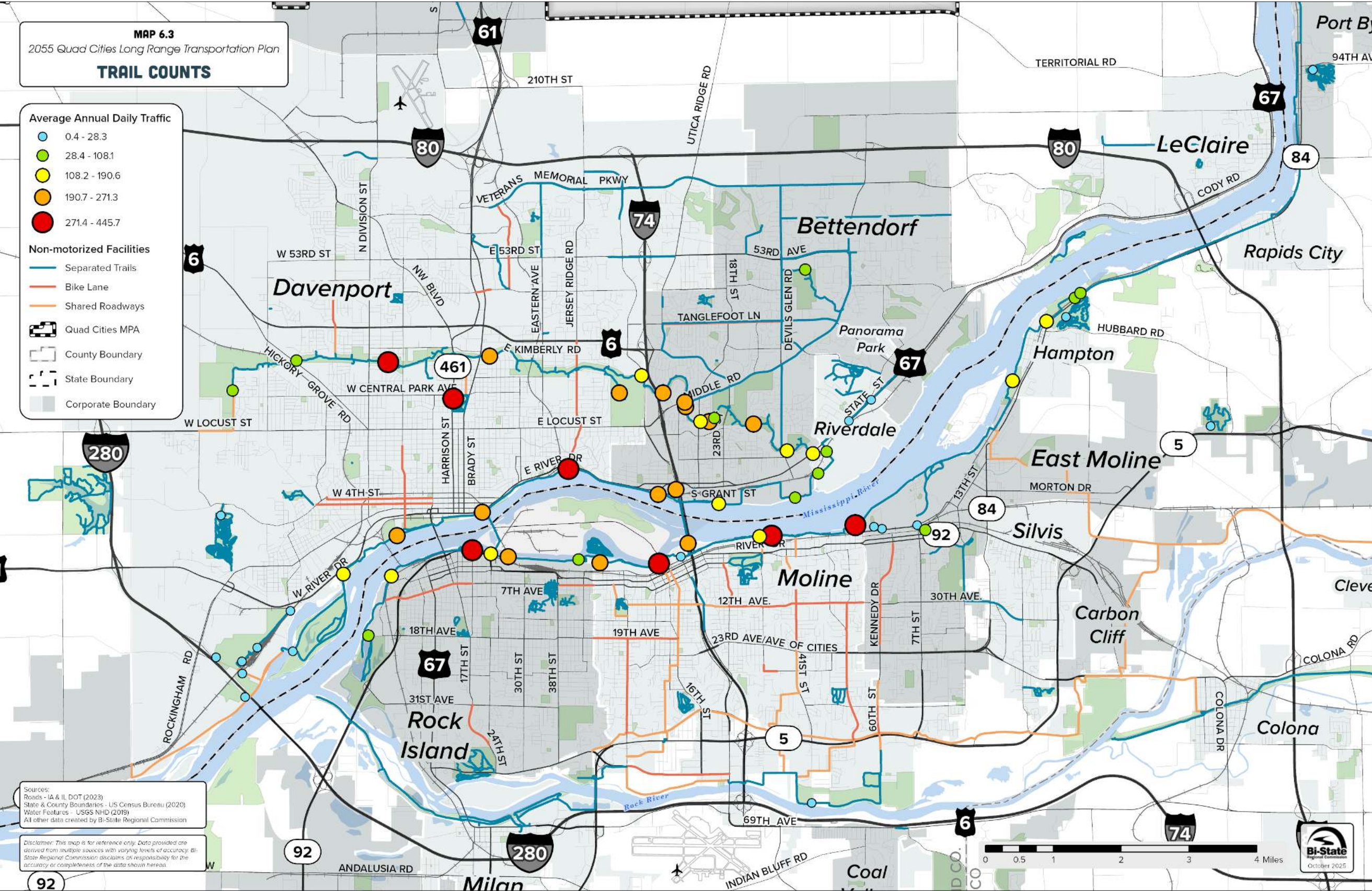
³ *Starting in 2022, people on motorized bicycles began to be categorized as pedalcyclists*

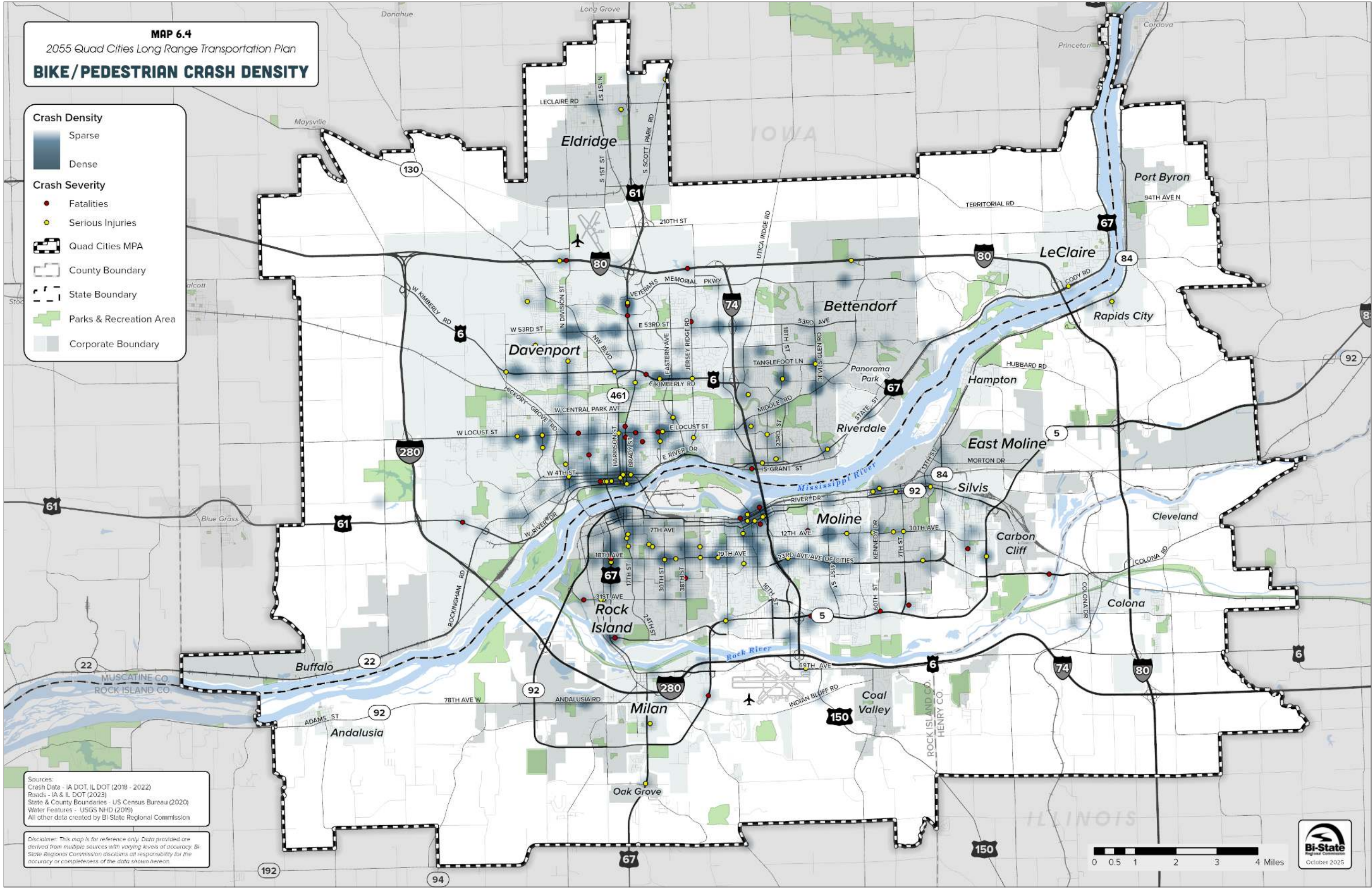
Figure 6.4 – Pedestrian and Bicycle Fatalities as Percent of Total Fatalities

