



MOLINE BIKEWAYS PLAN



REPORT AND RECOMMENDATIONS OF THE MOLINE ALTERNATIVE TRANSPORTATION TEAM (MATT)

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REPORT SUMMARY

In June of 2010, Moline Mayor Don Welvaert appointed the Moline Alternative Transportation Team (MATT). This city and citizen group was charged with making recommendations related to improving bicycling and walking in the community. One of the first efforts identified by MATT was development of the Moline Bikeways Plan. This plan is intended to provide a blueprint for developing a system of connected bicycle routes throughout the city and adjoining cities to encourage bicycling as a means of enhancing the community quality of life, supporting development efforts, promoting healthful activity, and reducing the city's carbon footprint.

The Moline Alternative Transportation Team recommends the following:

That Moline's Bikeways Plan compliments and enhances Moline's Comprehensive Plan; and

That the Quad Cities Area "Complete Streets" Policy shall be the guiding philosophy of the bikeways plan; and

That the bikeways system identified will ultimately place each and every resident and business within a half-mile of a bikeway; and

That as the location of the Quad City International Airport, and the proposed passenger rail station Moline should provide bicycle access and amenities to these facilities for all QC residents and visitors; and

That the city pursue Bicycle Friendly Community, Business, and University designations as awarded by the League of American Bicyclists; and

That Moline's Bikeways Plan shall be submitted for inclusion in 2040 Quad Cities Area Long Range Transportation Plan.

The Moline Alternative Transportation Team respectfully submits these recommendations and stands ready to assist with implementation of this plan as desired or directed by the Mayor and City Council. MATT feels strongly that Moline is a great city and that the bikeway system as envisioned by this Moline Bikeways Plan will truly enhance the community as a place to live, and work, while improving the quality of life for all Moline citizens.

****Thanks to the Rock Island Bicycle Task Force** for their vision and allowing us to use your template for the bikeways plan and continuing to work with surrounding communities to make the Quad Cities a destination for anyone to work, live and play.

MOLINE BIKEWAYS PLAN



INTRODUCTION

In the early 1990's, Moline joined with other area communities to construct the Great River Trail (GRT), a sixty-two mile bikeway extending from Sunset Park in Rock Island to Mississippi Palisades State Park in Savanna. Moline's section became a popular recreational and commuter facility offering views of the Mississippi River and tying together the city's northern waterfront. The GRT eventually connected with the American Discovery Trail and the Iowa Quad Cities Mississippi River trails via a link across Arsenal Island. The city's trail on the Mississippi is also a part of the Mississippi River Trail which, when completed, will extend 2,000 miles and connect ten states. The riverfront trails system has experienced increasingly heavy use from both casual and serious bicyclists.

Use of the GRT helped spur bicycling interest in Moline including ways to connect neighborhoods to the trail. In addition, organizations like the Quad Cities Bicycle Club (QCBC), Quad Cities Transportation Alternatives Group (QCTAG), the League of Illinois Bicyclists (LIB), the Quad Cities Convention and Visitors Bureau (QC-CVB) as well as individual bicycling enthusiasts began to promote bicycling as an alternative mode of transportation, a recreational activity, and a tourist attraction.

Finally, the city's broader interest in pursuing policies and practices related to environmental sustainability, and enhancing quality of life, has bolstered consideration of support for non-motorized modes of transportation, and has led to the beginnings of a bikeway system.

MOLINE'S ALTERNATIVE TRANSPORTATION TEAM

In furtherance of the city's interest in the promotion of bicycling, the Mayor appointed the Moline Alternative Transportation Team in June 2010. MATT was charged with three responsibilities:

- (1). Review current city initiatives to promote bicycling, walking, and other alternate forms of transportation in the city...
- (2). Develop a plan to serve as a blueprint for the implementation of a citywide bikeway system...
- (3). Identify possible funding sources for implementing the recommendations of the plan...

MATT began meeting in June 2010 and identified as a first step the drafting of a bikeway plan for the city. Meeting on a monthly basis, MATT considered many ideas and approaches to bicycle facilities throughout the city. In addition, MATT utilized ideas and input from various organizations and through public input conducted as part of recent planning processes.

BIKEWAY PLAN

The Moline Bikeways Plan is intended to be a blueprint for creating a bikeway system throughout the city. As a planning document, it assesses the current state of bicycle facilities throughout the city, proposes policies to support bicycling, and suggests an implementation process.

According to the League of Illinois Bicyclists, as an activity, bicycling addresses several issues:

Quality of life – Research has shown that bicycle improvements are popular with residents and can improve a community's attractiveness as a place to live

Economic development – Bicycling can be used as a tool to attract tourism, new business, and young families

Health benefits – Promoting bicycling improves community health through increased physical activity as well as decreased air pollution and traffic congestion



Environmental awareness – A bicycle plan shows that the community is environmentally aware and committed to providing alternate forms of transportation

Meeting many transportation needs – Accommodating bicycling helps meet the transportation needs of residents who do not drive including children and teens, some seniors, individuals with certain disabilities and those who cannot afford cars

Enhanced bicycling and walking – Bicycle planning is a good way to better accommodate the many residents who choose to bicycle or walk for transportation or recreation by creating a plan that integrates all aspects of safety, education, and enforcement for all roadway users

An additional benefit of a bikeway plan is to support funding for plan implementation. A coherent, focused plan communicates to potential funding agencies and organizations that the city has carefully considered and embraced the importance of developing a well thought out and sensible bikeway system.

OBJECTIVES

In drafting the Moline Bikeways Plan, the following objectives were identified:

Create a bikeway system throughout the city using the existing street system and connecting to bikeway networks in neighboring cities.

Establish a bikeway system in such a way that bicycle access from city neighborhoods to major commercial areas, recreational facilities, schools and other points of community interest can be provided in a safe manner.

Promote the use of bikeways as a means of reducing the use of motorized vehicles thereby reducing the city's traffic congestion and carbon footprint.

Educate the public regarding the environmental and health benefits of using bicycles as a means of commuter transport and for recreation.

Work with other area cities and the Bi-State Regional Commission to ensure that the city's bikeway system connects with networks that are in place or planned by other area communities.

Educate users of the public rights-of-way about safely mixing vehicles and bicycles while both use the city streets.

