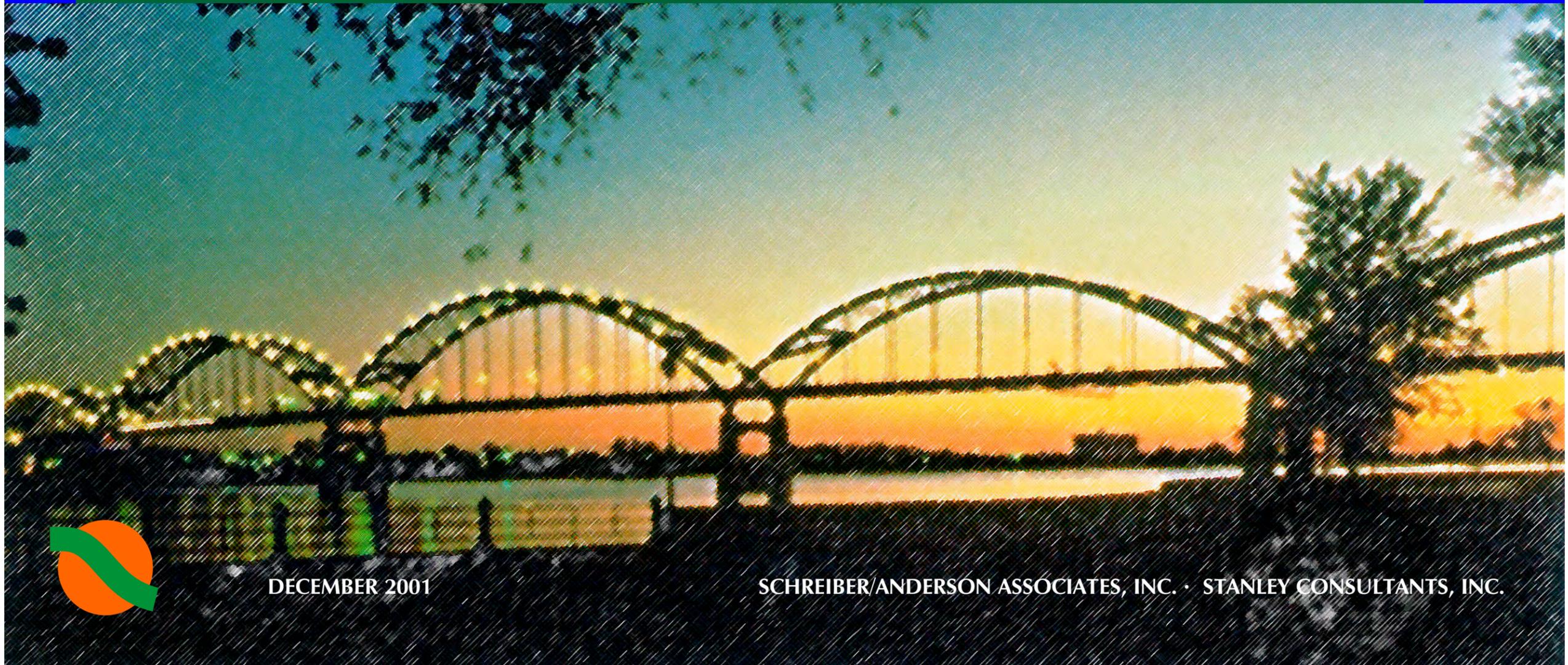


# ROCK ISLAND PARKWAY CONCEPT DESIGN PLAN



DECEMBER 2001

SCHREIBER/ANDERSON ASSOCIATES, INC. · STANLEY CONSULTANTS, INC.

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## TABLE OF CONTENTS

<b>Introduction</b>	p. 2
Study Area	
<b>Work Process</b>	p. 2
<b>Project Goals and Objectives</b>	p. 2
<b>Inventory and Analysis</b>	p. 3
Physical Context	
Features and Aesthetics	
Land Use	
Connection to Destinations	
Traffic Volumes	
<b>Corridor Jurisdiction</b>	p. 4
<b>Design Opportunities and Constraints</b>	p. 4
Entrance	
Landscape Preservation and Enhancement	
Diverse Land Use Management	
Traffic Function	
Public Spaces	
Wayfinding	
<b>Design Concept</b>	p. 5
Design Zones	
<b>Design Elements</b>	p. 7
Core Elements	
Support Elements	
<b>Design Recommendations</b>	p. 9
By Zone	
<b>Plan Benefits</b>	p. 20
<b>Cost Summary by Zone</b>	p. 20
<b>Implementation Strategy</b>	p. 20

## INTRODUCTION

The growth and development of Rock Island has been profoundly influenced by its relationship to the Mississippi and Rock Rivers and to the surrounding Interstate highway system. While much of this influence has proven beneficial, the Rock River and Interstate-280 corridors have also created real and perceived barriers between the northern and southern portions of the city. While the city's northern area has a more urban and historical character, the southern area, with its developing businesses and residential neighborhoods, retains a strong rural character. Finding ways to effectively bridge these physical and visual divisions within the community has become an important goal for Rock Island's planning and development efforts.

The idea of supporting this goal through development of the Rock Island Parkway was developed in the Southwest Rock Island Plan prepared by Wallace Roberts and Todd, LLC of Philadelphia, PA. Completed in December of 2000, the plan recommended that the city examine the feasibility of creating a Parkway to help overcome the barriers between its northern and southern areas. The plan suggested the formation of a greenway transportation corridor from 31st Avenue to the Milan Border—a Parkway system that could encourage redevelopment while also spurring growth in Rock Island south of the Rock River. The city expanded this idea by extending the Parkway concept north from 31st Avenue along State Highway 92 to the Moline border, and in May of 2001 hired the urban planning and design firm Schreiber/Anderson Associates (SAA) of Madison, WI and the engineering firm Stanley Consultants of Muscatine, IA to help develop a conceptual design plan and framework for the Rock Island Parkway.

The vision for the Rock Island Parkway presented in the following plan is intended to enhance the image of the city as well as serve as a catalyst for future economic development. Recommended Parkway enhancements will establish a unifying and appealing sense of place and identity for the corridor while providing a valued amenity for the people of Rock Island. By emphasizing community interconnection and character, the Parkway will be able to provide a valuable element of continuity that contributes to the experience of a single Rock Island.

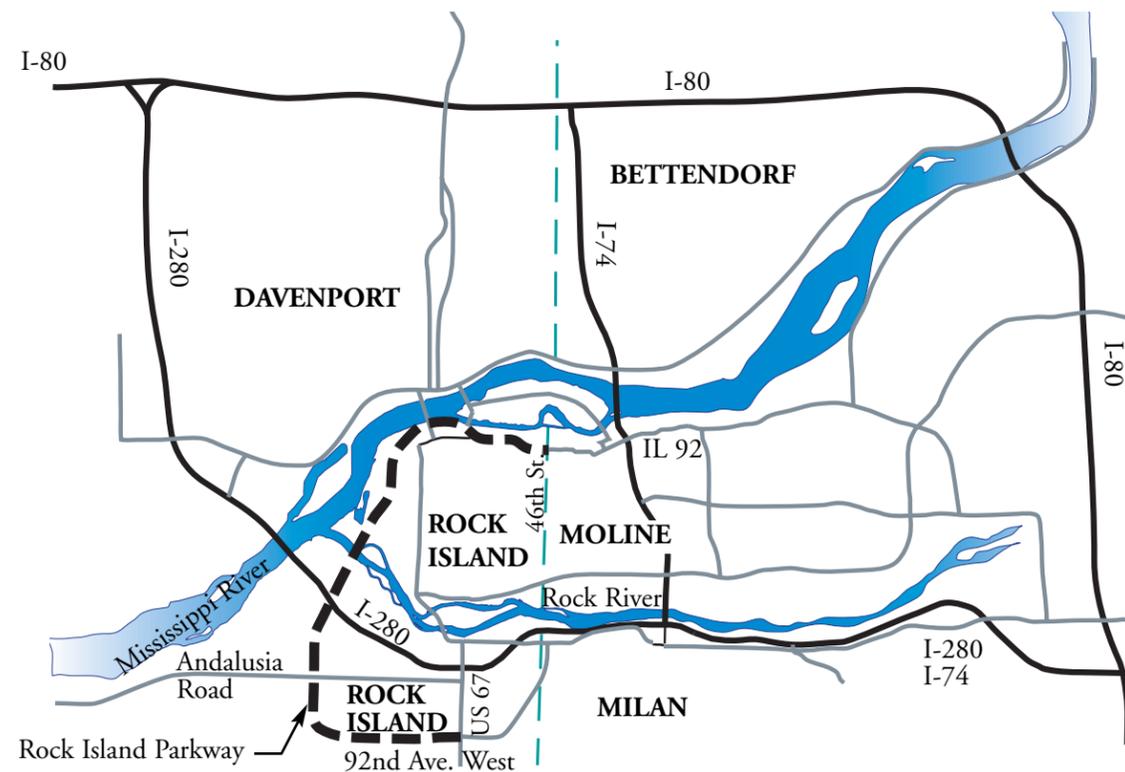


Figure 1: Location Map

## Study Area

The Rock Island Parkway is a 'C'-shaped corridor that starts in the northeast corner of the city and ends in its southeast corner, providing strong connections to all parts of the city. The eleven and one-half mile long Parkway parallels the Mississippi River as it follows Illinois 92 from the Moline city limits at 46th Street to the intersection of the Centennial Expressway and Andalusia Road. The Parkway continues on the Centennial Expressway until meeting 92nd Avenue West, then follows 92nd Avenue West to the Milan Border at U.S. Route 67 (see Figure 1).

## WORK PROCESS

Development of the Rock Island Parkway Concept Design Plan involved a collaborative effort between SAA, Stanley and the Rock Island Parkway Planning Team, a group comprised of city officials, business owners, an IDOT representative, and interested community groups and individuals. The planning process involved the collection and review of data from the corridor including land use information, corridor photographs, neighborhood and business plans, existing and proposed development patterns, Illinois Department of Transportation reconstruction plans and design parameters, traffic counts, and plans of work currently being completed along the corridor. An initial community forum was held to gain additional public input and to share project ideas and information.

Based on this preliminary analysis and review, a destination, feature and character map was developed to summarize the physical make-up and character of the corridor. This inventory and analysis phase led to the identification of the Parkway corridor's primary opportunities and constraints, and to the development of the Parkway's unifying design theme as a Linear Community Park. Subsequent plans, sections, drawings and before-and-after images were created to communicate how to apply this guiding theme to the Rock Island Parkway. At the second community forum, interested citizens received an update on the plan's progress and provided input on the Parkway design concepts.

## PROJECT GOALS AND OBJECTIVES

The primary purpose of the Rock Island Parkway Project is to better unify the City of Rock Island. The key goals and objectives identified for Parkway planning and design include the following:

- 1. Create a unified transportation corridor linking Rock Island north and south of the Rock River**
  - Control access
  - Establish clear access points to Parkway
  - Increase visual continuity
  - Expand community linkages to and from the Parkway
- 2. Create a positive image of Rock Island**
  - Control land use appearance through use of design guidelines, screening, etc.
  - Enhance, maintain and manage landscape appearance
  - Control billboards, overhead lines, and sources of visual clutter
  - Develop a coordinated theme of landscape, lighting and color to identify and unify the corridor
  - Expand access to educational and recreational opportunities along the corridor
- 3. Enhance community accessibility along the Parkway**
  - Develop a wayfinding system
  - Highlight access points to community destinations
  - Encourage multi-use/multimodal transportation in the corridor
  - Enhance pedestrian crossing opportunities and safety along the Parkway

# INVENTORY AND ANALYSIS

## Physical Context

The City of Rock Island occupies the southwest quadrant of the Quad Cities. A major interstate system surrounds and intersects the Quad Cities, with Interstate-80 to the north, Interstate-280 to the south, and Interstate-74 running north/south between them. The Mississippi River divides the Quad Cities and forms the north and west border of Rock Island, with the cities of Moline and Milan bordering Rock Island's east side. The south side of Rock Island is mainly bordered by farmland and open space. The Rock River and Interstate-280 divide Rock Island's northern and southern halves.

The varying terrain along the Parkway provides a unique opportunity to experience the Mississippi and Rock River corridors as well as the natural character of the uplands adjoining the rivers. The Mississippi River and Rock River play a major role in determining the physical context of the Parkway corridor. Starting from the Moline border, the Parkway travels on the relatively flat land south of the Mississippi River to the Andalusia Road intersection. In low-lying sections, the Parkway rests on an elevated roadbed to minimize flooding. The Parkway crosses the Rock River on a bridge spanning approximately 900 feet. After the Andalusia Road intersection, the Parkway climbs out of the river valley and travels along the rolling hills of 92nd Avenue West.

## Land Use Patterns

Land use patterns along the corridor vary from downtown urban development to vast open space. Industrial uses occupy most of the land between the Parkway and the Mississippi River from the 31st Avenue Interchange to 46th Street—with the exception of the downtown segment, which is currently commercial. South of the Parkway in this area, residential land use dominates over commercial use except in the downtown region. Some of the commercial, industrial and residential areas adjoining the Parkway are currently underutilized and thereby create a negative impression of the corridor. South of 31st Avenue, parks and low-lying open space define the corridor until just north of the Andalusia Road intersection. In the midst of this lowland section, the Interstate-280 interchange stands out in stark contrast to the surrounding landscape. At the Andalusia Road intersection, the land use shifts to industrial until 85th Avenue West. Rolling wooded hills with a small grouping of houses and parks comprise the remainder of the corridor.

## Features and Aesthetics

The Parkway has significant natural and manmade features that affect the corridor's aesthetics. Natural features include the Mississippi River, Rock River and their associated wetlands. Views of the rivers themselves are limited. The Mississippi River can be seen when entering downtown from the east just past the Arsenal Bridge, and direct river access is possible at Sunset Park. Drivers get only a quick glimpse of the Rock River while crossing over it. The wetland areas north and south of the Rock River are far more visible. These lowlands filled with water-loving vegetation create pleasing natural views. Another natural scenic area occurs in the rolling hills along 92nd Avenue West. From its high point at the west end of 92nd Avenue West, travellers are treated to a long view of the river valley with the Quad Cities in the background.

In addition to the natural environment, there are many sources of urban interest along the corridor. The Centennial Bridge, for example, with its dramatic and pronounced arches serves as a key visual focal point for the Parkway. Bridges and overpasses are a common feature on the Parkway that afford an opportunity for establishing identity. The Centennial Expressway portion of the Parkway has eight bridges, many of which are scheduled for reconstruction in the short term. Small open spaces, especially in the northeast section of the Parkway, provide islands of landscaping within the urban

environment. Unfortunately, views of the recycling center, gravel pile, railroad tracks, parking lots, and unused buildings detract from the Parkway's appearance.

## Connection to Destinations

The Rock Island Parkway provides strong interconnection and easy access to the city's major destinations. Recreational and environmental education opportunities can be found in parks and open spaces scattered along the Parkway, such as Sylvan Island, Sunset Park and Marina, Blackhawk State Park, Mark Twain Wildlife and Fish Refuge, Hasselroth Park, Highland Springs Municipal Golf Course, McKay Park and Camden Park. Other public destinations served by the Parkway include Augustana College, the Botanical Center, the Expo Center, and government buildings.

Private businesses also benefit from their proximity to the Parkway. Two of the city's major planned business parks, the Sunset Business Park and the Southwest Rock Island Business Park, are located adjacent to the planned Parkway, as are the Casino Rock Island, "The District", and the Rock Island Arsenal. Furthermore, the Parkway provides easy access to important regional destinations such as the Quad City Airport and South Park Mall.

The Parkway also serves as Rock Island's major connection to the surrounding interstate system. Just below the Rock River, the Parkway has an interchange on Interstate-280 that connects to Interstate-80, Interstate-74, and indirectly connects to Interstate-88. Furthermore, Interstate-74—just east of the city in Moline—has an exit at Illinois 92 that connects to the Parkway. These connections make the Parkway a major link in the region's long distance travel network.

## Traffic Volumes

Current and projected traffic volumes for the Parkway reflect its role as a primary community travel corridor (see Figure 2). The Parkway's heaviest traffic volumes occur at the Interstate 280 interchange and between the downtown and Moline. From the interchange heading north to downtown, average daily traffic slowly decreases from 14,000 to 9,600 until reaching the Centennial Bridge, where volumes rise to approximately 12,000. At the Arsenal Bridge, traffic counts increase to 17,000 and then average 12,000 on the one-way pair of 4th and 5th Avenues. The Parkway's heaviest traffic volumes of 21,300 to 25,500 occur on 5th Avenue between 27th Street and 38th Street. Volumes on the one-way pair of 6th and 7th Avenues decrease heading to the east from 13,200 to 8,500. From the Interstate-280 interchange heading south, average daily traffic is 15,300 to the Andalusia intersection. After Andalusia Road, daily traffic volumes drop to about 4,000 for the remainder of the Parkway.

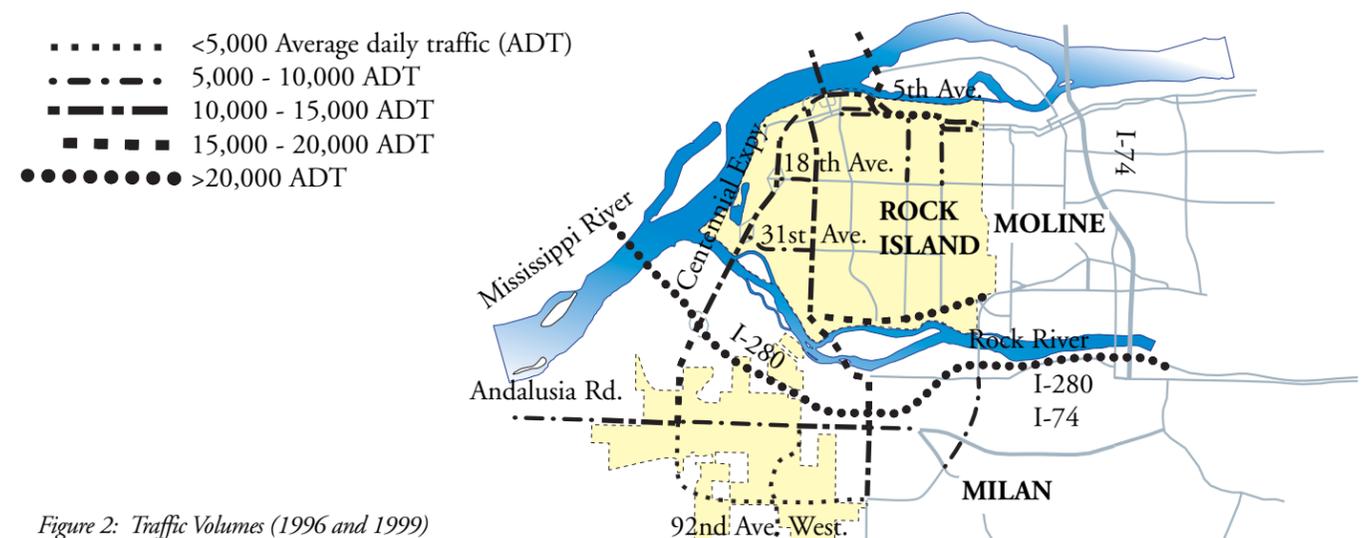


Figure 2: Traffic Volumes (1996 and 1999)

## CORRIDOR JURISDICTION

The Parkway passes through State and City of Rock Island jurisdictions. State jurisdiction occurs where the Parkway travels on State Highway 92 from the northeast corner at the Moline border until Andalusia Road. The city has jurisdiction of the corridor south of Andalusia Road to the Milan Border.

## DESIGN OPPORTUNITIES AND CONSTRAINTS

The Parkway offers many design and enhancement opportunities to achieve the project's goals and objectives even after accounting for the corridor's constraints. The corridor's primary opportunities and constraints can be divided into the following five categories: entrance, landscape preservation and enhancement, diverse land use management, traffic function, and public spaces.

### Entrance

The corridor provides strong opportunities to create a clear sense of entry to Rock Island as well as to the Parkway itself on 6th Avenue, 92nd Avenue West, the Interstate 280 interchange, Andalusia Road Intersection, and at the Centennial Bridge. Since most people enter the City of Rock Island via the Parkway, the corridor establishes people's first impression of Rock Island as it leads them to their destinations. Therefore, Parkway enhancements must convey a positive image and be easy to recognize and follow. Furthermore, formal Parkway entrances within neighborhoods can help reinforce the concept of the Parkway serving as a common thread that holds the city together. These entrances facilitate neighborhood connections and will serve as elements of continuity along the Parkway.

