

EAST MOLINE, ILLINOIS

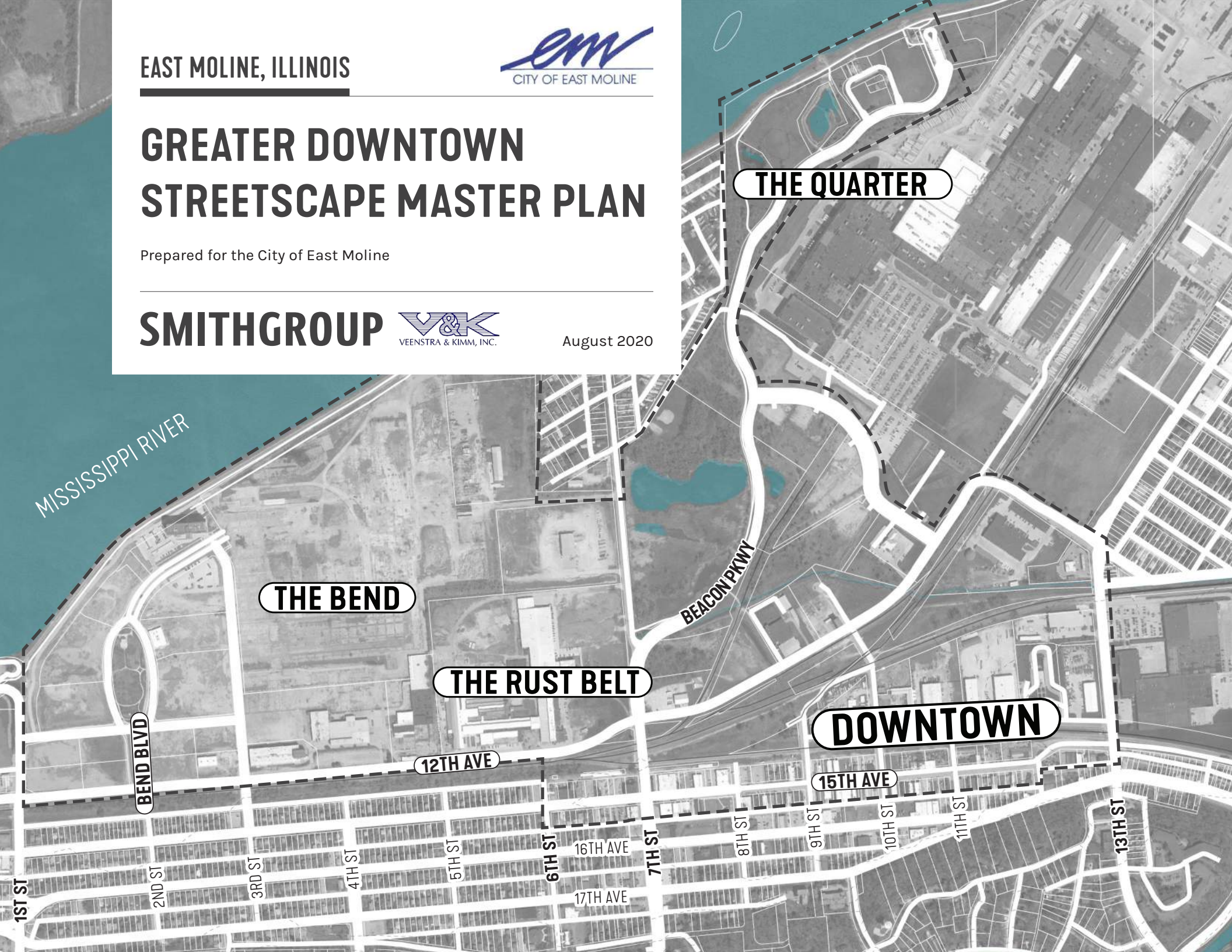


GREATER DOWNTOWN STREETScape MASTER PLAN

Prepared for the City of East Moline



August 2020



THE BEND

THE RUST BELT

THE QUARTER

DOWNTOWN

MISSISSIPPI RIVER

BEND BLVD

12TH AVE

15TH AVE

1ST ST

2ND ST

3RD ST

4TH ST

5TH ST

6TH ST

16TH AVE

17TH AVE

7TH ST

8TH ST

9TH ST

10TH ST

11TH ST

13TH ST

BEACON PKWY

WHAT'S YOUR ONE-WORD GOAL FOR THE GREATER DOWNTOWN AREA?



Word Cloud generated during public workshop

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SECTION A

PROJECT OVERVIEW



INTRODUCTION

The City of East Moline Greater Downtown Streetscape Master Plan provides a framework to guide and inform future streetscape detailed design and planning decisions.

While primarily serving as a guiding vision, the Plan is also intended to be a resource that helps the City leverage grant opportunities such as the USDOT Better Utilizing Investments to Leverage Development (BUILD) program. BUILD funds are highly competitive, but can be used to fund critical infrastructure investments throughout East Moline's Greater Downtown area. This report is a key tool to communicate the communities vision and pursue state and national funding opportunities. The master plan's planning and design process was organized around several public and stakeholder workshops in which the community provided input on desired amenities and features as well as the best overall site layout. A project steering committee made up of key community stakeholders helped to make decisions and served as a liaison between the consultant team and the community at large.

MASTER PLAN OBJECTIVES

- Develop goals and guiding principles for public infrastructure investment to inform future private development;
- Connect recent and proposed investments (The Bend / Rust Belt with Downtown)
- Prepare a preferred Streetscape Plan;
- Identify downtown program activities and amenities;
- Utilize report to pursue grant and funding opportunities; and
- Establish next steps to continue project momentum and begin strategic, incremental plan implementation.

PROJECT TEAM

DESIGN CONSULTANTS

SMITHGROUP



STEERING COMMITTEE

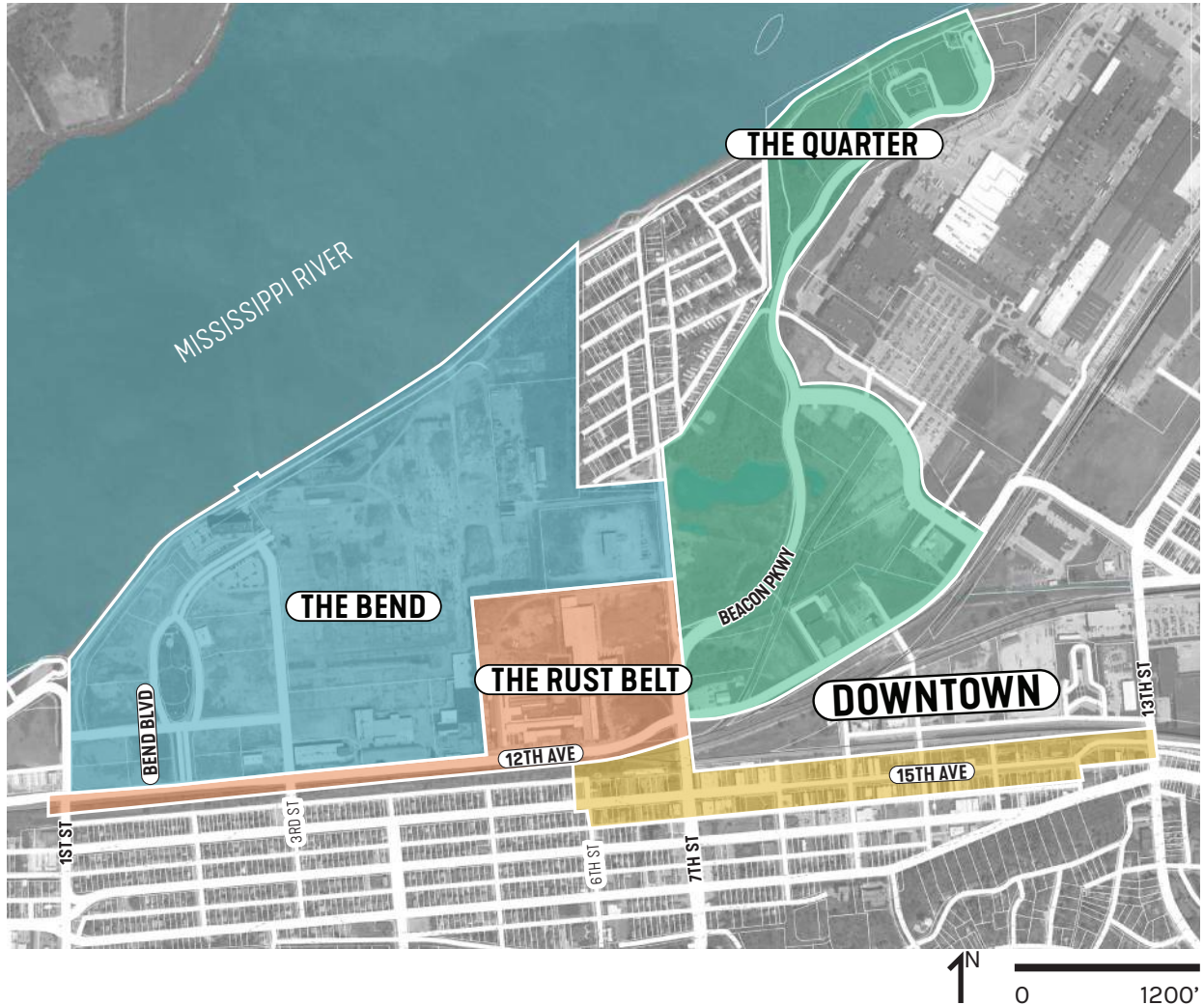
Reggie Freeman	Larry Anderson
Jayne O'Brien	Andrew Dasso
Dough Maxeiner	Tim Knanishu
Tim Kammler	Adam Guthrie
Chelsey Hohensee	John Stopoulos

STAKEHOLDER INTERVIEWS

Transportation & Government
Bend & Rust Belt Business Owners, John Deere
Downtown Business Owners

SITE CONTEXT

The Greater Downtown Master Plan encompasses four major study areas: Downtown, The Bend, Rust Belt, and Quarter. The streetscapes, pedestrian amenities and connections between these study areas are the primary focus of this Plan.



DOWNTOWN

15th Avenue between 6th and 13th Street is the “Main Street” of East Moline. During community festivals, downtown is the primary gathering space. The existing streetscape is a two lane thoroughfare with a mix of parallel and angled parking. Runner’s Park and the diverse eateries and grocery stores are among the top attractions to the area.



THE QUARTER

Located between the Mississippi River and John Deere Harvester Works, the Quarter is a commercial development and public gathering space. The Quarter sits level with the top of the levee providing unique views to the Mississippi River. Beacon Harbor Parkway and Trail are the primary connections to the Quarter.



THE RUST BELT

12th Avenue is the primary east-west connection within the study area and connects directly to River Drive in Moline. The 2 lane street currently lacks bike or sidewalk accommodations. The Rust Belt is a mixed-use redevelopment located along 12th Avenue. The music venue, restaurants and businesses have become a major entertainment attraction to East Moline.



THE BEND

A catalytic mixed-use development along the Mississippi River, the Bend is a new attraction and activity hub for East Moline. A portion of Bend Boulevard and 6th Street have been constructed to create a loop. The remaining streets in the development have not been constructed.

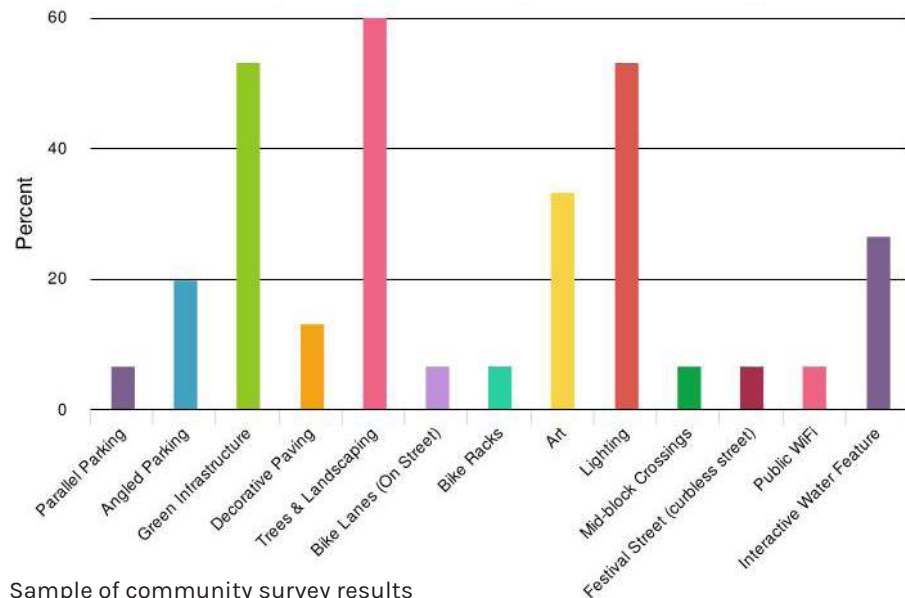
COMMUNITY ENGAGEMENT

The initial plan objectives were refined based on feedback from the broader community, which included key stakeholders, local business owners and East Moline residents. The process below highlights key meetings and workshops conducted to develop the preferred master plan. Due to the COVID-19 Pandemic and Safer at Home Policies which occurred concurrently with the community engagement process, meetings were largely conducted virtually promoting the use of unique on-line tools to engage the community.

