



Rock Island County Greenway Plan 2018



Rock Island County Greenway Plan

2018

Prepared by



Planning Initiative

Greenway planning in the Quad Cities Region dates back to the early 2000s. Planning efforts were undertaken in Henry, Mercer, and Rock Island Counties to study and identify corridors that would provide good candidates for environmental conservation and recreation opportunities for residents and visitors to the area. Both urban and rural areas were examined. Each area was discussed in its unique context and given the considerations that are required in each. Plans in Henry, Mercer, and Rock Island Counties were conducted with the insights and input from steering committees made up of local agencies, advocates, and stakeholders. The plans recommended hundreds of miles of greenways in Rock Island County, including both active and passive variants. The distinctions between active and passive greenways is discussed in further detail below.

This plan update included revisiting proposed greenways and incorporating input that has been received through various planning efforts, such as for the 2045 Quad Cities Long Range Transportation Plan, Milan Comprehensive Plan, and Rock Island County Forest

The Rock River near Hennepin Canal Lock 30 in Milan, IL



Source: Bi-State Regional Commission

Preserve Plan. Follow-up interviews were conducted with stakeholders and local agencies with intimate knowledge of the greenway infrastructure in Rock Island County. Interviews revealed that investments in greenways and conservation infrastructure are broadly supported by stakeholders and landowners in the county. A 2017 public perception research report for the Rock Island County Forest Preserve indicated that 86% of respondents ranked either conservation or recreation as the most important priority for the Forest Preserve. Greenways fulfill both conservation and recreation needs for the county.

Defining Greenways

As stated in previous plans, a greenway is a corridor of open space connecting natural areas, cultural and historic sites, parks, neighborhoods, and communities. This “green infrastructure,” similar to roads, water and sewer systems, and utilities, is essential for the general health and welfare of the public. These linear corridors may be located along waterways, streets, railroads, utility easements, bluffs, ravines, or any other linear feature connecting open spaces.

Establishing greenways in many cases means preserving existing resources. These ribbons of open land allow for natural filtration of streams and rivers. They promote erosion control along stream banks, ravines, or bluffs and create protective buffers for woodlands and prairies. Greenways protect wildlife migration routes and can allow for recreation and multi-purpose trails. They are opportunities for rural community landscaping and design. Economic development is associated with greenways through increased property values along the corridor, recreation related sales and rental enterprises, tourism and historic attractions, and quality of life initiatives that can attract residents and businesses to the region.

Greenways have been further defined as active, passive, or a combination thereof. The definitions assist in the prioritization process and with strategies for implementation. This plan identifies 266 miles of active and passive greenways for preservation or development. Because distinct segments of a single greenway may have different functions, the following definitions have been developed for clarification:

- Active Greenways:** These are greenways providing a wide range of opportunities for human use through recreation and multi-purpose trail development. Such linear parks or open spaces may provide for hiking, bicycling, horseback riding, paddling, boating, snowmobiling, cross-country skiing, fishing, driving, or any number of other activities. Access to active greenways can have multiple points of entry. Active greenways developed as multi-purpose trails may be implemented either on-road with shared access or off-road with non-shared access. Simple nature paths or non-hard surfaced greenways may be another option for active greenways.
- Passive Greenways:** These are greenways providing a limited range of opportunities for human use by restricting public access. The function or value of this type of linear corridor is to emphasize conservation and protection of the natural environment. The purpose of a passive greenway may be for stormwater and floodplain management, wetland preservation, erosion control, natural filtration for

water quality improvements, living snow fences, migration of wildlife, and preservation of vegetation. If public access is allowed at all, human access should be limited through designated points of access, such as guided nature paths, perimeter parking, designated paddling moorings/docks, and selective scenic overlooks.

Hennepin Canal Trail near Milan, IL



Source: Bi-State Regional Commission

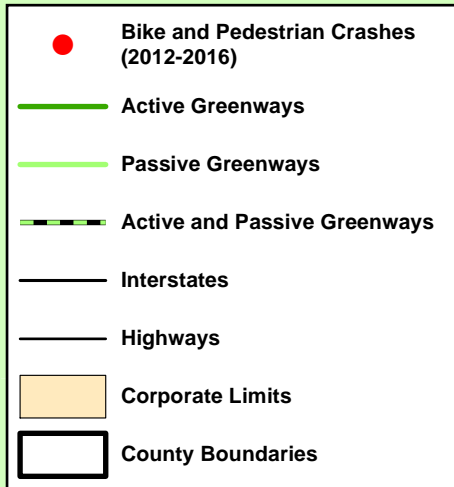
Trails

The term “trail” can be taken to mean anything from a generic corridor often used by pedestrians, hikers, or other nonmotorized user to a paved, multiuse path specifically designed for in-town or interurban or touring users, most often bicyclists. For purposes of this document, “trail” shall mean designated infrastructure along which pedestrians and bicyclists can travel safely. Trails should fit the needs of the community in which they are located, and provide numerous benefits over on-road bicycle facilities especially, in regard to

Rock Island County Greenways Plan 2018



Map 1 - Bicycle and Pedestrian Crashes



From 2012-2016 in Rock Island County:

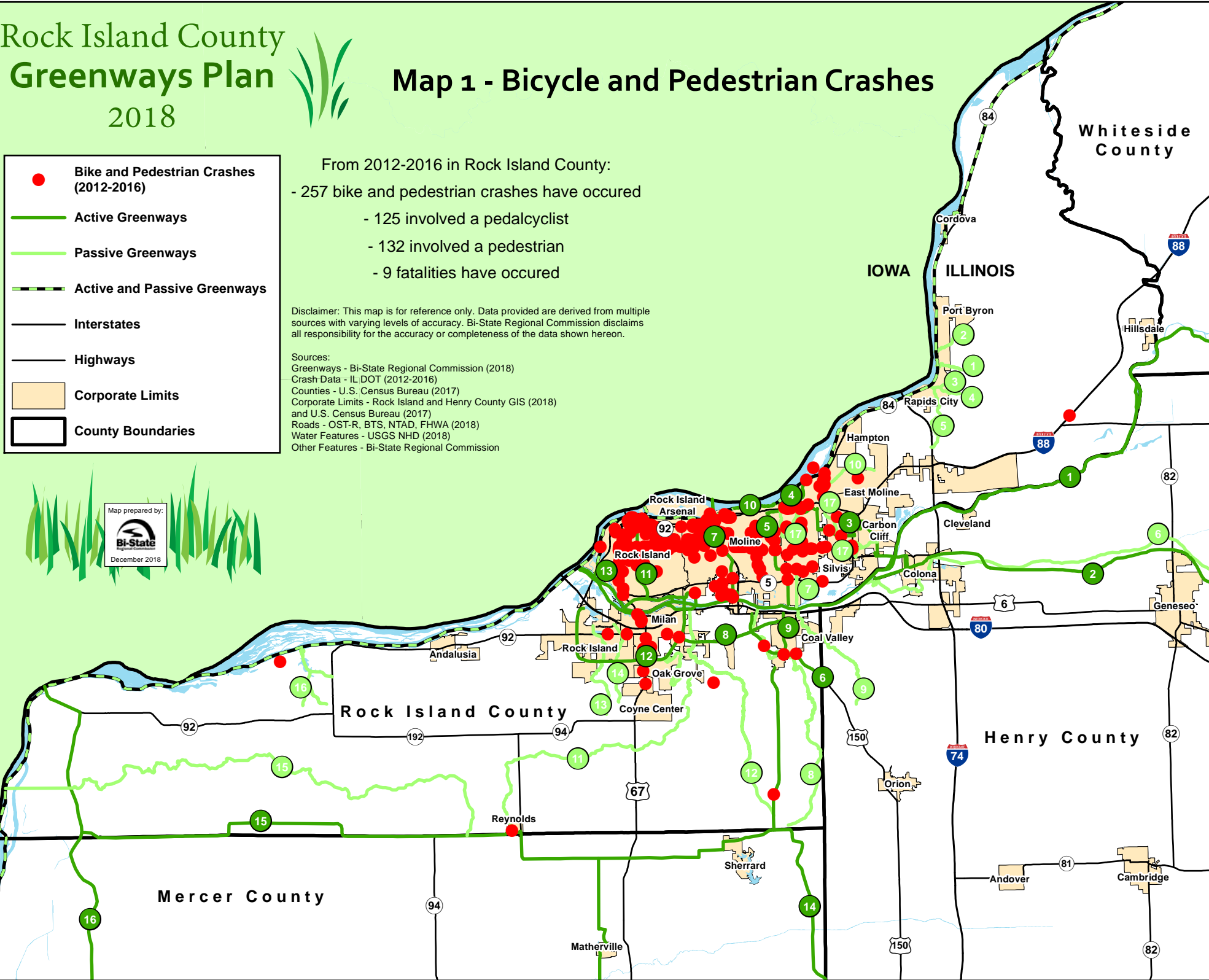
- 257 bike and pedestrian crashes have occurred
- 125 involved a pedalcyclist
- 132 involved a pedestrian
- 9 fatalities have occurred

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Sources:
 Greenways - Bi-State Regional Commission (2018)
 Crash Data - IL DOT (2012-2016)
 Counties - U.S. Census Bureau (2017)
 Corporate Limits - Rock Island and Henry County GIS (2018)
 and U.S. Census Bureau (2017)
 Roads - OST-R, BTS, NTAD, FHWA (2018)
 Water Features - USGS NHD (2018)
 Other Features - Bi-State Regional Commission

Map prepared by:

 December 2018



safety. Map 1* shows the locations of bicycle and pedestrian crashes in Rock Island County from 2012-2016. Most crashes occurred in the urban Quad Cities, although numerous incidents also occurred in less-populated portions of the county. Facilities meant for bicyclists or pedestrians, whether they are the primary users or not, must be designed with them in mind. State and federal regulations, such as the Americans with Disabilities Act (ADA), must be addressed to maintain accessibility for all potential users of the network. Trails are not exclusive of greenways, and there is often overlap in what is generally called a trail and a greenway.