### Landscape Preservation and Enhancement

Existing natural features define the character of the Parkway throughout a large portion of the corridor. To maintain this natural character, the city needs to establish landscape preservation efforts and guidelines. In areas outside of the city's jurisdiction, the city should work with the adjoining communities and townships to preserve interconnecting natural areas. As future development occurs, clear and enforceable guidelines must be in place to maintain the natural character that is such a vital part of the Parkway and its design vision as a linear community park.

### Diverse Land Use Management

The Parkway travels through diverse contexts that offer many different enhancement opportunities. These differing land use patterns allow for the creation of distinct urban design zones along the Parkway. While the creation of distinct zones provides better design integration with the surrounding land use context, it also complicates the idea of using the Parkway as a common element to unify the city of Rock Island. This is especially challenging considering the variation in land use character between the downtown urban landscape and the undeveloped wetlands of the Mississippi and Rock Rivers. To be successful, the Parkway design must contain strong elements of continuity that unite all of Rock Island while allowing enough flexibility to establish areas with distinct and appropriate visual identities. The Parkway also needs to reach into adjacent neighborhoods at key junctures along the corridor to strengthen connections between the Parkway and important community destinations.

### Traffic Function

Current and projected traffic volumes will affect both roadway requirements and the feel of the Parkway. Heavy traffic volumes occur between the Moline border to Andalusia Road, while lighter volumes occur from Andalusia Road to Milan (see Figure 2). Heavier volumes require more traffic lanes, creating a different character and feel than that of a narrower roadway. Heavy traffic volumes also affect people's perception of their environment by contributing to congestion, pollution, noise and increased anxiety levels.

Traffic predictions show an increase in traffic volume for the Centennial Bridge once the ramps have been reconfigured and the tollbooths have been removed; construction is scheduled for the spring of 2002. This will result in heavier traffic volumes in the downtown area, which necessitates the need for wider roadways. Where roadway widths exceed what is necessary for both current and projected traffic volumes, removal of traffic lanes could produce a more intimate and relaxed character by decreasing pavement and replacing it with landscaped open space, a multi-use path or other aesthetically pleasing feature. This opportunity is particularly strong in the Keystone Neighborhood along 6th and 7th Avenues.

The range of speed limits along the Parkway varies from 25 to 65 miles per hour, affecting how drivers will perceive corridor enhancements and design elements. Speed itself can affect the feel of an area, since drivers generally find slower speeds to be more relaxing than higher speeds. One also has the opportunity to look around and enjoy the surrounding landscape more when traveling at slower speeds. In terms of Parkway design, higher speed zones will require bolder design patterns and statements, while lower speed zones will allow for a subtler level of detail. The challenge comes in creating a unified Parkway identity that is readable at all speeds. Safety concerns in high-speed areas preclude the introduction of multi-use facilities and restrict the placement of Parkway features. The best way to unify the overall design is to use the same palette of building materials while allowing the scale, shape and spacing of features to change appropriately within different speed zones.

### Public Spaces

Public open space in the corridor varies from small traffic islands to various right-of-way widths. The small spaces provide opportunities for entry features, public art and landscape features. The various right-of-way widths along the Parkway limit the ability to carry a consistent design treatment throughout the Parkway. The right-of-ways between Moline and Interstate-280 tend to be narrow, while the right-of-ways south of the interstate tend to be wide. Narrow right-of-ways produce a feeling of being squeezed into a tight space or a sense that the Parkway was forced through an area where it does not belong. In areas with wide right-of-ways, the Parkway feels like a more cohesive part of the urban fabric. The entire corridor will need to be woven into a unifying fabric and framework regardless of right-of-way width. Furthermore, the design within all right-of-ways will need to incorporate core elements that are consistent with the Parkway's theme as a linear community park.

### Wayfinding

Parkway wayfinding signage should be explored and developed as part of a broader citywide wayfinding system. The city is currently examining the possibility of participating in a regional Quad Cities wayfinding program. This system uses a composite logo representing Rock Island, Davenport, Bettendorf and Moline as separate quadrants. If this concept is adopted, Rock Island would use their portion of the logo in the city's overall wayfinding system. The symbol would appear on wayfinding/directional signage along the interstate highways and along city streets. Additionally, the symbol could be also be used on city identification and regulatory signage, such as parking, street name, and other regulatory signs. Potentially, a Parkway symbol or color scheme could be incorporated into the wayfinding signage used along the Parkway corridor.

## DESIGN CONCEPT

The Parkway currently presents itself as a sequence of distinct and sometimes disjointed urban spaces existing along a single corridor. A major goal for this project is to develop a cohesive sense of place that unifies the entire corridor while preserving or enhancing the individual character of its various spaces or zones. Given the corridor's prominent natural features and its role in connecting the community, defining the Rock Island Parkway as a linear park with a vital transportation function provides the means to accomplish this goal. Traditional park themes of recreation, entertainment and education are prevalent along the Parkway. These themes, as well as the corridor's land use patterns and character, allow the distinct zones of the Parkway to become green spaces that combine to form a large linear community park.

This vision for the Parkway as a linear park breaks the corridor into six distinct zones:

- Cultural/Environmental Education**
- Urban Garden**
- Urban Recreation**
- Water Based Recreation**
- Lowland Pleasure Drive**
- Upland Pleasure Drive**

These zone definitions allow areas to maintain their distinct identity while a unified approach to linear park landscaping and design ties the zones together. The map on page 6 illustrates the overall layout of this linear park concept.

### **Cultural/Environmental Education Zone - Sylvan Island**

The Cultural/Environmental Education Zone contains some features and destinations that are conducive to learning about the community's natural resources and cultural history. With its interpretive sites, parks and educational areas, this zone provides outstanding opportunities to experience and learn about the community's natural and cultural resources in an appealing outdoor setting.

### **Urban Garden Zones**

The establishment of Urban Garden Zones will allow for smoother transitions between the Parkway's natural and developed land uses. The Parkway has three sections classified as Urban Garden Zones, with each possessing a unique identity derived from its surrounding character and land use pattern. Urban Garden-5th, 6th and 7th Avenues has a residential character while Urban Garden-Centennial Highway is more diverse as it passes between residential and industrial uses. Finally, Urban Garden-Mill Creek to 85th Avenue West is a wide-open meadow with a central hub of activity at Andalusia Road as it transitions between the lowland and upland landscapes.

### **Urban Recreation Zone - The District**

The Urban Recreation Zone hosts the Parkway's most intensely urban uses. This area has the greatest number of users and the densest level of development in the Parkway.

### **Water Based Recreation Zone - Sunset Park and Marina**

The Water Based Recreation zone acts as the Parkway's beach and boat launch area. This zone is home to the city's river access and marina. The area also provides land based recreational opportunities such as picnicking and biking.

### **Lowland Pleasure Drive Zone - I-280 Interchange and Rock River Bridge**

The Lowland Pleasure Drive is one of two primarily natural zones found in the Parkway. This is a place to enjoy the natural beauty of a lowland landscape. The raised roadbed of the Parkway allows for views of conservancy areas and the wetlands of the Mississippi and Rock Rivers.

### **Upland Pleasure Drive Zone**

The Upland Pleasure Drive Zone-the Parkway's other primary natural area-travels through rolling hills with adjoining land uses generally buffered by topography and existing vegetation. The existing landscape complements the terrain, creating a pleasant driving experience. The rolling hills create a uniquely contrasting experience with the flat land encountered elsewhere in the corridor.

# ROCK ISLAND PARKWAY CONCEPT

## CONCEPT STATEMENT

A major goal for this project is to develop a cohesive sense of place that unifies the entire corridor while preserving or enhancing the individual character of its various spaces or zones. Given the corridor's prominent natural features and its role in connecting the community, defining the Rock Island Parkway as a linear park with a vital transportation function provides the means to accomplish this goal. Traditional park themes of recreation, entertainment and education are prevalent along the Parkway. These themes, as well as the corridor's land use patterns and character, allow the distinct zones of the Parkway to become green spaces that combine to form a large linear community park.

## ISSUES AND OPPORTUNITIES

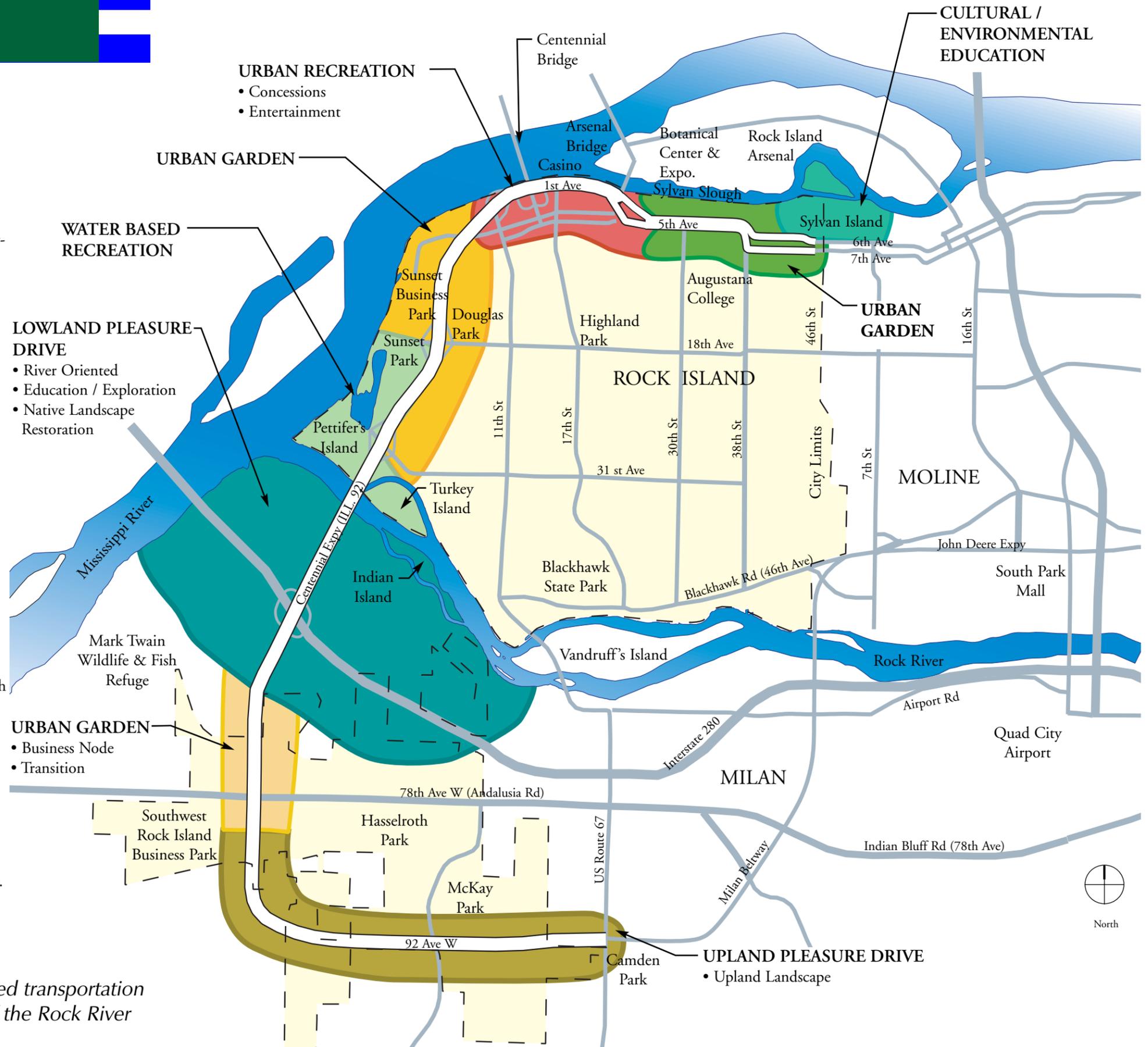
- Lack of connection between Rock Island north and south of the Rock River.
- Lack of sense of place.
- Lack of landscaping.
- Lack of gateways to Rock Island.
- Diverse land uses.
- Various right-of-way widths.
- Lack of wayfinding system.

## THEME

- A Linear Community Park
- Recreation
- Entertainment
- Education

## DESIGN RECOMMENDATIONS

- Connect Rock Island north and south of the Rock River with a linear community park.
- Create park-like driving experience in a landscape setting.
- Create gateways at entries to the parkway and city.
- Create landscape ordinance that require buffering of the Parkway.
- Enact ordinances to control outdoor advertising.
- Develop wayfinding system.
- Establish landscape preservation efforts and guidelines.
- Relate Parkway to surrounding land use character.
- Create multi-modal transportation system along the corridor.
- Utilize public open space to create an interesting driving experience.



The resulting improvements will lead to a unified transportation corridor linking Rock Island north and south of the Rock River

## DESIGN ELEMENTS

Parkway design elements will provide the necessary building blocks to achieve the project's goals and objectives. Core design elements will appear in the same form along the entire length of the corridor, while support design elements will vary in appearance and function depending on the design zone.

### Core Elements

Gateways, theme lighting, color and wayfinding represent the core design elements that will provide continuity throughout the Parkway. These unifying elements inform users that they are traveling on or crossing the Parkway. In addition, the core elements will establish the corridor's aesthetic framework and help define a consistent sense of place.

#### Gateways

Gateways should establish the main entry points to the Parkway to let users know that they are entering a special place. These gateway features should incorporate other Parkway design elements, such as stone, landscaping and the Parkway logo, to provide maximum continuity. The gateways will also serve as points of connection to adjacent neighborhoods and land uses. Gateway design should allow for their use and implementation at various scales depending on site locations and conditions.

#### Theme Lighting

Ornamental roadway lighting for the Parkway will provide one of the strongest unifying design elements. The lights should have an historical feel to reflect and integrate with the historic character of downtown Rock Island and the city's older established neighborhoods. The lights will provide both a daytime and nighttime feature for the Parkway. During the day the lights provide a repeating architectural element while at night they provide a ribbon of light from one end of the Parkway to the other. The light poles will also provide opportunities for hanging cloth or metal banners that change with the seasons and/or local events, as well as for hanging unique metal elements with a more artistic character.

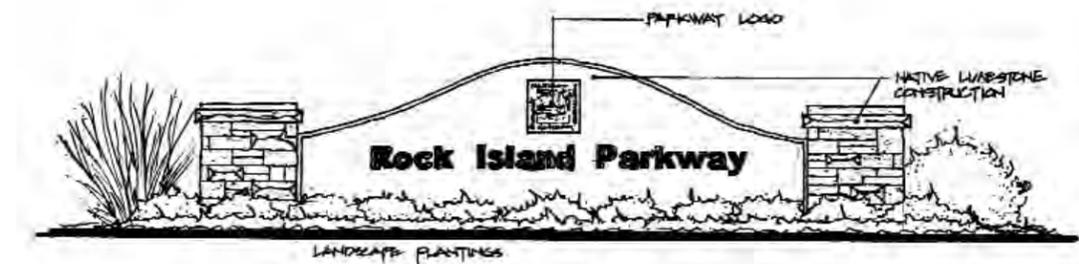
#### Color

Color can create a sense of continuity for the corridor while also delineating individual zones. The Parkway should use a grouping of colors made up of a primary and several secondary colors that appear along the entire length of the corridor. The secondary colors act as accents and could provide a tie to an overall city color or logo. Secondary colors also provide the opportunity for each zone to have its own color identity. Possible color selection could be an orange and green logo, black lights and metal railings, blue on bridges and various accent colors depending on the zones. Final color selection will need to be reviewed and coordinated with the redesign of the city's logo and development of a community wayfinding system.

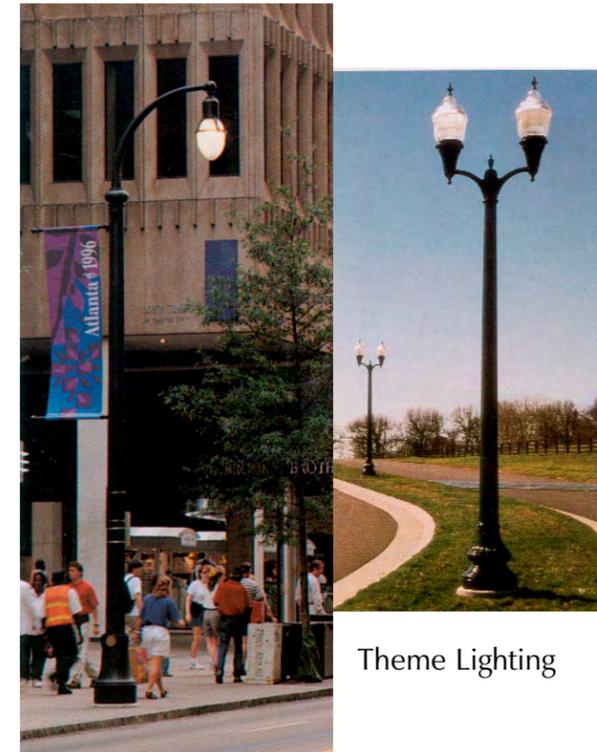
#### Wayfinding

Wayfinding signage can facilitate vehicular circulation and provide an element of continuity along the Parkway. Wayfinding on the Parkway will direct users to their destination and inform them about other opportunities along the corridor. Besides directing users to destinations along the corridor, wayfinding will help direct people to the Parkway itself. This wayfinding should be part of an overall wayfinding system for the City of Rock Island whether or not the city accepts the proposed Quad Cities wayfinding program.

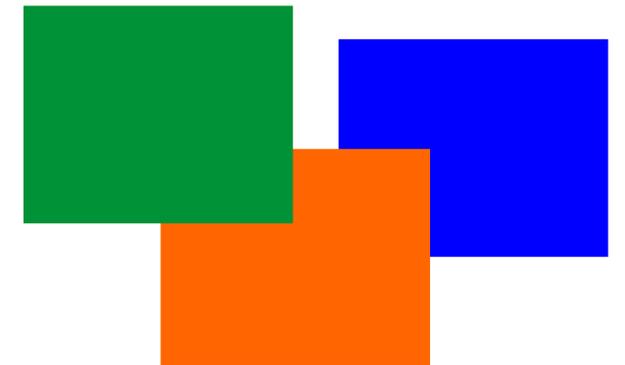
A Parkway logo is an additional wayfinding tool that indicates to users that they are on the Parkway while providing an element of continuity. This logo can be a freestanding element and incorporated in the city's typical wayfinding signage installed along the Parkway. The colors in the logo should remain consistent with the Parkway's colors.



Entrance Monuments



Theme Lighting



Colors



Wayfinding

## Support Elements

Support elements will reinforce the core elements to improve Parkway aesthetics and help to create a unified sense of place. The Parkway's support elements consist of bridges, stone, public art, landscaping and pedestrian amenities. The various forms and functions of these support elements provide a means to create a unique identity within the various design zones. Although the support elements will vary, the repeated use of these elements and materials will help reinforce the continuity of the Parkway.

### Bridges

Bridges provide strong enhancement opportunities along the Centennial Expressway portion of the Parkway. Bridge abutments and railing provide an opportunity to introduce design materials that can be utilized throughout the corridor. Interchange bridges provide gateway opportunities for the Parkway as well as connections to adjacent land uses.

### Stone

The characteristics of stone make it a good material choice for the Parkway. Stone has a human scale, interesting texture and a warm feel that will make the harsh urban streetscape more inviting. Stone also fits with the historic style and character that the city desires for the Parkway. The ability to incorporate stone into both natural and urban environments makes stone an appropriate material for the corridor's wide range of land uses.

### Public Art

Public art can provide significant visual interest along the Parkway, providing travelers with an artistic experience that adds another linear element of continuity to the corridor. Art pieces should also be used to signify connections between the Parkway and other land uses. The scale of the art needs to be consistent with the scale of its environment and readable at the traffic speed of its location.

### Landscaping

Landscaping plays a critical role in defining and reinforcing the desired character of each Parkway zone. In natural lowland and upland areas, natural landscape plantings can supplement existing vegetation by screening adjacent development and by adding seasonal interest and color. In residential areas, plantings will help define and create a pedestrian-scale environment. Plantings also soften the hard edges found in urban areas and screen undesirable views. Finally, landscape plantings will ease the transition from one zone to another and work with other design elements to provide continuity long the Parkway.

A plant palette recommended by zone is contained in the report appendix.

### Pedestrian Amenities

Pedestrian amenities provide an opportunity to enhance the safety and experience of pedestrians using the corridor. These amenities include pedestrian lighting, special pavements and site furniture. While pedestrian lights should be historical in style and relate to the Parkway road lights, they can vary somewhat from zone to zone. These lights will help create a pedestrian-scale environment and strengthen zone identity while improving safety. Special pavements, such as pavers and stamped colored concrete, should be used to enhance major crosswalks. The color and pattern should be consistent for the entire corridor. Site furniture should have a historical style and be located along the multi-use paths.



