What is Ride Illinois?

Ride Illinois is a nonprofit organization working statewide for better bicycling conditions. We work for bike-friendly roads, more trails, enforceable policies and laws, and driver and cyclist education to make our roads safer — 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 Grand Illinois Bike Tour, advocacy help, and more.

Join 200 others in supporting our work on these issues — and this map!

rideillinois.org

OCBC.org

About This Map

This map was produced by Ride Illinois with input from B-Status Regional Commission, the local municipalities, as well as local logicians. It is intended to encourage bicycling as a healthy, observable form of recreation and an energy-efficient, economically and non-polluting form of transportation. The map identifies unpaved road segments and suggested on-road routes for bicycle touring throughout the Quad Cities area. The roads shown in the network are rated using two relative levels of comfort, all of which are moderately low and moderately high. These ratings are to be used by adult cyclists who have at least a moderate level of traffic tolerance. Other cyclists may choose routes appropriate for their own experience and comfort.

As much as possible, roads with lower traffic volumes and speed, ample width, and fewer stop signs are preferred routes. Intersections with stoplights are preferred. Bicyclists should be aware of the following:

- Check the map to see if you are on a bike-friendly road or a more rural road.
- Be aware of other cyclists in the area.
- Be aware of other vehicles in the area.
- Be aware of other pedestrians in the area.

Sidepath Bicycling

When biking on sidepaths (trails along roads) or sidewalks, be aware of possible conflicts at side streets, business entrances, and other activity. Each sidepath is shown in the network as a separate entity, and is therefore used by two different types of users: pedestrians and cyclists. These paths are shown to be used by adults who have at least a moderate level of traffic tolerance. Other cyclists may choose routes appropriate for their own experience and comfort.

As much as possible, roads with lower traffic volumes and speed, ample width, and fewer stop signs are preferred routes. Intersections with stoplights are preferred. Bicyclists should be aware of the following:

- Check the map to see if you are on a bike-friendly road or a more rural road.
- Be aware of other cyclists in the area.
- Be aware of other vehicles in the area.
- Be aware of other pedestrians in the area.

Iowa Bicycle Laws

Iowa Bicycle Laws (grasped to file) [Hill 101-11]

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.

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

1) When overtaking and passing 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, bicyclists, motorized ped 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 permitted.

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

6) When a pedestrian crosses the street.

Left Turns: Bicyclists may make use of a left turn signal or a bicycle crossing signal, if available.

Lights and Other Equipment on Bicycles: For front riding a light with a white or green lens, or both, is required. The light may be mounted on the handlebars or on a separate crossbar. A reflector is required on the rear side of the bicycle.

Other Information

Status on Roads: By state law, bicyclists are granted the same rights and subject to all of the duties applicable to the driver of a motor vehicle. Traffic laws apply to bicyclists -- ignorance hurts our public image. Cyclists are not the enemy; other road users are. Cyclists are treated like other vehicles on the road.

Ride in the Direction of Traffic: It’s the law and makes you more predictable and visible to other road users. Occasionally check traffic behind you. Become proficient in looking over your shoulder before changing lanes and considering getting a new rear view mirror.

Riding Side by Side: Riding two abreast is permitted as long as you are responsible for the movement of traffic. Be Predictable: Use hand signals and eye contact to signal your intentions to drivers.

Bicycle Safety Tips

- Wear a helmet. Your brain is worth protecting Wear the helmet in the front to protect the forehead.

- Adjust for a snug fit.

- Size: Use the helmet edge when you look up.

- Ears: Straps should form a "Y" just under your ears.

- Mouth: Straps should be loose enough to fit a finger between the buckle and the strap, but tight enough that the helmet is pulled tightly against your head when your mouth is open wide.

Trail Etiquette: Keep right, pass left. Assume 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 Illinois and Iowa. Proceeds go to each organization for programs. To ride Illinois and Iowa, give license information to the Iowa Bicycle Coalition or the Illinois Bicycle Coalition.

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 or light, are required. Automatic, self-flashing, self-illuminating electric safety lights can also help you be noticed.

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

Download a pocket-sized copy of Bikes and laws at rideillinois.org. For more information, please visit bikeillinois.org or bikeiowa.org.