Rock Island County Active Greenways

An active greenway provides a wide range of opportunities for human use and activities with varying degrees of access to the general public. The purpose and function of these open space corridors is to provide general recreational opportunities, such as walking/hiking, bicycle riding, fishing, swimming, canoeing, horseback riding, snowmobiling, cross-country skiing, birdwatching, sightseeing, etc. Another purpose and function is to provide for transportation from one point to another. Active greenways are typically open to the general public. There may be multiple points of access or a single entry to the linear corridor. Multiuse trails may be incorporated as part of the active greenway, or the greenway may be a shared-use route to accommodate all types of road users.

New additions to the proposed greenway system include corridor extensions, a wholly new corridor, and a reroute of a previously proposed corridor. The previously

Bicyclists using the Ben Butterworth Parkway in Moline, IL



Source: Bi-State Regional Commission

recommended greenways largely remain in this plan update due to the long-term nature of greenway planning and development. Continued investment in natural and active corridors will improve the quality of life of Rock Island residents. In total, 91.8 miles of active greenways are proposed.

The following list corresponds to numbers shown on Map 2.

1. Rock River, Rock Island and Henry Counties
2. Hennepin Canal, Rock Island and Henry Counties
3. American Discovery Trail - Grand Illinois Trail Connection, Moline, East Moline, Silvis, Carbon Cliff, Colona
4. 7th Street Spur, East Moline
5. 53rd Street, Moline
6. U.S. 150, Coal Valley
7. River to River Corridor, Moline
8. 78th Avenue/Indian Bluff Road Corridor, Milan/Coal Valley
9. 1st Street Corridor, Coal Valley
10. Ben Butterworth Parkway, Moline

* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel

11. 17th Street/20th Street Corridor, Rock Island
12. Rock Island – Milan Parkway, Rock Island/Milan
13. Rivers Loop Connection, Rock Island
14. New Windsor to Sherrard to Coal Valley, 104th Street, Rock Island County
15. Sherrard to Reynolds to New Boston, South Rock Island County
16. Big River Connection, Rural west Rock Island County

Input from Rock Island County communities included specific park improvements to advance the goals of the Greenways Plan. For example, the City of Moline plans to develop greenspace in the area of the old I-74 Bridge once it is torn down in the area of 19th Street. The City of Rapids City, likewise, included park improvements to Shadow Hill Park and Shuler’s Shady Grove to offer more amenities to residents and visitors. The Rock Island County Forest Preserve also has an established “Decision Worksheet” to identify particular unincorporated areas in the county to acquire land.

Rock Island County Passive Greenways

Passive greenways traditionally represent natural and conservation practices to improve the human impact on the environment. Many conservation groups work to achieve lasting benefits to stormwater runoff, soil retention, nutrient loss reduction, and other environmental challenges faced by individuals and communities in the Upper Midwest. The largest streams in Rock Island County, including the Mississippi and Rock Rivers as well as some smaller tributaries to Lake George in Loud Thunder Forest Preserve, are listed by the Environmental Protection Agency as “impaired.” Impaired streams can be seen in Map 3. Through passive ecological practices, many of these issues can be remediated near their sources to

alleviate negative effects downstream. This plan proposes 112.7 miles of passive greenways in Rock Island County.

Streambank Stabilization Project



Source: Rock Island Soil and Water Conservation District








One watershed that has seen improvements since the last plan update in 2005 is the Copperas Creek in the southwestern corner of the county. In 2016, the Rock Island County Soil and Water Conservation District (RISWCD) received grant funding to provide cost-share assistance to landowners in the Copperas Creek Watershed. The RISWCD provided technical assistance to address natural resource concerns in the watershed with the goal of reducing runoff, alleviating erosion, and improving water quality. The project is the result of years of planning and public meetings to rank and prioritize the resource concerns raised in the Copperas Creek Resource Plan. In June 2013, the Planning Committee chose their top five concerns out of a list of 22. The five highest priorities were:

1. Streambank erosion
2. Cropland erosion caused by gullies and sheet/rill erosion
3. Gully erosion on non-cropland
4. Excess runoff
5. Flood damage to farmland