Public Workshop 1 and Stakeholder Interviews

A one-day listening session was held via Zoom focusing on goal setting and program generation. Stakeholders had the opportunity to collaborate using Mural, an on-line “whiteboard” to set goals and identify focus areas within the Greater Downtown. The evening public meeting utilized Poll Everywhere, a live text-in voting and communication tool to provide input and ask questions about the design process. Although a traditional public meeting would have been ideal, the anonymity of the on-line format and Poll Everywhere text-in discussion created an honest and informative dialog.

What top three streetscape amenities would you like to see?



Sample of community survey results

Following the public meeting, an on-line survey was conducted to allow additional community members to provide feedback on the master plan process.

Public Workshop 2: Concept Alternatives

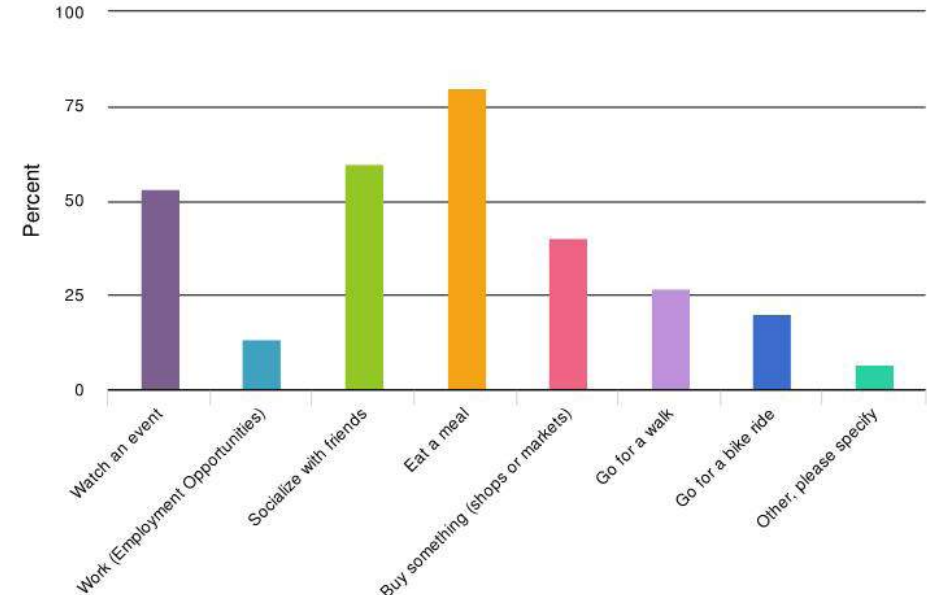
Distinct concepts were developed based on initial community input. Meeting participants were asked via Poll Everywhere to select preferred streetscape amenities and prioritize improvements for the various study areas.

Steering Committee Meeting & Council Meeting BUILD Grant Approval

Using the community input, the top attributes were coalesced into a single draft master plan. This plan was reviewed with the project steering committee and that feedback was used to generate the final master plan and preferred improvements to be included in the BUILD Grant application. City Council conducted a meeting to review and approve the submittal of the Build Grant Application.

The presentations and survey results are located in Appendix A: Community Engagement. The summary of the goals are located on page 11.

What top three activities would you like to be able to do Downtown?



WHAT WE HEARD

Poll Everywhere Responses from public meetings

“Downtown is not connected for foot traffic to other areas”

“No safe pedestrian or bike path along 7th Street and 12th Avenue”

“The Downtown area needs better street lighting to improve safety”

“Sidewalks should accommodate restaurant seating”

“The Greater Downtown Area needs improved wayfinding with a cohesive look”



15th AVENUE PREFERRED AMENITIES							12th AVENUE PREFERRED AMENITIES					THE BEND / RUSTBELT PREFERRED AMENITIES							
Public Parking	Angled Parking	Green Infrastructure	Decorative Seating	Tree & Landscaping	Blue Lines (on Street)	Street Furniture	Blue Lines (on Street)	Street Infrastructure	Lighting	Tree & Landscaping	Public Parking	Blue Lines (on Street)	Street Infrastructure	Decorative Seating	Tree & Landscaping	Street Furniture	Bike Paths	Art	Lighting
Blue Parks	Art	Lighting	Seating	Street Infrastructure	Microbus	Bus Bays	Sidewalks	Decorative Seating	Art	Additional Comments	Seating	Decorative Seating	Street Furniture	Microbus	Bus Bays	Public Street Infrastructure	Public Street Infrastructure	Additional Comments	Additional Comments

What's Working ●

What Can Change ●

Jim Leach	Chad Pregracke	great to see what's going on and to add to it all, park on corner would be great build on success of what has happened
Clark Miljush	Laura Long	
Jeff Ramsey	Annika Whiting	
Jay Morrow	Kirstin Humphries	Bill Fogerson
Larry Anderson	Andrew Dasso	

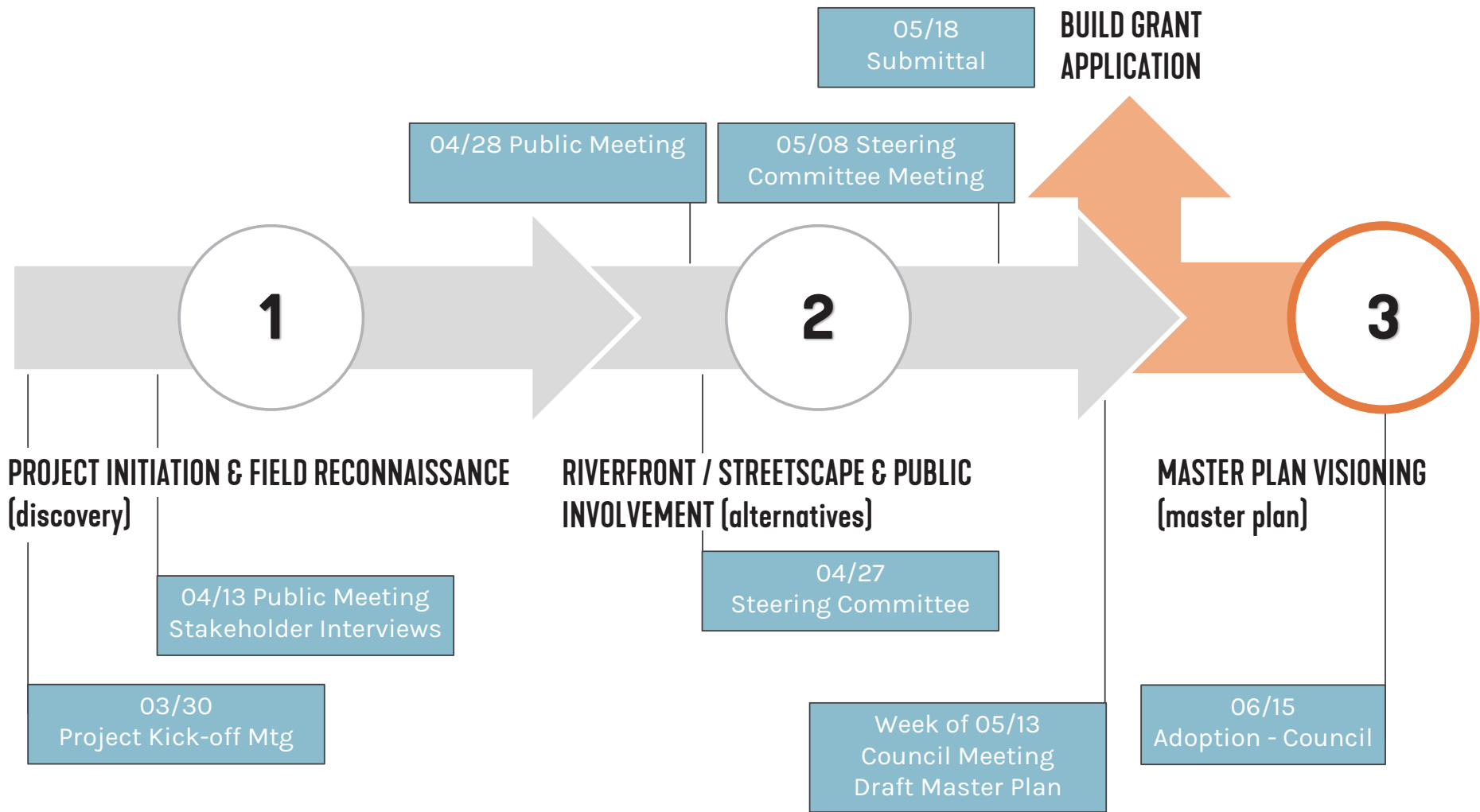
How would you define success for the project?

Economic new business, retain existing businesses, human growth, more business and development, get more people involved in local economy, employees spending money, local increase diversity of businesses, increase in foot traffic and revenue	Ecology wetlands - connect to them, connect to harvester, stormwater systems in downtown could be improved
Social music, bring people together and create conversation, improve re: connection and connection between bend/rustbelt and downtown, create connectivity, get people from harvester to downtown, make 12th ave more activated, park in five, six, no of uses (five, eat, work) improve flow and connection, increase connection, connection across the blocks	Human Spirit special destination, make the whole area a destination, have people talk about east moline as a place to go
Most important amenity or improvement maintain momentum, sidewalks, 7th street connection, 2x, blend of foot traffic, bike traffic and cars, minimize divide that railway causes, connectivity is the problem that grant can solve that individual private investments cannot	capture more residents, business, offices that want to become established in the community for the long term

What Haven't We Asked?

On-line collaboration board from the website Mural

PROJECT TIMELINE



GOALS AND GUIDING PRINCIPLES

During the public and stakeholder meetings, discussion and goal setting were framed by the four “pillars” of sustainability with the theory that the most holistic projects successfully garner benefits across all these various aspects.

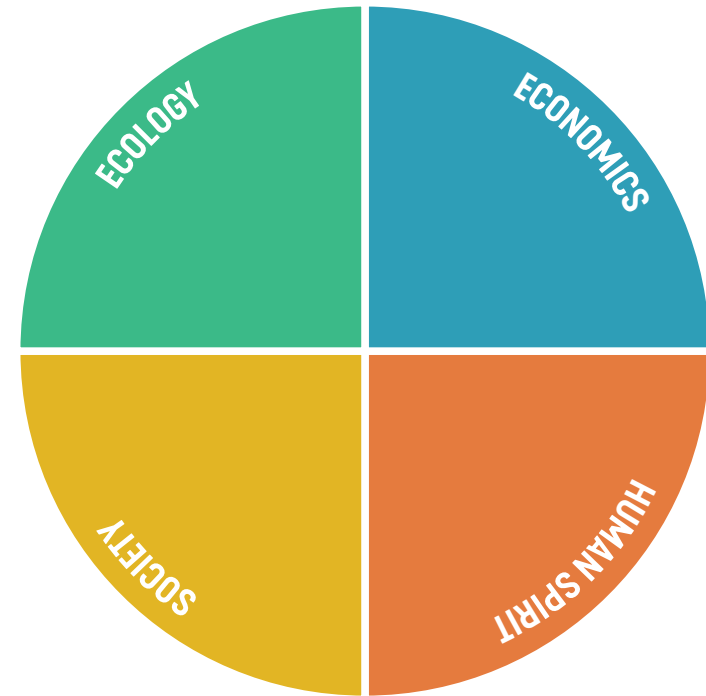
Ecology: Sustaining the ability for the environment to perform natural functions.

Economic: Encouraging reinvestment in the community and wisely using financial resources.

Society: Providing equitable access to public spaces and understanding the cultural and historic character of the place.

Human Spirit: The emotional connection to a place.

The goals derived from the public and stakeholder workshop process are listed below and help guide the development and evaluation of alternatives.



