

Management Update and Mayor/Council Discussion

Davenport Police Department
416 N Harrison St
Community Room

Tuesday, March 6, 2018
3:30 PM

I. Management Topics

- a. Calendar Items of Note
- b. Agenda Review
- c. Management Update
 - i. Legislative Update
 - ii. General Updates
- d. Future Discussion Topics
 - i. Update on the Eastern Iowa MH/DS Region (Elam & Earnhardt, 3/20)
 - ii. Clean Water Update (4/3 Tentative)
 - iii. Proposed Rental Ordinance Recommendations (4/17)
 - iv. Park Development Funds (TBD)
 - v. Public Works CIP/Major Project Updates (TBD)
 - vi. Davenport Municipal Airport (TBD)
 - vii. URTE Update (TBD)

II. Mayor Topics

- a. General Updates

III. Council Topics

- a. General Updates

IV. Discussion Topics

- a. Library Board of Trustees Strategic Plan Update
- b. Davenport GO Update

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info:
Wards:

Action / Date

Subject:
Legislative Update

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	3/5/2018 - 11:34 AM

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info:
Wards:

Action / Date

Subject:
General Updates

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	3/5/2018 - 11:35 AM

City of Davenport

Agenda Group: Council
Department: City Clerk
Contact Info: Corri Spiegel
Wards: ALL

Action / Date
1/16/2018

Subject:
Davenport GO Update

ATTACHMENTS:

Type	Description
 Cover Memo	DavenportGO Exec Summary

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	3/5/2018 - 9:52 AM



DAVENPORT

A Multi-Modal Enhancement Plan Network Concepts Summary

City of Davenport, Iowa
March 2018



DAVENPORT GO ACTIVE TRANSPORTATION NETWORK

The accompanying map and subsequent tables present the proposed Davenport GO network, based on the findings of the community engagement process, analysis of existing conditions and patterns of use, principles of network design, and field observation. This map shows the ultimate build-out by component type, and includes route designations that are used to describe infrastructure details. The components of the system include:

- **Principal Grid Routes.** These corridors make up the primary on-street route grid. They form the bike and pedestrian arterials that link Davenport's destinations and neighborhoods together. They complement the trail system, and in many ways connect neighborhoods and destinations to the regional pathway system. These routes use a variety of facility types, including shared lanes, bicycle boulevards (quiet streets), advisory bike lanes, multi-use shoulders, protected bike lanes, and in some cases sidepaths and short trail connections.

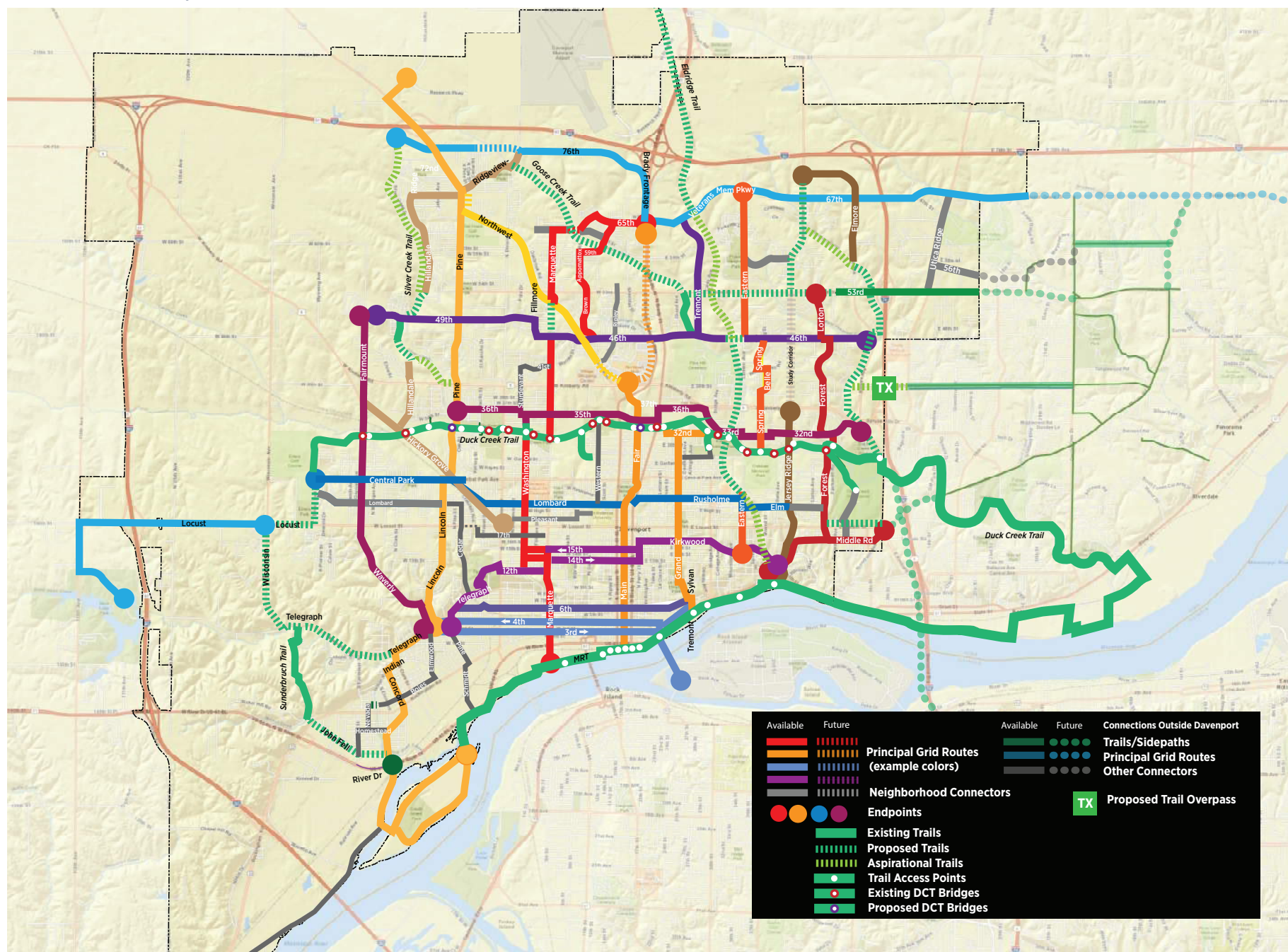
Quiet streets (sometimes referred to as "bicycle boulevards" or "neighborhood greenways") are a significant and cost-efficient part of the on-street network. They are typically local or collector streets with relatively low volumes that have good continuity and in many cases parallel higher order streets. They are far more comfortable for most cyclists and pedestrians than the busy corridors they parallel. Relatively minor adaptations, such as pavement markings, special graphics, and wayfinding can make these streets even more comfortable for a broad range of users. Bicycle boulevards are also fundamental to the community pedestrian network, and should ultimately have continuous, barrier-free sidewalk access along them.