Rock Island County Greenways Plan 2018



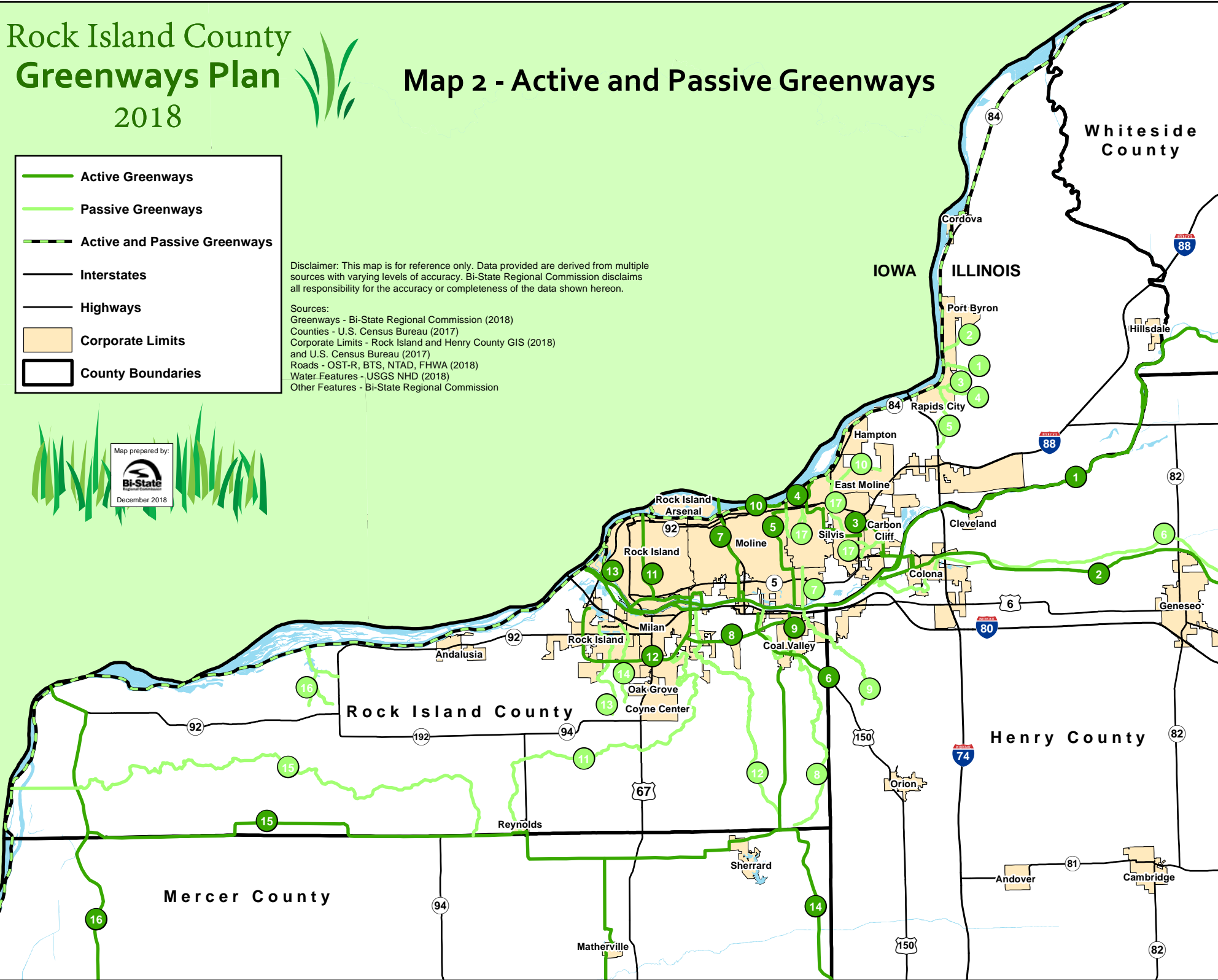
Map 2 - Active and Passive Greenways

-  Active Greenways
-  Passive Greenways
-  Active and Passive Greenways
-  Interstates
-  Highways
-  Corporate Limits
-  County Boundaries

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown herein.

Sources:
 Greenways - Bi-State Regional Commission (2018)
 Counties - U.S. Census Bureau (2017)
 Corporate Limits - Rock Island and Henry County GIS (2018)
 and U.S. Census Bureau (2017)
 Roads - OST-R, BTS, NTAD, FHWA (2018)
 Water Features - USGS NHD (2018)
 Other Features - Bi-State Regional Commission

Map prepared by:



Rock Island County Greenways Plan 2018



Map 3 - Impaired Streams

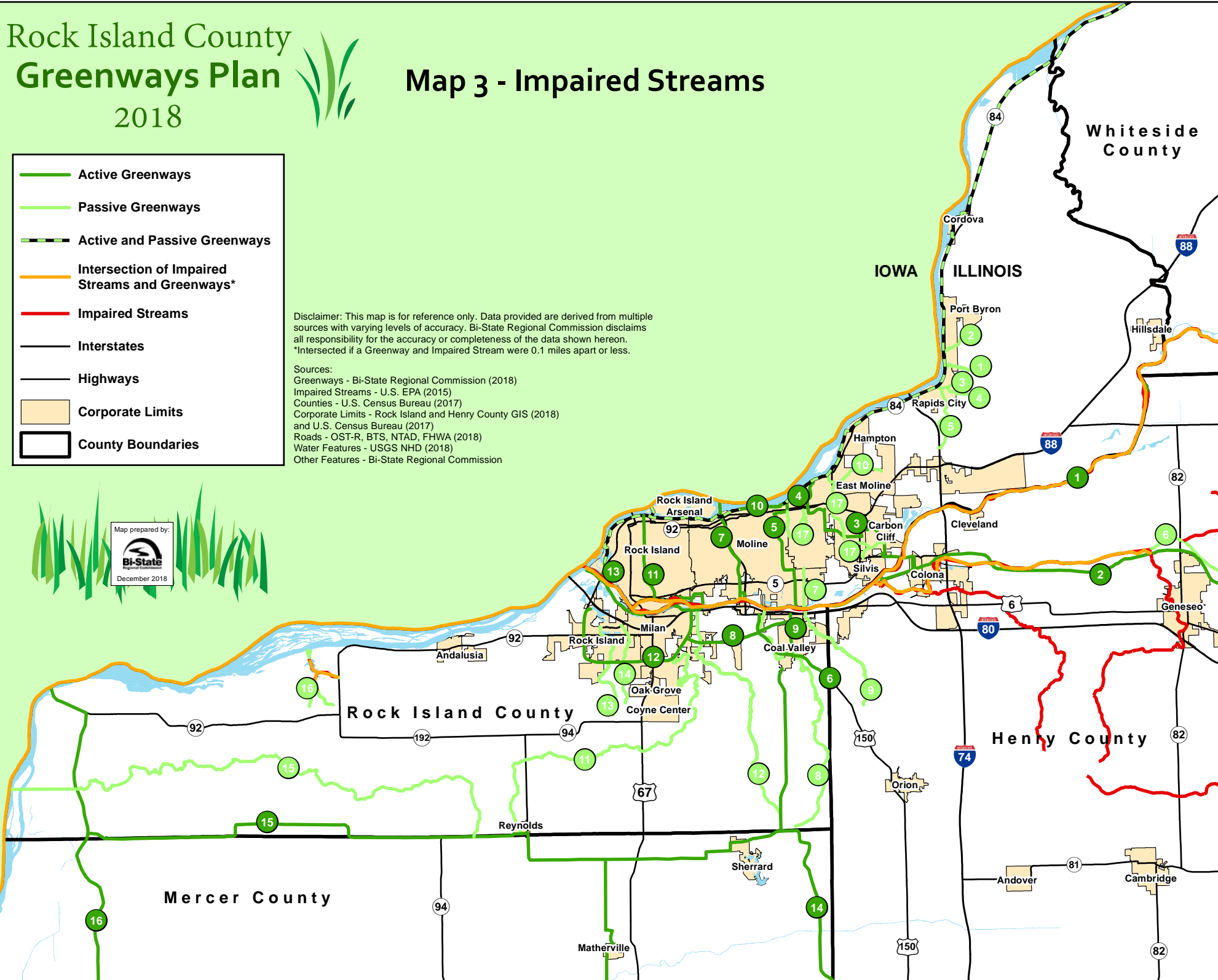
- Active Greenways
- Passive Greenways
- Active and Passive Greenways
- Intersection of Impaired Streams and Greenways*
- Impaired Streams
- Interstates
- Highways
- Corporate Limits
- County Boundaries

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
*Intersected if a Greenway and Impaired Stream were 0.1 miles apart or less.

Sources:
 Greenways - Bi-State Regional Commission (2018)
 Impaired Streams - U.S. EPA (2015)
 Counties - U.S. Census Bureau (2017)
 Corporate Limits - Rock Island and Henry County GIS (2018) and U.S. Census Bureau (2017)
 Roads - OST-R, BTS, NTAD, FHWA (2018)
 Water Features - USGS NHD (2018)
 Other Features - Bi-State Regional Commission

Map prepared by:

 December 2018



Whiteside County

IOWA ILLINOIS

Henry County

Mercer County

Rock Island County

Matherville

Sherrard

Reynolds

Orion

Andover

Cambridge

82

150

94

67

150

82

74

82

80

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

82

82

81

82

6

2

82

88

88

84

84

88

88

82

A list of goals, objectives, and treatments for these five priorities was developed, forming the basis of the cost-sharing program. Over the two years of grant funding, 17 landowners in the Copperas Creek watershed took part in conservation practices. Approximately \$343,000 was spent on various components of the project across the 17 sites. Participants were required to provide 40% of the total project costs. For two projects, the RISWCD partnered with the Rock Island County Highway Department to alleviate erosion on the creek before it affected county roads and bridges. The 17 projects resulted in an annual reduction of 1,102 pounds of phosphorus runoff, 2,204 pounds of nitrogen runoff, and 1,102 tons of sediment runoff. While every watershed is different, the results achieved in the Copperas Creek Watershed indicate that major reductions in pollutant runoff are possible in Rock Island County.

Elsewhere in Rock Island County, the environmental nonprofit organization River Action has implemented watershed improvement projects around Moline's Green Valley Park adjacent to the Rock River. The wide-ranging effort has resulted in rain garden installations, controlled burns of vegetation, streambank stabilization, and stream rerouting to restore over six acres of wetlands.

The following list corresponds to numbers shown on Map 2.

1. Barber Creek, Port Byron
2. Quarry Creek, Port Byron
3. Ryan Creek, Rapids City
4. Sean Creek, Rapids City
5. Packy Creek, Rapids City
6. Green River, Colona
7. Green Valley, Moline
8. Coal Creek, Coal Valley
9. Shaffer Creek, Coal Valley
10. Sugar Creek, East Moline
11. Mill Creek, Milan
12. Case Creek, Milan
13. Sand Creek, Milan
14. Kyte Creek, Milan
15. Copperas Creek, South Rock Island County
16. Loud Thunder Forest Preserve, Rock Island County
17. Unnamed and/or undesignated ravines, creeks, drainageways, Rock Island County

Strategic Steps for Greenway Development

Implementation of this plan depends on forging partnerships between many different entities. Partnerships will create informal accountability to assure progress toward the goals of the plan. Different groups will invariably have divergent priorities for the trail and greenway system in Rock Island County, but must support each other in order to achieve the long-range outcomes that are desired. Building a greenway system will take time, but the efforts will lead to lasting outcomes that will benefit the residents, visitors, and natural environment of Rock Island County.