Bridges



Stone



Public Art

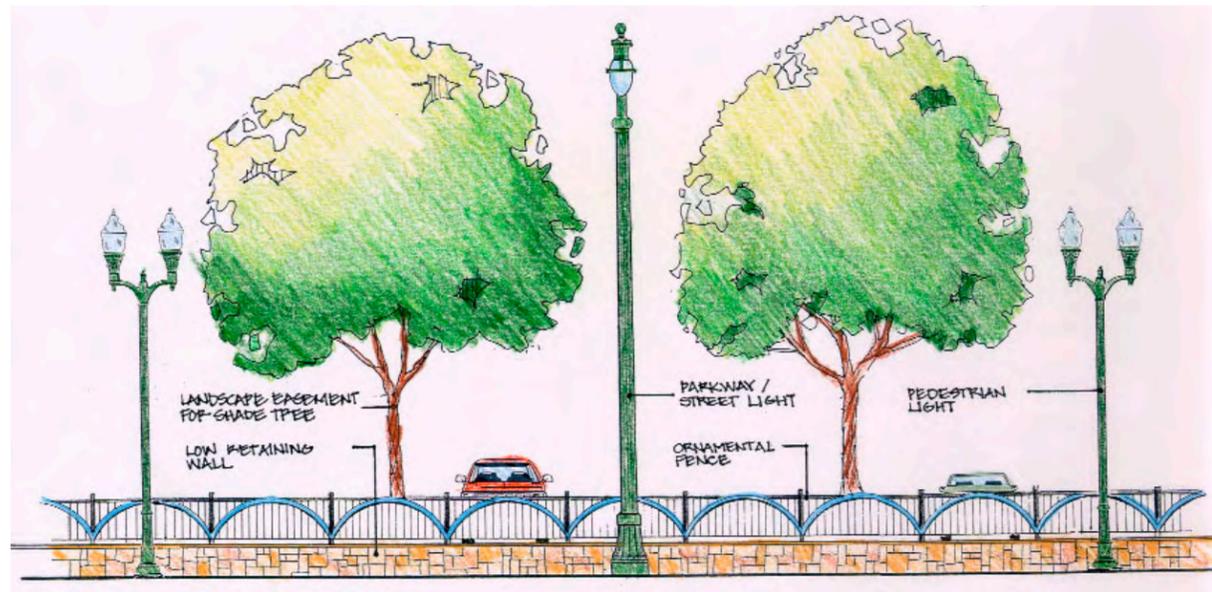


Pedestrian Amenities



Landscaping

# DESIGN RECOMMENDATIONS



# URBAN GARDEN ZONE

## 5TH, 6TH AND 7TH AVENUES



- Commercial
- Residential
- Public/Institutional
- Industrial
- Open Space
- Landscape Feature
- Major Parkway Entrance
- Rock Island Parkway
- Parkway Connection

### CONCEPT STATEMENT

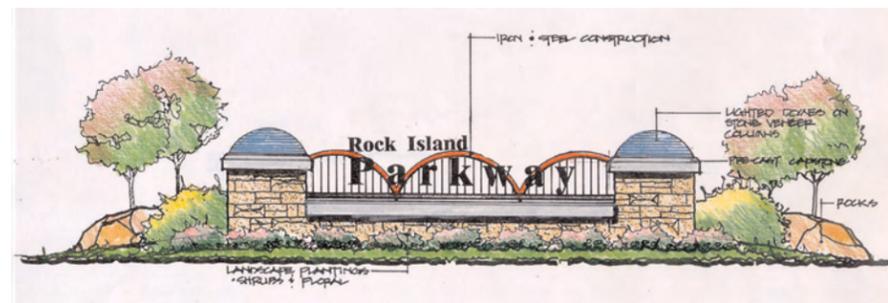
The Parkway theme in this zone builds on the surrounding residential character. The proposed design moves from a vehicle oriented environment to a pedestrian friendly landscape. The neighborhood creates the backdrop for those entering and exiting the city.

### ISSUES AND OPPORTUNITIES

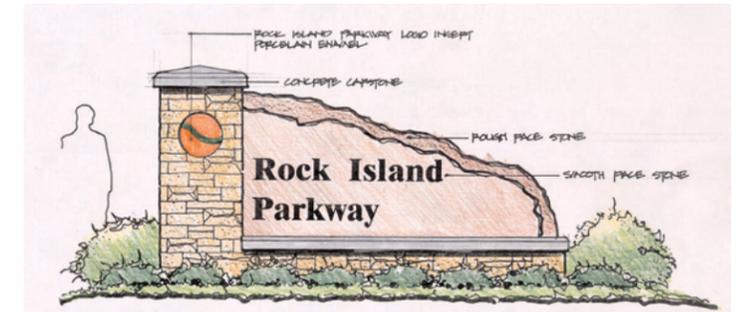
- No sense of entry and arrival to the City of Rock Island.
- Lack of pedestrian scale in residential areas.
- Lack of street trees and landscaping.
- Highly visible overhead lines detract from the streetscape.
- No separation between street and railroad yard.

### DESIGN RECOMMENDATIONS

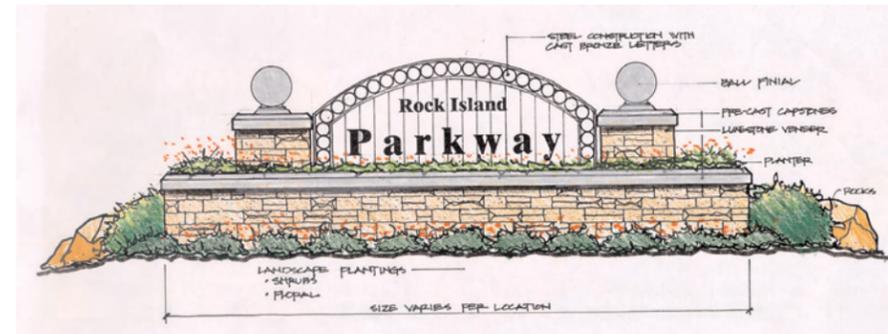
- Create City of Rock Island entrances at 3rd Avenue and 44th Street and on 6th Avenue near the Moline Border.
- Develop Parkway gateways at 6th Avenue and 44th Street, 7th Avenue and 44th Street, and at 5th Avenue and 24th Street.
- Remove 2 lanes of traffic from 7th Avenue.
- Remove 2 lanes of traffic and north parking lane from 6th Avenue.
- Remove one west bound traffic lane and the median from 5th Avenue.
- Create landscape features in green spaces at 6th Avenue and 38th Street and on 5th Avenue in front of the Quad Cities Botanical Center.
- Underground utility lines along 5th Avenue.
- Install street trees and decorative lights along Parkway.
- Screen railroad from 5th Avenue.
- Add multi-use path on 7th Avenue.



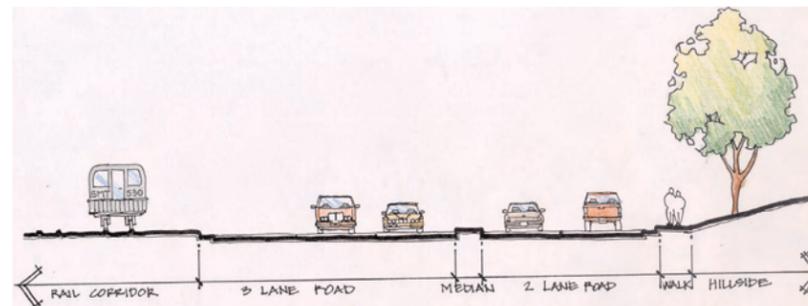
PARKWAY GATEWAY SIGN - CONCEPT A



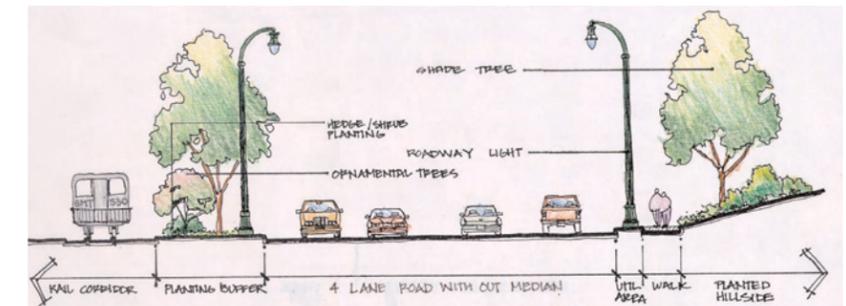
PARKWAY GATEWAY SIGN - CONCEPT C



PARKWAY GATEWAY SIGN - CONCEPT B



5TH AVENUE - Existing condition looking east



5TH AVENUE - Removal of 1 lane of parking and median



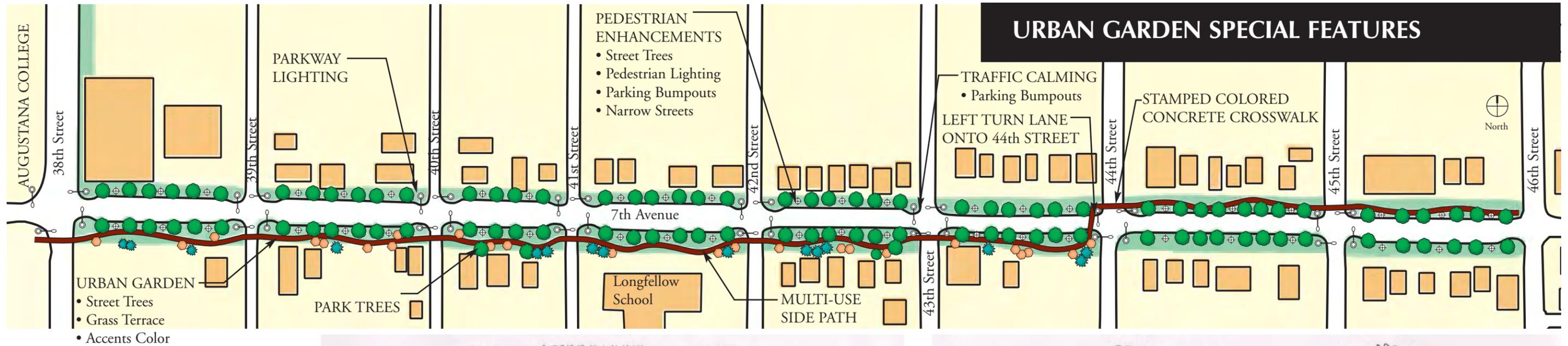
Existing 5th Avenue — View looking west



Proposed 5th Avenue — Full design implementation

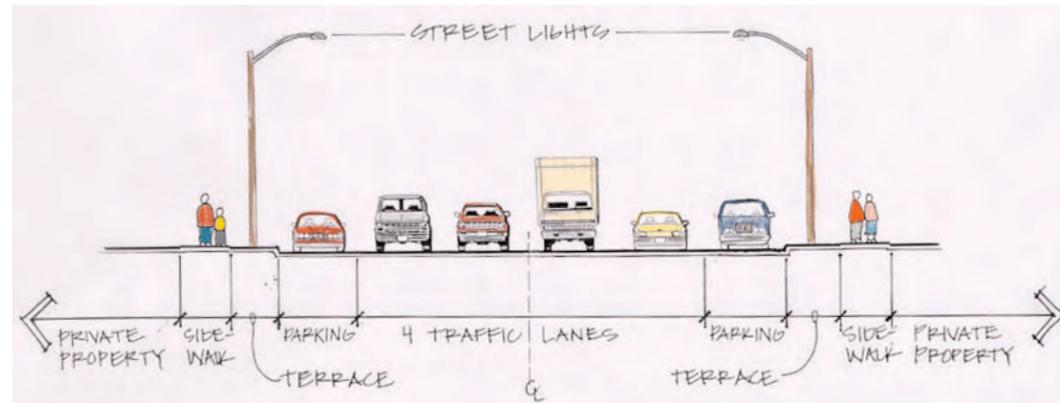


*The resulting improvements will lead to a pleasant neighborhood oriented driving experience by emphasizing a pedestrian scale.*

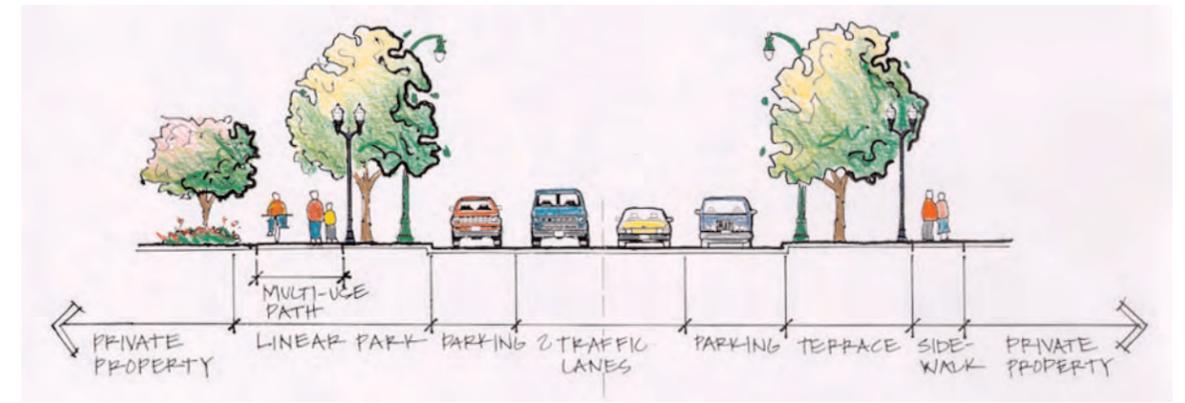


**7TH AVENUE PLAN- (6TH AVENUE SIMILAR)**

The removal of two lanes of traffic and the addition of bumpouts at the intersections on 7th Avenue to create a more pedestrian friendly environment. A meandering side path on the south side of the road connects Augustana College to the river trail. 6th Avenue receives similar improvements with the removal of two lanes of traffic and bumpouts at the intersections. In addition, the north lane of parking along 6th Avenue is also removed. Add decorative lighting and landscaping along the entire zone, including 44th Street and 3rd Avenue.



**EXISTING 7TH AVENUE - View looking west**



**PROPOSED 7TH AVENUE - View looking west**



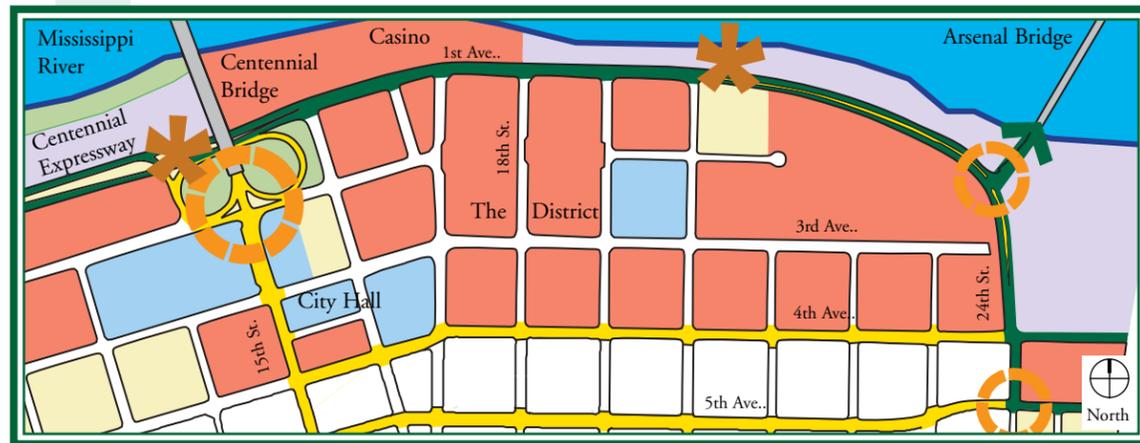
**EXISTING 7TH AVENUE - View looking east**



**PROPOSED 7TH AVENUE - Full design implementation**

# URBAN RECREATION

## THE DISTRICT



- Commercial
- Industrial
- Residential
- Open Space
- Public/Institutional
- Major Parkway Entrance
- Rock Island Parkway
- Parkway Connection
- Landscape Feature

### CONCEPT STATEMENT

The Parkway design creates a strong downtown urban character as it passes through this zone of the corridor. The placement of vertical elements help to define the corridor and screen parking lots and railroad tracks. The Parkway becomes part of the downtown fabric and not an obstacle that separates the downtown from the river.

### ISSUES AND OPPORTUNITIES

- No sense of entry and arrival to the City of Rock Island and the District.
- Lack of urban character and linkage points to the river.
- Lack of street trees and landscaping.
- Parking lots dominate the corridor appearance.
- Road creates barrier between downtown and river.
- No separation between the Parkway and railroad.

### DESIGN RECOMMENDATIONS

- Acquire landscape easement for shade trees on south side of 1st Avenue.
- Remove sidewalk on south side of 1st Avenue.
- Develop a 'visual' park at the Centennial Bridge and the Parkway interchange.
- Create Parkway gateway at new end of Centennial Bridge ramp alignment.
- Coordinate intersection designs and Parkway connections on 17th, 18th, 19th, and 20th Streets with improvements for the District.
- Enhance intersections at 17th, 18th, 19th and 20th Street to strengthen connection between the Parkway and the river front.
- Screen parking lots and railroad corridor with urban garden wall.
- Install pedestrian scale lights and urban garden wall to add human dimension to streetscape.
- Add decorative lights and landscape along 1st Avenue.
- Landscape railroad yard and dike edges.

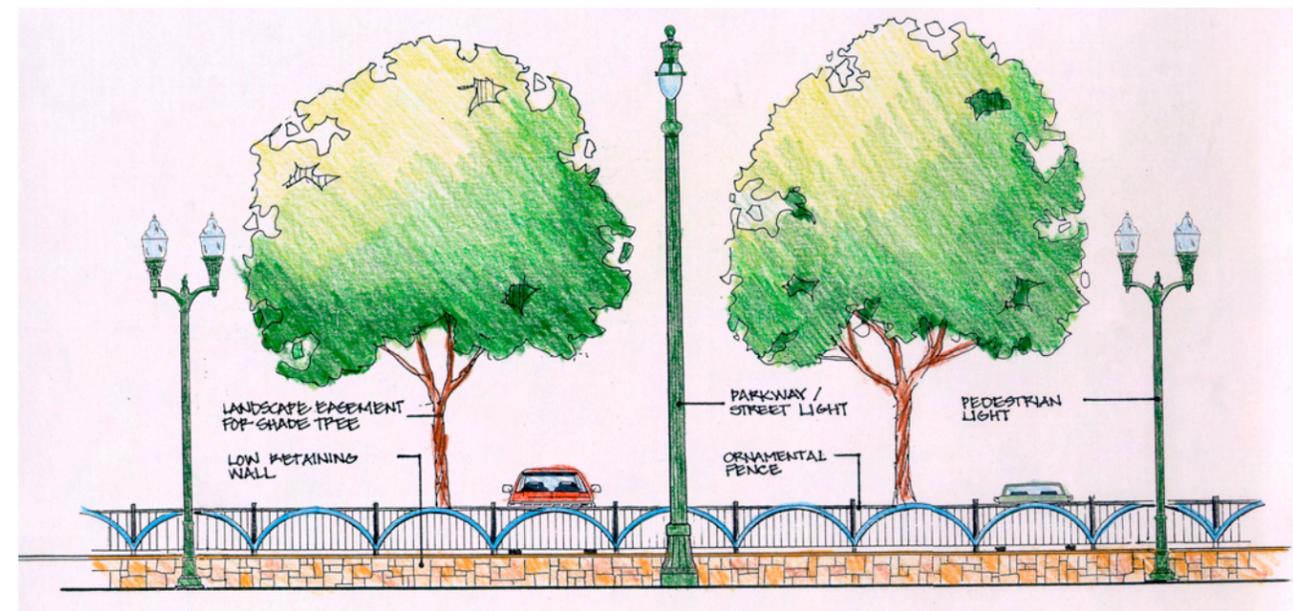
*The resulting improvements will lead to a strong edge identity for the downtown and the river front.*