- **Neighborhood Connectors.** The principal grid serves many but not all of Davenport's destinations. Neighborhood connectors are short, on-street routes that link the primary network to destination that are not directly served. Sometimes, they provide short alternatives to major street corridors where safe bicycle infrastructure is not feasible. An example of such a situation is Pleasant Street adjacent to the Locust Street commercial corridor.
- **Multi-Use Trails.** Davenport's two major trails, the Riverfront and Duck Creek systems, are the foundation for active transportation and recreation in the city. But other opportunities are



emerging that can extend the reach of these major resources. Examples are the Goose Creek corridor, that has already begun development into northwest Davenport; the Eldridge Trail, paralleling a lightly traveled rail line into the heart of the city, and other creek systems like Pheasant and Goose Creeks. In other areas, closing a short pathway gap can dramatically increase options for active travel. But of all potential projects, the one that engenders the greatest public interest is a westside link between the the Duck Creek and Riverfront Trails, linking Emeis and Credit Island Parks.

- **Special Corridors.** Some elements of the on-street system have the space and importance to become major signature corridors. These include Main Street, the quiet but historic route between the heavy traffic of Brady and Harrison, lined by or connecting to major educational and cultural features; and the 3rd/4th Street corridors, parallel to the riverfront but as street environments have the ability to both move people and catalyze development. This one-way pair leads to the new YMCA site and proposed First Bridge, both of which are likely to generate substantial growth in the area between Downtown and the Village of East Davenport. Finally, a cycletrack circulator loop can be an extremely functional and strong image feature for the Downtown core itself. The current proposal for such as facility, using 2nd and 3rd between Iowa and Scott, isn integrated into this plan. Facilities for these important corridors include protected bike lanes, providing a sense of separation and buffering from motor vehicles that makes trails preferred facilities.
- **Barriers and intersections.** Complex intersections, railroads, and highway barriers like the interstates and Kimberly, all can break the continuity of an active network. Although many of the intersections used in this network are signalized, others are not, and many present safety concerns for present and prospective users. These issues are also addressed in the plan.



MAP 1: Network Concept







North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	Forest Bicycle Boulevard	53-Lorton (N) to Middle Rd-Forest (S) Route: Lorton/46th/Forest	Duck Creek Trail and Park	Low traffic, low-cost north-south route with low traffic and attractive neighborhoods. Good intersection crossing at Kimberly and connection to Duck Creek Trail. With Jersey Ridge north of 53rd, an available east-side route in advance of trail development along Pheasant Creek/Elmore corridor	Shared route or advisory bike lane on Lorton segment. Bicycle Boulevard on Forest.
	Jersey Ridge	Elmore (N) to 53rd (S); Kimberly (N) to Riverfront Route: Jersey Ridge/11th/Mound	Elmore Corners, Kimberly commercial node, Duck Creek Trail, Eisenhower ES, Village of East Davenport, Riverfront	Discontinuous route with north segment serving adjacent neighborhoods and south segment using existing bike lanes. North route links to 58th Street connector to library and Prairie Heights Park. Possible 4- to 3-lane conversion of Jersey Ridge with bike lanes is deferred for further study, with the Forest and Eastern routes providing less controversial options.	Sidepath on north segment. Existing bike lanes and marked shared route on south.
	Eastern	Veterans Memorial Pkwy (N) to Kirkwood (S) Route: Eastern/Eldridge Trail (CP Rail line)/Eastern	Prairie Heights Park, Public Library Eastern Ave branch, 53rd St node, Kimberly commercial, Duck Creek Trail, Garfield Park, Junior Theater, Oakdale Cemetery, Sudlow School; link to St. Luke's Hospital and Village of E. Davenport	Major north-south route with high demand and major destinations. Difficult central section is addressed by developing parallel trail with rail along adjacent CP branch line. Spring and Belle offer a short-term but less direct alternative.	Sidepath from Veterans to 46th, trail with rail from 46th to Eastern north of Rusholme, advisory bike lane or shared route on Eastern to Kirkwood. Short-term alternative is bicycle boulevard on Spring and Belle.
	Tremont	Veterans Memorial Pkwy (N) to 46th (S) Route: Tremont	Von Maur headquarters, industrial district, Public Works complex	Secondary north-south link using existing facilities that parallels proposed Eldridge Trail with rail. Provides an available route for trail continuity between Veterans Parkway and 46th Street.	Existing bike lanes
	Grand	Duck Creek Trail (N) to Riverfront Trail (S) Route: Farnam and Valle Vista/Tremont/32nd/Grand/Sylvan/6th/Tremont/River Dr/Carey	Duck Creek Trail, Garfield Park, Garfield ES via 29th, Tyler Park, Cork Hill Park, Riverfront Trail	Central north-south route with moderate grades, serving neighborhood parks and providing an improved connection to the riverfront that replaces cut-through at concrete yard.	Shared lanes with bike lanes on Tremont south of Charlotte. Use of existing signalized crossing at Tremont, sidepath between Tremont and Carey on south side of River Drive, using Carey as access to Riverfront Trail





North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	Main	Veterans Parkway (N) to Riverfront (S) Route: Welcome Way/Fair/Main	North Brady commercial and hotels, Goose Creek Trail, NorthPark Mall, Duck Creek Trail, Vander Veer Park, St Ambrose University, Hilltop District, JB Young Intermediate School, Central High, Palmer College, Downtown core, Riverfront	High priority central corridor and bike/ped route, serving destinations along the Brady/Harrison corridor. Quiet, potentially multi-modal street between the two heavy volume arterials. One of the key focuses of the active transportation network. Highest priority between Riverfront and NorthPark.	Diverse solutions because of varying street conditions. Sidepath or trail between Veterans and Kimberly, probably on east side north of Goose Creek and west side south; bike lanes on Main to Fair; Fair Avenue bicycle boulevard to Vander Veer Park; advisory bike lanes on park roads; bicycle boulevard south of Park to Palmer Dr; northbound (uphill) bike lane/southbound shared lane from Palmer to 7th; protected bike lanes from 7th to Riverfront. New Duck Creek crossing at Fair Avenue. In advance of a new bridge, bike lanes on 35th and sidepath on west side of Brady, returning to Fair Ave on Duck Creek Trail
	Marquette/ Washington	65th and Brady (N) to Riverfront (S) Initial North Segment: 65th/Scott/Goose Creek Footbridge/Appomattox/Brown/46th Future North Segment: 65th/Appomattox/61st/Marquette South Segment: Marquette/Duck Creek Trail/Washington/15th-14th pair/Marquette	North Brady commercial and hotels, Goose Creek Trail, North High, Harrison Elementary, Slattery Park, Duck Creek Trail, Northwest park, Junge Park, Genesis/Central Park campus, Locust commercial, Washington Street neighborhood business district, Jefferson Elementary, Jefferson Park, Centennial Park, Riverfront Trail	Major north-south corridor through central westside of Davenport, with access to a variety of parks, schools, and the riverfront. Very important cross connection between east-west routes, with a moderate grade up from the riverfront that uses existing bike lanes.	Initial route: Multi-use shoulder on 65th Street section; Bicycle boulevard on initial route to 46th. Requires upgraded intersection crossing at 53rd Future route: Shared lanes, multi-use shoulder on future route to 46th. New trail segment on Marquette alignment between Northwest and 46th. Requires Goose Creek bridge or continuation of 61st Street, improved crossing at Northwest Blvd, and trail to fill gap between Northwest and 46th. Conventional bike lanes on Marquette from 46th to Duck Creek Trail. Duck Creek Trail between Marquette and Washington. Bicycle boulevard on Washington from trail to Pleasant, with multi-use shoulders through business district to 12th. Existing bike lanes on Marquette south of 15th to Riverfront Trail.