Pollinator plot funded through the CRP in Henry County, IL



Source: Henry County Soil and Water Conservation District

Residents and Landowners

First and foremost among partnerships are the relationships with the residents and landowners in the county. Residents will act as the volunteers to help keep existing infrastructure in good working condition. Landowners will also be the volunteers to dedicate portions of their land to stewardship activities to further greenway goals in the county, as has already been occurring throughout the county. The Copperas Creek Project shows landowners will also commit their own financial resources to greenway projects to help improve soil and water quality. Seventeen projects were funded through the EPA 319 grant to improve water quality in the watershed.

There are many voluntary conservation programs through state and federal agencies, such as the Conservation Reserve Program (CRP). According to the Farm Service Agency, a division of the U.S. Department of Agriculture, the CRP is the largest private-lands conservation program in the United States. The voluntary program removes environmentally-sensitive land from agricultural production in exchange for an annual rental payment for a period of 10-15 years. The goals of the program align with greenway goals, namely improving water quality, preventing soil erosion, and reducing the loss of wildlife habitat. The topography of Rock Island County can be seen in Map 4. Generally, areas of high differences in relief are more susceptible to higher rates of erosion. Bluffs and ravines associated with streams in Rock Island County are more at risk of soil erosion. In 2018, 580.88 acres were enrolled in the CRP. The five-year average for the program was 702.81 acres. Rent prices paid to participating farmers vary based on the conservation practice implemented and soil quality. The most popular practices in Rock Island County are grassed waterways, filter strips, and riparian buffers. The acreage of pollinator habitats enrolled in CRP in 2017 numbered 628.46 acres and 132.5 acres in 2018.

Road and Highway Departments

A second kind of partnership must exist between the agencies responsible for maintaining roadways in the county, namely the cities, townships, County Highway Department, and the State of Illinois Department of Transportation Region 2/District 2 office. Improved on-road conditions help drivers as well as bicyclists traverse the county's roads safely. Discussions between these entities allow for more awareness of the bicycle network and can provide long-range, steady progress toward the goals of this plan.

Countermeasures such as paved shoulders provide benefits to vehicular and bicycle traffic alike by allowing for safety measures such as rumble strips and space for stalled vehicles, and can be included in roadway repaving and reconstruction projects by all agencies that maintain roads in the county. Paved shoulders have been installed on some rural sections of U.S. 67 and 150. Paved shoulders provide valuable travel space for bicyclists in rural areas. Rumble strips are popular additions to paved shoulders, as they alert drivers they are veering out of the travel lane. They are an effective and inexpensive method to reduce run-off-road crashes, but pose a safety risk to bicyclists using the shoulder. According to the FHWA, "prior research has shown that paved shoulders tend to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior and enhanced comfort levels for both motorists and bicyclists." While considerations must be given to bicyclists when installing rumble strips, such as including gaps in the rumble strips to allow bicyclists to travel across them as needed, roadway repaving and reconstruction projects by various agencies represent opportunities to increase vehicular safety, improve the cycling environment, and increase comfort levels for all users of the roadway.

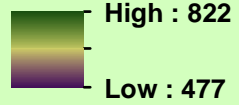
Rock Island County Greenways Plan 2018





Map 4 - Topography of Rock Island County

Elevation (Feet)