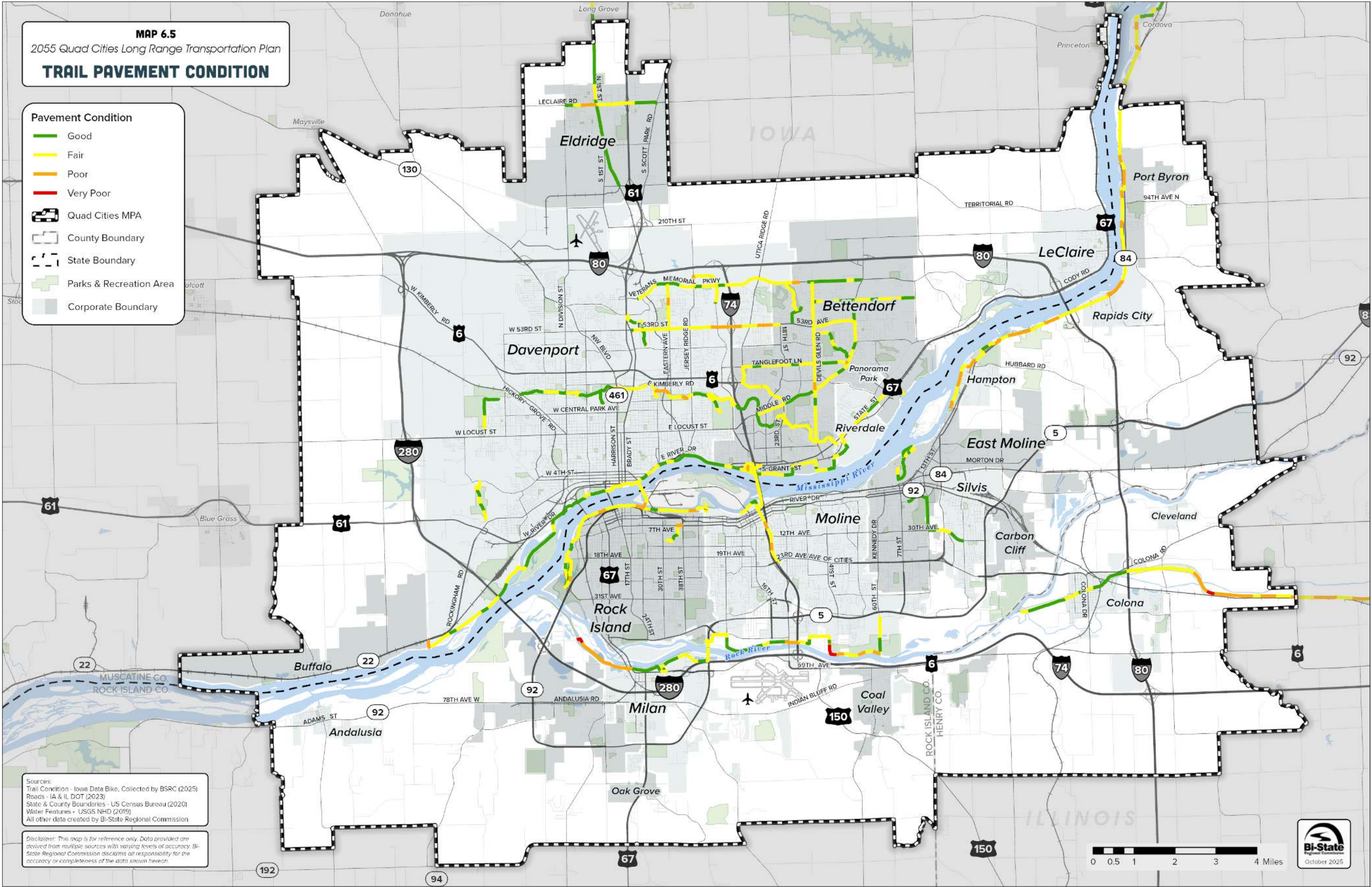


Source: NHTSA Traffic Safety Facts, 2014-2023









Primary Trail Corridors – Mississippi River, American Discovery, and Duck Creek Trails

In recent years, the non-motorized transportation network in the Quad Cities has expanded beyond the urban core. The main components of this trail network include the Mississippi River Trail (MRT), which runs alongside the river on both sides, and the Duck Creek Trail located in Davenport and Bettendorf. Extensions to the MRT, along with the addition of new facilities in surrounding communities, have significantly enhanced the non-motorized transportation options in the region.

Mississippi River Trail (MRT)

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. In 2025, the Rock Island County Forest Preserve District completed a significant repaving project of the GRT on the northern-most section in the MPA between Port Byron and Cordova.

On the Iowa side of the river, the City of LeClaire received a statewide TAP grant to construct 4,500 ft of trail, extending the city's section of the MRT from the city's downtown commercial district to just north of where the new I-80 bridge will be reconstructed. The on-road designation of the MRT extends north through LeClaire and Princeton, and west towards Muscatine.