BIKEWAY TYPES / STANDARDS

As cities across the country have embraced the development of bikeways, uniform standards for construction have been established. Following is a brief overview of the most common types of bikeways as identified by the League of Illinois Bicyclists and defined by the Illinois Department of Transportation (IDOT) Bureau of Design and Environment Manual for Bicycle and Pedestrian Accommodations:

Trails – Trails are off-road bikeways that generally work best away from roads, on other rights-of-ways such as old railroad beds, rivers, or utility easements. The Great River Trail, the Mississippi River Trail, the American Discovery Trail, the Hennepin Canal State Trail, and the Duck Creek Parkway Trail are local examples of off-street trails in the Quad Cities. IDOT identifies Bicycle Paths or Shared Trails as a facility specifically separated from the roadway and intended for bicycle or other non-motorized transportation.

Sidepath Trails – Sidepath trails are trails alongside a road, or, wide sidewalks. While sidepaths may be considered safer than riding on busy city streets, they do raise concerns with regard to pedestrian conflicts and where constructed along streets with many residential or commercial driveways. Sidepaths generally work best along busy roads with faster moving traffic and few driveways or intersections. Portions of the Great River Trail are sidepaths, which run in the Illinois Route 84 right-of-way.

Striped Bicycle Lanes – These are areas on the street specifically striped and dedicated to bicycle use. Standards indicate that bicycle lanes should be a minimum width of five



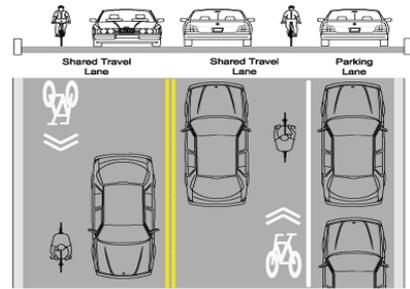
feet with appropriate markings and bicycle lane signage. Lanes may be installed adjacent to the curb or may be separated to allow vehicle parking next to the curb. Bicycle lanes are most appropriate on lower speed urban arterial and collector streets. The Rock Island bicycle lane striping on 7th Avenue between 11th Street and 20th Street is an example of next-to-curb bicycle lane striping. The bicycle lane striping on 17th Street between 31st Avenue and 40th Avenue

Court in Rock Island is an example of striping that allows for vehicle parking next to the curb. IDOT defines bicycle lanes as that portion of the roadway surface designated by pavement markings and signing for the exclusive use of bicyclists.

Bicycle Routes – Bicycle routes are on-street bikeways designated by standard signs as preferred bicycle routes. These are shared roadways and are most appropriate where there is not sufficient street width for striping a bicycle lane or right-of-way for a sidepath. Bicycle routes may also be along paved road shoulders.

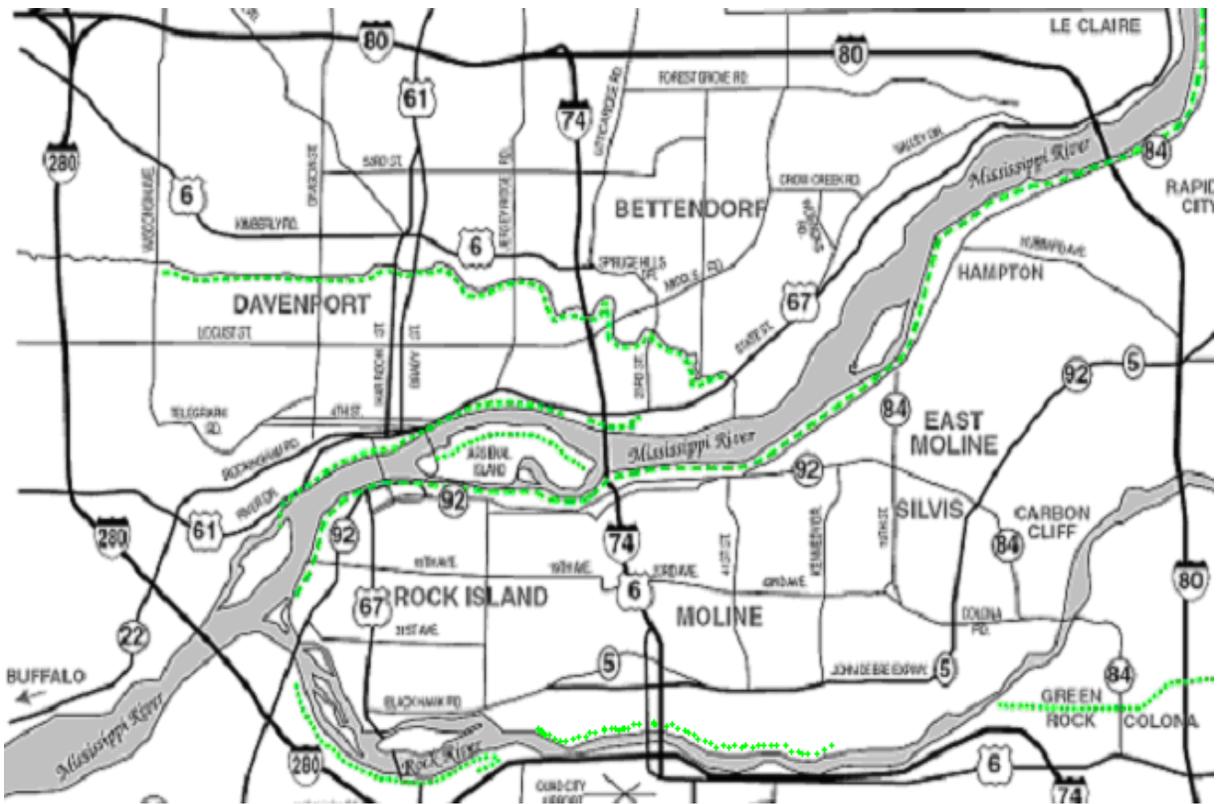


A somewhat new concept in bicycle route designation is the use of shared lane markings, or, "sharrows" which provide motorists with an indication that the street lanes are being shared with bicyclists. IDOT uses the term Shared Roadway that is defined as any roadway upon which a separate bicycle lane is not designated and which may be legally used by bicyclists, regardless of whether such facility is specifically designated a bikeway.



Bikeways, whether they are trails, sidepaths, bicycle lanes, or bicycle routes should be designed and constructed according to defined standards. Designing and constructing bikeways to accepted standards ensures consistency and reduces city exposure to liability. One of the most widely used sources for bikeway design is the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities.