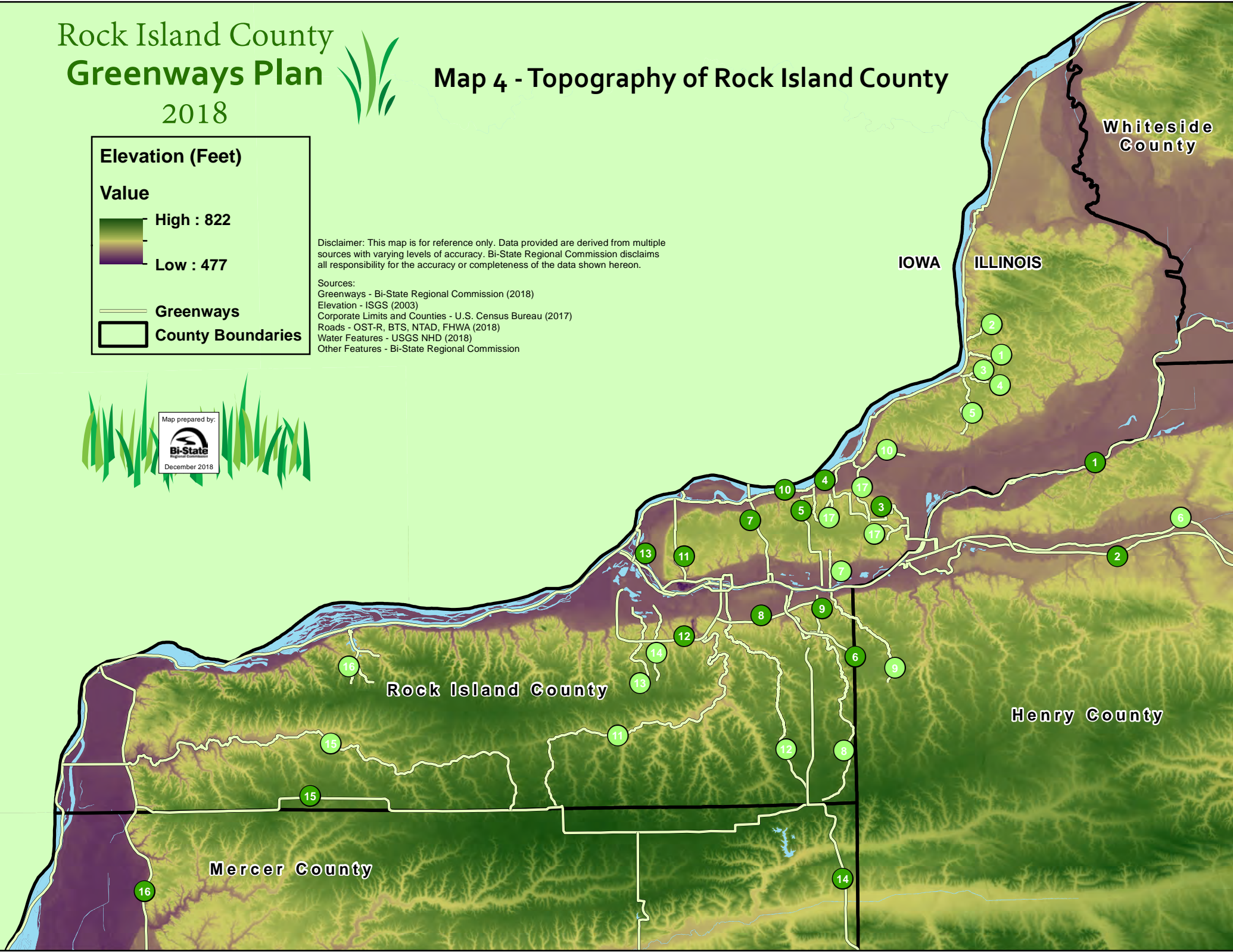
Value



-  Greenways
-  County Boundaries

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Sources:
 Greenways - Bi-State Regional Commission (2018)
 Elevation - ISGS (2003)
 Corporate Limits and Counties - U.S. Census Bureau (2017)
 Roads - OST-R, BTS, NTAD, FHWA (2018)
 Water Features - USGS NHD (2018)
 Other Features - Bi-State Regional Commission



The Illinois Department of Transportation (IDOT), under Public Act 095-0665, must give bicycle and pedestrian ways full consideration in the planning and development of transportation facilities. Three U.S. Highways (Routes 6, 67, and 150) and five state highways (Routes 5, 84, 92, 94, and 192) fall under the purview of IDOT in Rock Island County. These corridors represent opportunities to partner with IDOT to install bicycle or pedestrian ways in keeping with the state's Complete Streets law.

Volunteer Groups

The Illinois legislature passed an Adopt-a-Trail bill in 2017 that was signed into law by Governor Bruce Rauner. The law allows private citizens and groups to volunteer to conduct some maintenance activities along state trail facilities such as the Hennepin Canal State Trail and Parkway. The list of volunteer activities includes:

- Spring cleanups
- Accessibility projects
- Special events
- Trail maintenance, enhancement, or realignment
- Public information and assistance
- Training

(Public Act 100-0180)

Volunteer groups may perform these activities provided that they not perform “work historically performed by [Department of Natural Resources] employees, including services that result in a reduction of hours or compensation or that may be performed by an employee on layoff.” As the number of employees at the Hennepin Canal site in particular has fallen precipitously to four full-time employees for 105 miles of trail, the efficient use of volunteer labor will be

instrumental in keeping the trail well maintained, clean, and safe.

Interjurisdictional Partnerships

Constant conversation and dialogue among jurisdictions – the county, municipalities, townships, etc. – must grow in order for long stretches of trails and greenways to remain uninterrupted. Such partnerships have worked before in the Bi-State Region, as the construction of the Great River Trail from Rock Island to Savanna illustrates. Information and experience sharing among governmental partners will help alleviate issues associated with a lack of experience in implementing greenway projects. These kinds of partnerships help with the financial realities of building any kind of infrastructure, not just greenways. Many grant programs exist for trail construction to help alleviate some of the financial burden of initial construction costs. Following is a non-exhaustive list of grant programs that have been used to construct trails and greenways in the past[†].

Federal Recreational Trails Program (RTP)

RTP funds up to 80% of eligible project costs for recreational trail construction for motorized and non-motorized use, trail maintenance or restoration, or trailhead facilities among other projects. Federal, state, and local governments as well as non-profit organizations are eligible to apply. Grants are awarded annually up to a maximum grant of \$200,000.

Illinois Transportation Enhancement Program (ITEP)

Federal transportation funds are set aside for the development and promotion of alternative transportation options, such as bike and pedestrian infrastructure, and development of streetscape beautification.

[†] Grant information retrieved from: <https://www.dnr.illinois.gov/grants/Documents/IDNRGrantOpportunitiesListing.pdf>.