North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	Pine/ Concord Bikeway	76-Hillandale (N) to Credit Island (S) Route: Northwest Blvd/Pine/Central Park/Lincoln/Telegraph/Clark/Indian/Concord/South Concord/Credit Island Rd	Research Park, Fillmore Elementary and Ridgeview Park via Ridgeview link, Harry Truman School, Green Acres Park, Kimberly commercial node, Duck Creek Trail, Northwest Park, Scott County Fairgrounds, Locust commercial, Children's Village, Rockingham node, Roosevelt School, Harbor Road Park, Credit Island Trail Bridge and Park	Key north-south continuous corridor connecting northwest employment centers with neighborhoods and ultimately Credit Island and the Riverfront Trail. Serves West End neighborhood and destinations, and connects to the Duck Creek greenway. In-town route that can complete the Duck Creek/Riverfront loop. Major active transportation network component. Utilizes and extends the existing Pine Street bike lanes into a critical network element.	Short-term paved shoulders, ultimately sidepath with possible separated crossing of I-80 on Northwest Blvd segment. Extension of existing bike lanes with four to three-lane reallocation between Northwest/Ridgeview and Kimberly. Bicycle boulevard from Kimberly to Central Park with new Duck Creek parking on Pine St alignment. Sidepath transition to Lincoln via Hickory Grove and Central Park. Bicycle boulevard (Lincoln), conventional bike lanes (Telegraph), bicycle boulevard in West End segments, advisory bike lanes on South Concord and Credit Island.
	Fairmount/ Waverly	49th (N) to 3rd (S); Route: Fairmount/Waverly	Buchanan Elementary, Dugout Sports Complex, Public Library branch, Wilson Elementary, West High, Schuetzen Park,	North-south connection through probable future growth area, connecting at south to the Pine/Concord Bikeway and its route to Credit Island	Paved shoulders or bike lanes from 49th to Duck Creek Trail; shared lanes to Locust; paved shoulder to Lincoln
	Ridgeview/ Silver Creek Bikeway	76th-Ridgeview (N) to Five Points (S) Route: Ridgeview/67th/Hillandale/Silver Creek Trail/Hillandale/Hickory Grove	Ridgeview Park, Fillmore Elementary, Pine Street node, Silver Creek Park, Kimberly commercial, Five Points	Northwest route that links residential areas with major regional and neighborhood commercial assets. Connects to and extends Goose Creek Trail.	Bicycle boulevard on Ridgeview and Hillandale segments. Requires new trail link along Silver Creek between the two ends of Hillandale. Four to three lane reallocation on Hickory Grove with bike lanes.
	Northwest Boulevard	Ridgeview and Pine (N) to NorthPark Mall (S) Route: Pine/Northwest Blvd	Pine commercial node, Wood Intermediate Sch, Slattery Park, NorthPark and surrounding area	Diagonal connector route, using a frequently used but not fully developed bike route. Together with the Fair/Main Bikeway, links NW Davenport directly to Downtown and the Riverfront	Sidepath on short Pine segment, paved shoulders (including paving of some existing gravel) from Pine to Ripley; sidepath to Main intersection.





North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	North Crosstown/ Veterans Parkway	76-Northwest Blvd (W) to Forest Grove in Bettendorf (E) Route: 76th/Brady frontage/Veterans Memorial Parkway/67th	Northwest Blvd commercial, industrial corridor, Brady hotels and commercial, Von Maur, Casino, Elmore Corners development area, Bettendorf	Continuous route cross the north tier of the city, incorporating Veterans Memorial Parkway, the city's new multi-modal arterial. Veterans, combined with its eastward extensions 67th Street and Forest Grove are likely to be the corridors of significant future mixed use and residential growth. On its west edge, this northern corridor serves areas of substantial employment growth.	Conventional bike lanes along the 76th Street segment, including a gap filling segment of 76th Street west of Division. Sidepath along the Brady frontage road, and continuous sidepath along Veterans Memorial and 67th Street
	53rd St Sidepath	Goose Creek Trail (W) to Davenport city limits (E) Route: Fairmount/ Waverly	Eastern Ave node, Jersey Ridge node, major regional commercial around I-74 interchange from Elmore to Utica Ridge	Corridor linking major regional commercial destinations, tying into three future north-south trail corridors	Sidepath, developed to Veterans Parkway standard
	46th St Bikeway	49th-Fairmount (W) to Elmore (E) Route: 49th/ Fillmore/46th	Slattery Park, NorthPark Mall, Public Works complex, Elmore hotels and commercial	Heavily favored and high priority crosstown route, a more moderately traveled collector corridor that complements the 53rd Street and Kimberly Road arterials. Connects several major north-south routes as well as Goose Creek and proposed Eldridge Trails.	Conventional bike lanes from Fairmount to Pine with no parking; advisory bike lanes in rural section from Pine to Division; shared lanes from Division to Northwest Blvd via Fillmore; bike lanes or multi-use shoulder with shared lane markings from Northwest to Brady; conventional bike lanes from Brady east with new trail filling gap between Public Works complex and Eastern Ave. Existing chicane/quiet street from Eastern to Jersey Ridge, sidepath from Jersey Ridge to Elmore.
	35th St Bikeway	Pine (W) to Elmore (E) Route: 36th/ Sturdevant/35th/ Brady/36th/Kimberly Downs/Eastern/32nd	Northwest Park, Junge Park, Harrison commercial, Duck Creek Trail cross-connections, Brady Street Stadium, Garfield Park, regional commercial at Kimberly/I-74 interchange	On-street route parallel to Duck Creek Trail, providing feeder to trail access points. Significant traffic calming benefits.	Bicycle boulevard from Pine to Marquette; four to lane land reallocation, Marquette to Brady; short sidepath on east side of Brady to 36th; bike lanes to Kimberly Downs, with bicycle boulevard east to Elmore