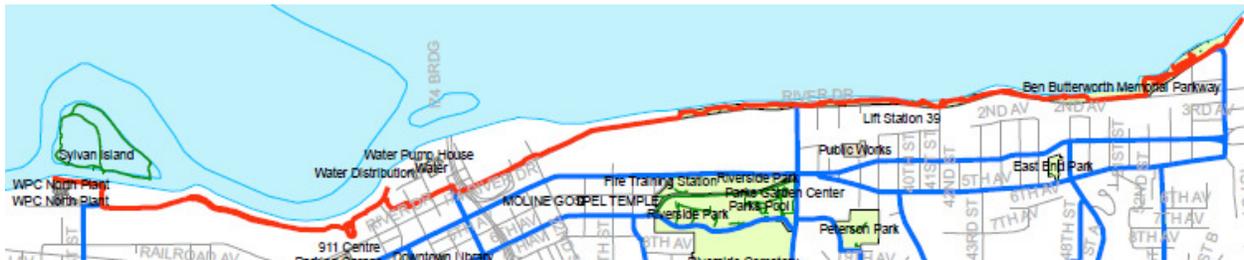
EXISTING BIKEWAY SYSTEM



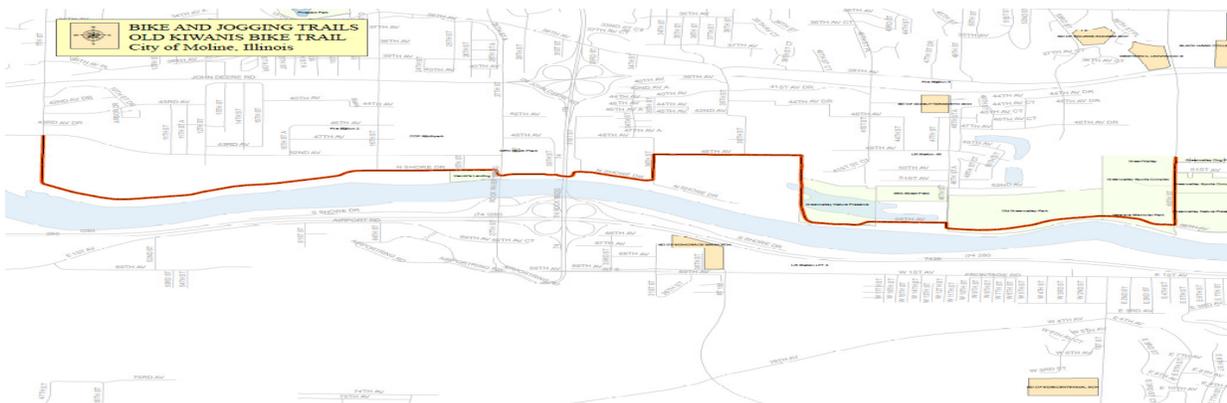
Moline's existing bikeway system consists of three elements – The Ralph B Birks Bicycle Trail as part of the Great River Trail, The Kiwanis Bike – Jog Trail, and the Dan-O Watkins Memorial Bike Route.

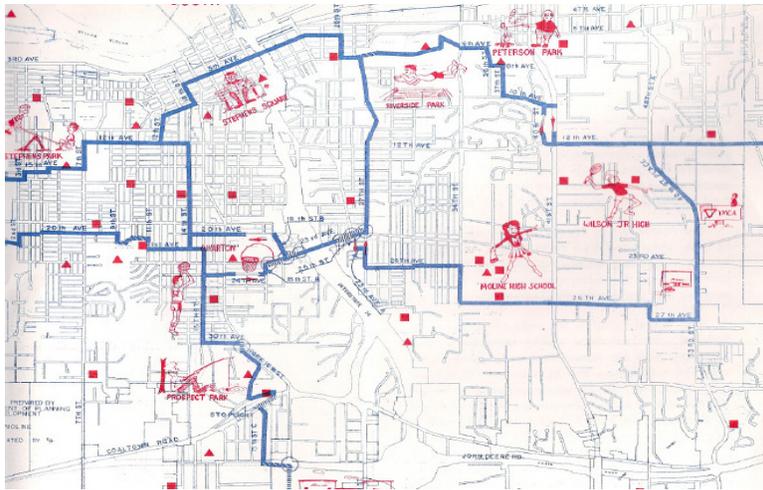


Ralph B. Birks/Great River Trail (GRT)/Mississippi River Trail (MRT)/American Discovery Trail (ADT) – The Great River Trail (GRT) is a 62-mile bikeway that extends from Sunset Park in Rock Island to Mississippi Palisades State Park in Savanna which is also a designated National Recreation Trail. Moline's segment of the GRT is the Ralph B Birks Bicycle Trail from 1st to 55th Streets, extending through the Ben Butterworth Memorial Parkway, which is also a spur of the Grand Illinois Trail (GIT). It is approximately 5.5 miles in length and consists of a 10' wide hard surfaced (primarily asphalt) trail. The ADT will connect to the MRT/GRT in The Quarter East Moline. The ADT continues downriver through the Ralph B. Birks/GRT in Moline and crosses the Mississippi River at the western tip of Arsenal Island and on the Government Bridge.



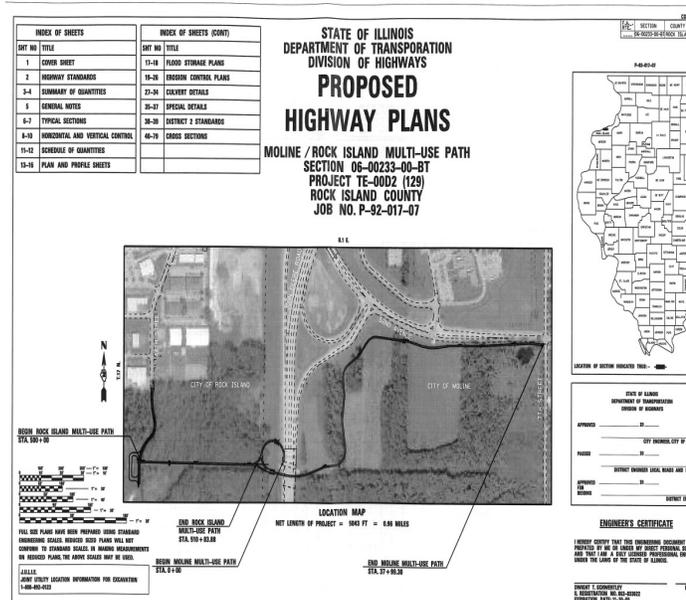
Moline Kiwanis Bike – Jog Trail – Located along the Rock River from the Moline-Rock Island border to 60th Street, the Moline Kiwanis Bike – Jog Trail is a 6.5 mile crushed rock path with paved sections, which traverses a scenic wildlife and nature study area. The trail serves bicyclers, joggers, and walkers.