* Grants with an asterisk (*) are subject to available appropriations.

State and local governments and nonprofits are eligible to apply. Grants are awarded up to 80% of total project costs through a competitive grant application process with a maximum grant award of \$2,000,000.

Open Space Lands Acquisition and Development* (OSLAD) and the Land and Water Conservation Fund (LWCF)

Local units of government are eligible to apply for the acquisition and development of land for public parks and open space. These state and federal programs provide 50% of project costs related to the aforementioned purposes. Project awards are up to \$750,000 per acquisition for LWCF or \$400,000 for development projects through OSLAD.

Park and Recreational Facility Construction (PARC) Grant Program*

Local governments may apply for park and recreation construction projects including capital expenditures or land acquisition. The state provides up to 75%, or 90% for “disadvantaged” communities, of approved project costs for the acquisition, construction, reconstruction, rehabilitation, improvements, architectural planning, and installation of capital facilities.

Bike Path Grant Program*

Local governments are eligible to apply for up to 50% of approved project costs up to \$200,000 associated with bike path development or renovation.

Boat Access Area Development Program*

Local governments may receive up to 100% of approved project construction costs for building or renovating boat or canoe launching ramps, courtesy docks, restrooms, parking areas, access roads and walkways, and other boating-related facilities. Water frontage land acquisition for

public access areas is also eligible up to 90% of approved land acquisition costs. Maximum awards for construction and acquisition projects are limited to \$200,000.

Schoolyard Wildlife Habitat Grant Program

Teachers, nature center personnel, and youth group leaders may apply to enhance or establish and maintain a schoolyard habitat plot, butterfly garden, rain garden, wetland, or other wildlife habitat on school grounds or other public areas. The maximum grant award is \$1,000.

Snowmobile Trail Establishment Fund Program*

Incorporated, private snowmobile clubs can apply for financial assistance for trail signs, fencing, trail groomers, portable bridge or fence traversing ramps, parking facilities, and warming shelters and restrooms located on public park land.

Off-Highway Vehicle (OHV) Recreation Program*

Local governments and not-for-profit organizations can apply for funding to acquire or develop OHV trails and parks for public use. Restoration of areas that have been damaged by unauthorized OHV use is also eligible for funding. The OHV grant program provides up to 100% of project funding and does not have a maximum grant award.

Local Government Snowmobile Program*

This grant program allows local governments to apply for up to 50% of snowmobile facility development or rehabilitation or 90% of costs associated with trail corridor land acquisition.

Conservation Reserve Program (CRP)

CRP is a wide-ranging conservation program authorized in 1985 that offers

* Grants with an asterisk (*) are subject to available appropriations.

rental payments to farmers and ranchers nationwide to remove environmentally-sensitive land from agricultural production. Annual rental payments are based on the relative productivity of the soil in the county and the average dryland cash rent or cash rent equivalent. The voluntary program encourages farmers to use conservation practices such as:

- Buffers for wildlife habitat
- Wetlands buffer
- Riparian buffer
- Wetland restoration
- Filter strips
- Grass waterways
- Shelter belts
- Living snow fences
- Contour grass strips
- Salt tolerant vegetation
- Shallow water areas for wildlife

Participants sign a contract with the Farm Service Agency (FSA) for a period of 10-15 years. Payments to the participants are made via three methods: cost-share payments, a signing incentive payment, and

a performance incentive payment. According to the FSA, “the maximum annual non-cost share payment that an eligible ‘person’ can receive under CRP is \$50,000 per fiscal year. This is a separate payment limitation applying only to CRP non-cost share payments.”

EPA 319 Grant

The U.S. Environmental Protection Agency (EPA) through Section 319(h) of the Clean Water Act allocates funds to the states each year to address water quality issues stemming from nonpoint source pollution. The Illinois EPA accepts applications from local units of government and other organizations. According to the IL EPA, “funds can be used for the development, update, and implementation of watershed-based management plans including the development of information/education programs and for the installation of best management practices.” The Rock Island County Soil and Water Conservation District was awarded Section 319 funds in 2016 for the water quality improvement projects associated with the Copperas Creek Watershed.

Grass waterway after a heavy rain



Source: Henry County Soil and Water Conservation District

Copperas Creek Watershed Project



Source: Rock Island Soil and Water Conservation District

Summary

The development and implementation of a robust trail and greenway system will take many years to fully see through. The long-term aspect of its development corresponds to the long-range benefits that it brings to Rock Island County and the region.

Enduring partnerships will help bring the plan to fulfillment, but will also lead to more effective connections among public agencies, private businesses, and the public. The benefits of greenways and trails provide for social as well as environmental advances for future generations.

Planning for the maintenance of this kind of infrastructure, as well as any other public or

transportation infrastructure, requires the foresight to determine the financial prudence to reinvest in public goods. Maintaining the existing baseline of infrastructure is crucial to the county and its residents and visitors. Well-maintained trails and greenways augment the priorities the county has set for itself across decades of planning. Trails and greenways will help preserve and enhance the rural character of large portions of Rock Island County, while promoting alternative transportation and conservation practices to promote the quality of life in urban areas as well. Steady and incremental progress will assure that the county's goals will continue to be achieved.