ECOLOGY

Enhance the consistency and quality of the Urban Landscape

- Utilize trees and plantings to establish East Moline as a unique place
- Reduce peak flows and improve water quality
- Increase tree canopy
- Connect to the Mississippi River

ECONOMIC

Create environment that attracts business to the Greater Downtown Area

- Unify Downtown with The Bend, Rust Belt and Quarter with multiple modes of transportation
- Establish a recognizable District
- Improvements to continue and enhance revitalization momentum
- Increase diversity of businesses

SOCIETY

Improve quality of life by enhancing connectivity and safety

- Improve wayfinding and branding
- Increase multi-modal connectivity
- Create safer streets through better lighting and improved railroad crossings
- Increase the accessibility and quality of sidewalks

HUMAN SPIRIT

Bring forth East Moline’s Sense of Place

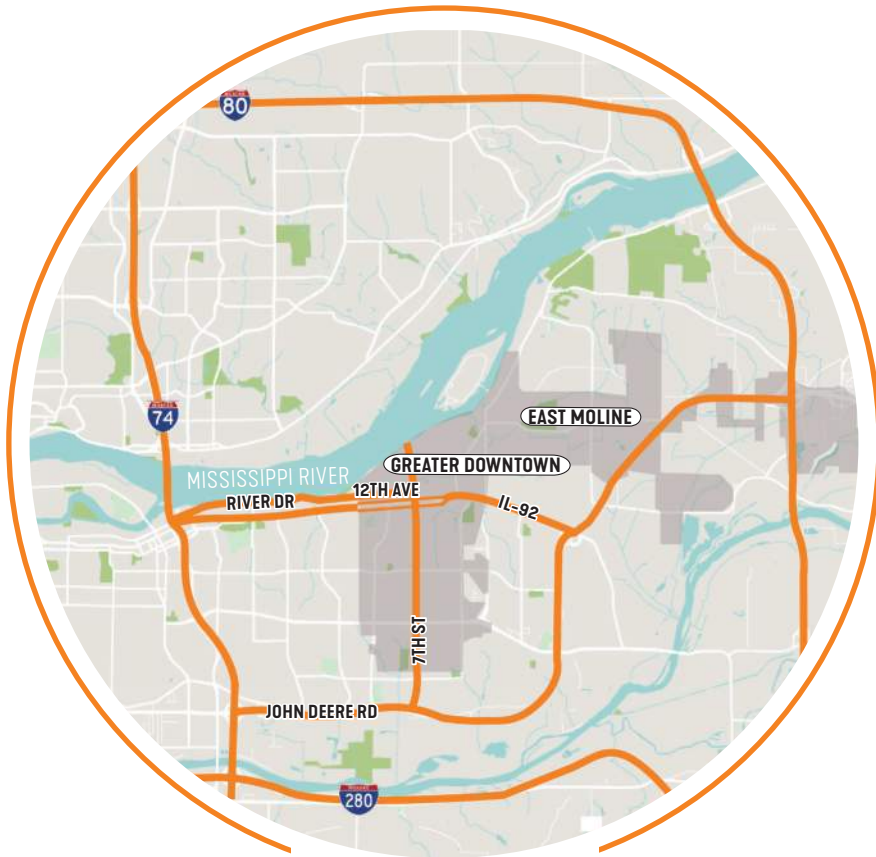
- Create a cohesive Downtown area while enhancing the unique character of Downtown, The Bend, Rust Belt, and the Quarter.
- Build on history and character of the community
- Develop a durable, straightforward aesthetic

SITE INVESTIGATION

The Greater Downtown was analyzed at a regional and local level to identify potential opportunities and constraints. These investigations were vital when developing the proposed master plan.

REGIONAL CONNECTIVITY

Connectivity was a major topic of discussion during the community engagement process. The figures below highlight key regional modes of transportation and their ability to improve connectivity to East Moline. Additional and more detailed study of the potential connections is recommended to confirm the viability and feasibility of the proposed opportunities illustrated.



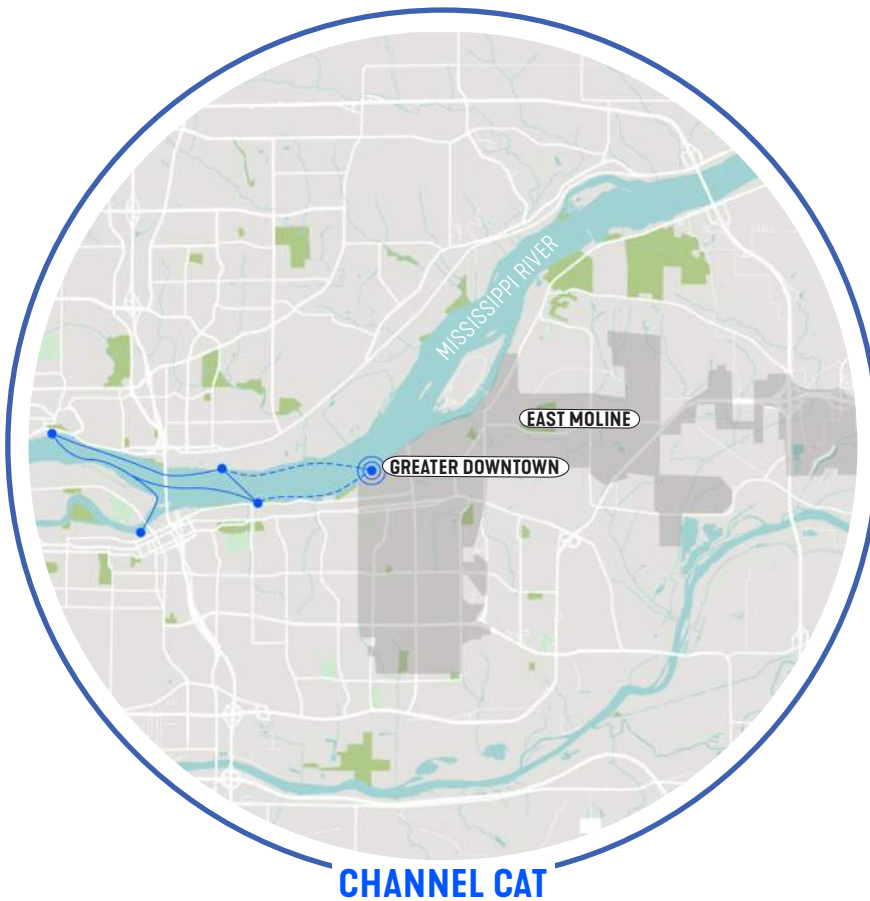
VEHICLE NETWORK

The community identified the need to improve wayfinding from regional arterial highways.



BIKE NETWORK

The Grand Illinois Trail develop is an important north-south bike connection through East Moline. This route will improve access to the Great River Trail and Hennepin Canal Parkway.



The Bend's proximity to the Mississippi River provides a potential connection point to the Quad Cities Channel Cat Water Taxi network.








MetroLink is considering the addition of a shuttle service to The Bend and Downtown East Moline. This connection would improve Quad Cities transit serves to East Moline

GREATER DOWNTOWN OPPORTUNITIES

BIKE & TRANSIT NETWORK





The community survey identified 90% of visitors to the Greater Downtown traveled by vehicle. Pedestrian, bike and transit connections should be improved throughout the Greater Downtown to increase use and viability of these modes of transportation. Creating bike connections to the Great River Trail is a key strategy to increase the community's connection to the Mississippi River.

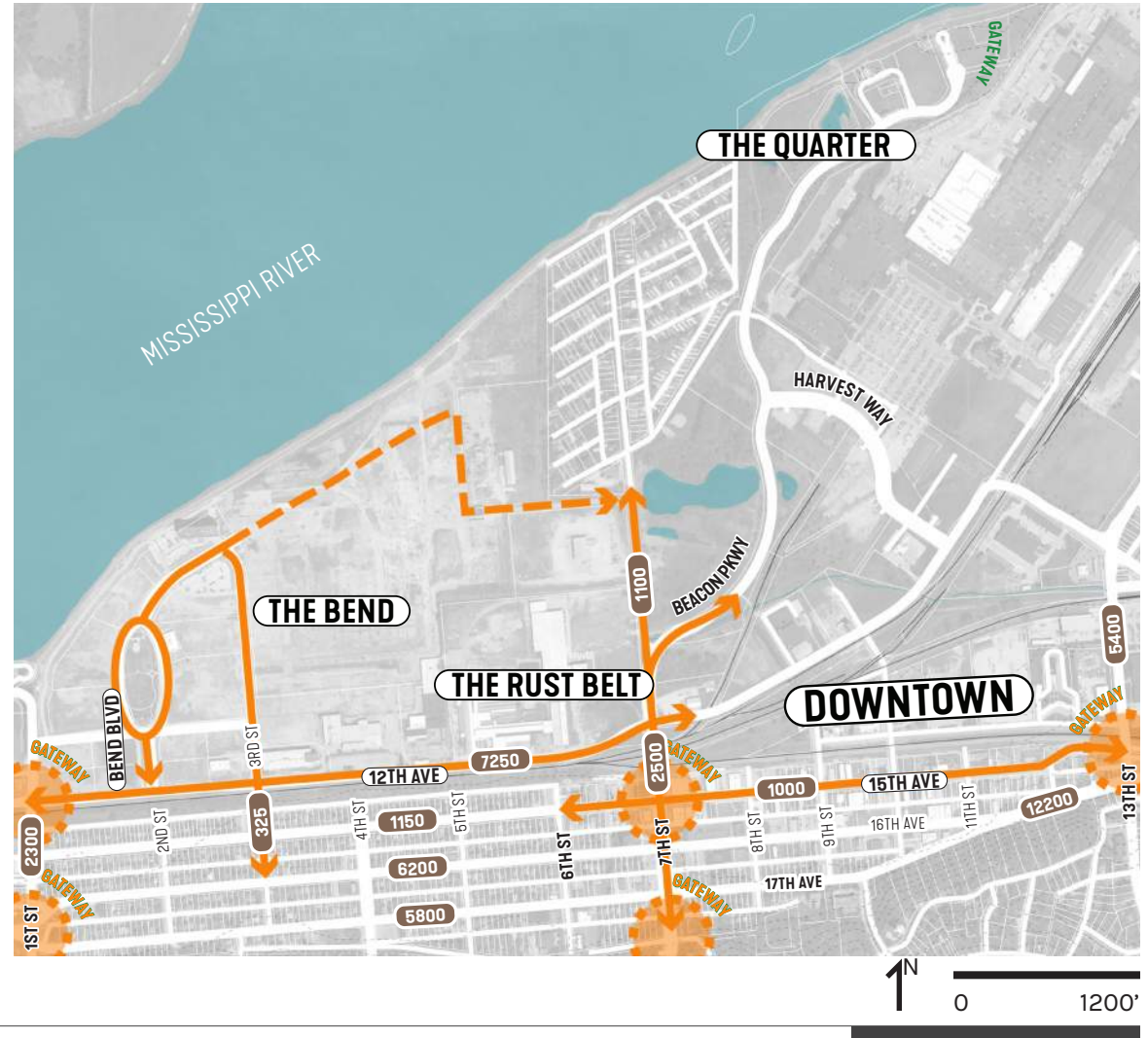
-  Existing Bike Route
-  Proposed Bike Route
-  Proposed Bike Gateway
-  Proposed Transit Route
-  Proposed Transit Stop



STREETSCAPE

15th Avenue, 12th Avenue, 7th Street and Bend Boulevard are primary streets within the Greater Downtown that require improvements. These streetscapes should be redeveloped to improve multi-modal transportation, accessibility, lighting and pedestrian safety. See the IL 92 Corridor Study for more detail on the regional transportation and land use plan.

-  Primary Streetscapes
-  Proposed Streetscape
-  Proposed Gateway
-  # Daily Traffic Volume



WAYFINDING

Input received from the community suggested that improved wayfinding is needed throughout the Greater Downtown. The adjacent map highlights downtown gateways and primary / secondary wayfinding

nodes. These are important locations to orient pedestrians as they walk or bike through the area. A street furnishing brand should also be created to help establish a Greater Downtown identity.