North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	Central Park/ Lombard	Emeis Park Rd (W) to Forest Ave (E) Route: Central Park/ Hickory Grove/ Lombard/Rusholme/ Eastern/Elm	Emeis Park, Wilson Elementary via Birchwood connection, Genesis-Central Park campus, Glen Armil Park, St. Ambrose University, Vander Veer Park, Genesis-St Lukes campus	Crosstown route through central corridor, serving both major Genesis campuses, and two signature parks. East-west Lombard is a true bicycle boulevard.	Four to three lane conversion of Central Park from Emeis Park to Hickory Grove, with possibility of two-way buffered bike lane; bike lanes on Hickory Grove; bicycle boulevard on balance of route. Lombard between Lincoln and Emeis Park with connection through High St cul-de-sac as a bicycle boulevard may complement or replace Central Park as a lower impact alternative.
	Kirkwood/ Hilltop Bicycle Boulevard	3rd-Pine (W) to Village of East Davenport (E) Route: Pine/ Telegraph/Fejervary Park Road/12th/ Marquette/14th-15th pair/Kirkwood/Jersey Ridge/11th/Mound Possible extension on Pine and Schmidt to Riverfront Trail	West End, Fejervary Park, Koenig Park, Children's Village West, Putnam Museum, Jefferson Park and School, Taylor School, Hilltop, Village of East Davenport, Riverfront Trail	East-west corridor north of Downtown to midtown area, with the most gentle possible rise out of the river valley to Hilltop. Connects West End to museums, Hilltop, and East Davenport	Shared lanes on Pine and Telegraph; advisory bike lane on park road. Bicycle boulevard on 12th, conversion of the 14th/15th pair to one wide one-way lane in the appropriate direction with bike lane, retaining two-sided parking. Bicycle boulevard on Kirkwood to Jersey Ridge. Enhanced ped/bike crossing needed at 12th-Division; 14th/15th and Marquette; 14th and Harrison; and Brady offsets.
	6th St Bicycle Boulevard	6th-Telegraph (W) to Riverfront Trail at Carey (E) Route: 6th/Tunnel/ Pacific/6th	Smart Intermediate School, Palmer Museum, North Downtown, Future YMCA, First Bridge via Farnam and Federal St, Riverfront	East-west quiet street corridor connecting West End eastward, and serving area north of Downtown with substantial redevelopment potential. Connection to future First Bridge.	Bicycle boulevard.

North-South Principal Grid Routes

MAP LINE	NAME	ENDPOINTS AND ROUTE	MAJOR DESTINATIONS SERVED	HIGHLIGHTS	INFRASTRUCTURE APPROACH
	3rd/4th Bikeway	3rd-Telegraph to Arsenal Bridge and future First Bridge Route: 3rd/4th one-way pair/Iowa/Bechtel Park/Arsenal Bridge steps/Federal/First Bridge	Smart Intermediate School, Children's Village, Monroe Park, Downtown core, Arsenal Bridge and Rock Island, YMCA site, First Bridge, Riverfront Trail	Well-established east-west bike route, with bike lanes west of Marquette. Enhanced bike lanes can create a signature on-street facility. Route extended to the east serves new YMCA site and planned First Bridge	Upgrade and extension of existing bike lanes to parking protected bike lanes in the direction of traffic. Some discussion of converting both streets to two way travel. In that event, recommendation is to channel major traffic to 4th Street, focus 3rd Street on lower speed and volume traffic and active transportation, creating a stronger walking business environment. Probable infrastructure would be a two-way parking protected bike lane, one travel lane in each direction, and parking on both sides.
	Downtown Cycle Track	Scott St (W) to Iowa St (E) Route: 3rd St, potential loop using 3rd, 2nd, Scott. and Iowa.	Downtown, YMCA, First Bridge, Harborview redevelopment	Cycletrack circulator through Downtown core to First Bridge and Riverfront	Protected cycle track with raised separation. The 3rd Street protected bike lane proposed above would be upgraded as a two-way facility, possibly in tandem with 2nd Street
	Middle Road	Jersey Ridge (W) to city limits (E)	Village of East Davenport, Duck Creek Park and Trail, commercial at I-74 interchange, Lincoln Road crossing of I-74, Bettendorf including 18th Street corridor	Important route across I-74 and linkage between the Bettendorf and Davenport networks. Connection to Duck Creek Park on Marlo Ave and Duck Creek Road	Conventional bike lanes
	West Lake	West Lake Park (W) to Emeis Park	West Lake and Emeis Parks	Connection of the city to unique county park	Advisory bike lanes on park road, paved shoulders on 110th Ave and Locust

Proposed Trail Projects

NAME	ENDPOINTS AND ROUTE	HIGHLIGHTS	INFRASTRUCTURE APPROACH
West Loop	Duck Creek Trail terminus at Emeis Park to Concord and River Drive	Completes the Duck Creek/Riverfront Trail loop. Route is currently signed with wayfinders. This project would upgrade this mostly on-road route with trails and path, expanding its utility for a variety of users	Sidepath on Locust, Wisconsin and Telegraph to Sunderbruch Trail. Existing Sunderbruch Trail to John Fell. Conversion of John Fell Dr, not necessary or used for industrial access to a trail facility. Conversion of alley behind Sears Distribution Center to pedestrian and bicycle use.
Silver Creek Trail	76th St (N) to Pine and Kimberly (S)	Major westside trail possibility in developing neighborhoods.	Initial stage is extension of a short segment of existing trail south of 49th St. Extension north from this point to 53rd and Hillandale and south to Cresthill and Hillandale, creating a continuous connection to Hickory Grove with a signalized crossing of Kimberly.
Goose Creek Trail	Ridgeview (NW) to 46th-Tremont (SE)	Strategic connection of Northwest Davenport to active transportation network. Extends current initial segment that extend from 46th to 53rd.	Initial development stage should extend trail from current terminus at 53rd Street across Brady to Goose Creek Footbridge and North High campus. This could be supplemented by a gap-filling path between the ends of 61st Street, providing quiet street access from neighborhoods that will eventually be served by the western segment of the trail. Grade separation under Brady is highly desirable. However, if this is prohibitively expensive, an interim route could cross Brady at an enhanced surface crossing at 61st. Removal or redesign of the right turn slip lane may be considered.
Marquette Gap	Northwest and Marquette (N) to 46th and Marquette (S)	Provides pedestrian and bicycle continuity north to south on the Marquette corridor	Road extension is not necessary for active transportation purposes, but pathway link should be implemented in advance of or in conjunction with eventual development of this site.
Eldridge Trail	City of Eldridge to Village of East Davenport	Major north-south trail opportunity along lightly traveled rail line, providing a level, direct route through and beyond Davenport. A major opportunity that depends on negotiating a rail-with-trail agreement with Canadian Pacific Railroad.	Initial priority phase for City is segment between the line of 46th Street and the Eastern Ave crossing near Rusholme (or, if necessary, Duck Creek Trail). Currently, more detailed consideration has occurred on the north end, south of Eldridge. If an agreement can be reached, extending the trail to Veterans Parkway could then use the existing Tremont bike lanes, 46th, and the segment south of 46th to provide excellent connections to the rest of the network.
46th Street Gap	Public Works complex (W) to Eastern (E)	Should be planned with connection to future Eldridge Trail. Critical to completing a primary east-west active transportation route	Trail and probable pre-fabricated bridge over railroad corridor in cut.