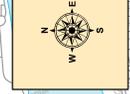


Dan-O Watkins Memorial Bike Route – The Dan-O Watkins Bike Route (shown above) is an intra-city shared-access bicycle route. Mainly comprised of signed roadways and sidewalks, it was originally implemented in the mid-1970s as a connection between schools, parks, and various points of interest. The 16-mile route is considered a strategic tour of the City of Moline with possible connections to planned or proposed trails in adjacent communities. The city has expressed interest in evaluating the original route and possibly replacing signage and rerouting this important intra-urban route to better meet the needs of 21st Century users.

Veteran’s Memorial Bridge at Carr’s Crossing (West Rock River Bridge) – When the Illinois DOT planned and constructed the new West Rock River bridge, separate bicycle accommodations were included on the downriver side of the auto bridge. This facility will create a link to the Hennepin Canal / Milan levee bikeway system on the south side of the Rock River and the Rock Island / Moline Kiwanis Bike – Jog Trail on the north side of the Rock River. The Rock Island / Moline connection provides access to the Rock Island system for bicyclists heading west and to the Moline system for bicyclists heading east. Construction of the north side trail segment was funded by a transportation enhancements grant received jointly by Rock Island and Moline in 2006.

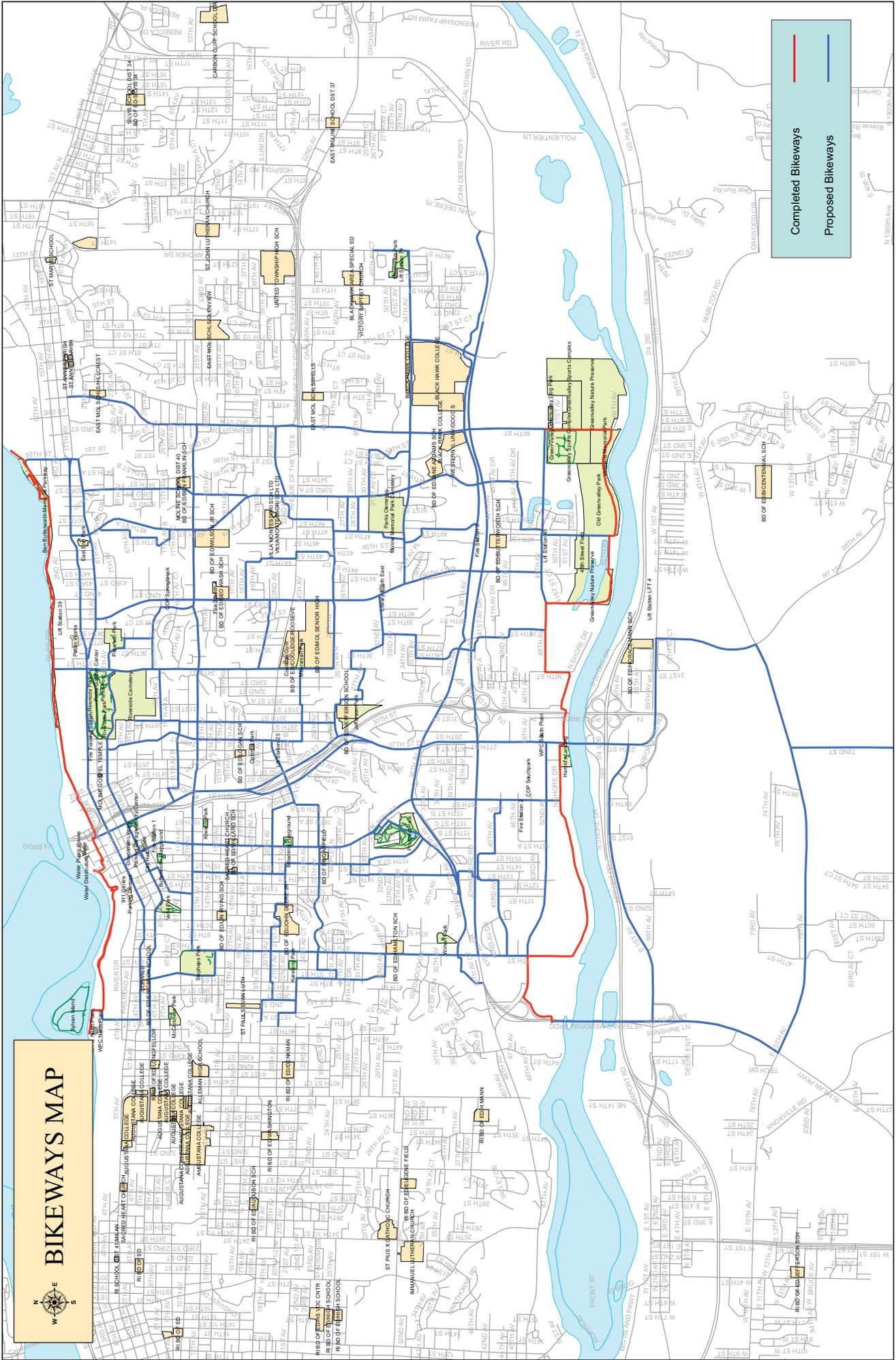


BIKEWAYS MAP



Completed Bikeways

Proposed Bikeways

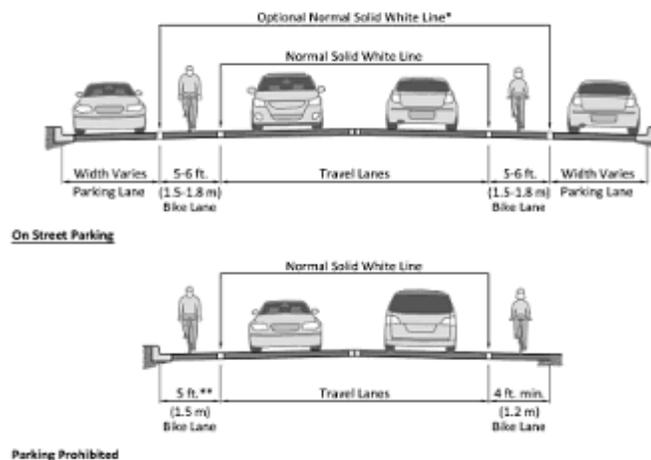


PROPOSED BIKEWAY SYSTEM

As previously noted, one of the objectives of this plan is to create a bikeway system throughout the city using the existing streets, and connecting existing bikeways with planned bikeway networks in neighboring cities. To meet this goal, the bikeway system will run along major streets and avenues as well as on secondary and residential streets, and be clearly marked, along with a mixture of marked routes using standard bicycle route signage and road markings, and also using the Great River Trail and the Kiwanis Trail.

