Quad Cities Metro Area Bicycle Map

ride ILLINOIS

N

0 1/2 1 Mile
0 3 6 Minutes by Bicycle

Map by Donnie Miller, Ride Illinois 2016

- Designated On-Road Route - Bike Lanes, Shared Lane Markings, or Bike Route Signs
- Preferred On-Road Route - More Comfortable
- Preferred On-Road Route - Less Comfortable
- Off-Road Trail
- Regionally-Significant Off-Road Trail

Davenport
Bettendorf
Rock Island
Moline
East Moline
Silvis
Riverdale
Milan
Coal Valley
Le Claire
Rapids City
Hampton
Carbon Cliff
Colona
Mississippi River
Rock River
RI Arsenal

1 ROCK ISLAND ILLINOIS
2 City of Davenport
3 SILVIS ILLINOIS
4 BIKE & HIKE SINCE 1974
5 Jerry and Sparky's CYCLING & FITNESS
6 TREK BICYCLE STORE DAVENPORT
7 LET'S RIDE BICYCLE SHOP
8 EAST MOLINE BMX Speedway
9 HEALTHY HABITS BICYCLE SHOP
10 Bettendorf
11 CITY OF MOLINE ILLINOIS
12 em
13 METRO GoGreenMetro.com
14 Bi-State Regional Commission
15 GENESIS
16 BE HealthyQC POWERED BY QUAD CITY HEALTH INITIATIVE
UnityPoint Health Trinity
17 QUAD CITIES VISITQUADCITIES.COM MARVELS ON THE MISSISSIPPI
18 ALCOA
19 mel foster co.
20 GREAT RIVER ROAD Hampton, IL

Explore the Quad Cities on Two Wheels

Quad Cities Metro Area Bicycle Map



"Emeis" Photo by Julie Cremer

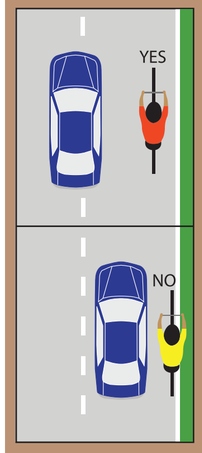
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Lane Positioning

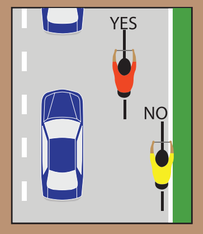
Always ride on the right with the traffic flow. You'll be more visible to cars, especially at intersections. And, it's the law.

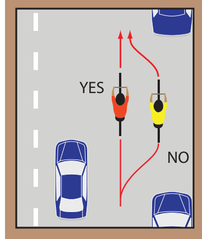
Be predictable. Ride in a straight line and learn how to look behind you without swerving.



Ride far enough from the road edge to avoid hazards. Don't allow vehicles (left) to dangerously squeeze by in narrow lanes – force them to pass using the other lane.

In very wide lanes (below), move to the left a bit farther to remain visible to vehicles.





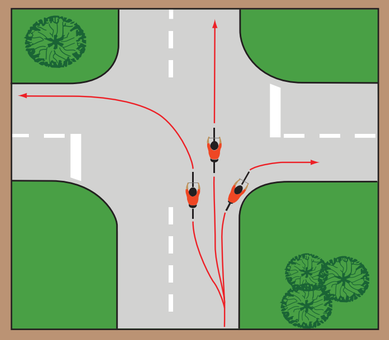
Ride in a straight line. Avoid dodging between parked cars (left).

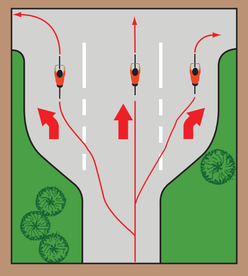
Be aware of people in parked cars who might open a door in your path.

Try BikeSafetyQuiz.com

Intersection Positioning

At intersections without turn lanes:
1) To go straight, move slightly toward the center of the lane – more so if traffic is stopped for a signal – to avoid getting squeezed to the curb by right-turning cars.
2) To turn right, signal your intention and stay to the right.
3) To turn left, check for traffic behind you, signal your intent, and merge into the left part of the lane (if one lane) or left lane (if more than one lane). You also have the option of making a "pedestrian style" left turn. Go straight through the intersection, stop, turn your bike left 90 degrees, and then cross again.





Whether there are turn lanes or not, always use the right-most lane assigned to the direction in which you are proceeding.

What is Ride Illinois?

Ride Illinois is a nonprofit organization working statewide for better bicycling conditions. We work for bike-friendly roads and communities, more trails, favorable policies and legislation, and education on sharing our roads safely – so you can get out there and Ride Illinois.

Check out our website at rideillinois.org for a wealth of resources including maps and guides, safety info for cyclists and motorists (including BikeSafetyQuiz.com), events such as our annual GITAP Bike Tour, advocacy help, and more.