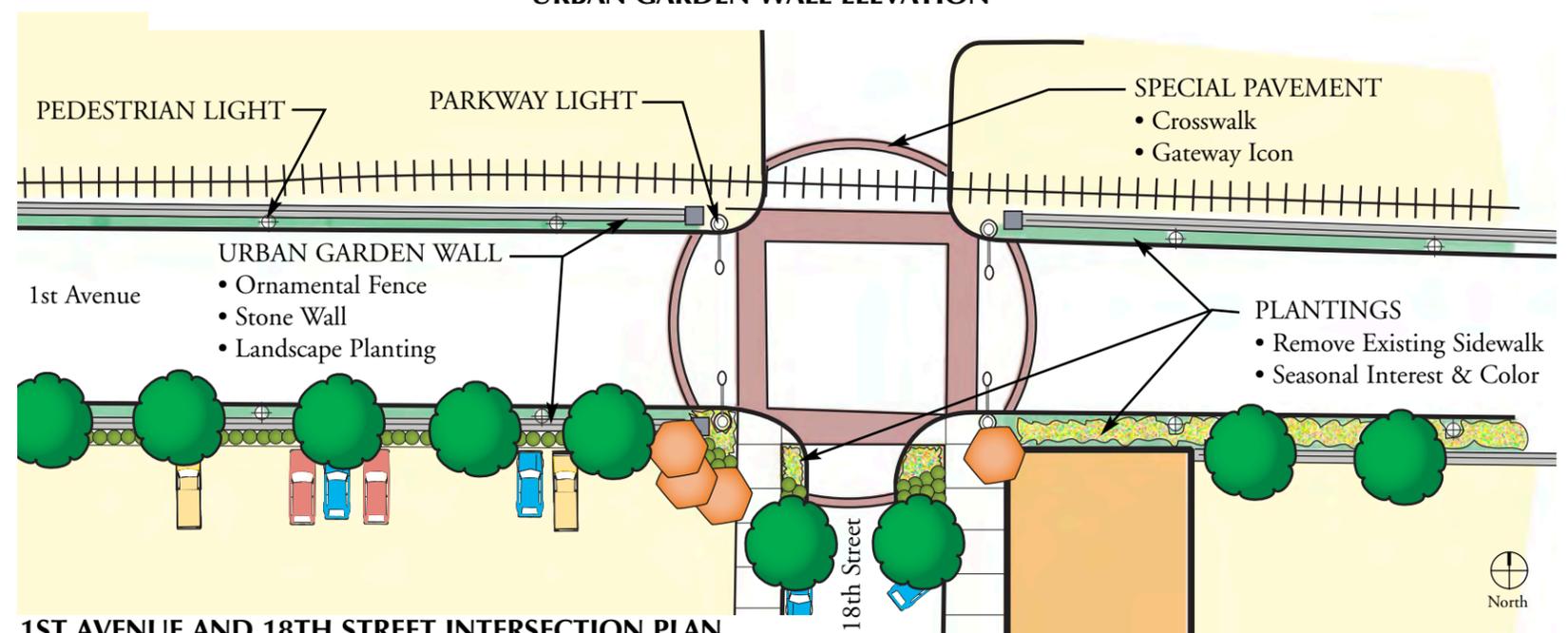
Existing 1st Avenue at 18th Street Intersection — View looking west



Proposed 1st Avenue at 18th Street Intersection — Full design implementation



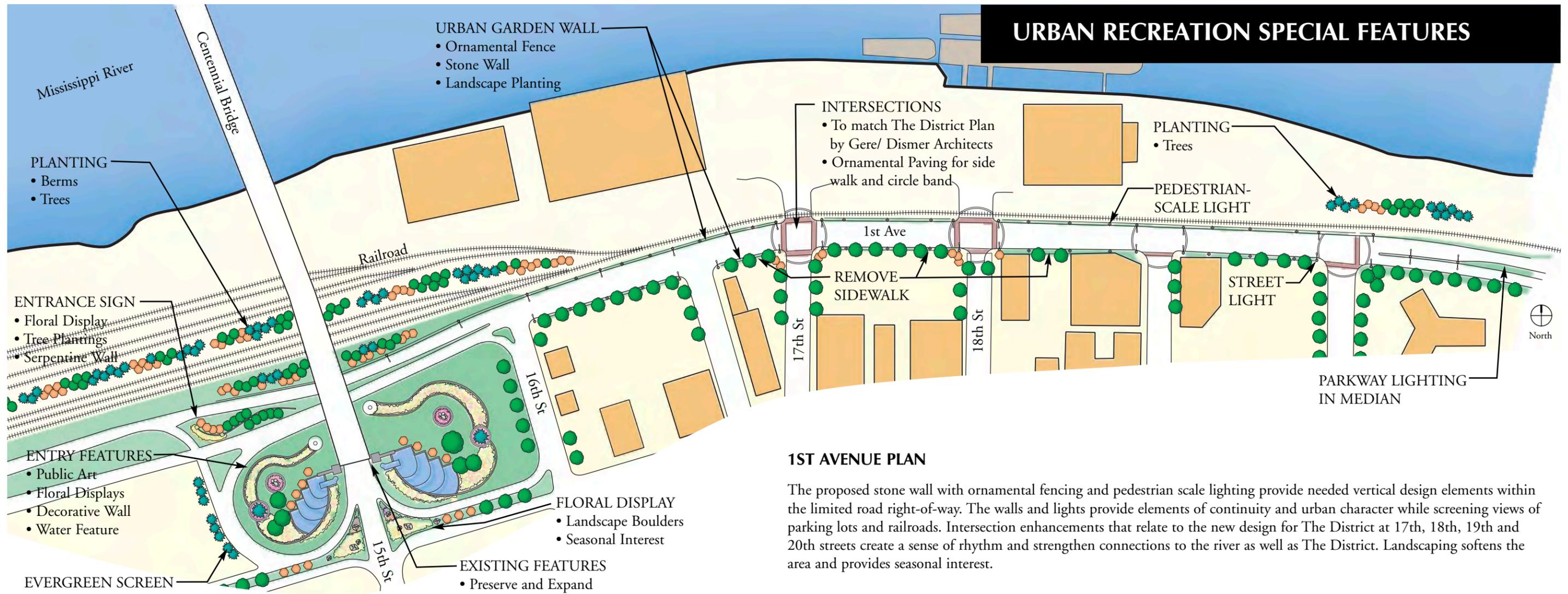
URBAN GARDEN WALL ELEVATION



1ST AVENUE AND 18TH STREET INTERSECTION PLAN

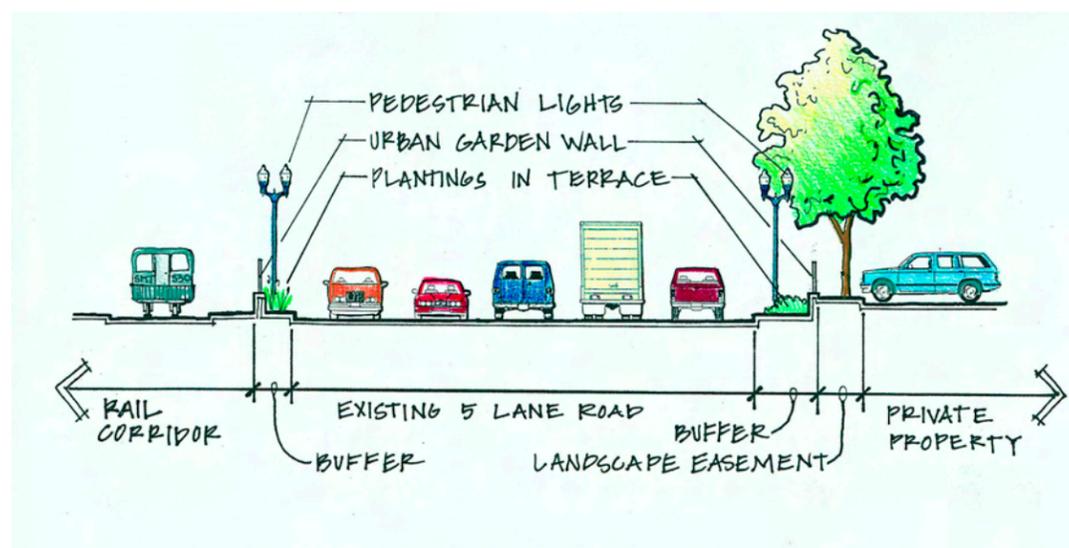


# URBAN RECREATION SPECIAL FEATURES

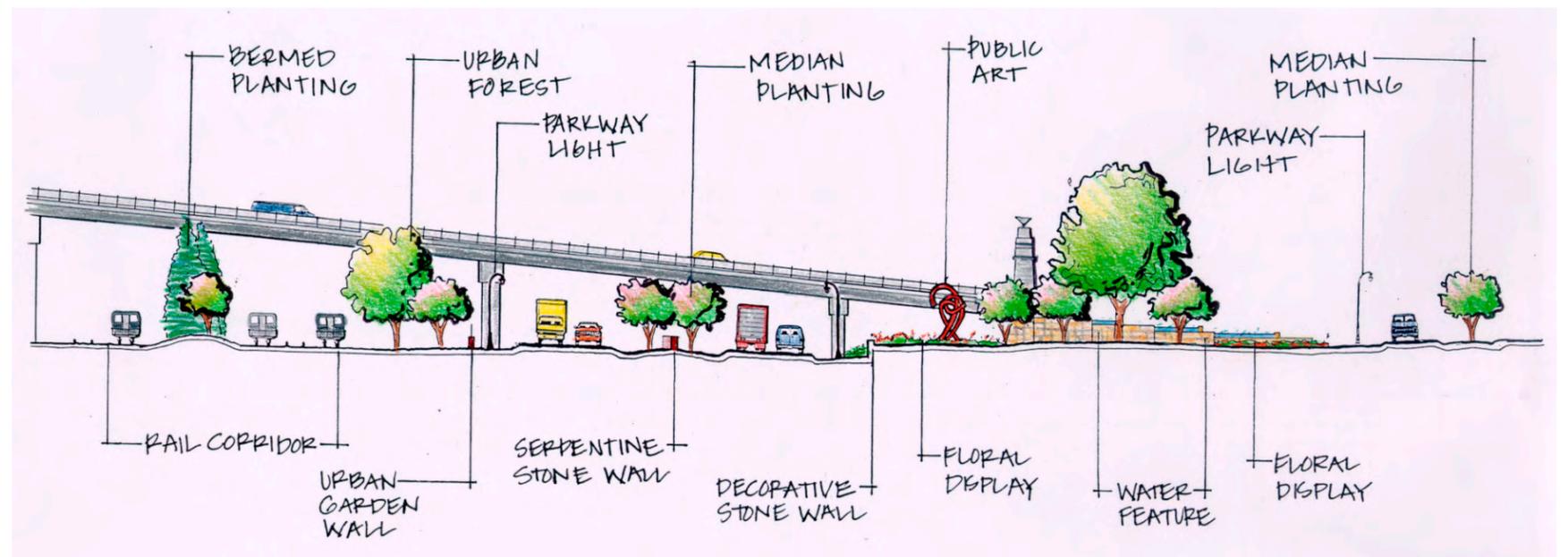


## 1ST AVENUE PLAN

The proposed stone wall with ornamental fencing and pedestrian scale lighting provide needed vertical design elements within the limited road right-of-way. The walls and lights provide elements of continuity and urban character while screening views of parking lots and railroads. Intersection enhancements that relate to the new design for The District at 17th, 18th, 19th and 20th streets create a sense of rhythm and strengthen connections to the river as well as The District. Landscaping softens the area and provides seasonal interest.



1ST AVENUE SECTION



CENTENNIAL BRIDGE AND PARKWAY INTERCHANGE AREA - SECTION

# URBAN GARDEN

## CENTENNIAL EXPRESSWAY



- |   |  |  |
|---|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Commercial              | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Industrial  | <span style="display:inline-block; width:15px; height:15px; border:2px dashed orange; border-radius:50%;"></span> Major Parkway Entrance |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Residential             | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Open Space | <span style="display:inline-block; width:15px; border-bottom:2px solid green;"></span> Rock Island Parkway                               |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Public/Institutional | <span style="display:inline-block; width:15px; height:15px; border:1px solid orange; border-radius:50%;"></span> Landscape Feature   | <span style="display:inline-block; width:15px; border-bottom:2px solid yellow;"></span> Parkway Connection                               |

### CONCEPT STATEMENT

This section of the Parkway allows for a smooth transition from downtown to the lowland area near the Rock River. The strong architectural elements of downtown become landscape elements as the corridor moves south towards the river. The Parkway also acts as a buffer between residential land use to the east and light industrial use to the west.

### ISSUES AND OPPORTUNITIES

- Weak connection to Sunset Park and Marina.
- Unsightly views into existing business park.
- Lack of continuity with the rest of the Parkway.
- Weak connections to the neighborhoods from the Parkway.

### DESIGN RECOMMENDATIONS

- Coordinate enhancements with development of businesses adjoining the Parkway.
- Construct screening walls to block views of scrap yard and gravel pile.
- Landscape along expressway to create seasonal interest and color, and screen the backsides of industrial buildings.
- Develop gateway bridges at 11th Street, and 7th, 18th and 31st Avenue interchanges.
- Promote redevelopment of unused industrial building and housing renovations.
- Place decorative roadway lights along the Parkway.
- Open views into Sunset Park and Marina.
- Enhance neighborhood and park connections on 11th Street, 7th, 18th and 31st Avenues with Parkway lights and streetscape.
- Construct a multi-use path along 18th Avenue from Rauch Park to Sunset Park and along 31st Avenue from Sunset Park to 31st Avenue Park.
- Develop Sunset Park entry on 18th Avenue.



Existing 18th Avenue Interchange - View looking east



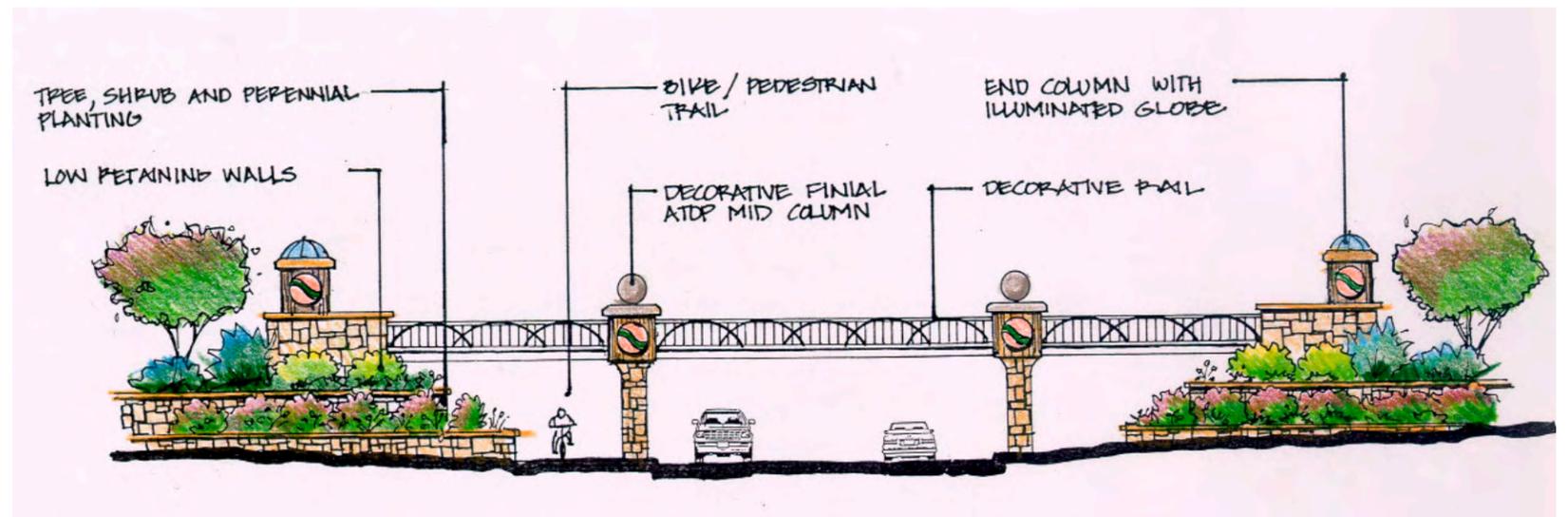
Existing 18th Avenue Interchange — Full design implementation



Existing Centennial Expressway at 18th Avenue Interchange -View looking north



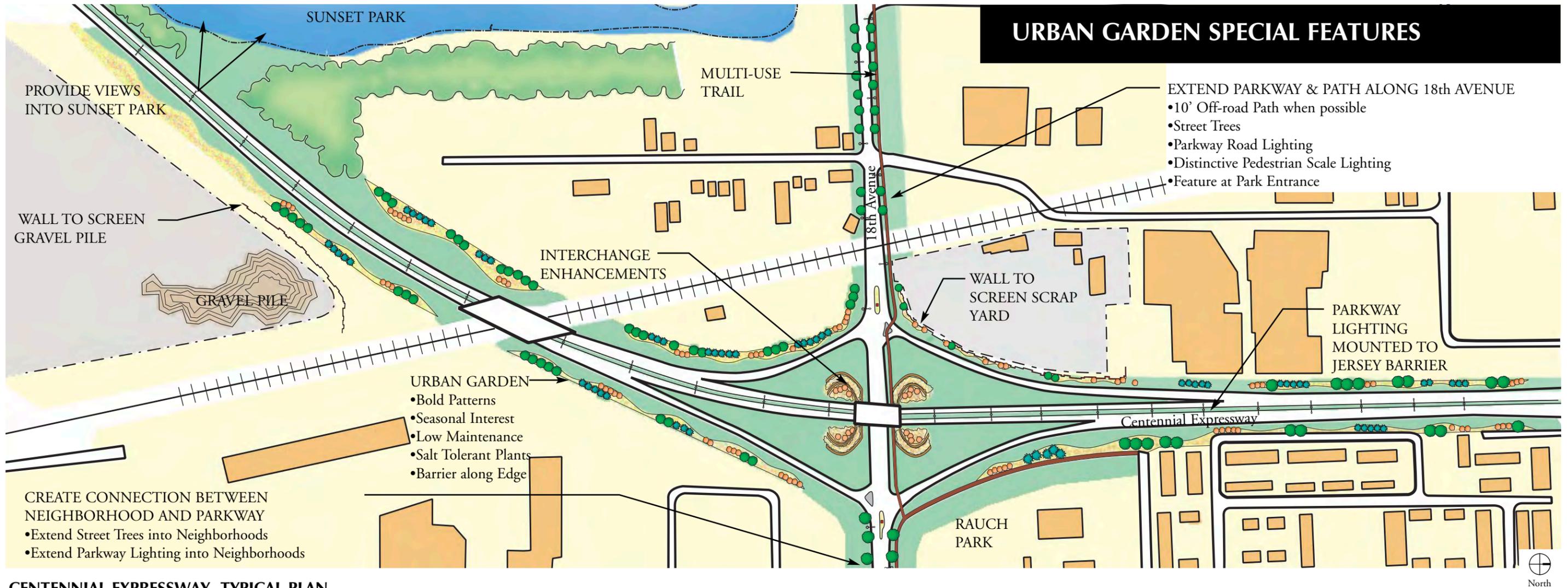
Existing Centennial Expressway at 18th Avenue Interchange - Full design implementation



INTERCHANGE BRIDGE ELEVATION - TYPICAL

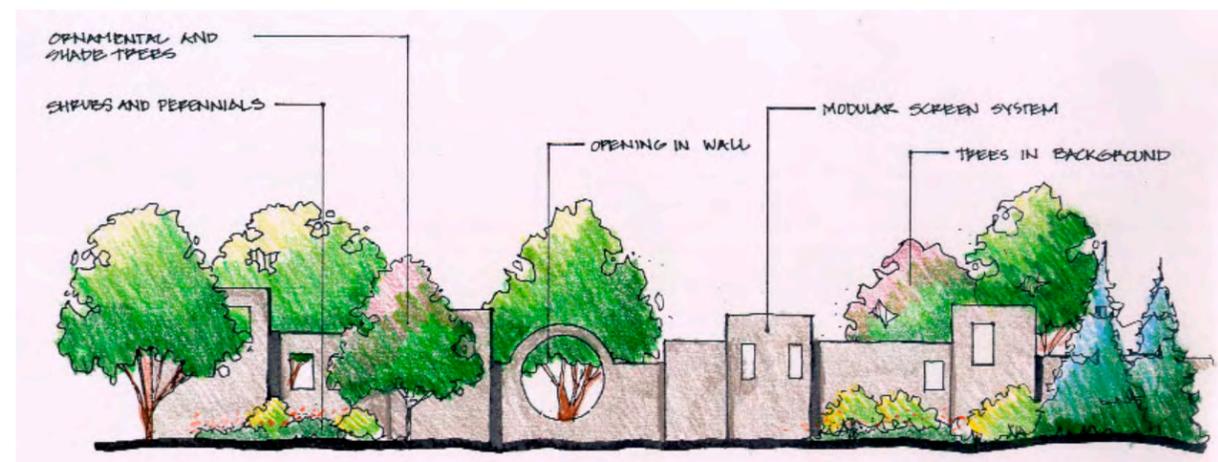


*The resulting improvements will provide a smooth transition from native areas to an urban environment while facilitating neighborhood connections to the parkway and Sunset Park.*

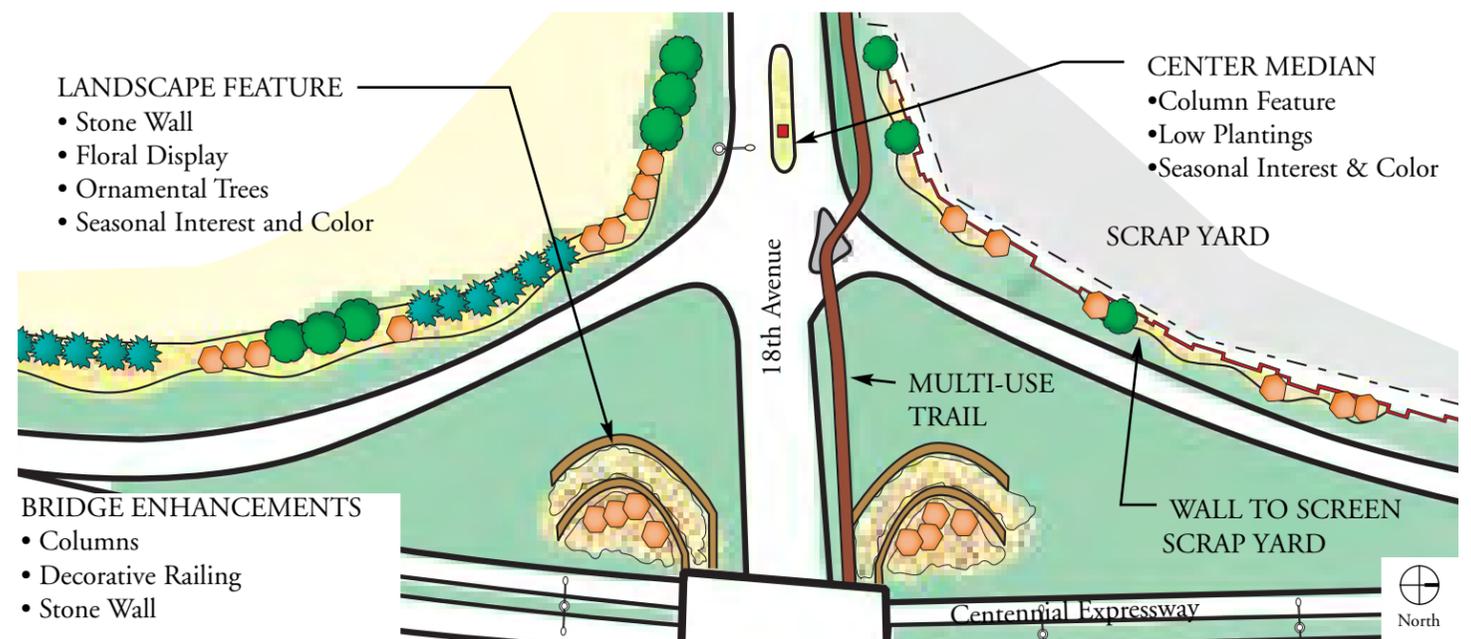


**CENTENNIAL EXPRESSWAY- TYPICAL PLAN**

Replace existing lawn along expressway with a bold planting pattern to transition from an urban environment to native areas. This landscape in combination with screening walls will minimize undesirable views. Enhanced interchange bridges will create gateways from the adjacent neighborhoods to the Parkway.