American Discovery Trail (ADT)

The ADT 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 (GRT) and MRT.

Duck Creek Trail

The Duck Creek Trail is a 12-mile-long trail running through the heart of the Iowa Quad Cities. The trail is one of the most heavily used in the region. It connects many neighborhoods with parks, schools, commercial districts, and other major transportation corridors. Local efforts are aimed at connecting the trail to others nearby, including the Goose Creek Trail and the MRT in west Davenport.

Figure 6.5 – Devil's Glen Road Sidepath in Bettendorf



Local Area Sidepaths and Facilities

Sidepaths are shared-use trails physically separated from roadways, designed to accommodate pedestrians, bicyclists, and other non-motorized users. Unlike sidewalks, which primarily serve foot traffic, sidepaths support broader mobility and are increasingly being adopted by local governments across the MPA.

Bettendorf

Bettendorf has expanded its sidepath network with new segments along Forest Grove Drive and Middle Road. A new pedestrian bridge is planned across Middle Road between Forest Grove Drive and I-80 to connect the fast-developing commercial areas nearby, including the TBK Sports Complex.

Davenport

In Davenport, Forest Grove Drive transitions into Veterans Memorial Parkway, where the sidepath continues from the Bettendorf border to Brady Street. The path was extended in 2025 to turn south along Brady Street

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to connect with the Goose Creek Trail extension. Ensuring pedestrian and bicyclist safety remains critical on high-traffic corridors to encourage use.

Eldridge

The City of Eldridge expanded its network of sidepaths in recent years with projects extending the Lester Matzen Bike Path to Scott Park Road and in the Townsend Farms subdivision connecting to the First Street Trail, which itself was extended in 2019. The city has the goal of connecting to the Davenport-Bettendorf trail network.

Moline

In Illinois, the construction of the new I-74 bridge and the accompanying multiuse trail has prompted numerous major additions and reroutes in Moline. The new connection to Bettendorf ties into the city's existing 4.6-mile riverfront trail and extends southward as part of the Mississippi River to Rock River Corridor roughly following the I-74 alignment. The first phase of the corridor was completed in 2024, connecting River Drive to Avenue of the Cities along 19th Street. 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 began the process of updating its comprehensive plan in 2025, and will include an active transportation component upon completion.

Rock Island

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, two noncontiguous miles of unprotected bike lanes on 7th Avenue and 17th Street provide on-road facilities for more confident riders. In 2025, the city received a RAISE grant for their 11th Street reconstruction project. As part of this project, bicycle accommodations will be added to 11th Street between 31st Street and Blackhawk Road.

East Moline and Silvis

The communities of East Moline and Silvis in 2022 completed phase 1 of connecting the GRT to the Hen-

nepin Canal Parkway Trail in Colona, which is designated part of the Grand Illinois Trail, the ADT, and the Great American Rail-Trail. The route includes 2.4 miles of sidepath and 0.5 miles of on-street bike lanes. Also in 2022, East Moline received a RAISE grant for the East Moline Greater Downtown Revitalization Project. As part of this project, trails will be constructed connecting 7th Street and 12th Avenue, via both 3rd Street and Bend Boulevard.

Mobility for All

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). 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.

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 and context sensitive solutions. "Complete Streets are designed to enable safe and convenient access for all road users and foster vibrant communities. Complete streets incorporate context sensitive solutions, so each one is unique."⁴

State and Local Complete Street Policies

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

4 FHWA Pedestrian and Bicycle Information Center, pedbikeinfo.org

facilities. Issued in 2018 and updated in 2025, the Iowa DOT issued a statewide policy to consider accommodation for all roadway users in the “planning, design, construction, and reconstruction of any primary highway, and should be considered for any secondary or local transportation project receiving federal or state funding.” The policy stemmed from the 2018 Iowa Bicycle and Pedestrian Long-Range Plan that 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).”⁵

The concepts of Complete Streets and non-motorized connections 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 website that allows users to explore many kinds of trails in the Quad Cities Region. The Quad Cities MPO Transportation Policy Committee adopted the Quad Cities MPO Complete Streets Policy on October 28, 2008.

The network outlined in Table 6.3 has undergone improvements in certain segments, including enhanced

Complete Streets

A complete street is a public right-of-way that is designed for safety and accessibility of multiple users, regardless of ability. As 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

trail infrastructure, new sidewalks, and upgraded transit amenities. This network highlights regional corridors that connect residential and commercial zones while also considering access to transit options. It incorporates recommendations from other plans, such as the Illinois 92 and Andalusia Road Corridor Studies, along with input from the public. This network does not include local streets that could benefit from Complete Streets treatments, such as those found in downtown areas or along neighborhood commercial corridors.

5 Iowa Department of Transportation, 2018

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Table 6.3 – 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; Wisconsin Street in LeClaire reconstructed in 2025 with accommodations
Carbon Cliff/ Colona	IL 84	Yes	ILDOT conducting design work on the route including the Rock River Bridge
Coal Valley	1st Street	No	Resurfacing programmed for FY2026; No complete streets improvements indicated
Davenport	Locust Street	Yes	West Locust between Emeis Park and Wisconsin Street to include sidepath as part of the West Loop Trail project
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; Widened sidewalks added during roadway reconstruction projects between Brady Street and Utica Ridge Road
Davenport	Jersey Ridge	Yes, partially	No projects planned
East Moline	7th Street	Yes	No projects planned
Milan	4th Street W	Yes	No planned reconstruction
Moline	12th Avenue	Yes, partially	Bike lanes existing between 27th Street and East Moline boarder
Moline	19th Street/27th Street	No	Mississippi River to Rock River shared-use path existing north of Avenue of the Cities, planned south of Avenue of the Cities
Moline	36th/38th Avenue/ Coaltown Road	Yes, partially	New multiuse path programmed from 7th Street to 12th Street
Moline/East Moline/ Silvis	Avenue of the Cities	Yes	Planning study completed 2019; Silvis shared-use path construction began in 2025
Rock Island/ Milan/ Moline	Andalusia Road/ Indian Bluff Road	Yes	Corridor study between Turkey Hollow Road and U.S. 151 completed in 2025
Rock Island	11th Street/ U.S. 67	Yes	Heavily travelled route by all modes of transport; Inadequate sidewalks; Improved bus shelters
Rock Island	18th Avenue	Yes	Reconstructed 2019; Bus turnout added; Crosswalks improved to ADA standards; No bikeway improvements made
Rock Island	38th Street	Yes	Reconstructed 2019; No improvements made
Rock Island, Moline, East Moline, Silvis	IL 92	Yes	Heavily travelled transit route in Illinois Quad Cities; Planning study completed in 2020; Engineering and design work for two phases of reconstruction to begin between 2028 and 2030.