Join 2200 others in supporting our work on these issues – and this map!

rideillinois.org

It is the mission of the Quad Cities Bicycle Club to promote, encourage, and support the safe participation in bicycle riding of all ages and abilities, as well as to anticipate and address needs and interests of all aspects of bicycling in the Quad Cities area.

QCBC.org

Illinois Bicycle Laws (paraphrased from Illinois' Vehicle Code 625 ILCS)

Bicyclist's Status: Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. [5/11-1502]

Lane Positioning: When riding on roadways and bicycle paths at less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of the roadway except:

1) When overtaking and passing another bicycle or vehicle proceeding in the same direction; or

2) When preparing for a left turn; or

3) When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

4) When approaching a place where a right turn is authorized.

5) When riding on a one-way highway with two or more marked traffic lanes, bicyclists may ride as near the left-hand curb or edge of the roadway as practicable. [5/11-1505]

Left Turns: Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn [5/11-1510]. For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane prior to the intersection [5/11-801]. For pedestrian-style left turns, cycle on the right side of the roadway, cross the intersecting roadway, and stop as much as practicable out of the way of motor traffic. Cyclist will then yield to traffic and proceed in the new direction, while obeying traffic control devices and/or police. [5/11-1510]

Riding Two Abreast: Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded. Riding more than two abreast is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1]



Photo by R. Kantner

Hand Signals: Signals shall be given from the left side as follows: Left turn: hand and arm extended horizontally. Right turn: hand and arm extended upward, except bicyclists may extend the right hand and arm horizontally and to the right side of the bicycle. Stop or decrease of speed: hand and arm extended downward. [5/11-806]

Use of Sidewalks: Where permitted, bicyclists must yield to pedestrians and give audible signals before passing pedestrians. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512].

Lights and Other Equipment on Bicycles: For night riding, a front lamp with a white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100 feet to 600 feet are required. A rear light visible from 500 feet may be used in addition to the red reflector. Equipment required on new bicycles includes pedal reflectors, side reflectors, and an essentially colorless front facing reflector. [5/11-1507]

Cars Passing Bikes: A motorist overtaking a bicycle shall leave a safe distance, but not less than 3 feet, when passing the bicycle and shall maintain that distance until safely past the overtaken bicycle. [5/11-703(d)]

Download a pocket-sized copy of Illinois bike laws at

rideillinois.org/wp-content/uploads/2015/10/BikeLawCard2015.pdf

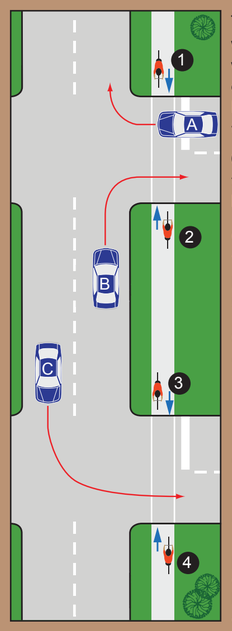
About This Map

This map was produced by Ride Illinois with input from Bi-State Regional Commission, the local municipalities, as well as local cyclists. It is intended to encourage bicycling as a healthy and enjoyable form of recreation and an energy-efficient, economical, and non-polluting form of transportation. The map identifies paved off-road trails and suggested on-road routes for bicycle travel throughout the Quad Cities area. The roads shown in the network are rated using two relative levels of cyclist comfort. These ratings are to be used by adult cyclists who have at least a moderate level of traffic tolerance. (Other cyclists may choose other routes appropriate for their abilities.)
As much as possible, roads with lower traffic volume and speed, ample width, and fewer stop signs are identified as preferred routes. Intersections with stoplights were preferred for crossing the busiest streets. However, some streets may be less than ideal, local cyclists judged them as the best available in an area. Map users are encouraged to use the safety tips on this page to become a more skilled, confident, and safe rider.
Ride Illinois would like to thank Bi-State Regional Commission, the cities of Coal Valley, East Moline, Hampton, Milan, Moline, Rock Island, Silvis, IL, and, Bettendorf, Davenport, and Riverdale, IA, the Quad Cities Bicycle Club, and our advertisers for their support of this effort. Additional thanks goes to the City of Aurora, IL for the use of their map design template. Copyright "Ride Illinois 2016"

NOTICE AND DISCLAIMER: Illinois traffic laws (625 ILCS 5/11-1502) apply to persons riding bicycles. Bicyclists shall be subject to all duties applicable to drivers of a motor vehicle.
Iowa Code 2015, Chapter 321 apply to persons riding bicycles.
Under Iowa law, bicyclists must follow the same rules of the road as motorists.
This Map is published as an aid to bicyclists by Ride Illinois and is not intended to be a substitute for a person's use of reasonable care. Ride Illinois makes no express or implied warranty as to the safety or condition of the roads indicated to bicyclists for shared bicycle/motor vehicle use. The unpredictable change of traffic, road, and weather conditions will require the bicyclist to constantly review all routes for suitability. Thus bicyclists using this map ASSUME ALL RISKS AND RESPONSIBILITIES for their own safety when cycling on the routes indicated on this map.