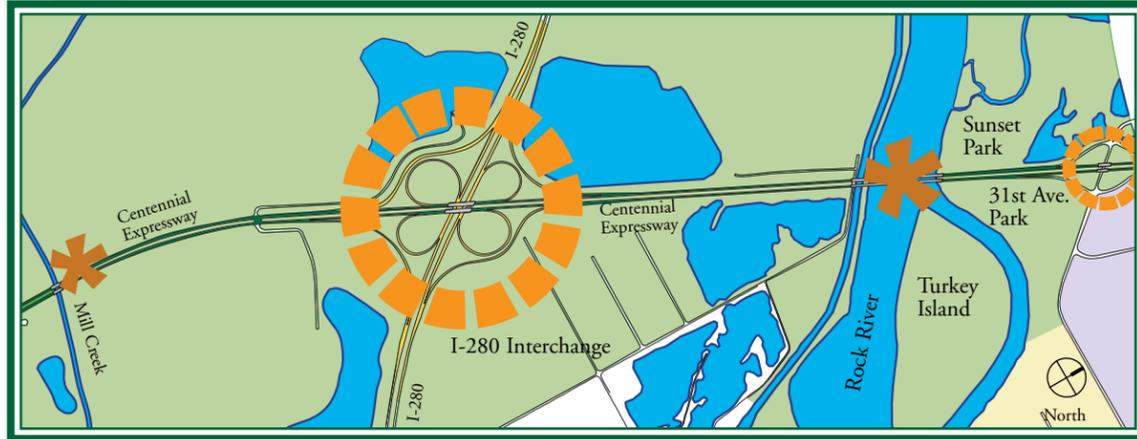
**SCREENING WALL CONCEPT - ELEVATION**



**18TH AVENUE INTERCHANGE**

# LOWLAND PLEASURE DRIVE

## I-280 & ROCK RIVER BRIDGE



- |                      |                   |                        |
|----------------------|-------------------|------------------------|
| Commercial           | Industrial        | Major Parkway Entrance |
| Residential          | Open Space        | Rock Island Parkway    |
| Public/Institutional | Landscape Feature | Parkway Connection     |

### CONCEPT STATEMENT

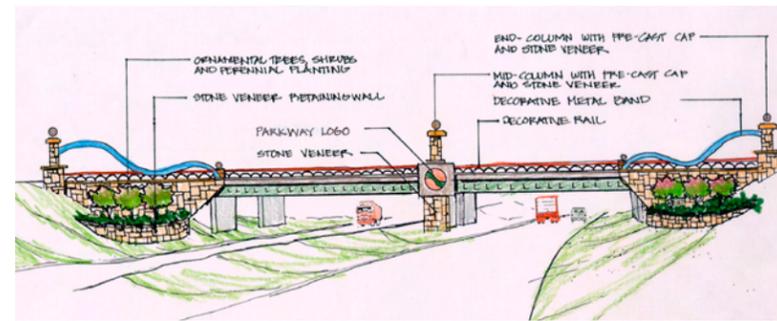
The existing natural lowland landscape creates the character of this zone. Core and support design elements provide continuity along the corridor. Additionally, the Interstate-280 interchange serves as a gateway to the City of Rock Island and the Parkway.

### ISSUES AND OPPORTUNITIES

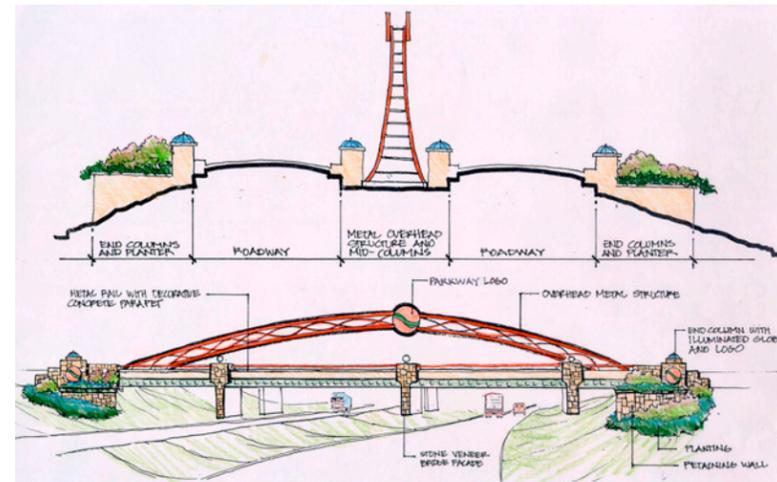
- I-280 interchange interrupts the lowland landscape.
- No sense of arrival to the City of Rock Island.
- Lowland open spaces break the urban continuity of the city.

### DESIGN RECOMMENDATIONS

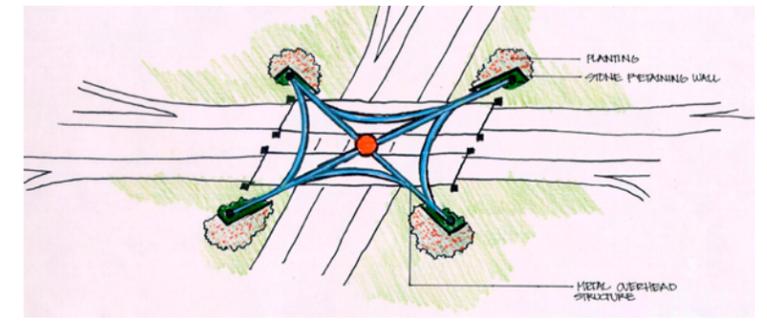
- Enhance I-280 overpass bridge to serve as an entrance to the City of Rock Island.
- Enact landscape policies to preserve natural lowland environment.
- Install Parkway lighting and landscape to bridge urban land uses.
- Enhance Rock River Bridge to match bridge improvements on Centennial Expressway.
- Create multi-use trail with bridge over Rock River to connect Sunset Park to Hennepin Canal Parkway State Park.
- Install edge plantings of water tolerant plants to add seasonal color and interest to existing landscape.



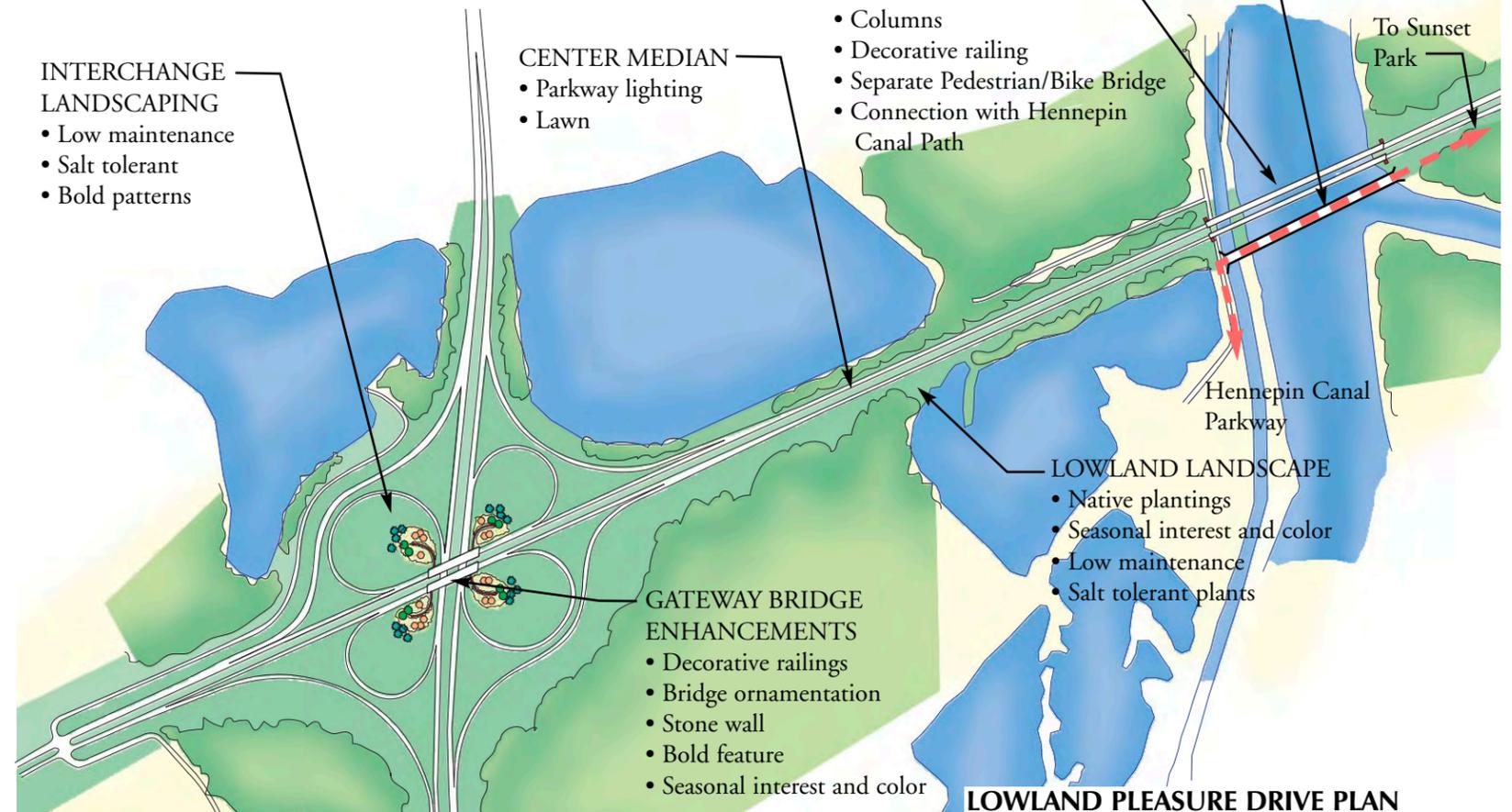
I-280 BRIDGE - CONCEPT A



I-280 BRIDGE - CONCEPT B



I-280 BRIDGE - CONCEPT C



- INTERCHANGE LANDSCAPING**
- Low maintenance
  - Salt tolerant
  - Bold patterns

- CENTER MEDIAN**
- Parkway lighting
  - Lawn

- BRIDGE ENHANCEMENTS**
- Columns
  - Decorative railing
  - Separate Pedestrian/Bike Bridge
  - Connection with Hennepin Canal Path

- GATEWAY BRIDGE ENHANCEMENTS**
- Decorative railings
  - Bridge ornamentation
  - Stone wall
  - Bold feature
  - Seasonal interest and color

- LOWLAND LANDSCAPE**
- Native plantings
  - Seasonal interest and color
  - Low maintenance
  - Salt tolerant plants

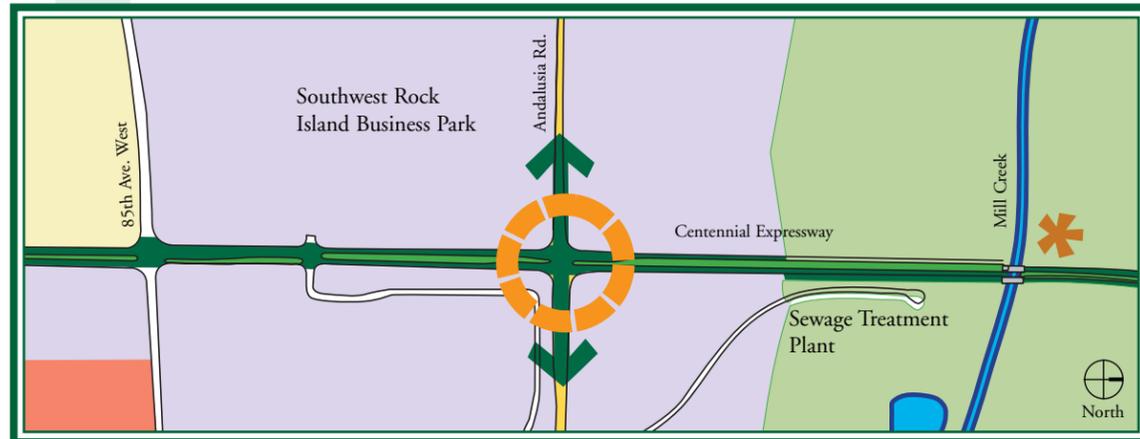
LOWLAND PLEASURE DRIVE PLAN



The resulting improvements will lead to a distinct city parkway arrival experience and establish continuity between the city north and south of the Rock River.

# URBAN GARDEN

## MILL CREEK TO 85TH AVENUE WEST



- |                      |                   |                        |
|----------------------|-------------------|------------------------|
| Commercial           | Industrial        | Major Parkway Entrance |
| Residential          | Open Space        | Rock Island Parkway    |
| Public/Institutional | Landscape Feature | Parkway Connection     |

### CONCEPT STATEMENT

This section of the Parkway acts as a transition between the lowland landscape and the upland landscape. The design incorporates recent improvements to the Southwest Rock Island Business Park to blend with the surrounding land use. The Andalusia intersection serves as a gateway to the Parkway and acts as a focal point for this part of the corridor.

### ISSUES AND OPPORTUNITIES

- Lack of transition from natural environment to major business node at Andalusia intersection.
- No sense of entry and arrival to City of Rock Island.
- Lack of pedestrian and bicycle circulation and heavy truck traffic.
- Lack of continuity within corridor.
- Lack of street trees and landscaping.
- Andalusia intersection lacks a sense of place.

### DESIGN RECOMMENDATIONS

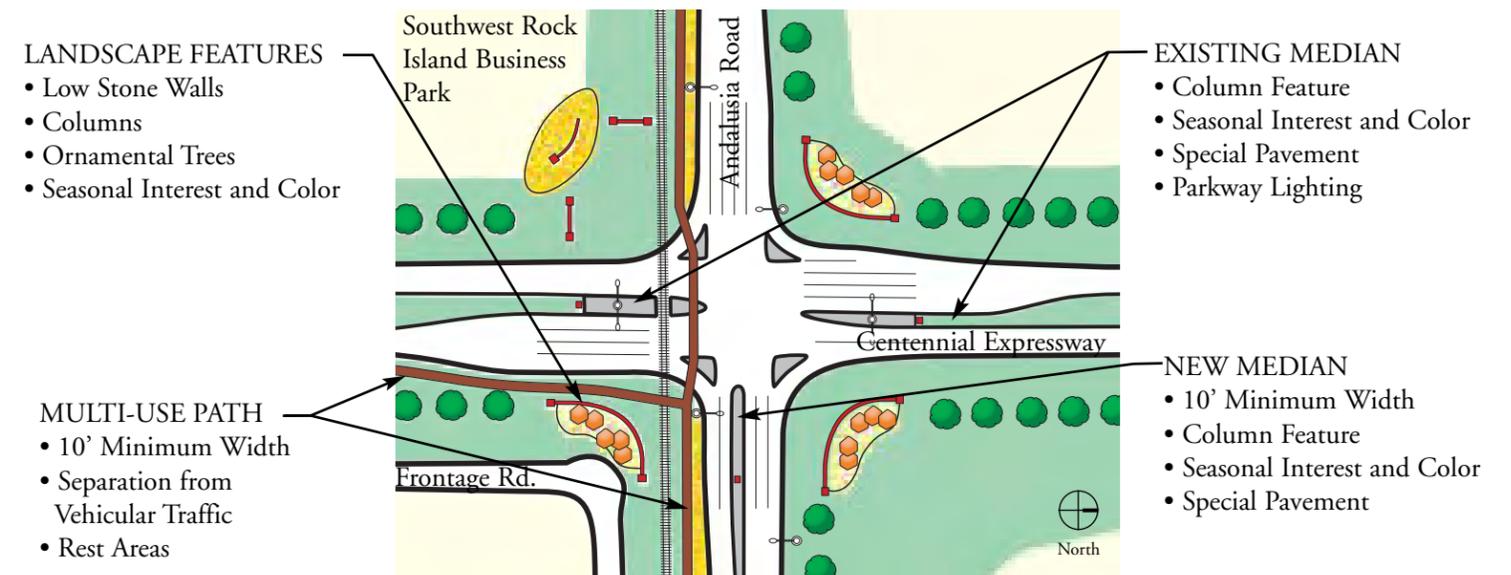
- Create Parkway gateways at Andalusia Road intersection.
- Provide multi-use path with pedestrian lights on east side of Parkway from 85th Avenue West to Andalusia Road.
- Construct multi-use path between Andalusia Road and railroad track.
- Provide street trees and decorative lights along the Parkway.
- Create transition from the natural environment to major business node at Andalusia intersection.
- Extend Parkway lighting and landscaping along Andalusia Road east of the Parkway to the frontage road and west to the business park entrance.
- Enhance Mill Creek Bridge to match bridge improvements on Centennial Expressway.