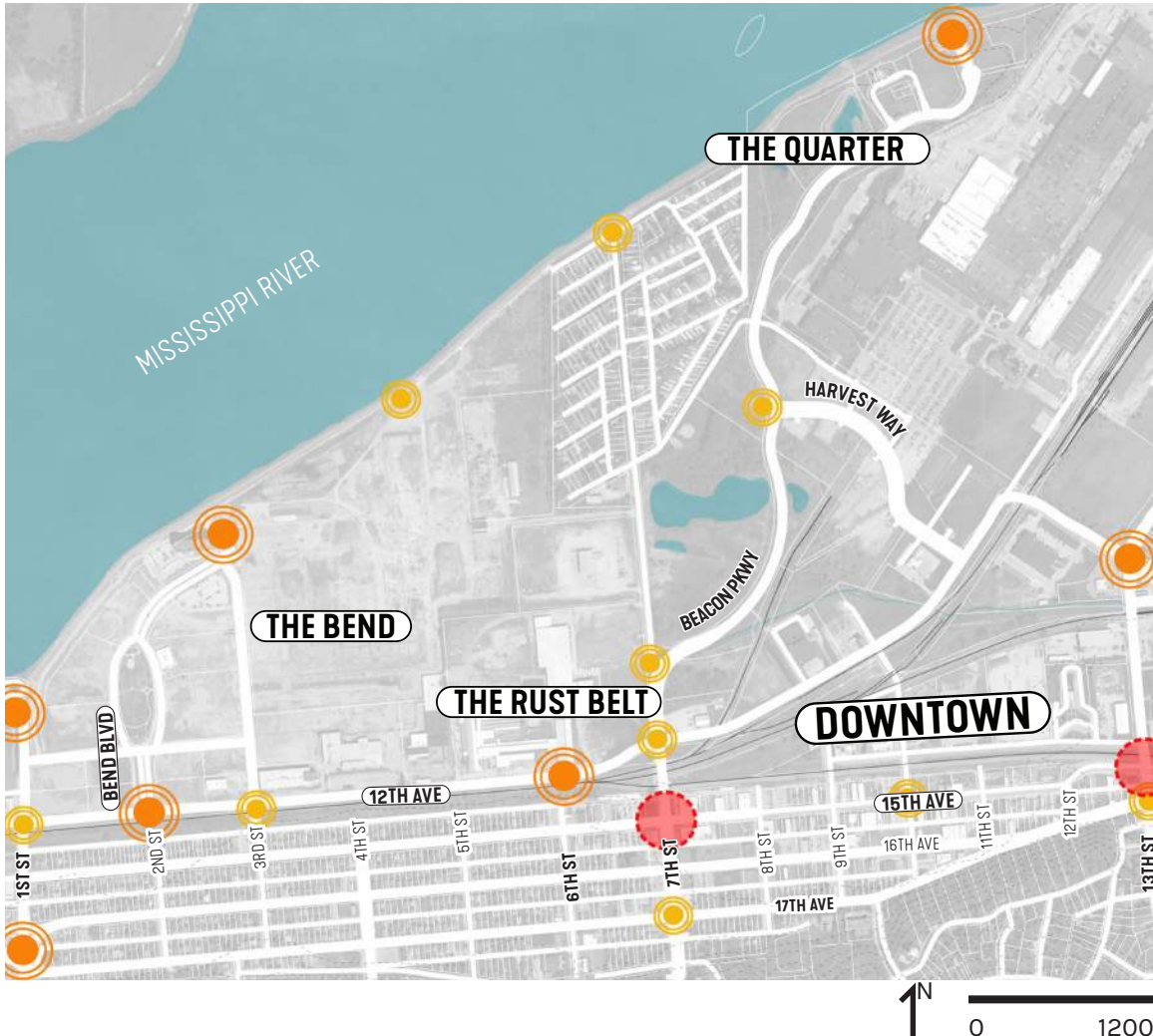
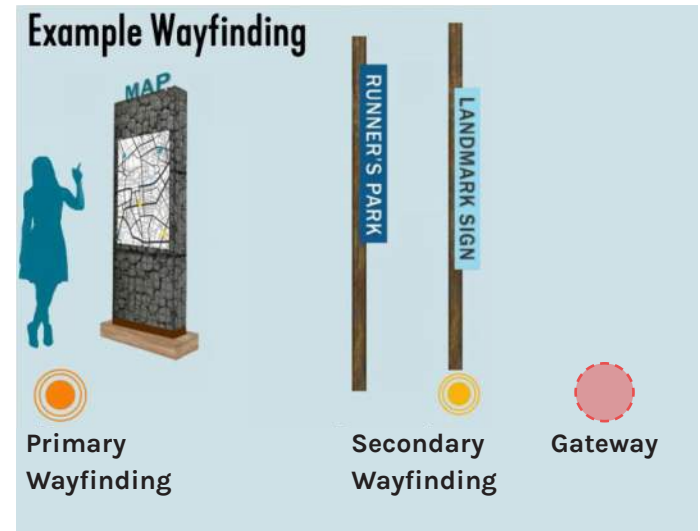
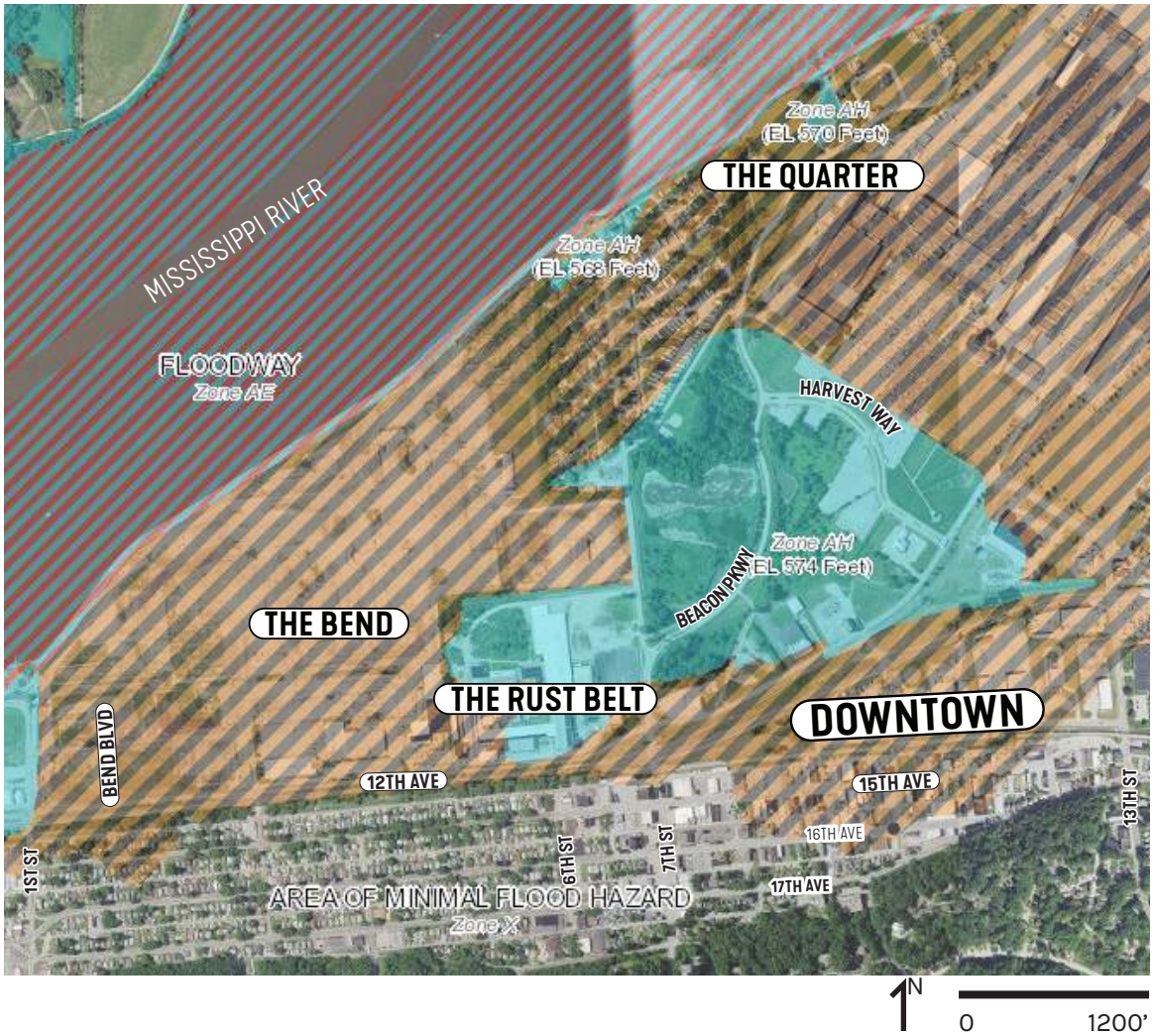


Photo by The Kombrink Lombrillo Team on Flickr.com
Gateway Precedent, River Street Batavia Illinois






Wayfinding Examples Provided by East Moline Glass and Streamline Architects



FEMA FLOOD HAZARD MAP

A majority of the project area is at a reduced risk of flooding due to an levee. River Drive within Moline, which connects to 12th Avenue, is located within the 1% Annual Chance Flood Hazard Zone and experiences closures during flood events. These closures have become more frequent within recent years and affect access to the project study area.

-  Reduced Risk of Flooding Due to Levee
-  1% Annual Chance Flood Hazard
-  Floodway



DOWNTOWN PARKING

Parking is an important consideration within Downtown East Moline. The figure above highlights the existing on-street and off-street parking. Off-street parking is currently underutilized and should be included in Greater Downtown wayfinding to increase the use of the lots.

Parking Stall Counts

City of East Moline Property

Existing Parking:

220 - On-Street parking stalls

160 - Off-street parking stalls



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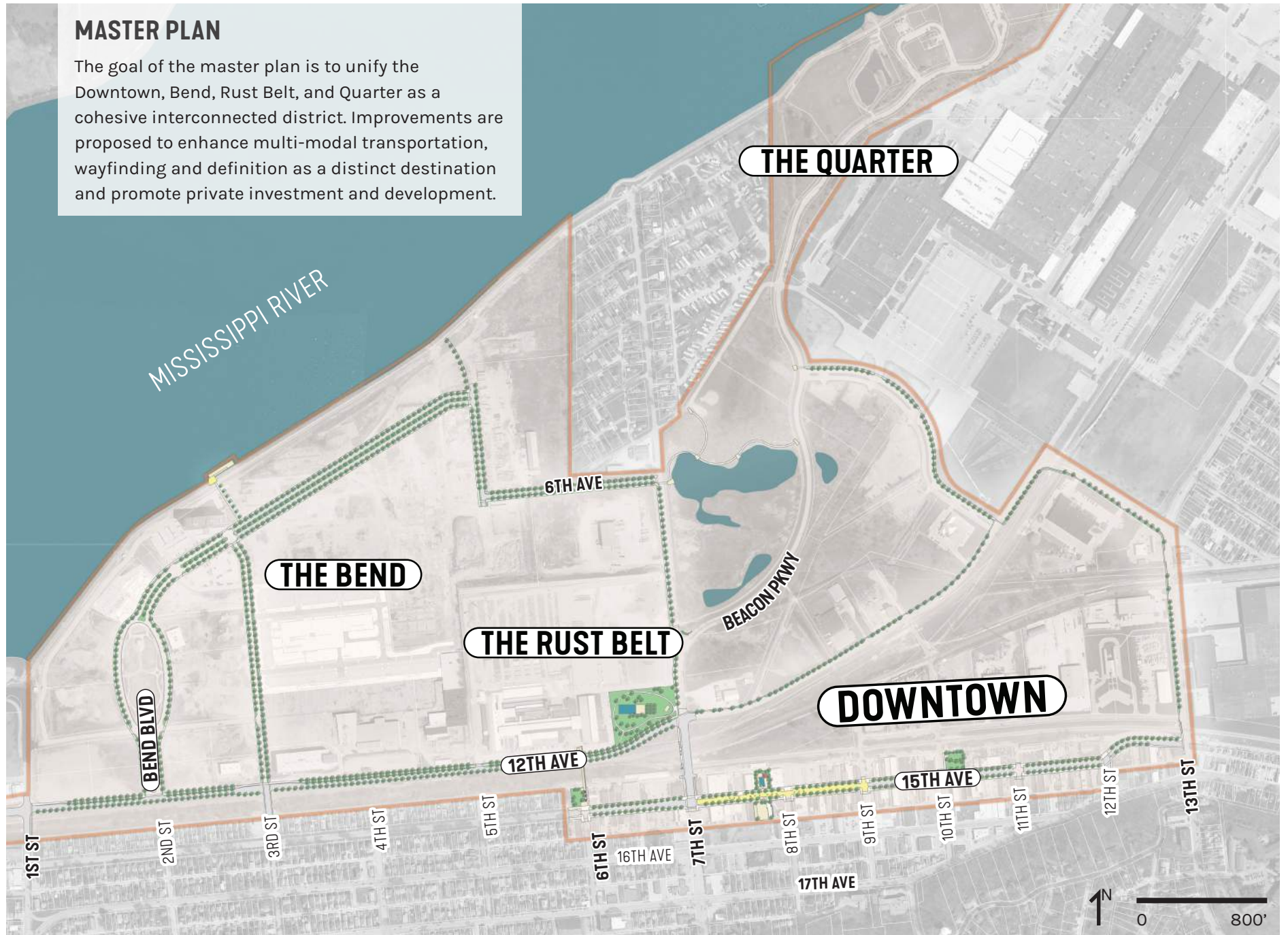
SECTION C