Proposed Trail Projects

NAME	ENDPOINTS AND ROUTE	HIGHLIGHTS	INFRASTRUCTURE APPROACH
Pheasant Creek Trail	Jersey Ridge (N) to Duck Creek Trail (S)	Trail along Elmore, major visitor lodging and retail corridor with regional implications.	Initial phase would be segment from Elmore to 46th, serving major retail and lodging facilities. Some commitments have been made for providing a trail in this stretch. Planning along Pheasant Creek should be coordinated with Bettendorf concept for trail development south along I-74 and over the new Mississippi River Bridge.
Locust Sidepath at Duck Creek Park	Fernwood and Pleasant (W) to Kimberly and Lincoln (E)	Path along Locust frontage of Duck Creek Park, with connections at ends to the Forest bicycle boulevard at Pleasant Street and the 32nd Street bicycle boulevard between Lincoln and Locust.	Path along Locust and one block of Fernwood. At west end, one block use of Pleasant for connection to Forest. At east end, crossing at Locust at existing crosswalk, with sidepath segment to 32nd Street route.
I-74 Crossing/Tanglefoot	39th-Elmore/Pheasant Creek Trail (W) to Utica Ridge and Tanglefoot Ln in Bettendorf	Integration of networks in Davenport and Bettendorf with a grade-separation for bicyclists and pedestrians over the interstate and connecting to the east-west Tanglefoot bikeway	Trail and sidepath along 39th Street from future Pheasant Creek Trail, with pedestrian bridge over I-74. Crosses Elmore at signalized 39th Street intersection.
Goose Creek Trail	Ridgeview (NW) to 46th-Tremont (SE)	Strategic connection of Northwest Davenport to active transportation network. Extends current initial segment that extend from 46th to 53rd.	Initial development stage should extend trail from current terminus at 53rd Street across Brady to Goose Creek Footbridge and North High campus. This could be supplemented by a gap-filling path between the ends of 61st Street, providing quiet street access from neighborhoods that will eventually be served by the western segment of the trail. Grade separation under Brady is highly desirable. However, if this is prohibitively expensive, an interim route could cross Brady at an enhanced surface crossing at 61st. Removal or redesign of the right turn slip lane may be considered.
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INFRASTRUCTURE TYPES

The following table summarizes the infrastructure types used in the Davenport GO network and Chapter Four presents more detailed standards for their design. The infrastructure map applies these types to the proposed network. These specific facility types are divided into off-street and on-street categories as follows:

Off-Street

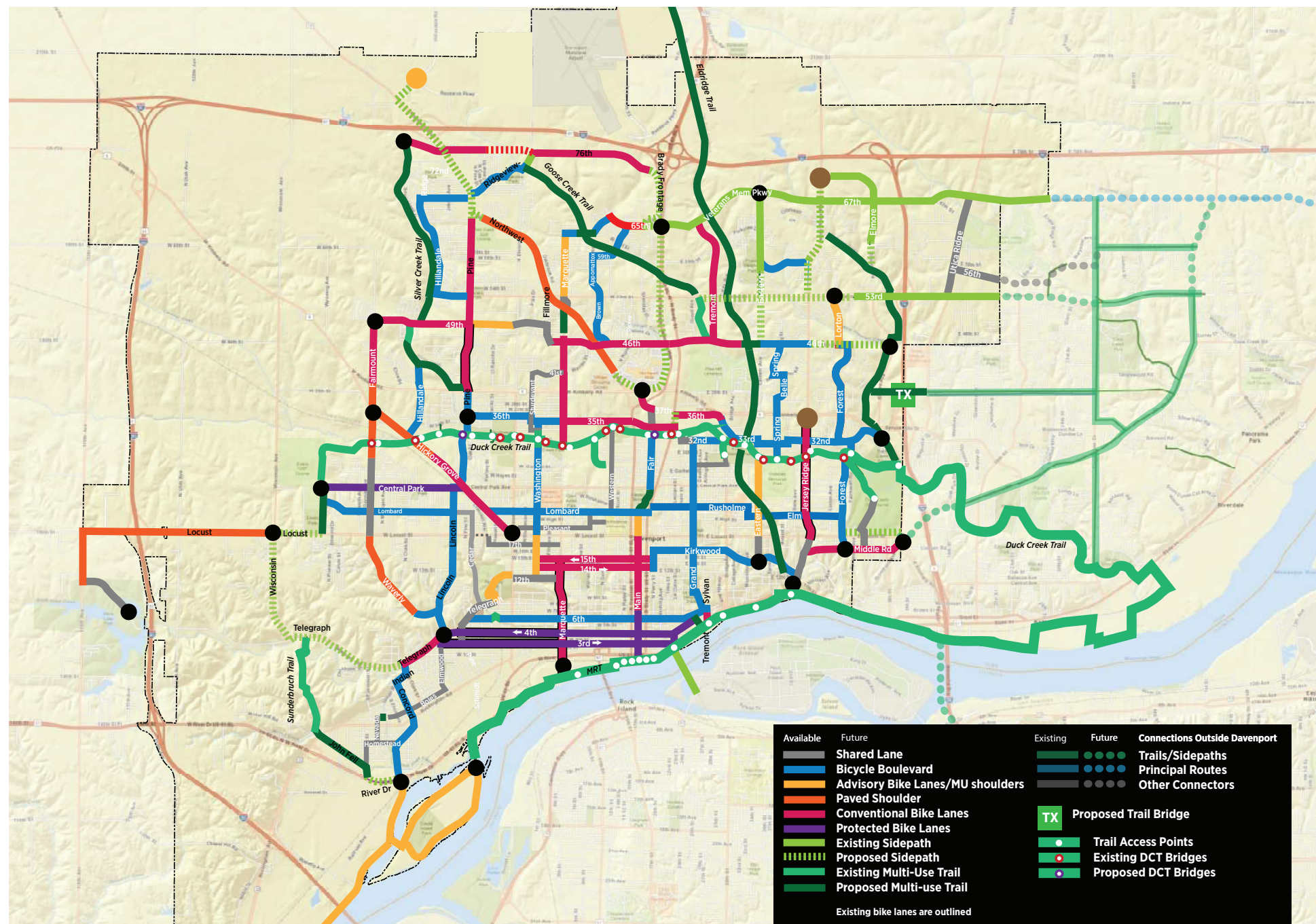
- Multi-use Trails
- Sidepaths

On-Street

- Shared Lanes
- Bicycle Boulevards (or quiet streets)
- Multiuse Shoulders
- Paved Shoulders
- Advisory Bike Lanes
- Conventional Bike Lanes
- Protected Bike Lanes