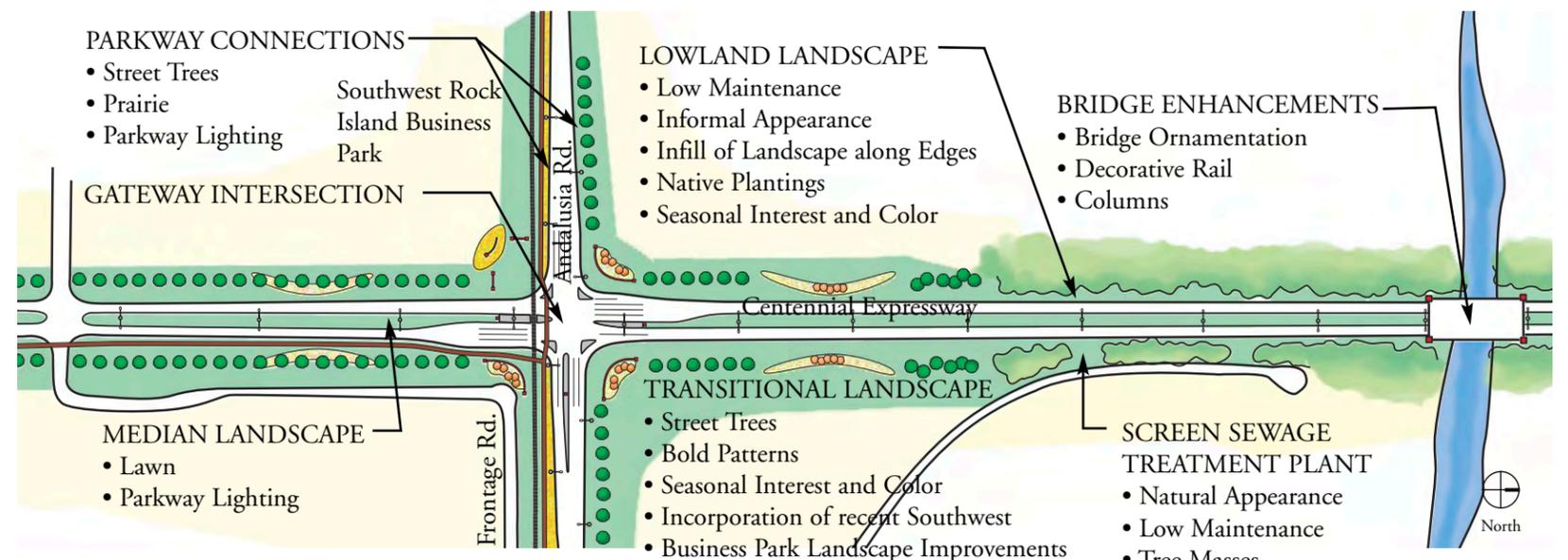
Existing Centennial Expressway and Andalusia Intersection  
View looking north



Proposed Centennial Expressway and Andalusia Intersection  
Full design implementation



ANDALUSIA INTERSECTION - DETAIL PLAN



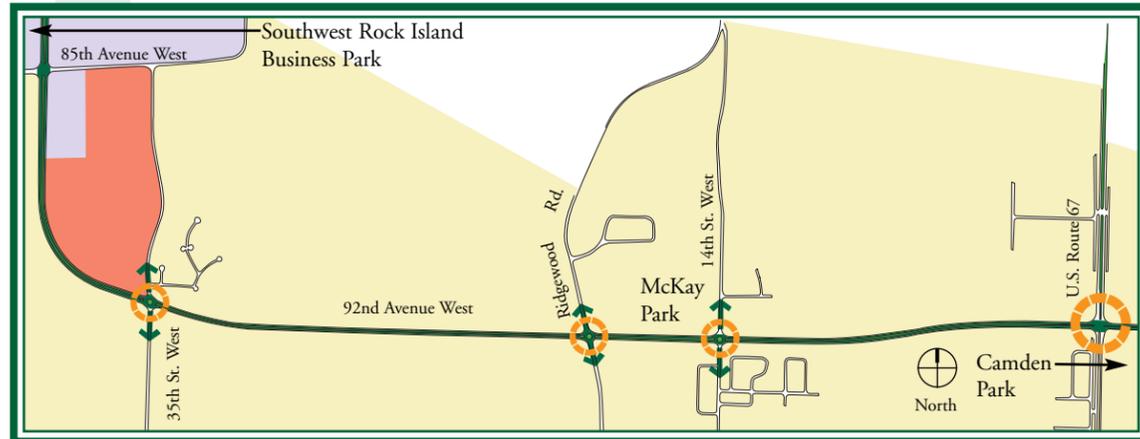
URBAN GARDEN (MILL CREEK TO 85TH AVENUE WEST) - PLAN



*The resulting improvements will establish parkway identity and continuity south of I-280.*

# UPLAND PLEASURE DRIVE

## 92 AVENUE WEST



- Commercial
- Industrial
- Residential
- Open Space
- Public/Institutional
- Landscape Feature
- Major Parkway Entrance
- Rock Island Parkway
- Parkway Connection

### CONCEPT STATEMENT

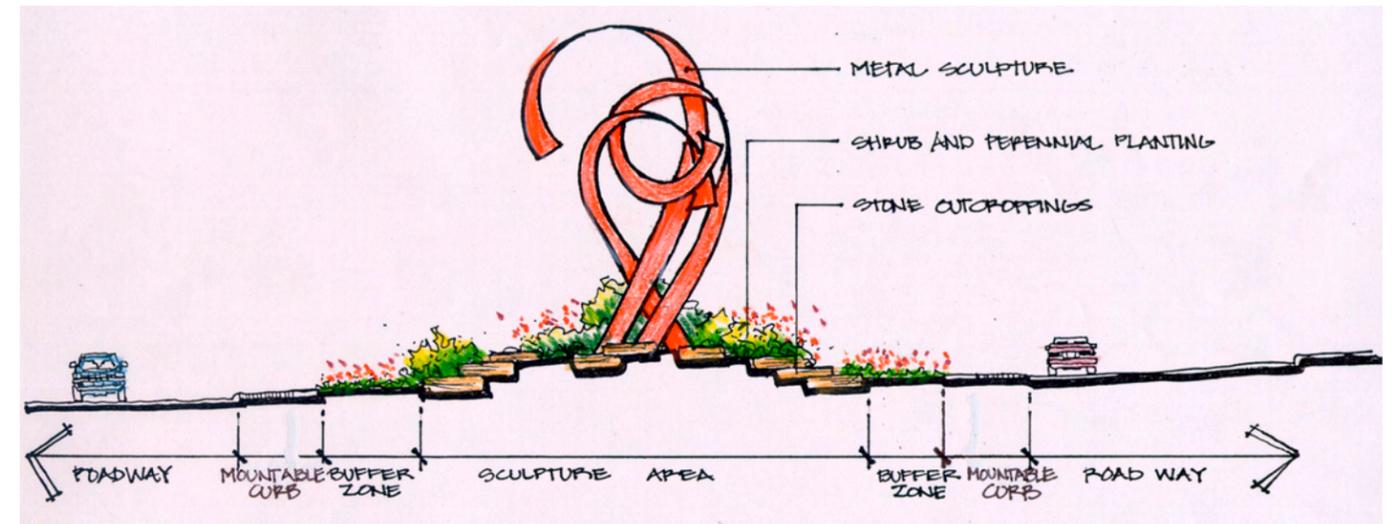
Create a multi-modal circulation system that takes advantage of the existing rolling terrain and vegetation. The wide right-of-way provides an opportunity for the parkway and adjacent path to blend into the existing landscape. Additionally, the design for this section needs to provide a sense of continuity with the rest of the Parkway.

### ISSUES AND OPPORTUNITIES

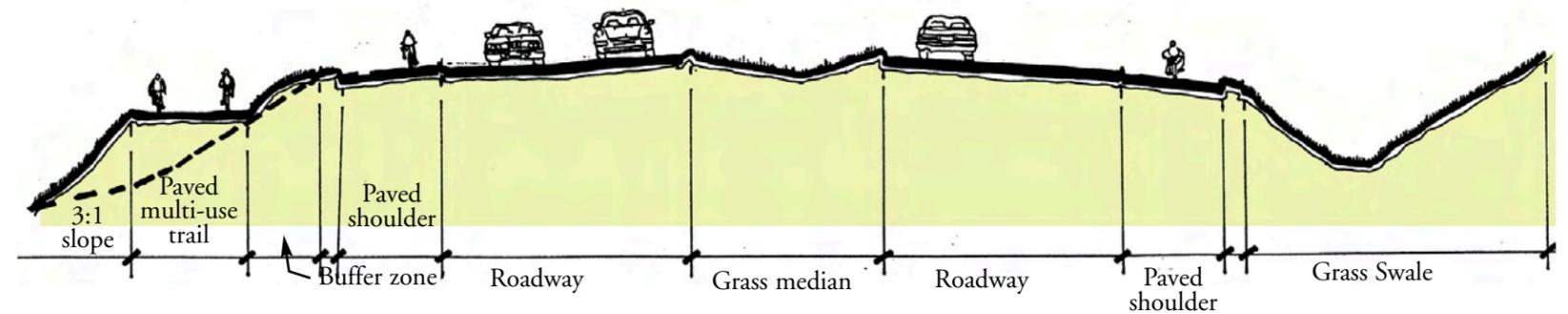
- No sense of identity for the City of Rock Island.
- Rolling terrain with natural plantings give corridor character.
- Lack of pedestrian and bicycle circulation system.
- Weak connections between the Parkway and neighborhoods.

### DESIGN RECOMMENDATIONS

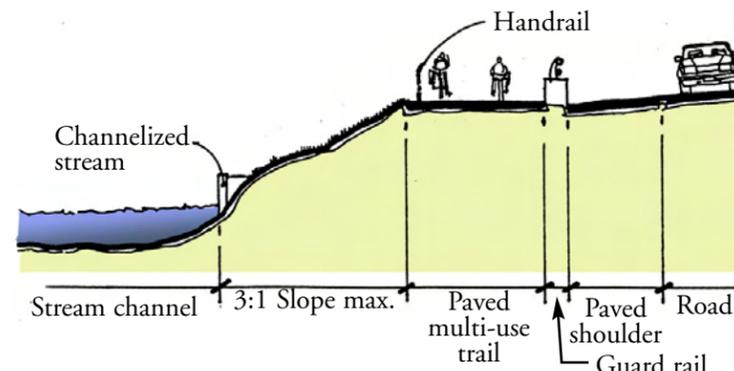
- Construct gateway to City of Rock Island at 92nd Avenue West and US Route 67.
- Develop land use and aesthetic guidelines to maintain existing character.
- Construct roundabouts at 35th Street West, Ridgewood Road and 14th Street West intersections on the Parkway.
- Install edge plantings of shade, evergreen and ornamental trees, shrubs and perennials to add seasonal color and interest to the existing landscape.
- Place decorative Parkway lights in median.
- Screen existing housing near 14th Street from the Parkway.
- Construct multi-use path with pedestrian scale lighting along north side of Parkway.



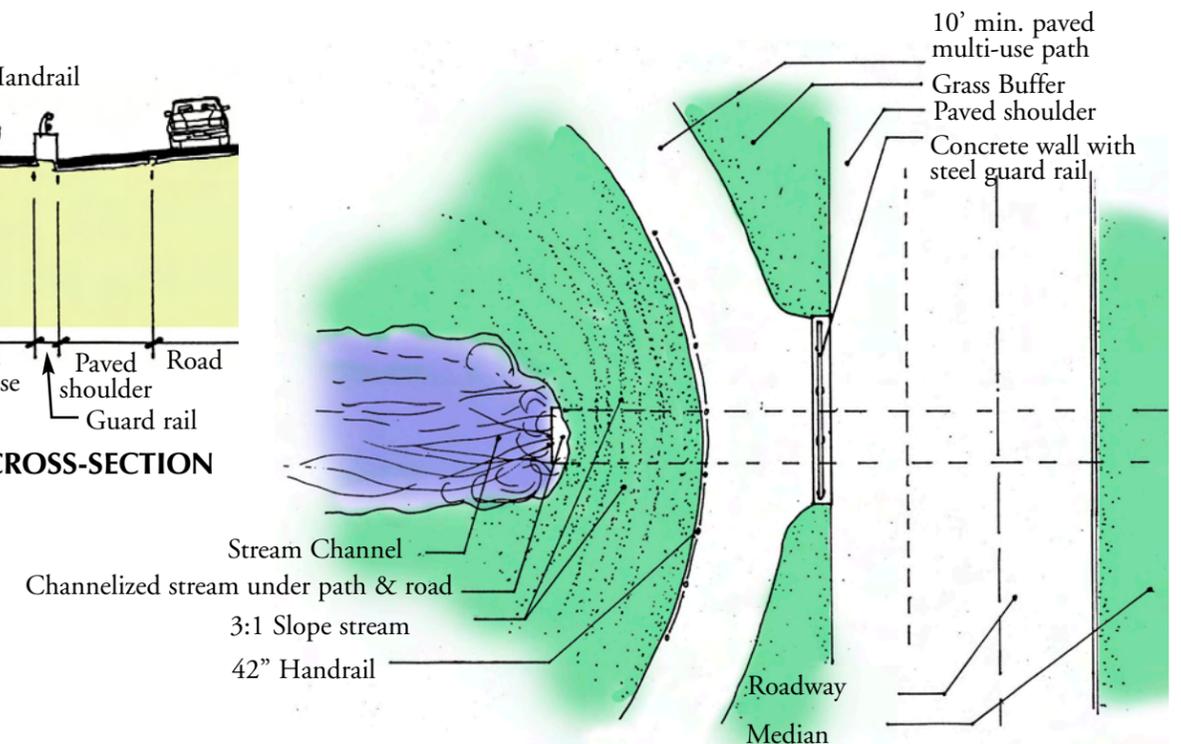
ROUNDBOUT CROSS-SECTION



TYPICAL PATH CROSS-SECTION



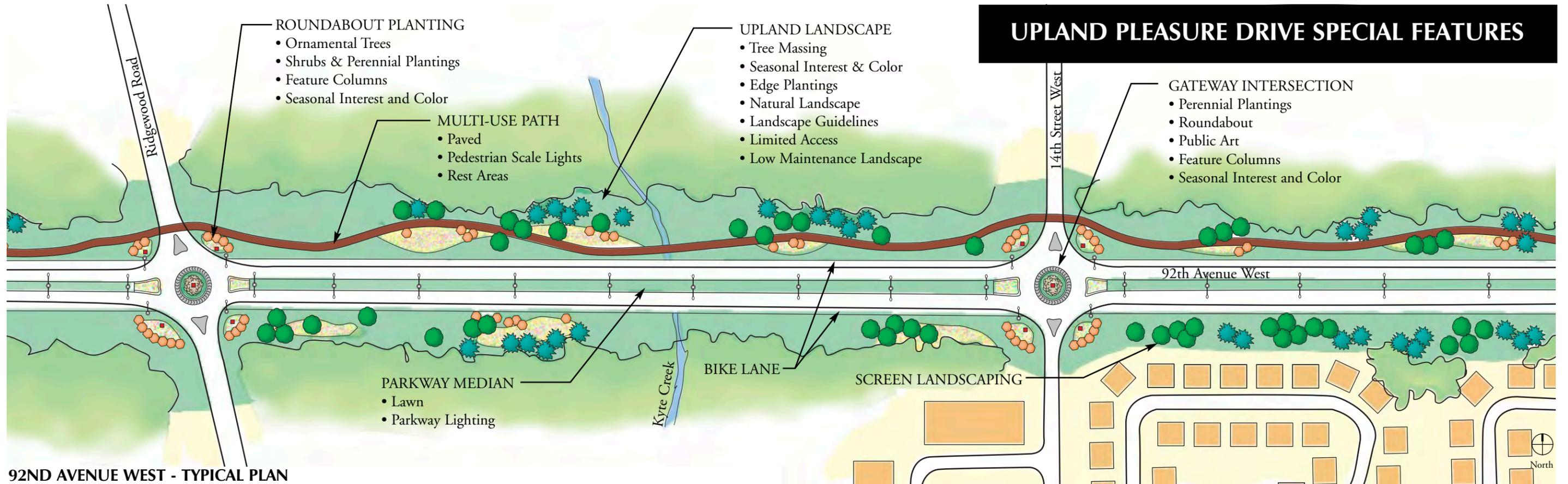
TYPICAL PATH STREAM CROSSING CROSS-SECTION



TYPICAL PATH STREAM CROSSING PLAN



The resulting improvements will preserve existing aesthetic character and lead to a more pleasant multi-modal transportation system for vehicles and pedestrians



Existing 92nd Avenue West and 14th Street West Intersection — Full design implementation



Existing 92nd Avenue West and 14th Street West Intersection — View looking northeast

## PLAN BENEFITS

The benefits of the Parkway vision outlined in this report will extend well beyond the project's physical improvements. An enhanced Parkway will become an increasingly popular and sought-out route for visitors and residents, providing momentum for redevelopment and economic growth in the corridor's adjacent commercial areas and neighborhoods. The physical unification and visual integration of the city north and south of the Rock River will also take a significant step forward, helping Rock Island to progress with its broader vision for a more cohesive and unified community.

## COST SUMMARY BY ZONE

The following is a breakdown of cost by zone for the Parkway project. These costs represent only the estimated construction cost to complete the enhancements shown in the report. The costs are based on 2001 prices.

Urban Garden-5th, 6th, and 7th Avenue Neighborhoods	\$7,442,677
Urban Recreation-The District	\$3,391,056
Urban Garden-Centennial Expressway	\$6,761,850
Lowland Pleasure Drive-Rock River and I-280	\$1,616,400
Urban Garden-Mill Creek to 85th Avenue West	\$1,273,428
Upland Pleasure Drive-92nd Ave. West to Intersection with US 67	\$4,898,916
<b>Total</b>	<b>\$25,284,327</b>

## IMPLEMENTATION STRATEGY

### GENERAL RECOMMENDATIONS

The final section of the report discusses the implementation of the Rock Island Parkway Concept Design Plan. Plan Implementation is a critical piece of the plan. Implementation requires a commitment from the City and the community. It requires funding and a coordinated strategy. A public-private initiative represents the best strategy to achieve community support, project funding and other long-term goals of the plan.

Implementation of a plan is a dynamic process, so it is difficult to detail specific dates for activities to begin and end, nevertheless, the following describes general implementation activities for the Parkway improvements and redevelopment options, financing opportunities and an organizational structure to oversee these efforts. In order to effectively implement the daily activities of the plan, creation of a Project Management Team (PMT) is recommended.

This organizational structure should be used as a framework for the City and the Parkway Planning Team to move ahead and should be revised as new opportunities develop and new information becomes available.

### 1. PROJECT MANAGEMENT TEAM

The PMT is a public-private partnership, responsible for managing the details of the Parkway development. It is charged with overseeing all implementation activities, including prioritizing projects, assisting with developer and business recruitment and negotiations, analyzing economic feasibility of proposed projects, seeking further revenue sources, construction oversight and other activities. Potential members of the PMT should consist of: Parkway Planning Team members, City Staff, Federal/State legislators or their representatives, a City Council member, the Mayor, a Chamber Representative; and other business and corporate interests.

As illustrated in the attached organizational diagram, three key groups will provide support to the PMT. They are the City of Rock Island, the Illinois Department of Transportation and Interest Groups. These groups will be responsible for funding, design, outreach and management of specific projects.

The PMT will also be supported by the following:

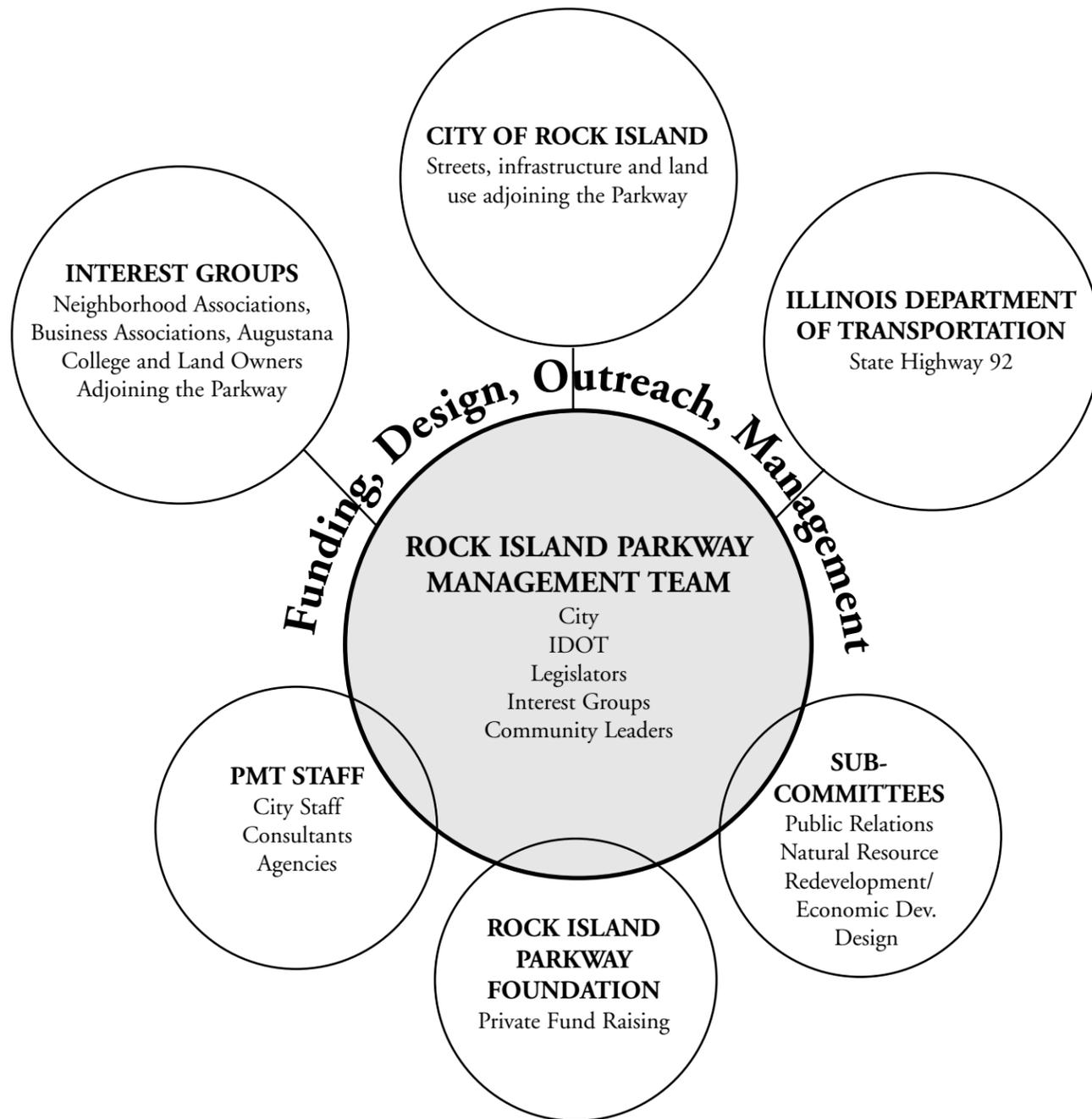
#### Technical Resource

This group would include city staff, agency representatives and the consultant teams, will be responsible for the day-to-day technical implementation and oversight of the Parkway Projects.