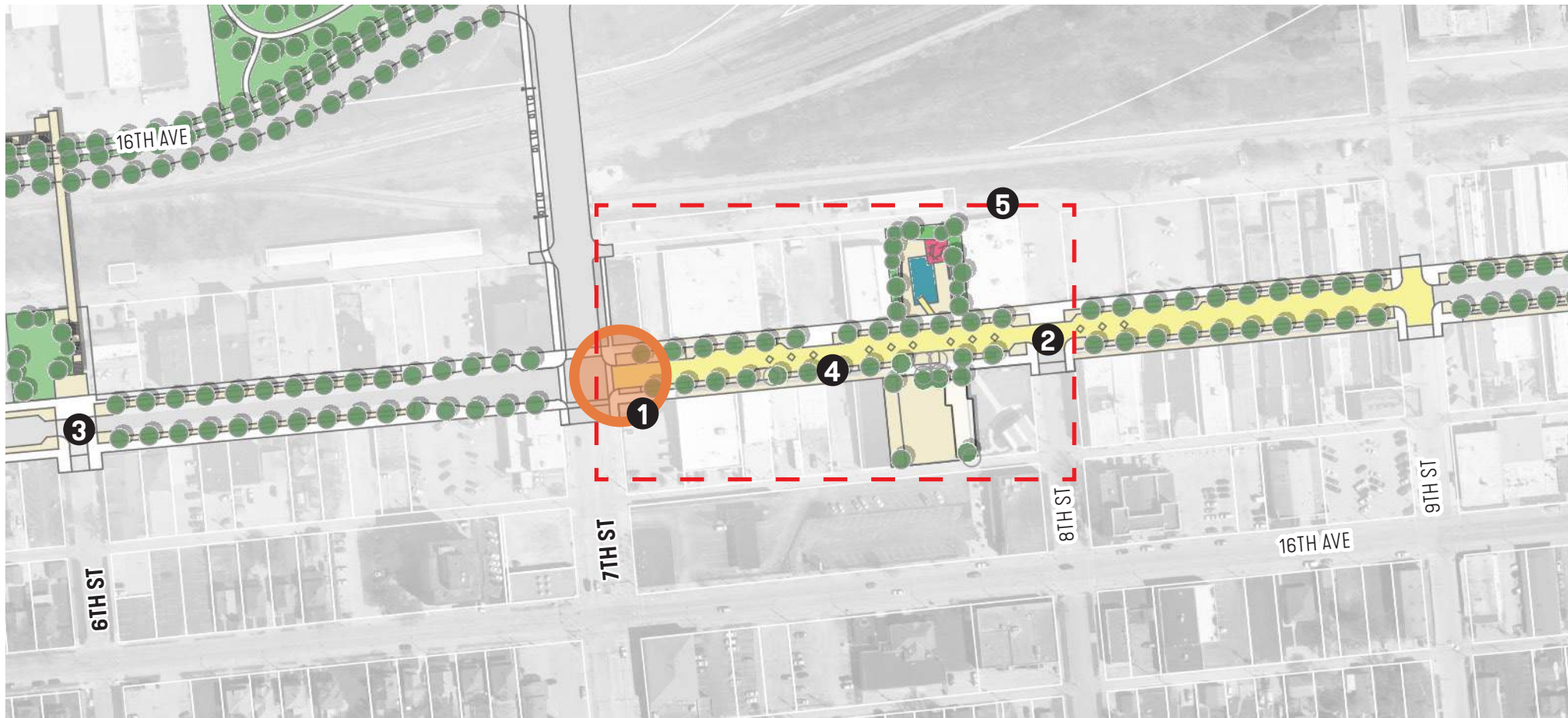
MASTER PLAN



MASTER PLAN

The goal of the master plan is to unify the Downtown, Bend, Rust Belt, and Quarter as a cohesive interconnected district. Improvements are proposed to enhance multi-modal transportation, wayfinding and definition as a distinct destination and promote private investment and development.





DOWNTOWN

Establishing a high-quality streetscape is a key step in the reinvestment in Downtown. Creating a distinct destination will help support local businesses and promote pedestrian activity along 15th Avenue.

The driving design element along 15th Avenue is the implementation of double parallel parking to increase the size of the sidewalk and pedestrian amenity zone. The community also identified the importance of a more consistent street tree canopy and introducing green infrastructure practices throughout downtown.

GOALS AND DESIGN DRIVERS

- Reconstruct 15th Avenue
- Use signage & streetscape to establish a district
- Increase tree canopy to shade and unify
- Utilize visible stormwater improvements
- Create amenity zones and destinations
- Improve pedestrian safety, accessibility and connectivity



1 Gateway

A key element for community branding and wayfinding, the gateways serve as a destination marker for visitors. The gateway also serves as a traffic calming tool signaling to drivers they are entering a pedestrian-centric space.

2 Festival Street (Curbless)

Between 7th and 9th Street, a curbless, festival street would be implemented to provide universal accessibility and allow 15th Avenue to serve as a plaza during large events. Creating a festival street would create a unique pedestrian environment while providing additional traffic calming.

3 Raised Crosswalk (Wayfinding Nodes)

Providing raised intersections will slow vehicle traffic through downtown while making pedestrian street crossings easier and safer. Intersections are also a key location to improve Downtown wayfinding.

4 Proposed Downtown Park

A corner park on 10th Street and 15th Avenue creates needed open space on the east end of Downtown. Programming for this space will require further study.

5 Streetscape Enlargement

See Pages 24-25

DOWNTOWN STREETScape ENLARGEMENT

1 Runner's Park Plaza

Expanding Runners Park to the existing parking lot would provide the flexibility for needed plaza space during community events while maintaining parking on a daily basis. The edge between Runner's Park and the plaza would have a shelter bay of parking that would double as a market shelter during events. Pavers or decorative concrete would be used for the parking lot / plaza surface to reduce surface temperatures during events and provide a higher quality pedestrian space. Outdoor restaurant seating along the west edge of the space would create consistent activity within the space.

2 Corner Bump-outs

Bump-outs are located at intersections to enhance safe crossings for pedestrians and slow vehicle traffic. As shown in the Midland Festival Street image below, bump-outs provide a sense of entry and signature landscaping.

Festival Street Precedents



River Street Batavia IL, Photo by Bill Hogan, Chicago Tribune

3 Plaza and Interactive Water Feature

The community identified a need for children activities downtown. A park focused on children's activities along the festival street includes an interactive water feature and play area. Locating the park across from Runner's Park creates a distinct gathering space within the Downtown.

4 Street Section Perspective

See pages 26-27



Festival Street, Midland Michigan





A

B

Play Structure

B

Interactive Water Feature

A

3

Parallel Parking

Festival Street

2

Parallel Parking

15th Avenue

Parallel Parking

Street Lights

Amenity Zone

2

4

8TH STREET

Runner's Park

Retractable Shade

Parking Lot / Plaza

1

C

Outdoor Restaurant Seating



C

The SSA committee is currently planning to implement lighting option 2 for the parking lot adjacent to Runner's Park.



0 50'

25

DOWNTOWN STREETScape SECTION PERSPECTIVE

1 11.5-ft Wide Drive Lanes with Sharrows

Narrowing the drive lanes will decrease vehicle speeds through downtown. The current traffic volume is also within a suitable range to safely provide sharrows for bicyclist.

2 8-ft Wide Parking Lanes - Potential for Permeable Pavers

Double parallel parking narrows the vehicle zone from 54' to 38' increasing the size of the pedestrian zone. The removal of angled parking resulted in a loss of approximately 20 on-street parking stalls which is roughly two stalls per block. Public off-street parking lots should be clearly signed to help mitigate the minor loss of on-street parking.

Permeable pavers should be considered in parallel parking stalls to reduce stormwater runoff and the risk of flooding. The lack of continuous high volume traffic make street parking stalls viable locations for permeable pavers.

3 Amenity Zone

The pedestrian zone is the primary location for street trees, bioinfiltration planters, lighting, wayfinding and street furnishings. This detailed design of the pedestrian zone will help provide a unique identity to the downtown.

4 Bioinfiltration Planter

Bump-outs and other areas that require a larger vegetated terrace are perfect locations for bioinfiltration planters. These planters would handle localized stormwater from the initial flush from rain events. These planters should utilize a simple planting palette and design to reduce maintenance requirements.

5 Soil Cell Tree Trench

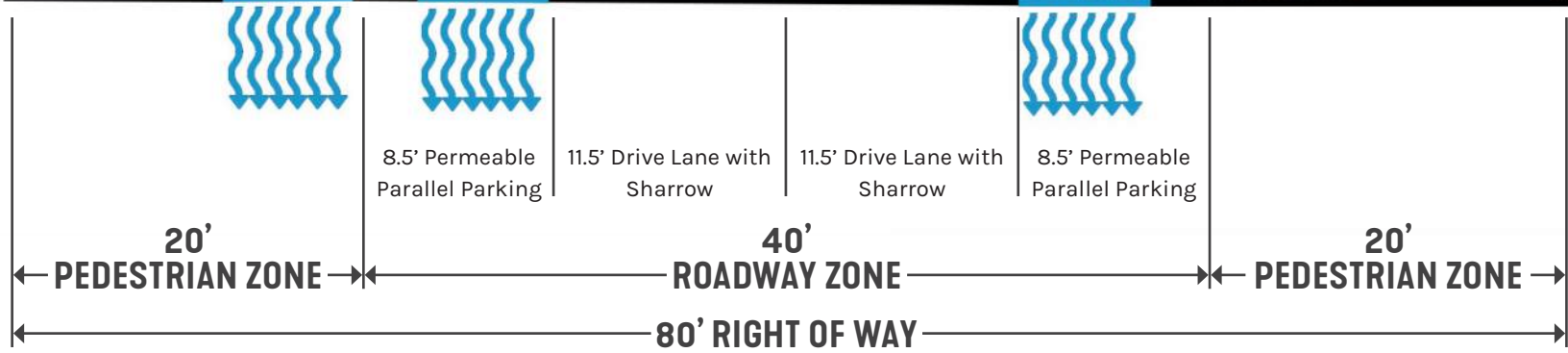
Locating trees in soil cells provides additional soil volume beneath sidewalks improving the growth of street trees. Given the narrow width of the corridor, these soil cells would also provide needed stormwater runoff management while maintaining surface area for pedestrian space.

6 Frontage Zone

The frontage zone provides shops and restaurants an outdoor extension to their businesses. A busy frontage zone will help bring life to the streetscape.



Midland Michigan Streetscape Amenity Zone





1917 John Deere Marseilles Works, Photo by The John Deere Journal

STREETSCAPE CHARACTER

East Moline's character as a hard-working, industrial city should be reflected in the streetscape character. The adjacent images of past and present day East Moline are inspirations for the streetscape material palette.



The Rust Belt



9th Street Historic Pavers, Google Street View

MATERIAL PALETTE

The community expressed interest in a durable, straight forward material palette. Simple materials such as wood and brick pavers should be utilized in a contemporary manner to reflect present day East Moline while honoring the communities past.

Utilizing a uniform material palette throughout the Greater Downtown will help establish a unique district. The material palette will be developed in more detail during implementation.