Critical to determining the feasibility of the bikeway system are the paving widths of the streets identified as part of the network. Standard engineering specifications suggest a minimum 50' paving width as the ideal to create a system that allows for two-way vehicular traffic, two parking lanes, and two striped bike lanes. Typical dimensions for such a configuration are two 12' wide motor vehicle lanes, two 8' foot wide parking lanes and two 5' wide bike lanes.

CHAPTER 4: DESIGN OF ON-ROAD FACILITIES DRAFT February 2010
 AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities
DRAFT FOR AASHTO COMMITTEE REVIEW AND COMMENT



* The optional normal (4 in–6 in/100–150 mm) solid white line may be helpful even when no stalls are marked (because parking is light), to make the presence of a bicycle lane more evident. Parking stall markings may also be used.

** On extremely constrained, low-speed roadways with curbs but no gutter (e.g. in locations with stone curbs), where the preferred bike lane width cannot be achieved despite narrowing all other travel lanes to their minimum widths, a 4-foot (1.2 m) wide bike lane can be used.

For the proposed bikeway system, Moline Public Works Department Engineering Division staff will review street widths when needed, to determine the ability to install striping on both sides of the bikeway system streets. Since a majority of the streets proposed for the bikeway system are different from this suggested minimum, the elimination of parking on at least one side of a street may need to be considered.

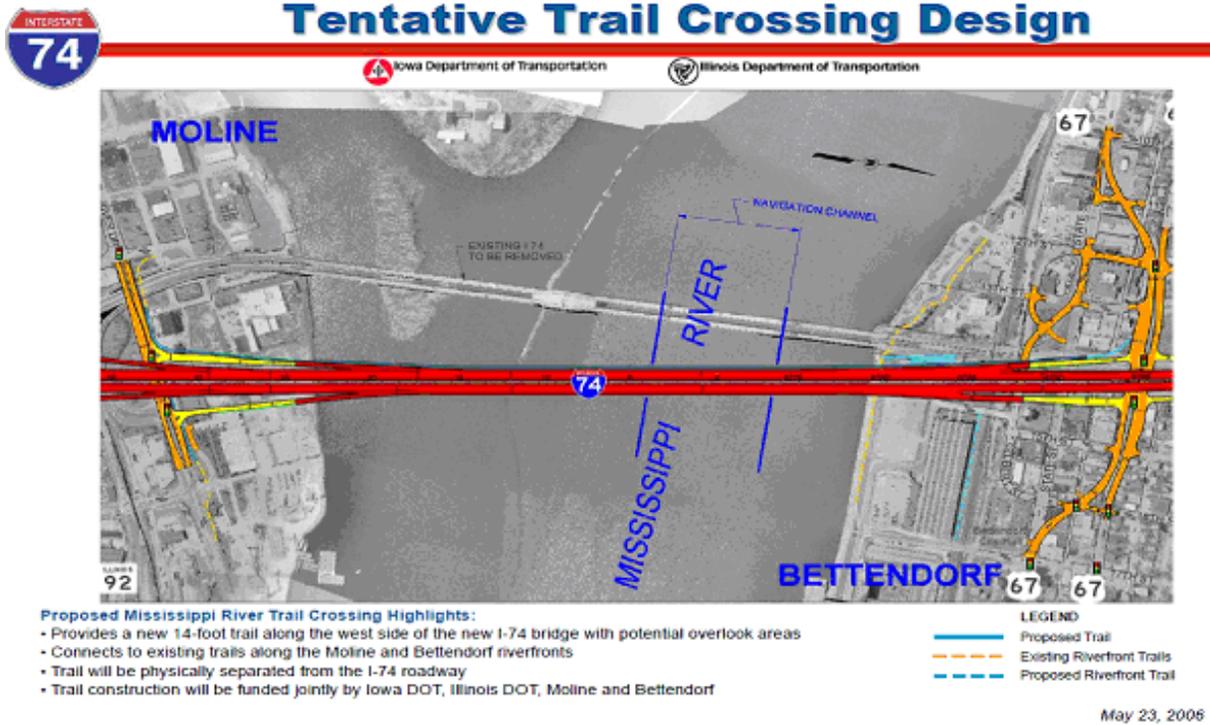
The north/south elements include:

River-to-River Corridor



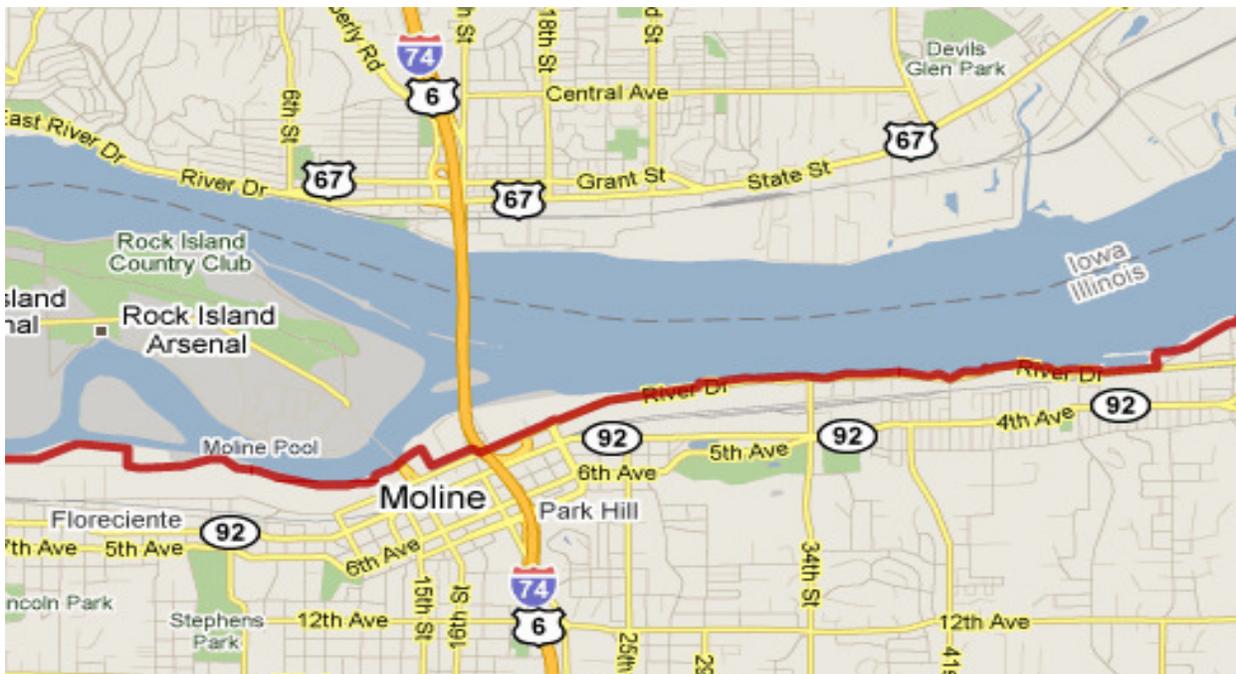
The 19th/27th St Corridor, or River-to-River Corridor, starts in downtown Moline as 19th St, near the Mississippi River. It continues south through residential and greenway areas, closely following I-74. North of John Deere Rd, the corridor veers west of I-74, where it becomes 27th St. After 27th St crosses the Rock River, it passes the Quad City International Airport and merges with Highway 6. The River-to-River Corridor has significance to the City of Moline as a vital economic and transportation link. It connects downtown Moline with residential neighborhoods, shopping districts, the airport, and is the gateway across the Mississippi River into Iowa. This would also provide a north/south link between the Great River Trail and the Kiwanis Trail, and take advantage of the new pedestrian crossing being proposed with the realignment of I-74. The River-to-River Corridor will allow Moline trail users an interstate connection across the Mississippi River to Iowa, as well as invite Iowans to cross into Moline to take advantage of its trails, jobs, and other activities.

I-74 Bridge Bike/Ped Path



The east/west elements include:

Great River Trail Rock Island Border to East Moline Border – This segment is completed and currently in use.



Kiwanis Bike – Jog Trail - This segment is completed and currently in use.



IMPLEMENTATION

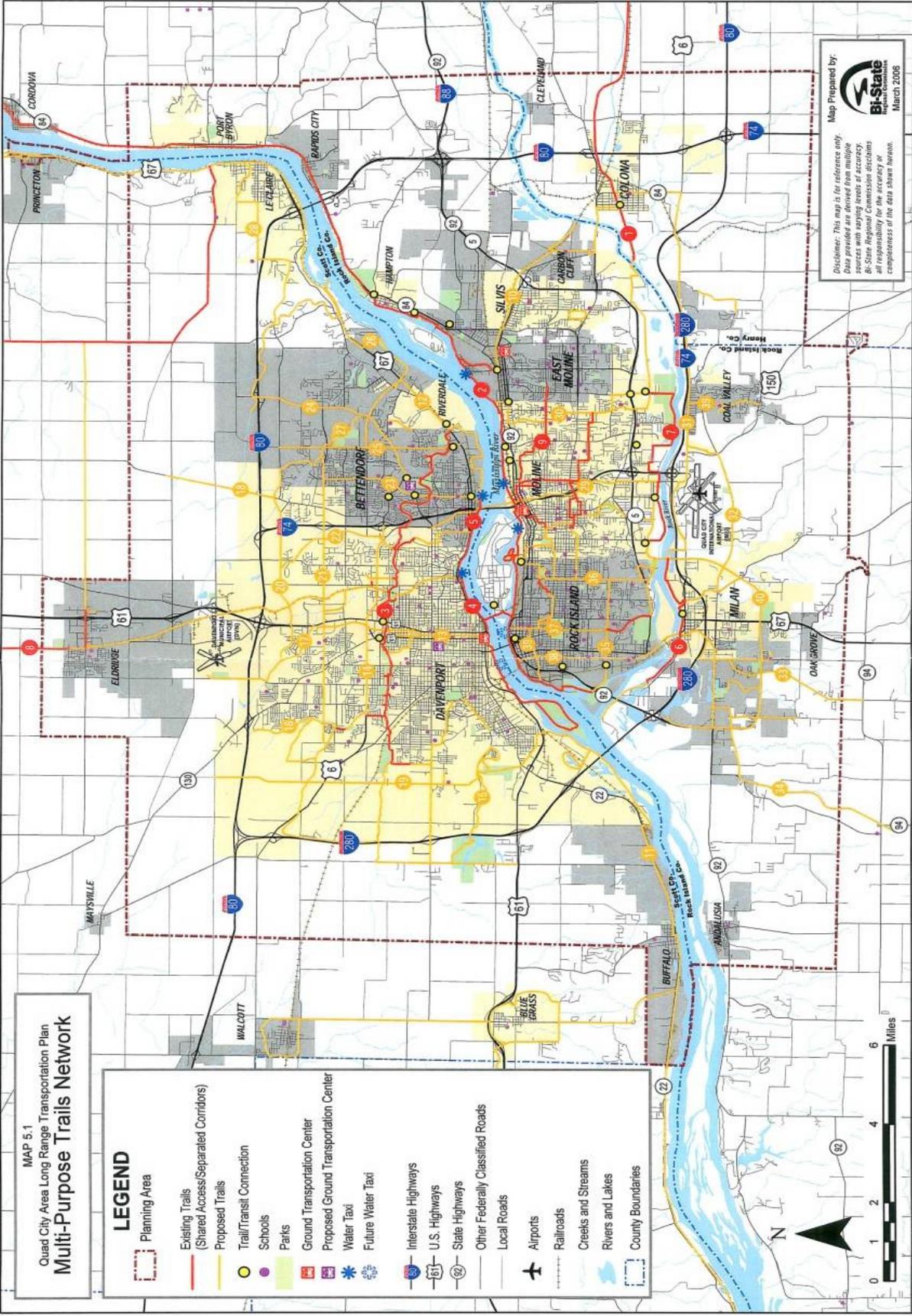
MATT recommends that as resources are available, Engineering will develop approximate costs associated with the established bikeway routes in the plan. The Moline Bikeways Plan costs would be at the crossroads of engineering, funding, and practicality, making sure of it's feasibility as each project addresses the proposed system.