#### Rock Island Parkway Foundation

This group would be charged with soliciting private donations from residents, businesses and other entities in Rock Island and outside of the city and managing all funding efforts, including developing approaches for the funding of operations and maintenance. In addition to coordinating the grant writing to public agencies, the committee will develop creative approaches to finding private funding sources for the project. The committee will also develop marketing materials and encourage private sector decision-makers to commit resources of their companies in terms of financial resources and expertise. This group is also responsible for eliciting further public input.

# ROCK ISLAND PARKWAY IMPLEMENTATION MODEL



## PMT Subcommittees

Subcommittees will address key issues related to the Parkway, offering opportunities for Rock Island citizens to participate in the Parkway Project. The following subcommittees are recommended:

### *Public Relations Subcommittee*

This committee would be responsible for ensuring that the community is aware of the Plan and for garnering further support for the Plan.

### *Natural Resources Subcommittee*

The subcommittee is responsible for coordinating the landscape preservation efforts of the plan. The subcommittee also oversees the acquisition of land for bicycle and walking trails and coordinates the development of plans for these trails.

### *Redevelopment/Economic Development Subcommittee*

This subcommittee is responsible for those activities involving private redevelopment in the area. This subcommittee may be one that is developed over the long-term, as redevelopment of areas may come after the Parkway project is complete or near completion.

### *Design Subcommittee*

This committee is responsible for design guidelines, marketing image, creating an identity for the Rock Island Parkway and site plan review of projects adjoining the parkway corridor.

## 2. PLAN COORDINATION

The coordination of both short and long term opportunities for plan implementation between the City, IDOT and the adjoining municipalities will be essential. Coordination should include corridor maintenance, roadway improvements, right-of-way landscaping and wayfinding. The majority of the corridor is under IDOT responsibility for infrastructure construction and reconstruction. As reconstruction projects are needed and scheduled an opportunity will be created to implement design features recommended in the plan—bridge details, landscape and lighting, for example. Annually reviewing IDOT's improvement plans will allow the City to both budget and coordinate plan components.

## 3. DESIGN REVIEW

The aesthetic and landscape impact of private development adjoining the Parkway can be significant and long lasting. The City should adopt an ordinance requiring design review of building plans and the establishment of a buffer landscape along the corridor frontage. This will be particularly important in the areas of the project where commercial development adjoins the Parkway and the road right-of-way is narrow.

## 4. FUNDING SOURCES

One of the first efforts of the PMT should be to develop a promotional strategy to “sell” the plan to the community, adjoining land owners and potential funders in both the public and private sectors. The sell should emphasize to the community and adjoining property owners the aesthetic, environmental and economic benefits in supporting the project. Part of the ‘sell’ effort could also include enhancing parkway visibility by commissioning a distinctive logo or emblem for the corridor.

The key funding sources for the Rock Island Parkway Concept Plan include:

- Transportation Enhancements (TE) Program
- Special Federal Legislation
- Tax Increment Financing (TIF)
- Illinois Department of Natural Resources
- Private Fundraising

### TE Program

The Illinois Enhancement Program, administered through IDOT, to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for communities. The deadline for grant submittals will be announced in 2003 after the next Federal Transportation Act is passed.

### Special Legislation

Special federal funding as part of the Federal Transportation Act should be sought to develop the Parkway and special features along the corridor which entail significant infrastructure investment.

### Tax Increment Financing

TIF should be used to create public increment to match funding from other sources. It should be targeted toward streetscape design and construction of public improvements adjoining the Parkway and special studies needed to support implementation.

### Illinois Department of Natural Resources (IDNR)

IDNR has a number of grants sources, described below, to fund items such as bike trails, natural resource enhancements and docking.

### Private Fundraising

Private donations will be necessary for amenities and special features that are difficult to fund through public grants.

The following represents a more detailed list of potential funding sources that may be considered for the implementation of the Rock Island Parkway Concept Plan. The list (and descriptions) below is meant to be a starting point for the PMT and staff responsible for addressing fundraising efforts. Multiple funding sources should be matched to specific projects to maximize opportunity for short-term implementation.

This list includes the following components:

- I. State of Illinois Funding Sources
- II. Federal Programs
- III. Local Programs
- IV. Private Sources
- V. Other

### I. State of Illinois Funding Sources

#### A. Illinois Tomorrow

The Illinois Tomorrow initiative is an umbrella initiative, which pulls together a variety of state programs under a common focus: to encourage the creation, expansion, and restoration of livable communities in Illinois. These elements of the initiative are guided by five core principles: reducing traffic congestion; preserving open space; reinvestment and redevelopment; quality of life; and local government partnership.

The following opportunities apply to the Rock Island Parkway Concept Plan. Contact information for the public agency follows the list.

#### Illinois Department of Natural Resources

##### Illinois Rivers 2020

Illinois Rivers 2020 provides a voluntary, incentive-based approach to implementing waterway restoration and prevention measures. A \$2.5 billion, 20-year Federal-State initiative, Illinois Rivers 2020 aims to restore and enhance the Illinois River Basin and address the threats to the economic and environmental sustainability of Illinois’ vitally important waterways. Governor Ryan and Lt. Governor Wood, with the assistance of key members of Congress, lobbied for the passage of legislation at the federal level that authorizes \$100 million over three years to initiate the program. Illinois Rivers 2020 will develop new technologies and innovative approaches: to enhance the waterways as a vital transportation corridor; to improve water quality within the entire Illinois River Basin; to protect farmland and open space; to provide for land treatment of storm water; to restore, enhance, and preserve habitat for plants and wildlife; to foster economic opportunities for agriculture and business communities.

##### Conservation 2000 (C-2000)

In August of 1999, Governor Ryan renewed the nationally recognized Conservation 2000 program by securing \$268 million to extend the program through 2009. For a comprehensive ecological approach, this initiative consists of nine programs at the Department of Natural Resources, Department of Agriculture, and Environmental Protection Agency. C-2000 focuses on monitoring and preserving the State of Illinois’ natural lands and waters, funding high-quality outdoor recreational activities, and promoting sustainable agriculture. Individuals, not for profit organizations, local governments, among others, can apply for grants through one of the nine appropriate programs administered by DNR, IDA, and IEPA.

##### Greenways Program

This program provides incentives and technical assistance for local communities to protect greenway corridors and to provide bike trails; coordination occurs with IDOT on bike trail projects with federal funding. The program encourages the formation of coalitions within counties and communities for the application of grants, up to \$20,000 per grant, to prepare plans for the improvement of greenway systems.

#### *Urban Flood Control Program*

This flood reduction program is implemented through the planning, design, and construction of urban flood control projects. Coordination with other state and federal agencies takes place through compliance with regulatory mandates and joint funding efforts. Projects are funded by project specific, line-item appropriations. Coordination with local units of government is typical, and local sponsorship is generally required. A local sponsor typically obtains and holds all land rights to the project.

#### *Green Illinois*

The Governor recently unveiled his new Green Illinois initiative, designed to increase awareness and promote efforts to reduce waste, use alternative fuels, improve energy efficiency, and generally use products and procedures that are environmentally sustainable and economically efficient. One of the two key components of Green Illinois is the Green Communities Demonstration Program, which will support the development and implementation of comprehensive community environmental action plans. During the spring of 2001, state agencies will enter into pilot partnership agreements with three communities that wish to develop place-based environmental management plans to bring together diverse interests, address environmental issues in a holistic and collaborative manner and encourage interaction between government agencies. These plans will address such issues as wildlife/natural area protection, energy/water efficiency, renewable resources, environmental education and enhancement of clean air, and land and water resources. Funding will be made available to support planning and public outreach activities in each community.

#### *Regulation of Floodway Construction*

This permit program regulates construction activity in the floodways of the lakes and streams of the state to ensure that the flood-carrying capacity of the streams is maintained. Coordination with federal, state, and local governmental units occurs through the use of a joint application for permit form and coordination/sign-off with related programs of other state agencies. Extensive coordination with local governmental units occurs through delegation of state floodway regulatory authority to qualified local governmental entities. Additional coordination occurs through DNR's responsibilities as the national flood insurance program coordinator within the state, which assists local compliance with federal flood insurance requirements including local flood plain management.

#### *Open Lands Trust*

The Illinois Open Lands Trust is a four-year, \$160 million bonding program to set aside land for open space, provide new outdoor recreation opportunities, and promote wildlife habitat. Approximately \$40 million is made available each year for state land acquisition, as well as a combination of competitive grants and loans to local governments for open space protection. Maximum grant awards to local governments are \$2 million and require a local match. Local governments, in rural areas where the state purchases land, will be provided with community planning grants for capital projects. The program also allows for partnerships with non-governmental organizations, provided that lands acquired with state funds remain under governmental ownership. All land acquired through this program will be from willing sellers only.

#### *Open Space Land Acquisition and Development (OSLAD)*

OSLAD funds are used to provide competitive grants for projects such as parks, outdoor recreation facilities, and urban forests. The program is funded by a dedicated percentage of the state real estate transfer tax. Maximum grant awards are \$750,000 for acquisition and \$400,000 for development projects and a local match is required. In 2000, Governor Ryan provided \$21 million throughout the state to create new local parks, further develop and improve existing park areas, and preserve natural areas. This is a \$3.2 million increase from the previous year was made possible by Governor Ryan to help fulfill requests by local governments. Written applications must be submitted to IDNR between May 1 and July 1 of each calendar year, with grant awards typically announced by December or January. Only those local government agencies having statutory authority to acquire and develop land for public park purposes are eligible to apply for and receive assistance under the OSLAD grant program.

#### *The Illinois Bicycle Path Grant Program*

Created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory 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. Maximum grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects. Revenue for the program comes from a percentage of vehicle title fees collected pursuant to Section 3-821(f) of the Illinois vehicle code.

Applications for grant assistance must be received by IDNR by March 1 of each calendar year. Applications are evaluated on a competitive basis according to criteria set by the Department. Grant awards are generally announced within six months following the application deadline date. Eligible project costs include: Linear corridor land acquisition costs, including associated appraisal fees; and bicycle path development or renovation including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities.

#### *Natural Areas Acquisition Fund (NAAF)*

The Natural Areas Acquisition Fund is used by the Department of Natural Resources to purchase high-quality natural areas and habitat for endangered and threatened species. All of the sites acquired through the NAAF are natural areas of statewide significance and are included on the Illinois Natural Areas Inventory. Under Governor Ryan, the Natural Areas Acquisition Fund spent \$3.1 million to purchase 997 acres of high-quality natural land and habitat, including recent acquisitions at Volo Bog State Natural Area, Prairie Ridge State Natural Area, and the Cache River State Natural Area.

#### *Flood Mitigation Buy-out Program*

This land acquisition program uses state dollars to purchase flood prone properties, reduce future flood damages, and create open space. DNR coordinates this program with other state and federal partners that also provide dollars through the State Interagency Mitigation Advisory Group (IMAG). IMAG prioritizes projects and coordinates with local units of government who ultimately hold land title and maintain open space.

#### *Illinois Department of Transportation*

##### *Transportation Enhancements Grant*

Detailed above.

##### *Corridor Planning Grant Program*

This new, five-year, \$15 million grant program for local governments was developed to help communities develop land use and infrastructure plans that promote efficient use of transportation facilities and improve quality of life. The program will fund planning activities that promote the integration of land use, transportation, and infrastructure facility planning in major transportation corridors in Illinois. The goals of the program are 1) to promote land use and transportation options that reduce the growth of congestion; 2) to connect infrastructure and development decisions; 3) to promote balanced economic development that reduces infrastructure costs; and 4) to promote inter-governmental cooperation.

#### *Transportation Balanced Growth Partnership*

The Transportation Balanced Growth Partnership identifies strategies that will assist communities in developing efficient transportation systems. The project will study two focus areas that represent a wide spectrum of development issues in Northeastern Illinois, and yield a model intergovernmental planning process to analyze Balanced Growth issues in other areas of the region and state. In turn, a toolbox will be developed for local officials that will help them evaluate various Balanced Growth strategies, alleviate institutional barriers to those strategies, and implement the desired strategies. )

### **Illinois EPA**

#### *Illinois Brownfields Redevelopment Grant Program*

The Brownfields Redevelopment Grant Program offers grants worth a maximum of \$120,000 each to municipalities to inventory and investigate brownfields properties. Grants may be used to perform environmental site assessments and prepare cleanup plans, but cannot fund actual cleanup activities. Grant recipients are required to share in any grant award through a 70/30 match. The Office of Brownfields Assistance steers municipalities to brownfield grant opportunities, reviews and approves grant applications, observes grant activities, and reviews reimbursement requests.

#### *Illinois Brownfields Redevelopment Loan Program*

The Illinois Brownfields Redevelopment Loan Program offers low interest loans to support efforts by local governments and private parties to clean up brownfields sites that have already been assessed for contamination. These cleanups take place under the Illinois EPA's voluntary Site Remediation Program. The loans will pay for limited investigation, remediation, and demolition costs at brownfields sites. The maximum loan amount for any single loan application is \$500,000. The Office of Brownfields Assistance administers the loan program, which includes soliciting loan applications and managing funds.

#### *Brownfield Technical Assistance Program*

Representatives from the Office of Brownfields Assistance are available to assist cities in the revitalization of abandoned properties, vacant factories, and closed gas stations. They will explain cleanup options, regulatory program requirements, and environmental liability status. In addition, they can assist municipalities in securing public and private financial assistance and guide potential grant and loan recipients through the brownfields cleanup and redevelopment process.

#### *Site Remediation Voluntary Program*

The intent of the program is to provide any person seeking to perform or performing investigative or remedial activities the opportunity to receive review and evaluation services, technical assistance and no further remediation determinations from the Illinois EPA. The Illinois EPA intends this program to be flexible and responsive to the requirements and the needs of the applicant, to project constraints and to variable remediation site conditions. The goal and scope of actions at program remediation sites are normally defined by the applicant, subject to the regulations.

### **Illinois Department of Commerce and Community Affairs**

#### *Linked Development Program*

This five-year, \$28 million grant program initiative is designed around the concept of linking, or leveraging, a community's existing resources and potential investments to a broader economic development strategy. Examples of linked development could include bundling transportation funding to areas of job surplus in order to tie together areas of high unemployment and areas of worker shortage; linking affordable housing investments to areas that have

low unemployment or worker shortages; leveraging funds to provide infrastructure upgrades for remediated brownfields. Currently there is \$6 million in Illinois FIRST funding through DCCA for linked development grants, for the purpose of making grants to community organizations, for not-for-profit corporations, or local governments linked to the development of job creation projects that would increase economic development in economically depressed areas within the state.

#### *Prime Sites*

The Prime Sites Program will provide grant funding for local infrastructure needs (water, sewer, road or utility improvements, for example) in existing urban or industrial areas that are tied to future job creation and retention at the site. The Large Business Development Program has a cap of \$500,000 for grants and \$2 million for loans. The Business Development Program does not have a statutory ceiling, but is generally limited to \$500,000 or less per project.

#### *Development Research, Planning, and Technical Assistance*

The Governor devoted \$750,000 in new funding "for administrative and grant expenses relating to research, planning, technical assistance, technological assistance, and other financial assistance to assist businesses, communities, regions, and other economic development purposes." The work-plan of the Department of Commerce and Community Affairs calls for guidance and technical assistance to urban communities, with a special focus on infill development and cost effective development decision-making to promote economic development in urban communities. Capacity building products funded through this must be founded upon and promote the principles of balanced growth related to three broad areas: reinvestment and redevelopment practices; growth planning and management; and blueprints for land use planning. With these products (a range of planning tools and best practices), local officials can fashion incentives, make investments, and craft land use mechanisms that address the interrelationships among employment, housing, transportation, the environment, and fiscal health; that balance and integrate the multiple requirements for economic development, public facilities, and quality of life; and that help to manage growth and change on both a local and regional basis to create quality communities.

#### *Affordable Financing of Public Infrastructure Program*

This program provides financial assistance to local governments, public entities, medical facilities, and public health clinics to help make affordable the financing of public infrastructure improvements needed to ensure health, safety, and economic development in a community. Loans up to \$100,000 for up to 10 years at low interest are available. Funding can be combined with IEPA, Rural Bond Bank, or other infrastructure programs.

#### *Community Services Block Grant Program*

Through the Community Services Block Grant Program, the state provides federally-funded grants to the state's 36 Community Action Agencies to carry out locally designed programs to address the needs of low-income people in the community, determine what services are lacking, and provide needed assistance.

#### *Competitive Communities Initiative (CCI)*

CCI is based on the belief that local communities are in the best position to affect positively their own futures and that a rigorous self-assessment is the first step a community can take toward its improvement. CCI helps communities by facilitating a process that includes developing an organizational structure to be successful, performing a local self-assessment, and developing an action/implementation plan that can serve as a blueprint for the community. CCI specialists work with municipalities, counties, and neighborhoods, including combinations and variations thereof.

#### *Illinois FIRST Local Infrastructure Projects*

The majority of quality of life infrastructure improvements contained in Illinois FIRST were developed by state legislators, working in concert with their local officials to identify the pressing infrastructure needs in the communities they represent. From sewer improvements to drinking water upgrades, from fire trucks to community centers, Illinois FIRST has provided hundreds of millions of dollars in infrastructure improvements will be made over the next five years to help communities improve their quality of life.

#### *Local Government Bond*

IDFA will issue double tax-exempt revenue bonds for any unit of local government having the authority to issue debt to finance capital improvement projects such as infrastructure needs, land and building projects, and major equipment acquisitions. Project costs must typically exceed \$2 million to be cost effective. Exemption from both state and federal taxes provides units of local governments with significant savings in their project financing needs.

#### *Industrial Revenue Bond*

IDFA will issue tax-exempt revenue bonds on behalf of manufacturing companies to finance the acquisition of fixed assets such as land, buildings, and equipment. Industrial Revenue Bonds (IRB) assist balanced growth in several ways. IRB's are frequently used to refurbish old-line manufacturers in established areas of communities in order to alleviate further expansion into outlying green spaces. In addition, IDFA's Industrial Revenue Bond volume cap scoring provides additional points to those applicants located in economically distressed areas.

## **B. Other State Programs**

### *Illinois Bureau of Tourism*

#### *Local Tourism and Convention Bureau Program*

This program is intended to increase the number of business and tourism visitors to and within the State of Illinois. Financial assistance is limited to 50 percent of project costs and is administered as a 1 to 1 match with non-governmental funds. Local tourism and convention bureaus are eligible to apply.

#### *Tourism Attraction Development Grant and Loan Program*

This program is intended to increase travel and overnight stays in Illinois. Grants and loans are limited to 50 percent of project costs. Local governments and non-profit groups are eligible.

#### *Tourism Marketing Partnership Program*

These grants are provided for the promotion and marketing of tourism attractions and events. Financial assistance is limited to 60 percent of project costs and local governments are eligible.

#### *Tourism Private Sector Grant Program*

This program is intended to attract and host new regional, national or international events, such as conventions and trade shows. Grants are limited to 50 percent of costs.