Textured Concrete



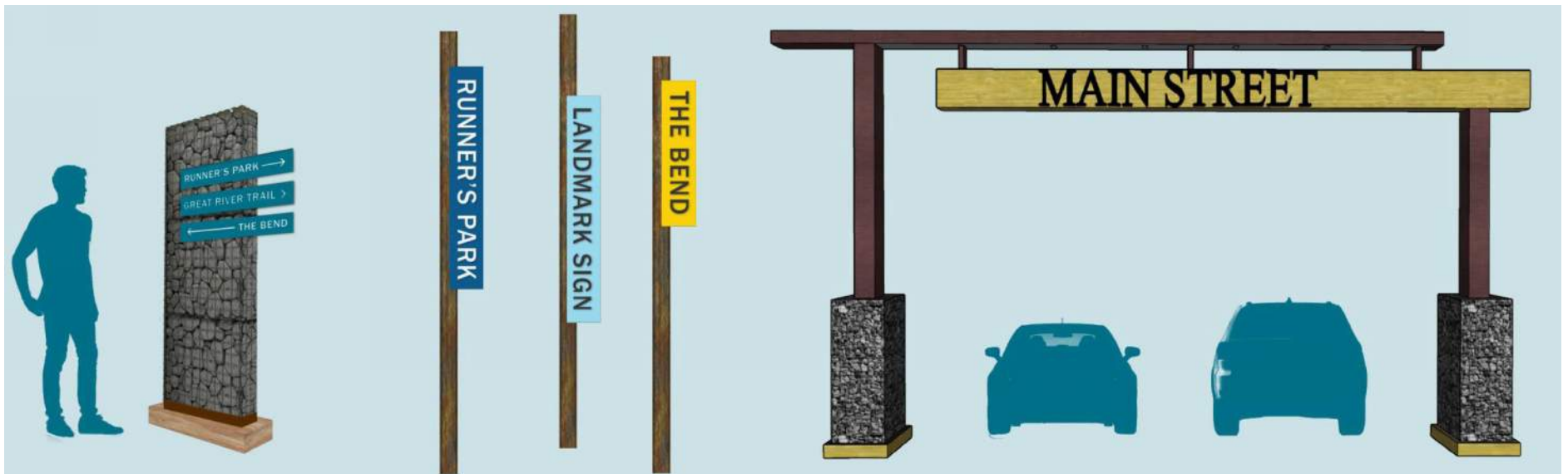
Wood Bench by Streetlife



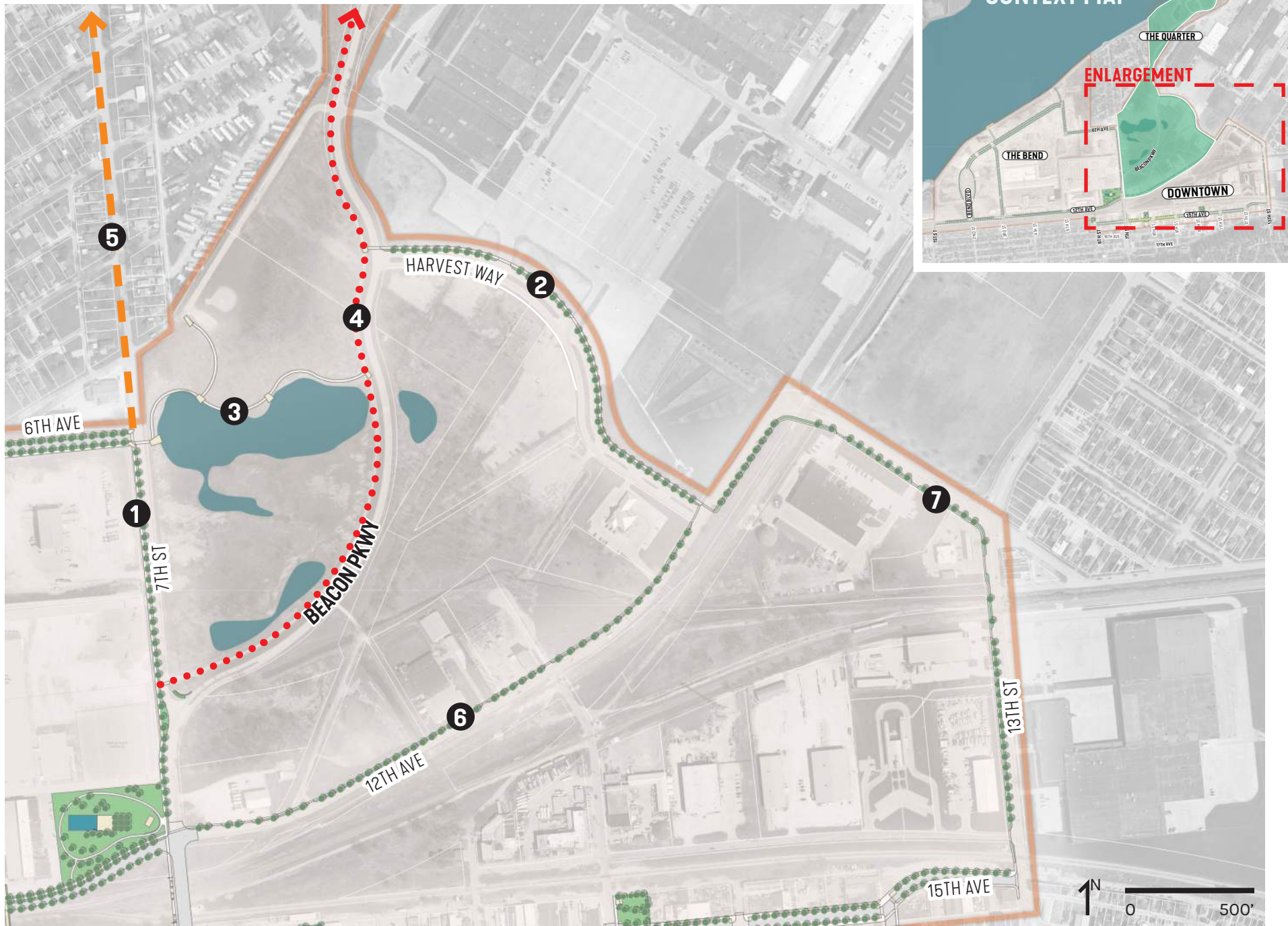
Paver-Grate by Ironsmith



Wood Pole Street Light by Valmont Structures



Signage Precedent prepared by Streamline Architects and East Moline Glass



THE QUARTER

Improvements to The Quarter focus on wayfinding and connectivity. Increasing pedestrian and bike connections will help promote the continued development of The Quarter. The Quarter's connection to the wetland and Mississippi River are also unique amenities that should be emphasized within the Greater Downtown.

- 1 10' trail along 7th Street between 12th Avenue and 6th Avenue
- 2 10' trail along Harvest Way
- 3 Wetland Trail and Overlook
- 4 Updated gateway and wayfinding along Beacon Parkway to match Greater Downtown Area
- 5 Sharrow along 7th Street to connect to Great River Trail
- 6 Sidewalk along 12th Avenue between 7th Street and Harvest Way
- 7 Sidewalk to connect Harvest Way to 13th Street creating connection to Downtown

GOALS AND DESIGN DRIVERS

- Increase pedestrian connectivity
- Establish a consistent streetscape amenities
- Celebrate wetlands as amenity
- Improve signage and wayfinding
- Connect to the River



Wetland Trail, Photo by Jonas Smith on Unsplash



Crosswinds Marsh

The existing wetland is one of the few natural areas within the Greater Downtown and should be viewed as an amenity. A wetland trail will improve connectivity to the Quarter and provide a recreational opportunity.

RUST BELT

As the primary thoroughfare between the four study areas, 12th Avenue requires redevelopment to better link the Greater Downtown. The Rust Belt's central location within the Greater Downtown also makes it a key location in unifying the area.



RUST BELT GOALS AND DESIGN DRIVERS

- Provide multi-use path along 12th Avenue to improve connectivity
- Increase lighting for pedestrian safety
- Improve connections to The Bend and Downtown
- Enhance safety of pedestrian railroad crossings
- Integrated wayfinding

1 12th Avenue Greenway

The Greenway provides needed pedestrian and bicycle circulation along 12th Avenue. After large concerts at the Rust Belt, patrons are currently forced to walk along the narrow shoulder of 12th Avenue. Narrowing the vehicle lanes along 12th Avenue and relocating the road directly adjacent to the railroad right-of-way provides ample room for a pedestrian trail.

The existing overhead utilities should be relocated to the 15th Avenue Alley or buried to accommodate the revised street layout.



2 Improved Railroad Crossing

Railroad crossings should be improved to increase pedestrian safety. Layering safety measures including sidewalk crossing arms, clearly designated pedestrian zones and detectable warning plates can increase the comfort of those crossing the tracks.

3 Wayfinding Plazas

Locating Wayfinding Plazas along the 12th Avenue Greenway will provide rest areas and needed points of orientation through the Greater Downtown.

4 Community Gateway Signage

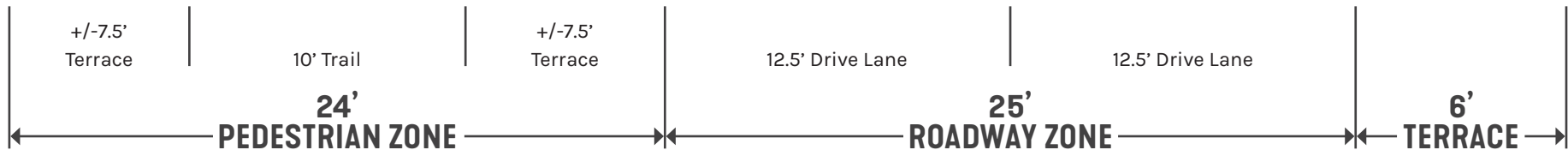
5 Pedestrian Bridge

The pedestrian bridge was identified by the public as a means of further increasing pedestrian safety and a branding opportunity for East Moline. The bridge would also provide a more direct connection between Downtown and the Rust Belt.

6 Corner Park

A corner park on 12th Avenue and 7th Street provides a respite between Downtown and the Rust Belt.

12TH AVENUE GREENWAY SECTION PERSPECTIVE





Crescent Park Pedestrian Bridge, Photo by Timothy Hursley on ArchDaily

Pedestrian Bridge Precedent



12th Avenue & 7th Street Corner Park

The rendering provided by Streamline Architects and East Moline Glass depicts a potential design for the corner park.

THE BEND

Continuing to build out The Bend Streetscape will help promote the development. With a large majority of the developments along Bend Boulevard and 6th Avenue complete, extending Bend Boulevard and 6th Avenue will provide more development opportunities and improve connections to the Greater Downtown.

THE BEND GOALS AND DESIGN DRIVERS

- Provide sidewalks and landscaping that fit with desired development
- Establish wayfinding system
- Continue to build out the street network
- Multi-modal connections
 - Bike Route
 - Transit Route
 - Pedestrian
- Connect to the River

Festival Street Precedents



Harriet Island Pier, Photo by VisitStPaul.com

THE BEND

1 Existing Bend Boulevard, Install Pedestrian Zone Amenities

Install street trees, walks and streetscape amenities along the existing Bend Boulevard and 6th Street.

2 Construct Extension of Bend Boulevard and 6th Avenue

The remainder of Bend Boulevard and 6th Avenue should be constructed to connect to 7th Street. Completing The Bend streetscapes will support continued development of The Bend and make the study area more accessible to the community. Landscaping and sidewalks would be included in the build out of the streetscape.

3 River Pier and Overlook

The East Moline community currently lacks a physical connection with the Mississippi River. The proximity of The Bend to the Mississippi River creates an opportunity to provide public access to the river. A channel cat dock and day-use slips for transient boaters would increase access to The Bend and create a new attraction within the Mississippi River Pool 15.

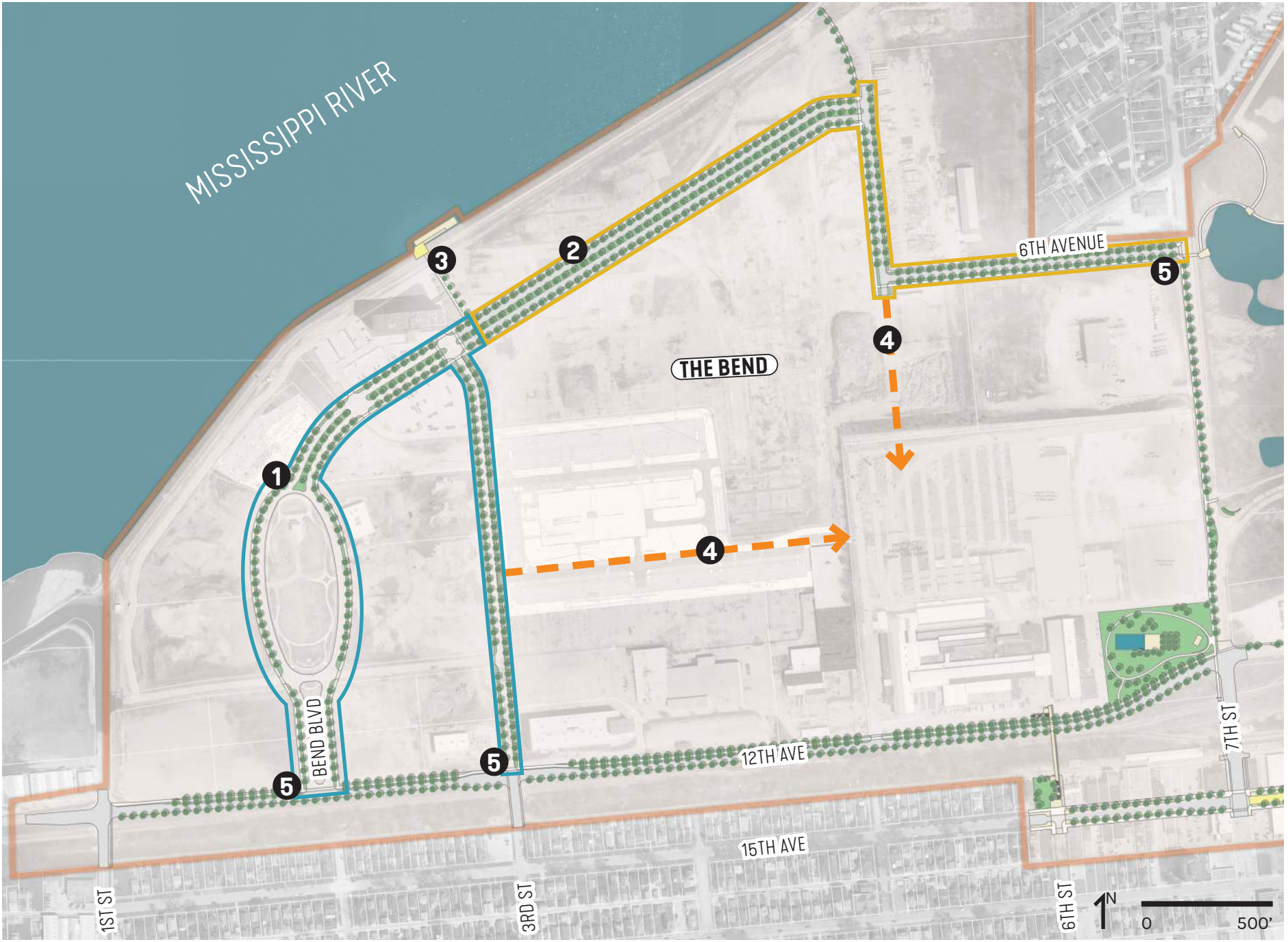
4 Connect to the Rust Belt

Providing connections between the Rust Belt and The Bend are essential to creating a cohesive Greater Downtown and will help promote the use of each space. The Convention Center currently has plans for pedestrian and parking lot connections to the Rust Belt which are excellent examples of future connections that should be established between the two study areas.