Sidewalk Policies

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

In recent years, communities have increasingly prioritized planning efforts to improve safety and accessibility for students traveling to and from school. Many regional organizations have developed Safe Routes to School (SRTS) plans, often in collaboration with public health initiatives and local partnerships. Table 6.4 lists the SRTS plans that have been developed by Bi-State Regional Commission. These plans typically emphasize the “Five Es”: engineering, enforcement, encouragement, education, and evaluation. Common recommendations include repairing or upgrading sidewalks, enhancing street lighting, promoting walking school bus programs, incorporating pedestrian and bicycle safety education into school curricula, and monitoring active transportation trends among students.

The cities of Moline and Rock Island have planned for constructing sidewalk improvements near elementary schools with the assistance of the state’s Safe Routes to Schools Program. Projects are estimated to be complete by 2028 near the following schools: Denkmann Elementary School (Rock Island); John Deere Middle School; Logan Elementary; Washington Elementary; Butterworth Elementary; Franklin Elementary; Lincoln-Irving Elementary; and Seton Catholic (Moline).

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Table 6.4 – BSRC-Developed Routes to Schools Plans

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

Bi-State Regional Commission, in collaboration with the Scott County Health Department, investigated access to physical activity opportunities for older adults, in addition to identifying safe walking routes to school. As part of an Iowa Department of Public Health grant focusing on low-income seniors, the partners conducted walk audits near senior meal sites. The Scott County Health Department has also carried out numerous independent walk audits in Davenport, Princeton, and other communities within Scott County. The toolkit developed by the department has been utilized throughout the county and shared with counterparts across the state and region.

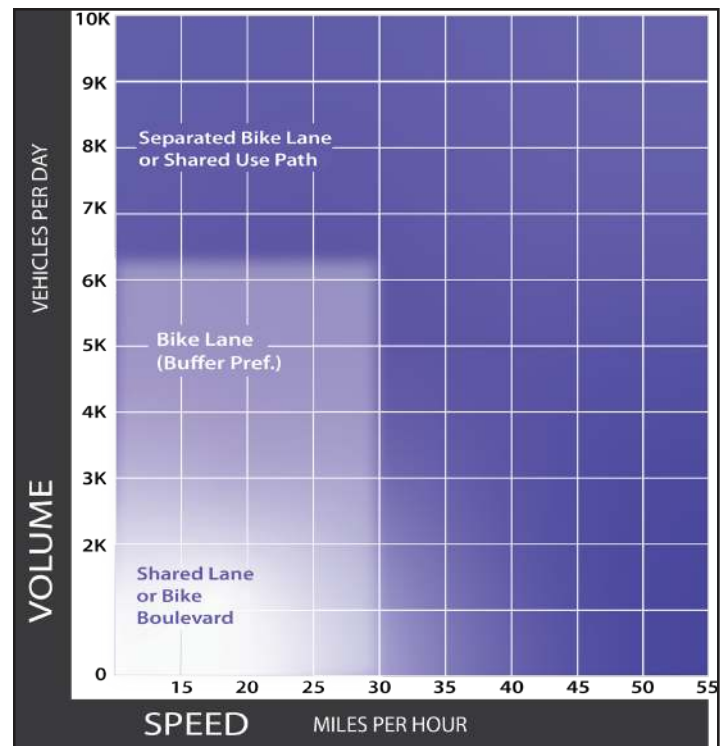
Future Conditions

Non-motorized travel in the Quad Cities Region is envisioned to be well-connected and accessible throughout the entire network, serving all populations and communities. Refer to Map 6.3 for proposed non-motorized transportation facilities. Connections to existing infrastructure will primarily take the form of on-road facilities, although modal separation is preferred where possible, while new corridors will include accommodations for both bicyclists and pedestrians. Complete streets will play a crucial role in creating safe connections to separated trails and other infrastructure, ensuring accessibility for all users.

Public input gathered for this plan indicates a strong desire for improved bicycle facilities. Increasing the separation between vehicle lanes and bike facilities is essential for the comfort and safety of non-motorized users. Additionally, Figure 6.2 illustrates the Federal

Highway Administration's preferred bikeway types as outlined in its Bikeway Selection Guide, which applies to urban, urban core, suburban, and rural town contexts.

Figure 6.6 – Preferred Bikeway Type for Urban, Urban Core, Suburban, and Rural Town Contexts



Source: *Bikeway Selection Guide, FHWA, 2019*

In recent years, various pedestrian safety measures have been implemented throughout the Quad Cities Region in several transportation projects. For instance, roundabouts located on 53rd Avenue in Bettendorf, as well as Veterans Memorial Parkway and 2nd Street in Davenport and 7th Avenue in Moline, serve to slow traffic while enhancing the visibility of cyclists and pedestrians utilizing the adjacent sidewalks and side-paths.

The Quad Cities Region could enhance safety by increasing the use of these and other safety counter-measures approved by the Federal Highway Administration (FHWA). Improving both real and perceived safety can boost the number of people choosing to walk or bike for transportation.

Land use also significantly influences the likelihood of people using non-motorized transportation modes. Bicycle and walking trips that are not for recreational purposes are more common in denser, mixed-use areas. By making thoughtful land use decisions and implementing safety measures together, the Quad Cities have the potential to significantly increase rates of biking and walking.

Significant changes and additions to the trail network in the Quad Cities Region are expected in the next five-to-ten years. Two major projects that will impact this network are the reconstruction of the I-80 bridge and Centennial Bridge (U.S. 67). The I-80 bridge reconstruction project is expected to include a multi-use path as part of its design. This addition has the support of both the City of LeClaire and Rock Island County, which have agreed to take responsibility for the path's maintenance and regular cleaning of the deck.

In 2025 the IL and IA DOTs began an alternatives analysis for the Centennial Bridge. While a preferred alternative has not yet been determined, the existing bridge features a heavily used sidewalk that connects the downtown areas of Davenport and Rock Island. Any future plans for a potential replacement will need to accommodate this important connection.

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.