#### *The Boat Access Area Development Program*

Provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs. Grant awards are limited to a \$200,000 annual maximum per project. Applications for grant assistance must be received by IDNR between July 1 and September 1 of each calendar year. Grant awards are typically announced the following spring. Revenue for this state-funded program is derived from marine motor fuel tax and boat/canoe registration fees. Examples of eligible project activities include water frontage land acquisition for public access areas, and new construction or renovation of:

- boat/canoe launching ramps and courtesy docks;
- restrooms and security lighting;
- parking areas, access roads and walkways; and
- other boating related facilities deemed appropriate by IDNR.

#### *Recreational Trails Program*

The federal "Recreational Trails Program" (RTP), was created through the National Recreational Trail Fund Act (NRTFA) as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and re-authorized by the Transportation Equity Act for the 21st Century (TEA 21). This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. Eligible applicants include federal, state and local government agencies and not-for-profit organizations.

The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match. Applications for grant assistance must be received by IDNR no later than March 1 of each calendar year. Awards are generally announced within 180 days following the application deadline date.

Examples of eligible project activities include:

- trail construction and rehabilitation;
- restoration of areas adjacent to trails damaged by unauthorized trail uses;
- construction of trail-related support facilities and amenities; and
- acquisition from willing sellers of trail corridors through easements or fee simple title.

#### *Urban and Community Forestry Grant Program:*

Provides technical and financial assistance to the State's 2,000 cities and towns. This program builds a local community's capacity to manage their natural resources. Program goals are accomplished by engaging local citizens in tree planting, care and protection activities, and the development of comprehensive natural resource management plans. The Urban and Community Forestry Program helps achieve community sustainability and enhances the quality of life by improving and maintaining the health of trees and other related natural resources.

The Urban and Community Forestry Program:

1. increases awareness of natural resources,
2. improves environmental quality,
3. creates partnerships to manage community natural resources, and
4. implements long-term natural resource management in the State's cities and towns.

#### *Economic Development Program (EDP)*

The purpose of the EDP is to provide state assistance for highway improvements that are needed to provide access to new or expanding existing industrial, distribution or tourism developments. As the focus of the program is on the retention and creation of primary jobs, retail establishments are not eligible. Neither are projects which only improve opportunities for future development or are speculative in nature. The program will provide up to 50 percent in matching state funds where development is imminent.

#### *Truck Access Route Program (TARP)*

The purpose of the TARP is to help local government agencies upgrade roads to accommodate 80,000-pound trucks. The routes are to provide access to points of loading and unloading and to facilities for food, fuel, truck repair and driver rest. Projects must connect to a truck route and end at another truck route or truck generator. IDOT will provide up to \$30,000 per lane mile and \$15,000 per intersection or up to 50 percent of the total project cost, whichever is less. IDOT annually solicits local projects that can be constructed during the upcoming fiscal year.

### **Contact Information: State of Illinois**

For additional information on the programs listed on this site, contact the appropriate agency's Public Information Officer.

Department of Agriculture (DOA) - 217/524-2751

Department of Commerce and Community Affairs (DCCA)- 217/524-5136

Department of Natural Resources (DNR) - 217/785-0970

Development Finance Authority (IDFA) - 312/627-1434

Department of Transportation (IDOT)- 217/782-6953

Environmental Protection Agency (EPA) - 217/785-1871

Historic Preservation Agency (HPA) - 217/785-0348

Housing Development Authority (IHDA) - 312/836-5361

Illinois Bureau of Tourism - 217-785-6455

### **II. Federal Programs**

#### *Federal Transportation Act*

##### *Transportation and Community and System Preservation Pilot Program*

A comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. State, local governments and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system: reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FY's 1999-2003.

##### *Sustainable Development Challenge Grants*

Support community-based projects that promote sustainable development and help to build partnerships that increase a community's capacity to ensure long-term ecosystem and human health, economic vitality and community well-being. Grants are limited to \$250,000 per project. States and local governments are eligible. (USEPA).

#### *Rivers, Trail and Conservation Assistance*

Provides staff assistance to partnerships between governments and citizens designed to increase the number of trails. Funds are used to develop new trails and greenways, protect and restore river resources, convert abandoned railways to trails and conserve open space. (National Park Service).

#### *Rivers, Trails and Conservation Assistance: National Park Service*

This program provides staff assistance to partnerships between governments and citizens designed to increase the number of rivers and landscapes protected and trails established. Funds have been used to develop new trails and greenways, protect river resources and convert abandoned railways to multipurpose trails.

### **III. Local Programs**

#### *Tax Increment Financing*

This program is a locally permissible municipal financing technique that may be used to renovate blighted areas while improving the tax base of such areas. The program allows a municipality to acquire and prepare property for redevelopment and make needed public improvements.

#### *Capital Improvement Program*

#### *Enterprise Zone*

#### *Community Development Block Grant (CDBG)*

#### *Hotel/Motel Room Tax*

### **IV. Private Sources**

Private sector businesses have expressed interest in the Parkway Concept Design Plan. This source of funding must be tapped into as the process moves along. A Rock Island Parkway Foundation will be set up to coordinate fundraising and receive funds for specific projects.

### **V. Other**

#### *National Endowment for the Arts*

#### *Foundations*

#### *Non-Profit Organizations (e.g., Environmental Organizations, River Action)*

## Implementation Priorities and Activities

The following charts highlight the short-, mid- and long-term project priorities and activities for the Parkway.

	Short Term	Mid Term	Long Term
<b>Create Project Implementation Organizational Structure</b>			
• Create a project management team to manage implementation of project	■		
• Seek City Council's approval of implementation structure	■		
• Develop advisory committee structure for each of the zones	■		
• Involve public participation at neighborhood level	■	■	■
• Create communication network between city, regional, state and federal agencies	■		
• Create a developer negotiation team to recruit developers and negotiate agreements.	■		
<b>Create public and political support.</b>			
• Communicate with neighborhood and business group the importance of the Parkway.	■	■	■
• Gain support for the Parkway from political leaders	■		
• Meet with groups to example benefits of Parkway plan to their projects	■	■	■
• Seek council approval of the plan vision	■		
• Establish an understanding, commitment and priority with IDOT for the implementation of the plan.	■	■	■
• Educate public about the objectives of Parkway project an promote the area for development	■	■	■
• Initiate an outreach program to the real estate and development community regarding assets of the Parkway	■	■	■
• Educate landowners, developers and realtors about value created by the Parkway	■	■	■
• Officially rename road to Rock Island Parkway	■		
<b>Develop wayfinding system for City of Rock Island</b>			
• Retain consultant to develop city portion of wayfinding system	■		
<b>Project Funding</b>			
• Pursue grant funding focusing on economic development, transportation enhancements, livable cities and natural resource preservation. These could include TEA-21, or its successors, EPA brownfields and state open space acquisition grants	■	■	■
• Create Rock Island Parkway Foundation to solicit private-sector corporate and individual interest in funding the project	■		
• Define special legislative initiatives to fund larger and more extensive project activities	■	■	■

	Short Term	Mid Term	Long Term
<b>Public Investment</b>			
• Allocate funds for infrastructure improvements to support desired new types of development	■	■	■
• Provide tax incentives for new development	■	■	■
• Invest in improvements to existing community facilities	■	■	■
• Invest in landscape improvements	■	■	■
<b>Aesthetic Management</b>			
• Establish a zoning overlay district along the corridor for purposes of allowing a separate design review of projects usually impacting the corridor	■		
• Create landscape ordinance requiring private owners along the corridor to add buffer landscaping along the Parkway	■		
• Enact ordinances to control outdoor advertising along the Parkway corridor	■		
<b>Intergovernmental Coordination</b>			
• Work with adjoining communities and townships to reach consensus on future development along the Parkway	■	■	■
• Work with Illinois Quad City Regional Economic Development Authority and the Illinois Quad Cities Intergovernmental Committee, Quad Cities Development Group and the Bi-State Regional Commission on ways to implement plan and identify sources of funding	■	■	■
• Explore potential role of private, non-profit land conservation trust in preserving and maintaining open space	■		
• Coordinate corridor enhancement with local and IDOT improvement projects along the corridor	■	■	■
<b>Urban Garden Zone – 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> Avenues</b>			
• Work with businesses, individuals, Keystone and Greenbush Neighborhood Association, and Augustana College to build support for the Parkway	■	■	■
• Retain traffic consultant to evaluate feasibility of removing traffic lanes on 5 <sup>th</sup> , 6 <sup>th</sup> and 7 <sup>th</sup> Avenues	■		
• Coordinate Parkway enhancements with scheduled roadway improvement projects	■		
• Develop city entrance on 6 <sup>th</sup> Avenue near Moline Border		■	
• Develop city entrance at 3 <sup>rd</sup> Avenue and 44 <sup>th</sup> Street		■	
• Plan and construct landscape feature that includes public art in the traffic island at 6 <sup>th</sup> Avenue and 38 <sup>th</sup> Street. Work with Augustana College to relate feature to college campus			■

	Short Term	Mid Term	Long Term
• Plan and construct landscape feature that includes public art in traffic island on 5 <sup>th</sup> Avenue in front of the Quad Cities Botanical Center and QCCA Expo Center. Work with Botanical Center and Exposition Center to create connection to the Parkway.			
• Develop agreement with Augustana College to support enhancement along 5 <sup>th</sup> Avenue. Support could be in the form of a landscape and/or access easement.			
• Examine feasibility to underground utilities along 5 <sup>th</sup> Avenue.			
• Plan and construct Parkway entry features at 6 <sup>th</sup> Avenue and 44 <sup>th</sup> Street, at 7 <sup>th</sup> Avenue and 44 <sup>th</sup> Street, and at 4 <sup>th</sup> Avenue and 24 <sup>th</sup> Street.			
• Plan and construct 5 <sup>th</sup> Avenue enhancements			
• Plan and construct 6 <sup>th</sup> Avenue enhancements			
• Plan and construct 7 <sup>th</sup> Avenue enhancements			
<b>Urban Recreation Zone – The District</b>			
• Work with Renaissance Rock Island			
• Work with property owners along corridor to acquire landscape easement for shade trees			
• Coordinate development of intersection enhancements with redevelopment of “The District”			
• Take advantage of the Centennial Bridge ramp and infield improvement project as an opportunity to develop a high impact demonstration project for the Parkway. Use this project to develop design elements to be used elsewhere along the Parkway			
• Plan and construct 1 <sup>st</sup> Avenue enhancements			
• Plan and install rail yard and dike edge landscaping			
• Work with downtown groups and businesses to develop strong connections between the Parkway and the District			
• Retain consultant to develop pedestrian circulation system that parallels the Parkway to compensate for the removal of the sidewalk along 1 <sup>st</sup> Avenue			
<b>Urban Garden Zone – Centennial Expressway</b>			
• Work with Sunset Business Park, and Chicago and Douglas Park Neighborhood Associations			
• Coordinate bridge enhancements with scheduled bridge improvements at 7 <sup>th</sup> Street overpass, 11 <sup>th</sup> Street, 7 <sup>th</sup> , 18 <sup>th</sup> , and 31 <sup>st</sup> Avenue interchanges			
• Work with property owners to screen undesirable land uses.			
• Create incentives for business to redevelop unused industrial sites			
• Create incentives for homeowner to repair houses in poor condition			

	Short Term	Mid Term	Long Term
• Plan and construct multi-use paths along 18 <sup>th</sup> and 31 <sup>st</sup> Avenues to strengthen connection between neighborhoods and Sunset Park.			
• Plan and implement Parkway enhancements on Centennial Expressway			
• Plan and construct neighborhood connections at 11 <sup>th</sup> Street and 7 <sup>th</sup> and 31 <sup>st</sup> Avenues			
• Plan and construct Sunset Park entry feature on 18 <sup>th</sup> Avenue.			
• Work with city parks department to open up view to Sunset Park and Marina			
<b>Lowland Pleasure Drive Zone – I-280 interchange and Rock River Bridge</b>			
• Work with IDOT and Federal Agencies to gain accepts of plans			
• Plan and construct entry feature at Interstate-280 interchange			
• Work with local, regional, state and federal agencies to create policies to preserve and protect lowland environments			
• Plan and construct multi-use path, including pedestrian/bicycle bridge at Rock River, to connect Sunset Park and Hennepin Canal Parkway State Park			
• Coordinate bridge enhancements with scheduled bridge improvements at Rock River crossing			
<b>Urban Garden – Mill Creek to 85<sup>th</sup> Avenue West</b>			
• Integrate The Parkway plan with new and scheduled Southwest Rock Island Business Park improvements			
• Plan and construct Parkway enhancements			
• Plan and construct Mill Creek bridge enhancements			
• Plan and construct Parkway connections at Andalusia Road			
• Plan and construct multi-use path along Andalusia Road			
<b>Upland pleasure Drive Zone – 92 Avenue West</b>			
• Implement land use and aesthetic guidelines to maintain existing character of the area outlined in the Southwest Rock Island Plan			
• Plan and construct multi-use side path along 92 <sup>nd</sup> Avenue West			
• Plan and construct parkway gateway at U.S. Highway 67			
• Involve developer and public in the planning process to gain support for the project			
• Plan and construct parkway enhancement including roundabouts.			

# APPENDIX A

## Rock Island Parkway Landscape Palette

### Evergreen

<i>Abies concolor</i>	White Fir
<i>Juniperus</i>	Wichita Blue Juniper
<i>Juniperus Sabina 'Buffalo'</i>	Buffalo Juniper
<i>Juniperus virginiana</i>	Red Cedar
<i>Larix decidua</i>	European Larch
<i>Larix kaempferi</i>	Japanese Larch
<i>Picea glauca densata</i>	Black Hills Spruce
<i>Picea pungens</i>	Colorado Spruce
<i>Pinus nigra</i>	Austrian Pine
<i>Pinus strobus</i>	Eastern White Pine
<i>Pseudotsuga menziesii</i>	Douglasfir
<i>Taxodium distichum</i>	Common Baldcypress
<i>Taxus x media 'Hicksii'</i>	Hicks Yew

### Trees

<i>Acer rubrum</i>	Red maple
<i>Acer saccharum</i>	Sugar maple
<i>Acer x freemanii</i>	Freeman Maple
<i>Betula nigra</i>	River Birch
<i>Carpinus caroliniana</i>	American Hornbeam
<i>Celtis occidentalis</i>	Common hackberry
<i>Fraxinus americana</i>	White Ash
<i>Ginkgo biloba</i>	Ginkgo
<i>Gleditsia triacanthos inermis 'Skyline'</i>	Skyline Honeylocust
<i>Gymnocladus dioicus</i>	Kentucky Coffeetree
<i>Liriodendron tulipifera</i>	Tuliptree
<i>Populus tremuloides</i>	Quaking Aspen
<i>Quercus bicolor Swamp</i>	White Oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Tilia americana</i>	Basswood
<i>Ulmus carpinifolia x parvifolia 'Frontier'</i>	Frontier Elm
<i>Ulmus japonica x pumila 'New Horizon'</i>	New Horizon Elm
<i>Zelkova serrata</i>	Zelkova

### Ornamental Trees

<i>Acer ginnala</i>
<i>Amelanchier</i>
<i>Cercis canadensis</i>
<i>Cornus alternifolia</i>
<i>Cornus mas</i>
<i>Magnolia stellata</i>
<i>Malus species</i>
<i>Pyrus calleryana 'Chanticleer'</i>
<i>Syringa reticulata</i>

### Shrubs

<i>Aronia arbutifolia</i>
<i>Aronia melanocarpa</i>
<i>Cornus sericea</i>
<i>Cotoneaster multiflorus</i>
<i>Diervilla lonicera</i>
<i>Fothergilla gardenii</i>
<i>Hamamelis virginiana</i>
<i>Hypericum kalmianum</i>
<i>Ilex verticillata</i>
<i>Myrica pensylvanica</i>
<i>Philadelphus spp.</i>
<i>Physocarpus opulifolius</i>
<i>Potentilla fruticosa</i>
<i>Rhus aromatica 'Gro-low'</i>
<i>Rhus typhina</i>
<i>Ribes alpinum</i>
<i>Ribes odoratum</i>
<i>Rosa rugosa</i>
<i>Rosa setigera</i>
<i>Salix spp.</i>
<i>Sambucus canadensis</i>
<i>Spiraea spp.</i>
<i>Symphoricarpos albus</i>
<i>Symphoricarpos orbiculatus</i>
<i>Viburnum carlesii</i>
<i>Viburnum x juddi</i>
<i>Viburnum opulus</i>
<i>Viburnum trilobum</i>

Amur Maple
Serviceberry
Redbud
Pagoda Dogwood
Corneliancherry Dogwood
Star Magnolia
Flower Crabapple
Chanticleer Callery Pear
Japanese Tree Lilac

Red Chokeberry
Black Chokeberry
Red Osier Dogwood
Many-flowered Cotoneaster
Dwarf Bushhoneysuckle
Dwarf Fothergilla
Common Witchhazel
Kalm St. Johnswort
Common Winterberry (male & female)
Bayberry
Mock orange
Common Ninebark
Potentilla
Fragrant Gro-Low Sumac
Staghorn sumac
Alpine Currant
Clovecurrant
Saltspray rose
Prairie Rose
Willows
American elder
Spiraea
Snowberry
Indiancurrant Coralberry
Korenspace Viburnum
Judd Viburnum
European Cranberrybush Viburnum
American Cranberrybush Viburnum

### Perennials

<i>Amorpha canescens</i>	Leadplant
<i>Aster spp.</i>	Aster
<i>Coreopsis spp.</i>	Tickseed
<i>Echinacea</i>	Coneflower
<i>Eupatorium spp.</i>	Joe-pye-weed
<i>Gaillardia spp.</i>	Blanket Flower
<i>Hemerocallis spp.</i>	Daylilies
<i>Hosta spp.</i>	Plantain Lily
<i>Lobelia spp.</i>	Cardinal Flower
<i>Mertensia virginiana</i>	Bluebells
<i>Miscanthus spp.</i>	Maiden Grass
<i>Pennisetum alopecuroides</i>	Fountain Grass
<i>Rubecia</i>	Black-eyed Susan
<i>Salvia</i>	Sage
<i>Sedum</i>	Sedum
<i>Schizacharium scoparium</i>	Little Blue Stem
<i>Sporobulus heterolepis</i>	Prairie Dropseed
<i>Veronica spicata</i>	Speedwell



# COST ESTIMATE

SCHREIBER  
ANDERSON  
ASSOCIATES

Project: Rock Island Parkway  
Project Number: 1695  
Cost Estimate Status: Preliminary

Date: 09/13/01  
Estimated by: BM/JTS  
Approved by: DS

Item	Qty.	Unit	Unit cost	Base Item	Remarks	
<b>Urban Garden - Centennial Expressway</b>						
1	Parkway Lighting	84	EA	\$6,000.00	\$504,000.00	150 lf oc, 12700 lf includes double headed fixture along jersey barrier and island
2	Jersey Barriers	9,300	LF	\$100.00	\$930,000.00	
3	Minor Bridge Enhancement	1	LS	\$150,000.00	\$150,000.00	
4	Full Bridge Enhancement					
	A. Structure	3	LS	\$250,000.00	\$750,000.00	
	B. Plantings	3	EA	\$10,000.00	\$30,000.00	40 x 10, 4sf per perennial, 100 x \$20, 3 areas
	C. Median	360	LF	\$60.00	\$21,600.00	60' length average for a total of 6 medians
6	Parkway Connection					
	A. Single Parkway Lighting	32	EA	\$5,000.00	\$160,000.00	4762 lf for all, includes 7th, 18th, & 31st St., 150' oc
	B. Street Trees	190	EA	\$450.00	\$85,500.00	4762 lf for all, includes 7th, 18th, & 31st St., both sides, 50' oc, 2.52-3" BB
7	Highway Garden	90	STA	\$14,000.00	\$1,260,000.00	\$70,000 per 500 ft, includes shade, orn, shrubs, per.
8	Scrapyard Screening					
	A. Wall	12,000	SF	\$50.00	\$600,000.00	800 lf, assumed 15' high
	B. Plantings	8	STA	\$6,250.00	\$50,000.00	\$15,600 per 250', includes shrubs, per, orn, shade and evergreen
9	Gravel Pile Screening					
	A. Wall	16,500	SF	\$50.00	\$825,000.00	1100 lf, assumed 15' high
	B. Plantings	11	STA	\$6,250.00	\$68,750.00	\$15,600 per 250', includes shrubs, per, orn, shade and evergreen
10	Bike Path					
	A. 7th Street Ave	720	LF	\$35.00	\$25,200.00	600 lf plus 20% for meandering
	B. 18th Street Ave	3,915	LF	\$35.00	\$137,025.00	3262 lf plus 20% for meandering
	C. 31st Street Ave	1,080	LF	\$35.00	\$37,800.00	900 lf plus 20% for meandering
	Sub Total				\$5,634,875.00	
	20% Contingency				\$1,126,975.00	
	Total				\$6,761,850.00	
	Grand Total				\$6,761,850.00	