5 Wayfinding Plaza

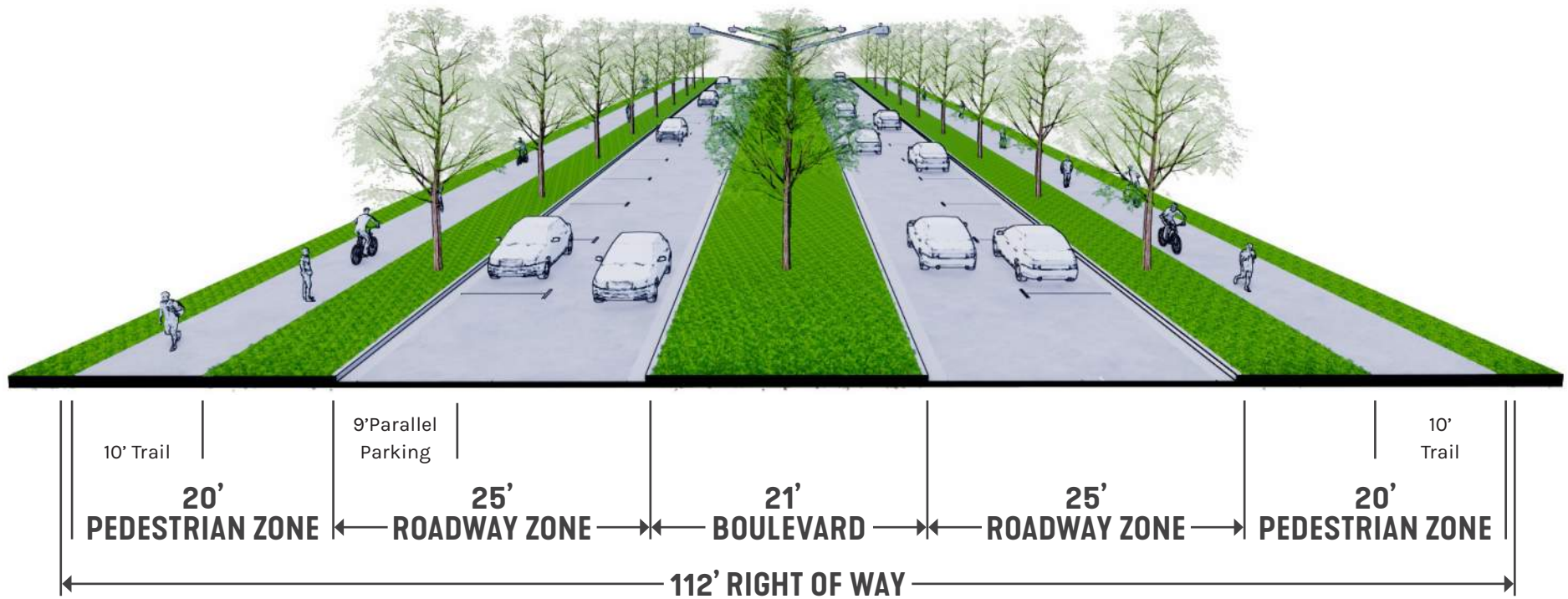


Channel Cat Water Taxi Dock, Photo by WVIK NEWS



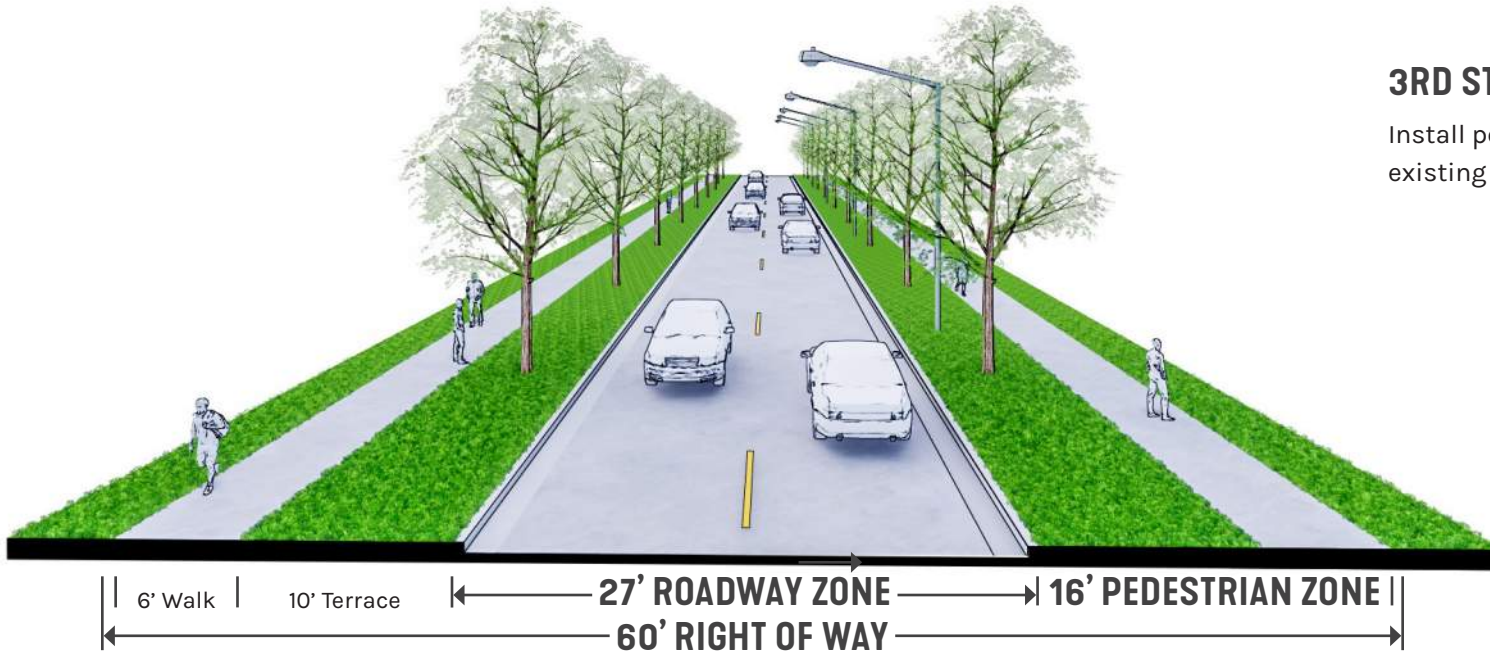
BEND BOULEVARD

Install pedestrian zone along the existing portion of Bend Boulevard. Construct the roadway and pedestrian zone for the proposed portion of the boulevard.



3RD STREET

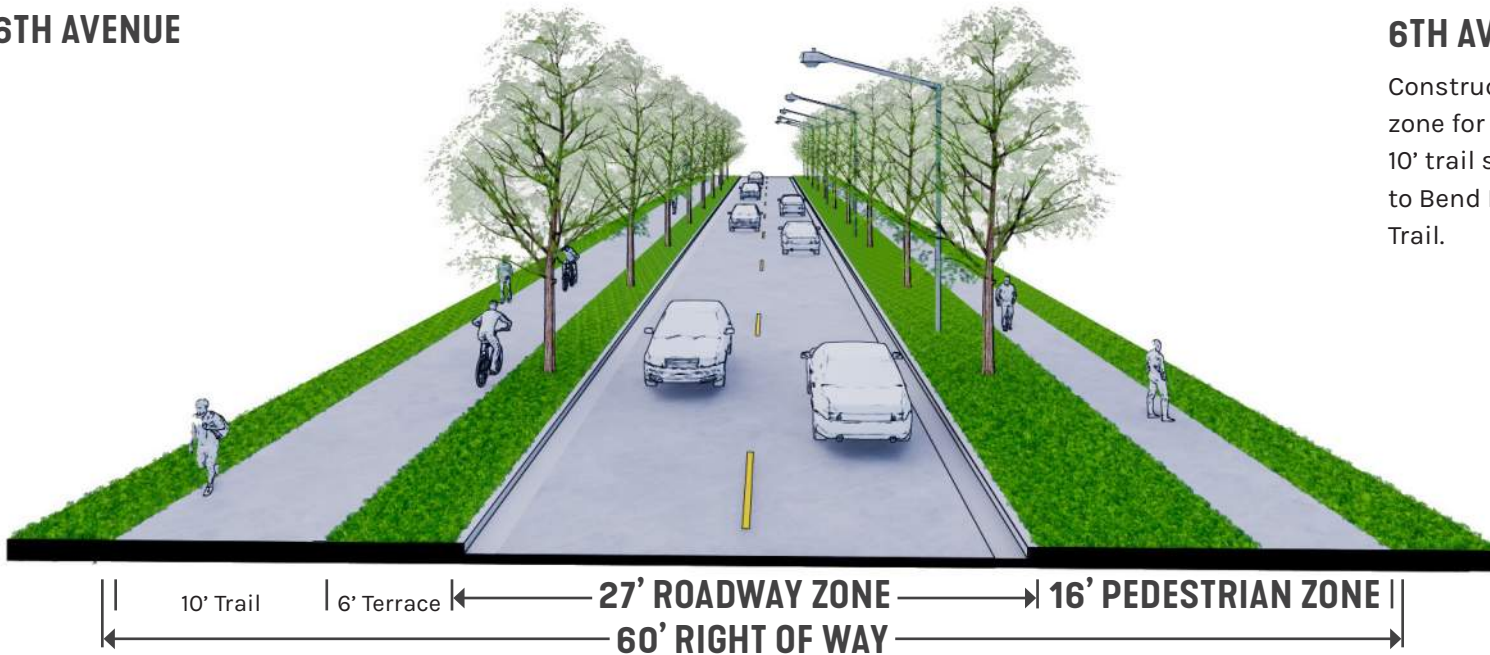
Install pedestrian zone along the existing 3rd Street roadway zone.



6TH AVENUE

6TH AVENUE

Construct the roadway and pedestrian zone for the proposed 6th Avenue. A 10' trail should be included to connect to Bend Boulevard and the Great River Trail.



SECTION E

IMPLEMENTATION

INTRODUCTION

Implementation of the East Moline Greater Downtown Streetscape Master Plan recommendations will be accomplished incrementally. The Project Probable Cost provided within this section defines a series of potential phases and corresponding budgets associated with each phase. Key to advancing the projects, both from a design and engineering as well as a construction perspective, is leveraging local funds with other local, state and federal resources. Potential sources are on the following pages. As the sources and application timelines will vary somewhat over the life of the project, it will be important to look for new opportunities as they arise.

In addition to financial considerations and work to secure funding for project implementation, a number of tasks that can help build and maintain implementation momentum are included in the following pages.

Some of the key next steps along with the recommended lead entity's responsibilities for completing the action are noted and should help define a series of key next steps for the community to advance.

CONSTRUCTION FUNDING OPPORTUNITIES

Below are funding opportunities for the recommended projects. The project funding can come from one or many of the options below. The funding opportunities are divided into the following categories: Federal, State, Not-for-Profit, and Local.

ILLINOIS GRANT OPPORTUNITIES

IDOT - Illinois Transportation Enhancement Alternative Program (ITEP)

Description: The ITEP is designed to promote and develop alternative transportation options, including bike and pedestrian travel, along with streetscape beautification. The federal funds are awarded competitively, and projects must be related to surface transportation. Eligible applicants include all entities that were eligible to apply for TAP funds. Any local or state government with taxing authority is eligible to apply. In addition, the FAST Act allows nonprofit entities responsible for the administration of local transportation safety programs to apply. Local matching funds are required.

Site: <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

IEPA's SRF Water Pollution Control Loan Program (WPCLP)

Description: The WPCLP provides assistance to any eligible local

MASTER PLAN PROBABLE COST

Project Budget Summary	
Item	Cost
Downtown	\$ 13,205,342
Downtown 15th Ave (6th St to 13th St)	\$ 10,101,018
Downtown (3) Parks	\$ 3,104,324
The Quarter	\$ 2,523,083
7th Street Trail (12th Ave to 6th Ave)	\$ 666,543
Wetland Trail	\$ 494,581
Beacon Parkway	\$ 673,210
Harvest Way	\$ 516,885
12th Avenue Sidewalk (7th St to Harvest Way)	\$ 171,864
12th Avenue & Railroad Crossings	\$ 17,702,308
12th Avenue (1st St to 7th St)	\$ 6,824,016
7th Street (15th Ave to 12th Ave)	\$ 1,500,698
Corner Park	\$ 4,377,594
Pedestrian Bridge	\$ 5,000,000
The Bend	\$ 10,721,584
Existing Bend Boulevard Pedestrian Zone	\$ 641,703
Bend Boulevard Extension	\$ 5,765,081
River Pier	\$ 4,314,800
Total Probable Cost	\$ 44,152,317

government unit to finance the construction of treatment works as defined in Section 212 of the Federal Water Pollution Control Act, including storm water treatment systems that are treatment works, and projects that fulfill federal State Revolving Fund grant requirements for the Green Project Reserve.

Site: <http://www.epa.state.il.us/water/financial-assistance/staterevolving-fund.html>

IEPA's SRF Public Water Supply Loan Program (PWSLP)

Description: PWSLP provides assistance to any eligible local government unit or to any eligible privately owned community water supply to finance the construction of public water supplies and projects that fulfill federal SRF grant requirements for the Green Project Reserve.