FACILITY TYPE	DESCRIPTION	EXAMPLES IN NETWORK
Multi-use trails	Separated trails on exclusive right-of-way. Some segments may be sidepaths adjacent to roadways.	Duck Creek Trail, Riverfront Trail, Goose Creek Trail
Sidepath	Paths separated from but generally parallel to roadways and on public right-of-way	Veterans Memorial Parkway, 53rd Street
Signed or marked shared routes	Low-volume, low-speed streets identified by signage, wayfinding, shared use lane pavement markings, but no major infrastructure changes. Often used to connect network to specific destinations.	12th Street, segments of 46th Street, Western
Bicycle boulevards	Low-volume, mixed traffic streets or groups of streets with direct continuity. May use special identification and wayfinding signage, traffic calming devices, controlled major intersections, continuous sidewalks.	Forest Ave, Lombard St
Multi-use shoulders	Area within a street channel explicitly defined (usually by a white painted line) from travel lanes. May be used for parking, breakdowns, bicycle access.	Segments of Marquette, Eastern, 46th
Advisory bike lanes	Shared roadway that clarify operating positions for bicyclists within shared travel lanes, typically used on segments that need definition of territory for bikes but are not wide enough for conventional bike lanes or multi-use shoulders.	Low-volume park roads, Lorton, South Concord
Paved shoulders	Generally on rural section roads (without curb and guttered) an area striped adjacent to but outside of travel lanes, usable by bikes and pedestrians, but more normally used for temporarily stopped motor vehicles.	Northwest Boulevard, segments of Fairmount
Conventional bike lanes	Lanes on a street that are specifically striped and designated for the exclusive use of bicycles.	Marquette, 15th/14th, segments of 46th
Protected bike lanes	Roadways with specific one- or two-way lanes for exclusive use by bicycles, separated by a buffer from moving travel lanes. Separation is accomplished by painted buffers often with vertical definition or a raised curb.	3rd/4th, Main Street in Downtown

MAP 2: Infrastructure Types





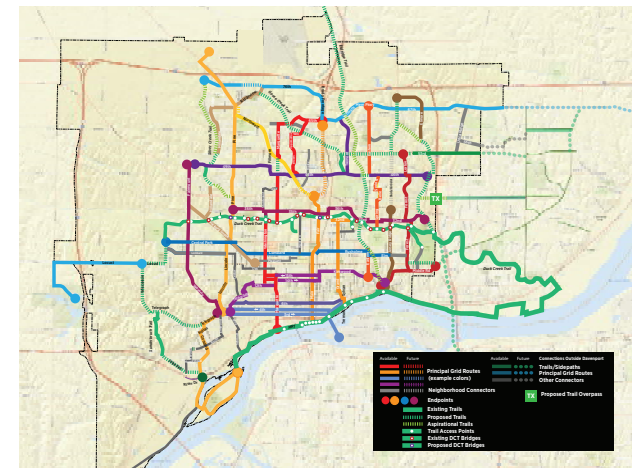
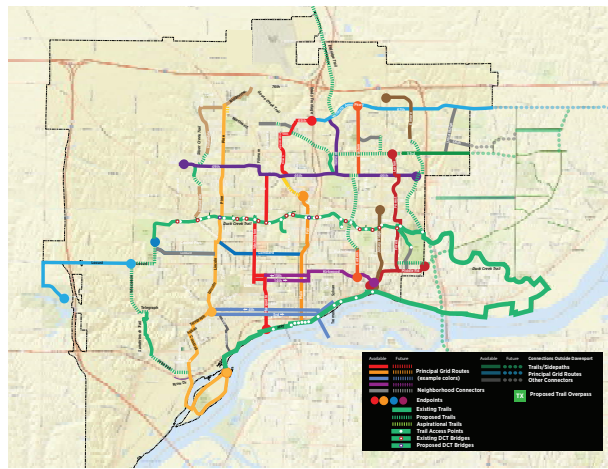
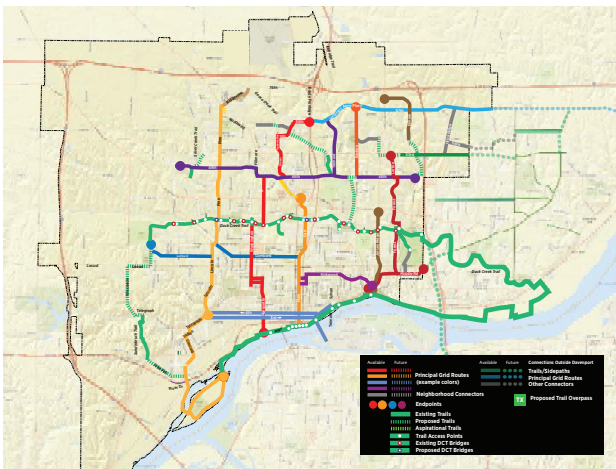
SEQUENCING

The Davenport GO program will not happen at once. The maps displayed in this section identify both a basic and ultimate buildout plan. The basic system establishes the foundation of the ultimate network, and is designed to:

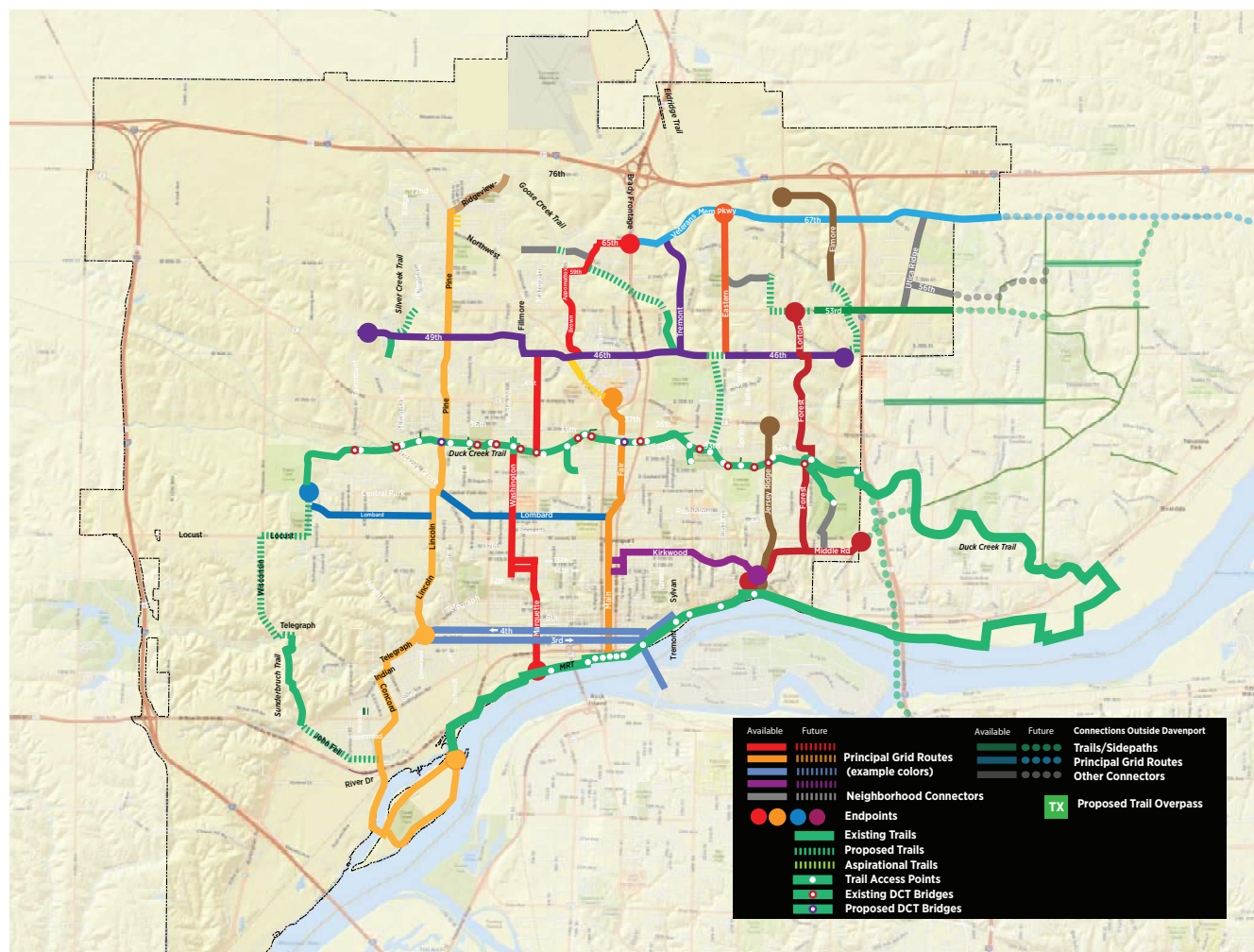
- Provide maximum impact for the minimum initial investment
- Link all parts of the city and in one way or another serve most of its key destinations.
- Serve the most immediate user desire patterns.

Because many of these on-street routes involve adaptation of existing streets and wayfinding, much of the proposed mileage can be realized relatively quickly. However, these do not meet the comfort criteria of all users. On the other hand, off-street trails can be very expensive, but are also highly attractive to most types and capabilities of their users. The sequencing concept attempts to balance these conflicting pressures.

The basic system is further divided into two implementation phases, that we can see as five year increments. Ultimate buildout may occur within 15 to 20 years,



MAP 3: Sequencing, Basic System Phase 1



Basic System: Phase 1

Basic System: Phase 1

The first phase of the basic system identifies four major north-south on-street corridors:

- An eastside corridor, largely using the existing Elmore sidepath, a segment of a Pheasant Creek Trail to 46th Street, and the low-cost Forest Avenue/Middle Road routes to the Village of East Davenport.
- The high demand Main corridor between the riverfront and NorthPark Mall.
- The Marquette-Washington corridor, using low-cost on-street routes to connect as far north as Veterans Parkway.
- The Pine/Concord corridor, also using relatively low cost bike lane and bicycle boulevard improvements.

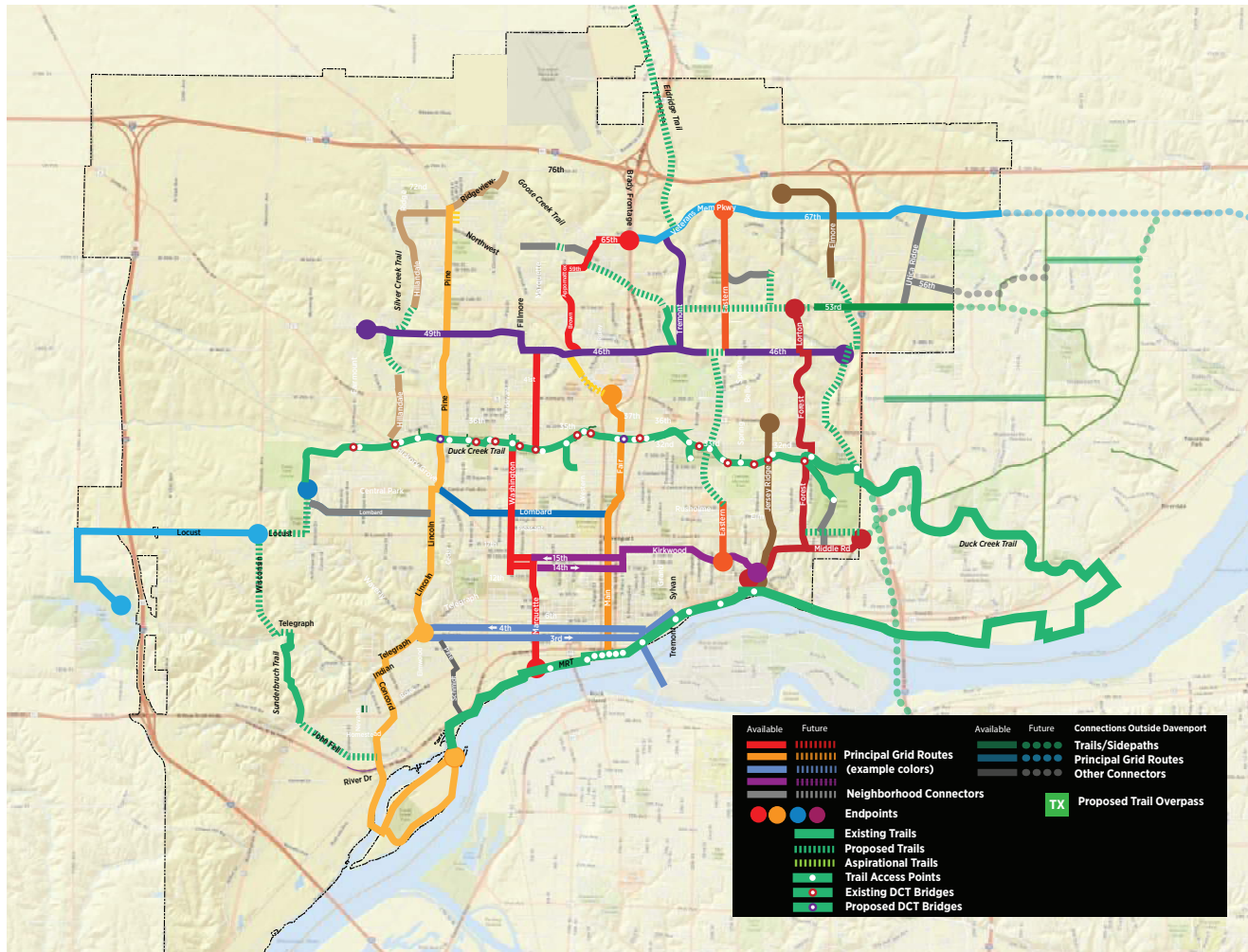
The key east-west elements are:

- The 46th Street route, requiring a gap closing project to extend the route to Eastern Avenue.
- Combining Kirkwood Boulevard and Lombard Street into an east-west bicycle boulevard.
- Upgrading the 3rd and 4th bikeway pair with one-way protected bike lanes.