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 travel difficulties 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 2015 and 2024 eclipsed that of any other decade going back to the 1880s. A total of 291 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 18% of all roadway fatalities in 2023. 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 Medicine⁶, the average walking trip is 0.7 miles. Dense, mixed-use developments attract an array of trip purposes, making walking an attractive transportation option. Modal shift to walking or bicycling may be more feasible in areas where people travel shorter distances to begin with. In general, people in 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

6 Yang & Diez-Roux, 2012

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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 374 miles of proposed trail and nonmotorized facilities in the metropolitan area. Table 6.5 highlights these by trail name, description, and type of trail, as well as mileage. Chapter 3 outlines anticipated costs of implementation.

Table 6.5 – Proposed Non-motorized Mobility Facilities

Trail Corridor Name	Corridor Description	Trail Type	Distance
Bettendorf, Iowa			
Middle Road Corridor	Forest Grove Dr to Indiana Ave	Proposed Shared Use Path	1.03
North Crow Creek Trail Extension	Field Sike Park to Devils Glen Road	Proposed Shared Use Path	1.02
Devils Glen Rd Corridor	Belmont Rd to Middle Rd	Proposed Shared Use Path	0.33
Valley Dr Path	Belmont Rd to Fenno Rd	Proposed Shared Use Path	0.20
Criswell St Corridor	Forest Grove Dr to Hwy 67	Proposed Shared Use Path	1.74
Elmore Ave - Kimberly Rd Corridor	Elmore Ave @ Veterans Memorial Pkwy to Kimberly Rd @ Calvert St	Proposed Shared Use Path	6.69
South Crow Creek Extension	Existing Crow Creek Trail @ Middle Rd to State St	Proposed Shared Use Path	1.73
Proposed Devils Glen Rd Extension	Forest Grove Dr through Scott County to 215th Ave to 220th St	Proposed Shared Use Path	2.53
Kimberly - 13th St Corridor	Kimberly Rd @ 74 off ramp to 13th St @ State St	Proposed Shared Use Path	0.41
East 53rd Ave Corridor	Middle Rd to end of Settlers Pointe Circle	Proposed Shared Use Path	0.99
18th St Shared Use Path	Middle Rd to 53rd Ave	Proposed Shared Use Path	2.29
18th St Proposed Bike Lane	Middle Rd to Lincoln Rd	Proposed Shared Use Path	0.56
Crow Creek Rd East Corridor	Middle Rd to Valley Dr	Proposed Shared Use Path	1.42
Forest Grove Dr Corridor	Spring Creek Dr to LeClaire 35th St N	Proposed Shared Use Path	3.01
U.S. 6 to I-74 Corridor	Spruce Hills Drive @ Utica Ridge Rd to U.S. 6 ramp to I-74 @ Duck Creek Trail	Proposed Shared Use Path	0.79
Utica Ridge Road Corridor	Tanglefoot Ln to Utica Ridge Rd Ct AND Terrace Park Dr to Crow Creek Rd	Proposed Shared Use Path	0.35
Crow Creek Rd Corridor	Utica Ridge Rd to Devils Glen Rd	Proposed Bike Lane	1.77
River Dr - State St Corridor	Western city limits to eastern city limits	Proposed Shared Use Path	3.11
220th St Corridor	215th Ave to Wells Ferry Rd	Proposed Shared Use Path	2.52
Wells Ferry Rd Corridor	220 St to Forest Grove Dr	Proposed Shared Use Path	3.89
Carbon Cliff, Illinois			
Carbon Cliff Cross Town Trail	Intersection of 10th/Pleasant Avenue to Greenwood Avenue, follow sewer main easement through wooded area behind Walmart east to 2nd Avenue (IL-84) to 3rd Street to 1st Avenue.	Proposed Shared Use Path	1.10
Rock River Trail (On Road Route)	State St & 1st Ave along Rock River to the east	On Road Route	6.04
Rock River Trail (On Road Route)	State St & 1st Ave along Rock River to the east	On Road Route	1.32
Coal Valley, Illinois			
3rd Street Corridor	3rd St to 23rd Ave to 1st St	Proposed Shared Use Path	0.85

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Trail Corridor Name	Corridor Description	Trail Type	Distance
Colona, Illinois			
IL-84 Corridor	Northern city limits to Southern city limits	Proposed Shared Use Path	2.04
Davenport, Iowa			
12th St - Oneida Ave Corridor	12 St @ Bridge Ave to Oneida Ave @ River Dr	Proposed Bike Lane	0.46
Bridge Ave Corridor	29th St to River Dr	Proposed Bike Lane	1.55
Fair Avenue Share the Road	32nd St to Central Park Ave	Share the Road	0.50
Farnam St Proposed Sharrow	32nd St to High St	Proposed Sharrow	0.85
N Pine St Share the Road	34th St to Kimberly Rd	Share the Road	0.38
Welcome Way Corridor	46th St to NW Boulevard	Proposed Shared Use Path	0.89
Gaines St Sharrow	4th St to Central Park Ave	Proposed Sharrow	1.52
Marquette St Corridor	53rd St to 15th St	Proposed Bike Lane	2.77
Eastern Ave Corridor	53rd St to Locust St	Proposed Bike Lane	2.51
Ripley St Proposed Sharrow	53rd St to NW Boulevard	Proposed Sharrow	0.88
Hanlin's Creek Path	53rd St to Pheasant Creek	Proposed Shared Use Path	1.23
N Fairmount St Trail	60th St to Kimberly Rd	Proposed Shared Use Path	1.42
East 29th St Sharrow	Brady St to Farnam St	Proposed Sharrow	0.20
Western Ave Corridor	Central Park Ave to Junge Park	Proposed Sharrow	0.56
Clark St - Concord St Proposed Sharrow	Clark St @ Telegraph Rd to Indian Rd to Concord St @ Credit Island Bridge	Proposed Sharrow	2.16
Rockingham Rd Corridor	Concord St to Marquette St	Proposed Bike Lane	1.76
Pheasant Creek Trail	Elmore Ave to Duck Creek Trail Pkwy AND ravine just west of I-74 leading into Pheasant Creek	Proposed Shared Use Path	2.93
West Central Park Ave Corridor	Emeis Park Dr to Marquette St	Proposed Bike Lane	2.96
East Central Park Ave Corridor	Fair Ave to Bridge Ave	Proposed Bike Lane	0.80
Duck Creek Extension	Fairmount St following Duck Creek to I-280	Proposed Shared Use Path	2.75
W 49th St - Filmore Ln Sharrow	Fairmount St to W 46th St	Proposed Sharrow	2.03
East 29th St Corridor	Farnam St to Jersey Ridge Rd	Proposed Bike Lane	1.31
East 46th St Corridor	From existing bike lane near Grand Ave N to Elmore Ave	Proposed Bike Lane	2.15
North Goose Creek Proposed Trail	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	46th St to Duck Creek via 39th St and Mississippi Ave	Proposed Shared Use Path	1.82
4th St Corridor	Gaines St to River Dr	Proposed Bike Lane	0.99
3rd St Corridor	Gaines St to River Dr	Proposed Bike Lane	0.89