Site: <http://www.epa.state.il.us/water/financial-assistance/staterevolving-fund.html>

Illinois Department of Commerce and Economic - Opportunity Community Development Assistance Program (CDAP)

Description: The Community Development Assistance Program (CDAP), known nationally as the Community Development Block Grant (CDBG) program, provides federal funding for a variety of community-based projects. CDAP supports core public infrastructure improvements and upgrades, housing rehabilitation (primarily low and moderate income individuals), economic development (connected with private, permanent job creation or retention on behalf of primarily low and moderate income households) and a variety of other projects that can assist in addressing health and safety concerns or to stabilize and revitalize communities. Units of local government with a population of 50,000 or less located outside of a HUD Direct Entitlement County or Municipality are eligible to apply.

Site: http://www.illinoisbiz.biz/dceo/Bureaus/Community_Development/Grants/CDAP.htm

IEPA's Illinois Green Infrastructure Grant Program for Stormwater Management (IGIG)

Description: Grants are available to local units of government and other organizations to implement green infrastructure best management practices to control stormwater runoff for water quality protection in Illinois. Projects must be located within a Municipal Separate Storm Sewer System (MS4) or Combined Sewer Overflow (CSO) area. Funds are limited to the implementation of projects to install best management practices (BMPs).

Site: <http://www.epa.state.il.us/water/financial-assistance/igig.html>

IEPA's Nonpoint Source Pollution Control Grant Program

Description: Grants for this program, also known as Section 319, are available to implement corrective or preventative projects or develop public education programs about nonpoint source pollution, which occurs when water run-off picks up pollutants and carries the pollutants to lakes, rivers, and groundwater.

Site: <http://www.epa.state.il.us/water/financial-assistance/non-point.html>

Illinois Department of Natural Resources – Illinois Trails Grant Program

Description: The Illinois Department of Natural Resources (IDNR) administers five (5) grant programs that can provide funding assistance to acquire, develop and, in some cases, maintain trails for a variety of public recreation uses. These programs can also restore areas damaged by unauthorized trail use activity: Bike Path Program, Local Government Snowmobile Program, Snowmobile Trail Establishment Fund (STEF) Program, Off-Highway Vehicle (OHV) Program, Federal Recreational Trails Program (RTP)

Site: <http://www.dnr.state.il.us/ocd/newtrail2.htm>

Illinois Department of Natural Resources – Federal Recreational Trails Grant Program

Description: 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each states' 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.

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.

Site: <https://www2.illinois.gov/dnr/AEG/Pages/FederalRecreationalTrailsProgram.aspx>

Illinois Department of Natural Resources – Bike Path Grant Program

Description: The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government to 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. Revenue for the program comes from a percentage of vehicle title fees collected pursuant to Section 3-821(f) of the Illinois Vehicle Code.

Site: <https://www2.illinois.gov/dnr/grants/Pages/BikePathProgram.aspx>

Illinois State Treasurer's Office – Green Energy Program

Description: The Green Energy program is an initiative that encourages energy efficient development and improvements by offering low-interest loans to businesses, non-profit organizations and local governments in Illinois. The Treasurer's Office secures below-market interest rates for borrowers who finance their purchase or installation of energy efficient and renewable energy equipment at participating lenders. Projects can range from \$10,000 to \$10 million.

Site: <http://www.treasurer.il.gov/programs/cultivate-illinois/green-energy.aspx>

Illinois Department of Natural Resources – Open Space Lands Acquisition & Development and Land & Water Conservation Programs

Description: Local units of government can apply for acquisition and/or development of land for public parks and open space. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas.

Site: www.dnr.state.il.us/ocd/newoslad1.htm

Illinois Department of Natural Resources – Park and Recreational Facility Construction Grant Program

Description: Local governments can apply for park and recreation unit construction projects including acquisition, development, construction, reconstruction, rehabilitation, improvements, architectural planning and installation of capital facilities consisting, but not limited to, buildings, structures and land for park and recreation purposes and open spaces and natural areas. Capital Expenditures for additional indoor/outdoor recreational purposes may include, but are not limited to, demolition, site preparation/improvements, utility work, reconstruction or improvement of existing buildings/facilities, expansion of buildings/facilities and new construction. Land Acquisition projects such as the construction of new public indoor/outdoor recreation buildings, structures and facilities; expansion of existing public indoor/outdoor recreation buildings, structures and facilities; general park purposes such as regional/community/neighborhood parks; frontage on public surface waters for recreation use; open space/ conservation purposes to protect floodplains, wetlands, natural areas, wildlife habitat and unique geologic/biologic features and additions to such areas.

Site: www.dnr.state.il.us/ocd/newPARC1.htm

FEDERAL GRANTS

USDOT - BUILD Grant

Description: The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Site: <https://www.transportation.gov/BUILDgrants>

USFW – Boating Infrastructure Grant Program

Description: The Boating Infrastructure Grant Program (BIG) provides grant funds to the states, the District of Columbia and insular areas to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program. The governmental agency designated by each respective governor is eligible to participate in the BIG Program. The governmental agency may partner with local governments, private marinas and others to fund eligible projects. The BIG Program includes two funding tiers, Tier One (non-competitive) and Tier Two (nationally competitive). Under Tier One each state, the D.C. and insular area may receive funding for eligible projects up to \$200,000 annually. Tier Two funds are made available through a nationally competitive process. Tier Two proposals received are reviewed, evaluated and ranked by a national panel with the final decision for funding made by the Director of the U.S. Fish and Wildlife Service. The ranking criteria, eligible projects and regulations are listed in 50 CFR 86. Site: <https://www.fws.gov/wsfrprograms/Subpages/GrantPrograms/BIG/BIG.htm>

USDOT – Passenger Ferry Grant Program

The Passenger Ferry Grant program (49 U.S.C. 5307(h)) provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and

revitalization of public ferry systems in the nation’s urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation

Site: <https://cms7.fta.dot.gov/passenger-ferry-grants>

USEPA’s Managing Wet Weather with Green Infrastructure Municipal Handbook: Funding Options

Description: This chapter identifies and discusses the two most common funding options communities are using for green stormwater infrastructure – stormwater fees and loan programs. The amount of grant money currently available on a national basis is only sufficient enough to fund small, local projects, and is not enough to sustain large multi-year wet weather programs.

Site: http://www.efc.unc.edu/publications/pdfs/gi_munichandbook_funding.pdf

USEPA’s Green Infrastructure: Funding Opportunities

Description: This site provides information and links to a wide range of funding opportunities, including 319 and Community Action for a Renewed Environment (CARE) grants.

Site: <http://cfpub.epa.gov/npdes/greeninfrastructure/fundingopportunities.cfm>

USEPA’s Green Reserve Funding

Description: The Green Project Reserve funding must be spent solely on green infrastructure, water and energy efficiency and environmentally innovative projects. The Clean Water SRF and the Drinking Water SRF was to be made available in the form of low-interest loans and grants for these environmentally beneficial projects.

Site: <http://www.americanrivers.org/assets/pdfs/green-infrastructure-docs/apply-for-green-reserve.pdf>

USEPA's Five Star Restoration Program

Description: The Five Star Restoration Program brings together students, conservation corps, other youth groups, citizen groups, corporations, landowners and government agencies to provide environmental education and training through projects that restore wetlands and streams. The program provides challenge grants, technical support and opportunities for information exchange to enable community based restoration projects. Funding levels are modest, from \$5,000 to \$20,000, with \$10,000 as the average amount awarded per project.

Site: <http://www.epa.gov/owow/wetlands/restore/5star/>

USEPA's Technical Assistance Programs for Sustainable Communities

Description: EPA's Office of Sustainable Communities is seeking proposals to create and deliver technical assistance programs to local and tribal governments facing common land use and development challenges. The Request for Proposals (RFP) seeks to fund up to three organizations that will provide technical assistance to multiple communities on the use of standardized, "ready to go" tools that can lead to changes in local policies and development regulations. EPA anticipates awarding up to \$500,000 through one to three cooperative agreements in the current funding cycle.

Site: <http://www.epa.gov/smartgrowth/pdf/grants/EPA-OP-OSC-11-01.pdf>

NOT-FOR PROFIT ORGANIZATIONS

Kodak American Greenways Grant

Description: This is a grant program funded by Eastman Kodak, The Conservation Fund, and the National Geographic Society. It provides small grants to stimulate the planning and design of greenways in communities throughout America.

Site: http://www.conservationfund.org/kodak_awards

National Association of Regional Councils (NARC) Green Infrastructure Initiative Grants

Description: In 2010, NARC awarded two grants, in the amount of \$5,000-7,500 each to regional planning organizations to for the promotion of green infrastructure best-practices, programs and projects to their peers through communication projects.

Site: http://www.greeninfrastructure.net/resource/green_infrastructure_initiative_grants

LOCAL FUNDS

Stormwater Utility

Description: Stormwater runoff can be managed as a utility and billed as a fee. The fee is based on the concept that every property in a watershed contributes stormwater runoff and should support the operation, maintenance, and rehabilitation of stormwater drainage systems in the City.

General Funded Capital Improvement Plan Project

Description: A Capital Improvement Plan (Program), or CIP, is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a municipality, and a comprehensive and strategic plan and the entity's annual budget. Once implemented, the plan allows municipalities to provide tax assistance, or loans to assist in the rehabilitation within the local government.

NEXT STEPS

Community priorities and the availability of funding drive master plan implementation. Continued commitment to incremental improvements of the Greater Downtown streetscapes will lead to the full master plan vision regardless of individual project phasing. While the specific process for implementing the plan is flexible, there are tasks that can and should be advanced immediately. These near-term tasks are critical to jump-starting the process and will set the stage and develop momentum for continuous, incremental improvement of the master plan. The following actions are a series of near-term next steps that should be considered to help advance toward implementation.

Community Endorsement & Support

Broad community support is crucial to project implementation. As the details project implementation emerge, a wide range of individuals and organizations will need to be engaged to continue to refine the vision and overcome challenges that will certainly be faced during implementation. Additionally, this step is critical to helping communicate to funding agencies that the community is supportive and committed to advancing the project - a key component of any successful grant funding request.

City Endorsement & Support

The City will need to show continued leadership and perseverance as the projects advance toward implementation. Adopting the plan as an official document will signify the City's commitment to achieving the plan.

Funding Investigation & Acquisition

The effort to identify and secure grant funding from local, state and federal sources should be continuous and on-going. Grant opportunities range from those focused on promoting and enhancing public access to the river to those geared toward environmental enhancement or development of recreational amenities. Many of these programs are awarded annually. Therefore, identifying the potential opportunities to fund specific project recommendations will be critical to achieving the ultimate vision.

15th Avenue, 12th Avenue and Bend Boulevard Streetscapes

These streetscapes are essential near-term improvements to spur development throughout the Greater Downtown. These streetscapes were identified as the top priorities and thus included in the Build Grant application. Implementation of the streetscapes are key factors in the continued investment in East Moline and a foundation on which future growth and development can begin.

	NEAR-TERM ACTION	TASKS TO ACCOMPLISH	TYPE	RESPONSIBLE ENTITY
PLAN ADOPTION	Community Endorsement & Support	<ol style="list-style-type: none"> 1. Develop a brief public summary flyer describing the master plan vision to simplify communication between the community, outside funders, and elected officials. 2. Compile and post final graphics and associated summary report on the City's website for community reference. Provide ongoing updates in this same location to highlight progress. 3. Hold events or create press releases that celebrate the successful, incremental implementation of projects as they advance. This may include celebrating key project milestones such as navigating the permit review and approval process or a significant grant award. 	Promotional	Mayor; City Staff
	City Endorsement & Support	<ol style="list-style-type: none"> 1. Host meetings with City Committees to review the master plan, build support and make positive recommendations for formal approval and adoption. 2. Formally adopt the East Moline Greater Downtown Streetscape Master Plan via City Council. 	Administrative	Planning & Zoning Commission; City Council; Mayor; City Staff
ADMINISTRATIVE ACTIVITIES	Funding Investigations & Acquisition	<ol style="list-style-type: none"> 1. Review and identify target grant programs that may support implementation of the various master plan elements. Develop a summary of milestone application dates and assign someone the responsibility for overseeing application deadlines and the application development. 2. Proactively engage funding agency staff and local, state and federal politicians to share the master plan vision, help brainstorm potential funding sources and gain advice to help craft successful funding requests. 3. Seek assistance from State of Illinois Infrastructure Grant, Federal BUILD Grant, and potential "shovel ready" funding to support implementation of initial catalytic projects critical to building momentum. 	Administrative	Mayor; City Staff; Veenstra & Kimm; SmithGroup
PROFESSIONAL CONSULTANT SERVICES	Streetscape Implementation	<ol style="list-style-type: none"> 1. Continue dialog with regulatory agencies and resources to refine the project permitting strategy, including necessary environmental and cultural requirements. 2. Continue Streetscape Design Process: Schematic Design > Design Development and Permits > Final Design and Engineering > Project Bidding and Construction 	Administrative; Planning, Design and Engineering; Construction	City Staff; Veenstra & Kimm; SmithGroup