The most important trail focus is completing the Duck Creek/Riverfront Loop on the west side. Other important projects include:

- Goose Creek Trail extension to North High School and the existing Scott Street footbridge.
- Closing the 46th Street gap east of the city public works complex.
- Developing the first phase of the Eldridge Trail from 46th to the Duck Creek Trail.
- Beginning the Pheasant Creek Trail from Elmore to 46th.

MAP 3: Sequencing, Basic System Complete



Basic System Complete

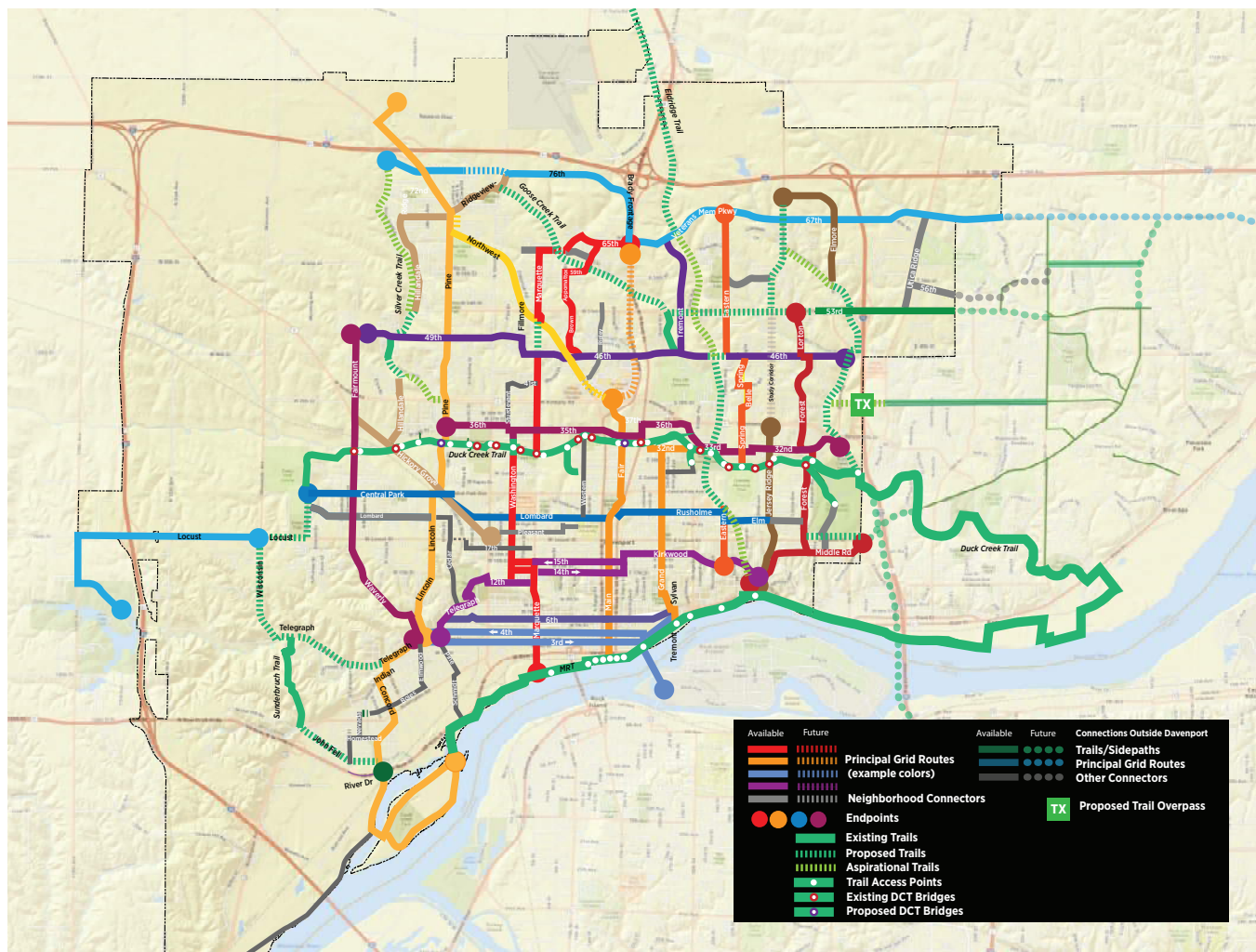
Basic System: Complete

This provides a sound system that strives to provide a reasonable level of service to most parts of the city. Major additions to the Basic Phase One system include:

The first phase of the basic system identifies four major north-south on-street corridors:

- Extension of the eastside Pheasant Creek Trail to the Duck Creek Trail and a possible connection to the possibility of an I-74 trail in Bettendorf.
- Development of the Eldridge Trail south from Eldridge to Veterans Parkway and from Duck Creek to Eastern Avenue, completing that route.
- In advance of completing the Goose Creek Trail, closing a gap at 61st Street to connect neighborhoods to the trail and the North High campus.
- Completing a crosstown route along 14th and 15th Street, with future extension west.
- Completing a new westside bicycle boulevard route along Ridgeview and Hillandale, incorporating a segment of the Silver Creek Trail.
- Providing paved shoulders to connect Emeis and West Lake Parks.

MAP 3: Sequencing, Ultimate System



Ultimate System

The ultimate Davenport GO system provides a comprehensive network that provides active users with a wide variety of choices, but still primarily focusing on relatively low-cost street improvements. Major additions that evolve the basic into ultimate systems include:

- Completing the Pheasant Creek and Goose Creek Trail corridors.
- Completing the Eldridge Trail to the Village of East Davenport.
- Completing the Silver Creek corridor from 76th Street to the Pine Street bikeway.
- Adding bicycle boulevard/quiet streets through neighborhoods north of Duck Creek, roughly along 35th Street, extending the Lombard route east through the Genesis campus to Forest, continuing the 14th/15th route through Fejervary Park to the West End.
- Connecting Veterans Parkway to 76th Street for a north tier system.
- Creating a northwest through route with paved shoulders along Northwest Boulevard.
- Completing the north-south Marquette/Washington route.
- Modifying the section of Hickory Grove to include bike lanes, providing a continuous trail and bikeway route from Northwest Davenport to Five Points.
- Developing the Fairmount Avenue corridor as a complete corridor to accommodate new westward growth.