Sidepath Bicycling

When biking on sidepaths (trails along roads) or sidewalks, be aware of possible conflicts at side streets, business entrances, and driveways. Look each way before crossing and assume that you are not visible to turning drivers. Try to make eye contact and ride defensively. It is also important to be considerate of pedestrians.



This illustration shows where motorists look when turning. Bikes 2 and 4 might be seen. Bikes 1 and 3 are harder to see.

Car A: Be alert for cars that stop past the stop line or only look left.

Car B: Watch for cars that might cross your path to turn in front of you.

Car C: Anticipate when cars on the other side of the road will turn and cross your path.

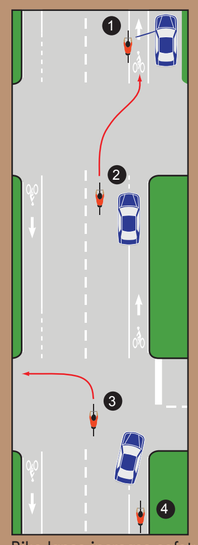
In each case above, cyclists on the right side of the road are cycling where turning motorists are looking. This is one reason why many cyclists prefer riding on the road, especially on medium or low speed roads with lots of intersections.

IOWA BICYCLE COALITION

Riding in the Bike Lane

Always ride in the direction of traffic. Signal before turning. Watch for turning vehicles cutting across the bike lane and drivers in parked vehicles pulling out or opening their door into your path.

Bike 1: Ride on the traffic side of a bike lane when it is next to parked cars to avoid colliding with opening car doors. You may cycle outside of a bike lane that does not provide a safe distance from parked cars.



Bikes 2 and 3: Move out of the bike lane when necessary to avoid hazards or to prevent getting "right hooked" by overtaking right-turning vehicles (Bike 2). Make left turns from the left side of the traffic lane or left turn lane, not from the bike lane (Bike 3). To leave the bike lane you should look back, signal, and yield to traffic before merging with it.

Bike 4: Expect cars preparing for a right turn into a driveway or intersecting street to enter the bike lane. Never attempt to pass a right-turning vehicle on its right, even if there is room for you to get by in the bike lane.

Bike lanes increase safety by encouraging cyclists to ride in the right direction and providing a dedicated lane for cycling. Do not assume that cars will never enter bike lanes or that you must cycle inside a bike lane when you feel it is unsafe to do so.

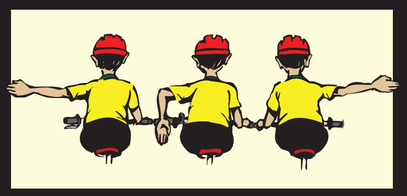
Other Information

Status on Roads: By state law, bicyclists are granted the same rights and subject to the same rules of the road as motorists. Traffic laws apply to cyclists – ignoring them hurts our pubic perception. Cyclists fare best when we act and are treated like other vehicles on the road.

Ride in the Direction of Traffic: It's the law and it makes you more predictable and visible to other road users. Occassionally check traffic behind you. Become proficient in looking over your shoulder without swerving and consider getting a rear view mirror.

Riding Side by Side: Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded.

Be Predictable: Use hand signals and eye contact to signal your intentions to drivers.



Visibility: Use white front and red rear lights at night or in poor visibility conditions; flashing lights are particularly effective. At least, a front light and a rear reflector are required by law. A bell and reflective clothing can also help you be noticed.

Car Doors: Never ride closer than three feet to a parked car; opened car doors can be a great threat to a cyclist's safety.

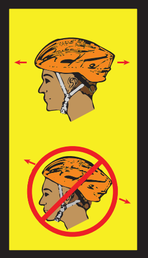
Wear a Helmet: Your brain is worth protecting! Wear the helmet low in the front to protect the forehead.

Adjust for a snug fit:

1) EYES: You should see the helmet edge when you look up.

2) EARS: Straps should form a "Y" just under your ears.

3) MOUTH: Straps should be loose enough to fit a finger between the buckle and jaw, but tight enough that the helmet is pulled tightly on your head when your mouth is open wide.



Trail Etiquette: Keep right, pass left. Announce intentions to pass. Move off the trail when stopped. Yield to other users as shown on this sign.



Share the Road license plates are now available for your car, van, or light truck in both states. Proceeds go to each organization for various programs. See rideillinois.org or IowaBicycleCoalition.org ordering information.





Locking Your Bike

Any bike, no matter how cheap or ugly, can be stolen. So it's important to lock it when you're more than arm's length away. Follow these tips to keep your bike secure:

- Use a U-lock. It's more secure than a cable.
- Don't hang a U-lock from your handlebars while riding – it could jam your steering.
- Lock your frame and a wheel to an immovable object.
- Supplement your U-lock with a cable to reach the other wheel and to lock to big things.
- Lock your wheels even if they aren't quick release. They're still easy for a thief to remove.
- If you have a quick release seat post, install a seat leash so it stays put.