CONNECTIONS

Another objective of this plan is to ensure that Moline's bikeway system connects with bikeways in other cities. The Bi-State Regional Commission and the League of Illinois Bicyclists have worked with various Quad City area communities to develop a bikeway system, which knits together both existing and proposed bikeways as they extend throughout the greater metropolitan area. Given the area-wide interest in bicycling and the mobile nature of the community, a regional approach to coordinating bikeway routing makes sense. Making certain that bikeways within individual cities align with those of neighboring communities ensures a smooth transition for bikeway users who travel about the Quad City area.

With regard to the connections to Rock Island, East Moline, and Milan, and eventually Coal Valley, the proposed bikeway system is designed to connect with Moline bicycle facilities at the Great River Trail, Kiwanis Trail at the West Rock River Bridge and at the proposed I-74 Bridge. This network is designed so that it will connect with the Rock Island, Milan, and East Moline Bikeways Plans.

As previously noted, a connection to the Iowa Quad Cities trails is in place via the American Discovery Trail (ADT) route across the western tip of Arsenal Island. This connection opens an additional 8.6-miles of trails for Moline residents.



OTHER BIKEWAY TOPICS

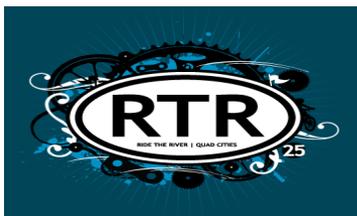
While creation of a bikeway system is a major element of this plan, to encourage use of the system and provide support to users, a number of additional programs, activities, and improvements should be considered.

Bicycle Parking – Placement of bicycle parking racks at both public and private facilities should be encouraged. Bicycle parking racks provide a designated, secure location for bicycle parking while the owner is shopping, visiting, working, or conducting business. To get the community more involved in the process, other cities have held bicycle parking rack design contests that highlight features of the cities that they live in.



It is suggested that the city explore a program of sharing the cost of bicycle parking racks with private business owners and install bicycle parking racks at all city facilities to encourage bicycle usage. As the bikeway system grows, other end of ride amenities that will eventually be needed include but are not limited to bicycle parking lockers for long-term storage, showers and facilities to change clothes, and covered bicycle parking. Bus and rail transit hubs, and airports are prime examples of where these types of amenities should exist.

Bicycle Friendly Community (BFC) Designation – The League of American Bicyclists (LAB) currently awards the BFC designation to selected cities across the country in its Bicycle Friendly America (BFA) program. This designation requires submission of an application for review by LAB. Cities can be designated at one of four levels, bronze, silver, gold, or platinum depending upon their involvement and encouragement of bicycling in the community. The city can even get an “Honorable Mention” for being close, but still not winning an award. The designation is recognition that the community appreciates the bicycling public and speaks to the quality of community life. It is recommended that the city apply for designation as a Bicycle Friendly Community. Other facets of the BFA that LAB gives are; Bicycle Friendly Business (BFB) program, and can be used as an incentive to help the city’s businesses become environmentally conscious and good stewards in promoting a healthy and active lifestyle to their employees. In addition, The Bicycle Friendly University (BFU) program recognizes institutions of higher education for promoting and providing a more bicycle-friendly campus for students, staff, and visitors. The BFU program provides the roadmap and technical assistance to create great campuses for cycling.



Ride the River – Ride the River, which started in 1985, is the annual Father’s Day event sponsored by River Action. The event utilizes riverfront trails to draw focus to the Mississippi River and the health benefits of bicycling. The city has traditionally supported the event by granting street closures,

allowing use of the city's portion of the Great River Trail and providing police and traffic control services.

Sylvan Island – Sylvan Island has been used for events like The Friends of Off-Road Cycling (FORC) Sylvan Island Stampede and River Actions' Taming of the Slough races. Sylvan Island was recognized by Dirt Rag Magazine as one of the nation's Top 10 Urban Trails.



Quad Cities Criterium – The Quad Cities Criterium, a National level bicycle race was originally in Moline as the Moline Criterium, to where it grew to national heights as a premier bicycle race in the country. Since its inception in 1964, the race has seen many world and national champions throughout its illustrious history, and has become Illinois oldest criterium and is the fourth oldest in the United States. Through this race, Moline has also become host to other bicycle races like the Green Valley and Olde Towne Vande Cross Cyclocross races.



National Trails Symposium – In 2006, the Quad Cities hosted the 18th National Trails Symposium. The National Trails Symposium is held every other year and is sponsored by American Trails along with state and local sponsors. American Trails is a national, nonprofit organization working on behalf of all trail interests, whose members want to create and protect America's network of interconnected trails. The Symposium provides an opportunity for greenways and trails advocates, managers, planners, and users, outdoor product providers, as well as conservationists, private landowners, and tourism and business interests to come together to communicate and experience an inspirational and educational conference.





Moline Police Department Bicycle Patrol - Since 1993, the Moline Police Department Bicycle Patrol program has been an integral part of our Community Oriented Policing (COP) philosophy. Officers on bicycles are routinely on patrol throughout our streets and parks, offering a police presence in areas that are not readily accessible by squad cars.



Bicycle patrol officers are present during large events at the I-Wireless Center, as well as at Ride the River and Taste of the Quad Cities. The officers are able to move silently and swiftly in a crowd or parking lot, which affords them better opportunities to observe those in attendance. Additionally, the COP officers' frequently use their bicycles to patrol their assigned areas. Bicycle rodeos for children are another venue

where the expertise of our bicycle patrol officers is put to good use. Children are given both classroom instruction and practical exercises in the safe operation of bicycles.

The officers are required to complete an extensive training course prior to being assigned to patrol on bikes. Two of the Moline bicycle patrol officers are certified to instruct the curriculum, which was developed and approved by the International Police Mountain Bike Association (IPMBA). Officers are taught how to ride safely and comfortably in traffic, off-road and under various conditions.