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Trail Corridor Name	Corridor Description	Trail Type	Distance
Washington St - 15th St Corridor	George Washington Blvd to Marquette St	Proposed Bike Lane	1.45
Iowa St Proposed Sharrow	High St to 2nd St	Proposed Sharrow	1.34
Grand Ave Proposed Sharrow	High St to 6th St	Proposed Sharrow	0.99
W 67th St Proposed Sharrow	Hillandale Rd to NW Boulevard	Proposed Sharrow	0.54
Appomattox Rd - Brown St Proposed Sharrow	Hoover Dr to Slattery Park	Proposed Sharrow	1.36
Blackhawk Creek Trail	I-280 to Mississippi River	Proposed Shared Use Path	5.86
W 61st St - E 59th St Proposed Sharrow	Intersection of Sturdevant and NW Boulevard to W 61st St to E 59th St @ Tremont Ave	Proposed Sharrow	2.11
High St Proposed Sharrow	Iowa St to Grand Ave	Proposed Sharrow	0.25
Hickory Grove Rd Corridor	Kimberly Rd to Hillandale Rd	Proposed Bike Lane	2.46
Fairmount St - Waverly Rd Proposed Sharrow	Kimberly Rd to Telegraph Rd	Proposed Sharrow	3.29
W Locust St - 100 Ave	Locust St @ Utah Ave to Scott County (110 Ave @ just south of 156th St)	Proposed Shared Use Path	1.51
Utah Ave Corridor	Locust St to River Dr	Proposed Bike Lane	2.01
Main St Proposed Sharrow	Lombard St to River Dr	Proposed Sharrow	1.50
Telegraph Rd Proposed Sharrow	N Lincoln Ave to Pacific St	Proposed Sharrow	0.43
N Pine St Corridor	NW Boulevard to 49th St	Proposed Bike Lane	1.17
Ridgeview Dr N Proposed Sharrow	NW Boulevard to N Division St	Proposed Sharrow	0.65
Davenport Railroad Trail	Old railroad tracks at Indian Rd along tracks to River Dr	Proposed Shared Use Path	1.08
Pacific St - 6th St - 7th St Trail	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	Pacific St to Brady St	Proposed Share the Road	1.66
NW Boulevard Corridor	Pine St to 35th St E	Proposed Bike Lane	2.88
West 46th St Corridor	Pine St to Welcome Way	Proposed Bike Lane	2.24
76th Street Corridor	Silver Creek to existing shared use path on 76th St	Proposed Share the Road	0.87
Wisconsin Ave Corridor	Telegraph Rd to .48 miles south of I-80	Proposed Bike Lane	5.33
Jersey Ridge Rd Corridor	U.S. 6 to City Limits	Proposed Bike Lane	3.28
Walnut Creek Trail	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	Utah Ave to N Lincoln Ave	Proposed Bike Lane	3.17
Crow Creek Trail	Utica Ridge Rd to ~.26 miles NW from Veterans Memorial Pkwy	Proposed Shared Use Path	0.59

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Trail Corridor Name	Corridor Description	Trail Type	Distance
Northwest Davenport Proposed Greenway Trails	Various greenway trails in northwest Davenport	Proposed Shared Use Path	14.71
Nahant Marsh Trails	Various Nahant Marsh Trails	Proposed Shared Use Path	6.63
W 65th St - Goose Creek Trail	W 65th St to Hoover St to Goose Creek	Proposed Shared Use Path	1.05
Hillandale Rd Proposed Sharrow	W 73rd St to end of road at 53rd St	Proposed Sharrow	1.86
Lincoln Ave Corridor	W Central Park Ave to Waverly Rd	Proposed Bike Lane	1.37
53rd St Corridor	Welcome Way to existing path on 53rd St near Fairhaven Rd	Proposed Bike Lane	2.87
53rd St Corridor	Welcome Way to existing path on 53rd St near Fairhaven Rd	Proposed Shared Use Path	2.04
Wilkes Ave - 6th St Sharrow	Wilkes Ave @ Telegraph Rd to 6th St near Oneida Ave	Proposed Sharrow	2.81
West Locust - Emeis Park Rd Corridor	Wisconsin Ave @ W Locust St to Emeis Park Rd @ W Central Park Ave	Share the Road	1.00
W 60th St Corridor	Wisconsin Ave to Fairmount St	Proposed Shared Use Path	1.01
Waverly Rd Corridor	Lincoln Ave to Locust St	Proposed Bike Lane	1.24
East Moline, Illinois			
13th Ave - 14th Ave Corridor	13th Ave to 13th St around MetroLINK to 14th Ave	Proposed Shared Use Path	0.30
19th St Sharrow	13th Ave to 8th Ave	Proposed Sharrow	0.12
8th Ave Corridor	13th St to 27th St	Proposed Sharrow	0.82
13th St Sharrow	14th Ave to .12 miles north on 13th St	Proposed Sharrow	0.12
15th Ave to Archer Dr Sharrow	15th Ave @ 1st St to 13th St	Proposed Sharrow	0.4
Wiman Park Trail	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	34th Ave to 30th Ave	Proposed Bike Lane	1.52
13th St Corridor	4th Ave to 13th Ave	Proposed Bike Lane	0.69
Jacob's Park Trail	4th Ave to Sugar Creek	Proposed Shared Use Path	0.45
18th Ave Corridor	4th St to 7th St	Proposed Sharrow	0.39
38th Ave Corridor	7th St to 12th St to 37th Ave to Archer Dr	Proposed Sharrow	0.70
30th Ave Corridor	East Moline western border to Archer Dr	Proposed Bike Lane	0.38
Harvest Way - 13th Ave Corridor	Harvest Way @ Beacon Harbor Pkwy to 13th Ave @ 19th St	Proposed Bike Lane	1.08
34th Ave Corridor	Kennedy Dr to 7th St	Proposed Bike Lane	2.56
Sugar Creek Greenway	Sugar Creek	Proposed Shared Use Path	1.79
12th Ave Corridor	1st St to 7th St	Proposed Shared Use Path	3.49
Bend Blvd Trail	12th Ave to 7th St	Proposed Shared Use Path	1.09
3rd St Corridor	12th Ave to Bend Blvd	Proposed Shared Use Path	0.32

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Trail Corridor Name	Corridor Description	Trail Type	Distance
Illinois 92 Corridor	1st St to IL-84	Proposed Bike Lane	3.13
Eldridge, Iowa			
West LeClaire Rd Corridor	8th St to 2nd St	Proposed Shared Use Path	0.44
Eldridge-Davenport East Village Trail	Blackhawk Trail Rd to Davenport (East Village)	Proposed Shared Use Path	7.47
Pinehurst Dr Corridor	Buttermilk Rd to S 5th St	Proposed Shared Use Path	0.50
Buttermilk Rd - N Division St Corridor	Maple St to Ridgeview Dr	Proposed Shared Use Path	4.67
Lincoln Rd Corridor	S 1st St to Fox Ridge Road	Proposed Shared Use Path	0.30
East LeClaire Rd Corridor	Scott Park Rd to Cody Rd	Proposed Shared Use Path	0.28
Blackhawk Trail Corridor	S 1st St to Hunter Lane	Proposed Shared Use Path	0.88
Scott Park Rd Corridor	E LeClaire Rd to 250th St	Proposed Shared Use Path	1.01
Hampton, Illinois			
17th St Bike Lane	1st Ave to GRT	Proposed Bike Lane	0.02
9th Street Corridor	9th Street from Mississippi River to GRT	Proposed Bike Lane	0.14
LeClaire, Iowa to Rapids City, Illinois			
I-80 Bridge Path	I-80 Bridge Shared Use Path	Proposed Shared Use Path	0.60
Davenport, Iowa to Buffalo, Iowa			
IA-22 Proposed Corridor	IA-22 Corridor	Proposed Shared Use Path	6.26
Davenport, Iowa to Rock Island, Illinois			
Proposed Centennial Bridge Replacement Path	Centennial Bridge Replacement Shared Use Path	Proposed Shared Use Path	0.43
LeClaire, Iowa			
35th St Corridor	Wisconsin St to Forest Grove Rd	Proposed Bike Lane	0.73
Forest Grove Road Corridor	35th St to western LeClaire city limits	Proposed Bike Lane	0.55
Mississippi River Trail	Walnut Street to Eagle Ridge Road	Proposed Shared Use Path	1.63
Wisconsin Street Corridor	15th St to U.S. 67	Proposed Shared Use Path	1.01
U.S. 67 Corridor	I-80 to western LeClaire city limits	Proposed Bike Lane	1.35
Milan, Illinois			
RI-Milan Pkwy Corridor	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
Moline, Illinois			
27th St Corridor	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	12th Ave to 19th St – Part is a proposed bike lane and part is a sharrow	Proposed Sharrow	0.56
39th Ave - 44th Ave Corridor	12th/39th Ave Intersection to 15th St to 40th Ave Ct to 44th Ave/16th St Intersection	Proposed Bike Lane	0.72

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Trail Corridor Name	Corridor Description	Trail Type	Distance
14th St - 15th St Corridor	14th St @ 12th Ave to 21st Ave to 15th St @ 25th Ave	Proposed Bike Lane	0.98
14th St - 12 St Corridor	14th St @ 6th Ave to 7th Ave to 12th St @ 19th Ave	Proposed Bike Lane	0.92
15th St - 14th St Sharrow	15th St @ 25th Ave to 28th Ave to 14th St @ 35th Ave	Sharrow	1.03
15th St - GRT Sharrow	15th St @ 6th Ave to 3rd Ave to GRT	Sharrow	0.45
25th Ave Sharrow	15th St to 16th St	Sharrow	0.12
18th Ave - 32nd Ave Corridor	18th Ave @ 1st St A to 2nd St to 23rd Ave to 4th St to 32nd Ave @ 7th St	Proposed Bike Lane	1.33
18th Ave - 44th St A Corridor	18th Ave at 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)	18th St B to 27th St	Proposed Bike Lane	0.47
19th St - 27th St Corridor	1st Ave/GRT to U.S. 6/U.S. 150 intersection	Proposed Bike Lane	6.04
5th - 6th Ave Corridor	1st St to 27th St – Proposed Bike Lane for most of the corridor, two small sections are sharrows	Proposed Bike Lane/Shar-row	2.12
4th Ave Corridor	1st St to 55th St	Proposed Bike Lane	4.14
20th Ave - 25th Ave Corridor	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 Sharrow	22nd Ave to 32nd Ave	Sharrow	0.74
25th Ave Corridor	25th Ave @ 15th St to 5th St to 27th Ave @ 4th St	Proposed Bike Lane	1.00
26th Ave - 36th St Corridor	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	26th Ave to 34th Ave	Proposed Bike Lane	0.53
48th St - 22nd Ave Corridor	26th Ave to 53rd St	Proposed Bike Lane	0.49
34th St Corridor	26th Ave to 6th Ave	Proposed Bike Lane	1.59
24th Ave Corridor	27th St to 34th St	Proposed Bike Lane	0.53
15th St - 30th Ave Corridor	28th Ave to 16th St	Proposed Bike Lane	0.35
11th Ave B Corridor	29th St to 22nd St to 19th St	Proposed Bike Lane	0.65
11th Ave Corridor	29th St to 34th St	Proposed Bike Lane	0.36
44th St Trail	2nd Ave to 4th Ave	Proposed Bike Lane	0.13
South 38th St Trail	2nd Ave to 4th Ave	Proposed Bike Lane	0.09
20th Ave Corridor	2nd St to 7th St	Proposed Bike Lane	0.36
20th Ave Corridor	2nd St to 7th St	Proposed Bike Lane	1.38
20th Ave - 23rd Ave Corridor	20th Ave @ 1st St to 1st St A to 23rd Ave @ 2nd St	Proposed Bike Lane	0.28
15th St A Corridor	30th Ave to 35th Ave	Proposed Bike Lane	0.44