They spend hours in skill development, riding in diverse traffic situations, and practicing police specific techniques and tactics. They learn to hop curbs, descend stairs, and perform emergency maneuvers designed to avoid crashes.



Complete Streets – Complete Streets is a relatively new way of thinking about street design. For many years, streets were constructed to move the greatest volume of automobile traffic from point to point in the most efficient way, often making travel by walking, bicycling, and transit more difficult. The complete streets design approach

seeks to create streets that, to the extent possible and appropriate, accommodate all forms of travel. It is recommended that the city utilize complete streets concepts in the design of new or reconstructed streets. In October of 2007, Illinois passed the "Complete Streets" law. The new law requires the Illinois Department of Transportation to include safe bicycling and walking facilities in all projects in urbanized areas, and is a victory for the movement to create complete streets that serve the needs of all road users. It is effective immediately for project planning and required in construction beginning August 2008.



"Quad City Area Complete Streets Policy"

(10/14/08 Technical Committee Recommendation passed 10/28/08 by Policy Committee of the Bi-State Regional Commission)

"'Complete Streets' refers to public right-of-way, which is designed for the safety and accessibility of multiple users, regardless of ability. As a standard practice in the Quad City Area, a balanced approach in design and operation of the transportation system within 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; and
- ❖ project surrounding in context with how and who will use the facility to determine what accommodations users will be provided; and
- ❖ service levels for all users anticipated by adopted comprehensive or system-wide plans."

Safe Routes to School – Safe Routes to School (SRTS) programs uses the "Five E's" a variety of education, engineering, evaluation, and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk or bicycle. In August 2005, the U.S. Congress as part of a major transportation bill, devoted \$612 million to the National Safe Routes to School Program. Numerous models exist across the country where SRTS programs have been implemented. In 2008 the Moline/Coal Valley School District #40, was awarded a \$250,000 infrastructure grant for sidewalks for Bicentennial and Horace Mann Elementary Schools. Roosevelt Elementary School won a non-infrastructure grant

for a Safe Routes to School Fair in September 2009. It is recommended that the city work in cooperation with the Moline/Coal Valley School District 40 to develop SRTS travel plans and consider SRTS programs for Moline.

Education – Both the Moline Police and Parks departments currently sponsor bicycle safety programs. It is recommended that these programs be continued and when possible be expanded perhaps by coordinating bicycle safety efforts with other organizations like the Quad Cities Bicycle Club, the Friends of Off-Road Cycling, and the League of Illinois Bicyclists.

RESOURCES

The Moline Alternative Transportation Team recommends evaluating, and when possible, including the striping of bicycle lanes on major streets identified in the bikeways plan, as they are scheduled for reconstruction or resurfacing.

Full implementation of the bikeways plan is a significant financial undertaking. Given the level of support needed to achieve plan recommendations, it is apparent that a variety of federal, state, and local resources will be needed if a realistic and timely implementation of plan elements is to be accomplished. The Bi-State Regional Commission, the local Metropolitan Planning Organization (MPO), will be an integral source of grant writing assistance. Following is a summary of potential resources, which could support plan implementation.

Surface Transportation Act - Periodically, the US Congress approves legislation dealing with surface transportation issues. Several of the more recent enactments have included funding for transportation “enhancements” which, among other things, can include bikeways. Enhancement funds pass from the federal government to the various state Departments of Transportation, in Moline’s case, the Illinois Department of Transportation (IDOT) is the funding agency. Periodically, IDOT issues a notice of funds availability and invites applications. While there has not been a grant maximum, the program does require a 20% non-federal/local match to the federal funds. Projects are awarded funding on a competitive basis. One important element of past enhancement programs has been the ability to use the funds for on-street striping of bicycle lanes.

Illinois Bicycle Path Grant Program – This program was created in 1990 to financially assist eligible units of government to acquire, construct and rehabilitate public, non-motorized bicycle paths and related support facilities. Grants are available to any local government agency having authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program with maximum grants for development projects of \$200,000. Of note is a program restriction that grant funds may not be used to install street striping but only for the construction of separated trails or sidepaths.

Bikes Belong – Bikes Belong is sponsored by the bicycle industry – retailers, manufacturers, suppliers – whose aim is to promote bicycling throughout the country. Based in Boulder, Colorado, the organization is involved in federal policymaking, national partnerships, and the encouragement of bicycling. Bikes Belong makes small grants to communities to assist with bicycle paths, lanes, and routes as well as bike parks, mountain bike trails, BMX facilities and large-scale bicycle advocacy initiatives. Since 1999, Bikes Belong has awarded 180 grants to municipalities and grass roots groups in 45 states, investing nearly \$1.5 million and leveraging close to \$500 million in federal, state, and private funding.

Safe Routes to School – The Safe Routes to Schools Program is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Program was created by Section 1404 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act* (SAFETEA-LU). The SRTS Program is funded at \$612 million over five Federal fiscal years (FY 2005-2009) and is to be administered by State Departments of Transportation (DOTs). The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

- ❖ to enable and encourage children, including those with disabilities, to walk and bicycle to school; and
- ❖ to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- ❖ to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).



Each State administers its own program and develops its own procedures to solicit and select projects for funding. The program establishes two distinct types of funding opportunities: infrastructure projects (engineering improvements) and non-infrastructure related activities (such as education, enforcement, evaluation, and encouragement programs).

The Alliance for Biking & Walking - formerly known as Thunderhead Alliance, is the North American coalition of grassroots bicycle and pedestrian advocacy organizations.

Their Mission: The Alliance for Biking & Walking creates, strengthens, and unites state and local bicycle and pedestrian advocacy organizations. Alliance organizations are working together to transform communities into great places to bike and walk. The Alliance for Biking & Walking provided approximately \$225,000 in grants to member organizations in 2010.

Foundations – Several local, state, and national foundations could be sources of funding to support implementation of the bikeways plan. Organizations that support environmental activities or that promotes healthy living may offer opportunities to support bikeway construction as an alternative to modes of transportation that use fossil fuels. Foundations may also provide funding for programs that promote bicycle safety and education.

Conclusion

Complete implementation of the Moline Bikeways Plan is a long-term endeavor; however, full realization of the plan will provide long-term community benefits through enhanced quality of life, a healthier citizenry, an improved living environment, and safer streets for both bicyclists and motorists. The city has made an excellent start in realizing a new model for transportation through the community and the importance of “thinking outside the car.”