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Trail Corridor Name	Corridor Description	Trail Type	Distance
Prospect Park Bike Lane	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	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	32nd Ave to 49th Ave	Proposed Bike Lane	1.18
45th St - 49th St Corridor	34th Ave to 38th Ave	Proposed Bike Lane	0.59
10th Ave - 40th St Corridor	34th St to 12th Ave	Proposed Bike Lane	0.69
Avenue of the Cities (Moline)	34th St to 41st St	Proposed Bike Lane	0.50
26th Ave Corridor	34th St to 48th St	Proposed Bike Lane	1.06
6th Ave - 37th St Corridor	34th St to 8th Ave to 10th Ave	Proposed Bike Lane	0.50
5th Ave Corridor	35th St to 55th St	Proposed Bike Lane	1.46
38th Ave -13th St Sharrow	36th Ave to John Deere Rd Overpass	Sharrow	0.18
35th Ave - 35th St Corridor	37th St to 37th Ave	Proposed Bike Lane	0.30
35th St - 39th St	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	41st Ave to 46th Ave	Proposed Bike Lane	0.54
60th Street Sharrow	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	47th St to 53rd St	Proposed Bike Lane	0.25
27th Ave Corridor	47th St to 53rd St	Proposed Bike Lane	0.25
48th St - 53rd St Corridor	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	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	4th Ave to 20th Ave	Proposed Bike Lane	1.38
16th St Sharrow	4th Ave to 25th Ave	Sharrow	1.42
4th Street Bike Lane	4th Street, 1 Block in between 4th Ave and 5th Ave	Proposed Bike Lane	0.07
7th St Corridor	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	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	53rd St to 34th Ave	Proposed Bike Lane	0.65
22nd Ave - 41st Ave Corridor	53rd St to Kennedy Dr	Proposed Bike Lane	0.50
38th Ave - 36th Ave - Valley View Dr Sharrow	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	5th Ave to 10th Ave	Sharrow	0.49

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Trail Corridor Name	Corridor Description	Trail Type	Distance
4th Street/15th Avenue Shar- row	5th Ave to 7th St	Sharrow	0.64
49th Ave Corridor	60th St to 48th St A	Proposed Bike Lane	0.72
34th Street Sharrow	6th Ave to River Dr	Sharrow	0.38
43rd Avenue - 12th St Shar- row	7th St to 12th Street John Deere Overpass	Sharrow	0.69
16th Ave Corridor	7th St to 16th St	Proposed Bike Lane	0.75
19th Ave Corridor	7th St to 16th St	Proposed Bike Lane	0.74
52nd Ave Corridor	7th St to 27th St	Proposed Bike Lane	1.54
12th Avenue Corridor	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	9th Ave to 26th Ave A	Proposed Bike Lane	1.42
John Deere Rd Corridor	John Deere Rd from 7th St to slightly east of Moline City Limits	Proposed Bike Lane	4.57
60th St Trail	Just north of 34th Ave to 38th Ave	Proposed Bike Lane	0.42
South 16th St Corridor	North Shore Drive to 25th Ave	Proposed Bike Lane	1.83
River Drive Proposed Sharrow	Old River Dr to 55th St	Proposed Sharrow	0.24
55th St Corridor	Old River Rd to 5th Ave	Proposed Bike Lane	0.77
46th St Corridor	River Dr to 1st Ave to GRT	Proposed Bike Lane	0.21
41st Street Sharrow	River Dr to 5th Ave	Sharrow	0.30
North 38th St Trail	River Drive to Railroad Tracks	Proposed Bike Lane	0.06
Riverdale, Iowa			
River Trail	Riverdale Bike Path to Princeton IA	Proposed Shared Use Path	12.75
Rock Island, Illinois			
38th Street Corridor	11th Ave to Old Blackhawk Rd	Proposed Bike Lane	2.41
Blackhawk Rd Corridor	11th St to 38th St	Proposed Bike Lane	1.90
24th St Corridor	17th St to Blackhawk Rd	Proposed Bike Lane	0.44
17th - 20th St Corridor	1st Ave to 31st Ave	Proposed Bike Lane	2.28
7th Ave Corridor	20th St to 1st St at Moline border	Proposed Bike Lane	1.80
Old Blackhawk Rd Corridor	38th St to 44th St to Ben Williamson Park	Proposed Bike Lane	0.76
IL-92 Corridor Rock Island	44th St to Rock Island Arsenal Rd	Proposed Shared Use Path	1.57
44th St Corridor	4th Ave to 9th Ave (Lincoln Park) to 11th Ave to 38th St	Proposed Bike Lane	0.91
30th Street Corridor	5th Ave to 31st Ave	Proposed Bike Lane	2.00

Non-Motorized Transportation

Trail Corridor Name	Corridor Description	Trail Type	Distance
9th - 11th St Corridor	7th Ave to Milan (Just before Big Island Pkwy)	Proposed Bike Lane	3.53
Ridgewood Rd Corridor	92nd Ave W to Andalusia Rd	Proposed Bike Lane	1.24
Centennial Expressway Trail	Sunset Ln to Andalusia Rd	Proposed Shared Use Path	3.01
31st Ave Corridor	Sunset Ln/Sunset Park to 38th St	Proposed Shared Use Path	3.13
92 Ave W Trail	U.S. 67 to Andalusia Rd/IL-92	Proposed Shared Use Path	3.67
11th St Corridor	Blackhawk Rd to 7th Ave	Proposed Shared Use Path	2.62
Rock Island County, Illinois			
IL-150 Corridor	1800th Ave N to US 6	Proposed Bike Lane	4.34
Canal Rd Trail	West Canal Rd along Rock River to Hennepin Canal Trailhead	Proposed Shared Use Path	1.48
Andalusia Rd Corridor	Turkey Hollow Rd to US 150	Proposed Shared Use Path	5.33
Silvis, Illinois			
Avenue of the Cities (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
IL-84/IL-92 Corridor	1st St to IL-5	Proposed Bike Lane	1.08
Silvis Crosstown Ave Trail	19th St to Pleasant Ave	Proposed Shared Use	1.77
Silvis 10th St Trail	Crosstown Ave to 33rd Ave Cir	Proposed Shared Use	1.43
Silvis 10th St Trail - Phipps Park Spur	Phipps Park to Ave of the Cities	Proposed Shared Use	0.17
Silvis 14th St Trail	1st Ave to Crosstown Ave	Proposed Shared Use	1.01
Silvis 1st Ave Trail	19th St to 17th St	Proposed Shared Use	1.08

