

Connecting people to the river

MAGAZINE

INFRASTRUCTURE MAXIMIZING IMPACT





Kathy Wine

Infrastructure: Maximizing Impact

All during 2020, and now in 2021, we continue to hear about infrastructure needs, both locally and nationally, and every time a stimulus bill comes up, infrastructure spending is near the top. Traditionally, community infrastructure has referred to physical assets, i.e. bridges, roads, trails, rail, locks and dams, but programs and social networks that improve people's quality of life should also be considered as well. Both types of infrastructure work in tandem to form the foundation of a strong community, and that is why we often favor public/private funding, as it fosters ownership by both.

In this issue, we take a look at regional physical infrastructure projects under way that strengthen collaboration in the Quad Cities. For example, our First Bridge project strengthens public/private partnerships between the City of Davenport, the new R. Richard Bittner YMCA, and River Action because anticipation of running, walking, and biking to and from the new Y is visible and growing. This synergy is allowing us to maximize the impact of a single bridge. A new two-acre storm water detention pond is planned for Bettendorf, something that should be replicated in every city on the Mississippi River to lower flood levels. Bettendorf is maximizing impact by creating a remarkable demonstration project for the entire watershed.

In the past, we've often pursued one major initiative at a time. Perhaps now is the time to change that practice. Sometimes with infrastructure, we need to do many projects at once

to truly transform the area. Talented workers often choose where to live based on the recreational and cultural amenities rather than job opportunities. We need to upgrade our urban trails and build new ones. We need to invest in water infrastructure which includes clean drinking water, flood prevention, and port facilities. We need more green space and parks.

For the past 10 years, we have achieved a new density in our downtowns following the maxim "the more bustle, the better." People want to be able to walk and interact with people. But now we need to build the infrastructure they want. The trails we have now whet the appetite for more. We will not grow and prosper as we should without new infrastructure; we need many more outdoor recreational opportunities and cultural, historic, and sightseeing amenities.

No less valuable, volunteers are part of our infrastructure, too. We work to make sure that resource is also strong and maintained. Our Board of Directors, who could each receive commitment awards, are our organization's foundation. This kind of foundational support allows organizations to grow while creating social capital for getting work done; they make us more inclusive and thus stronger. ☺

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Our Mission:

River Action strives to foster the environmental, economic, and cultural vitality of the Mississippi River and its riverfront in the Quad City region.

So Who Pays for Infrastructure?

— by Carol Downey



The Q Multimodal Station and Element Hotel in downtown Moline, Ill.

Better Utilizing Investments to Leverage Development or BUILD grants are offered by the federal government as discretionary funding in transportation bills. The program was formerly known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants. The most recent round of BUILD grant funding was included in the spending bill which began in the new federal fiscal year on Oct. 1, 2020. These very large (multi-million dollar) grants are intended for building and repair of freight and passenger transportation networks, often requiring multiple entities to collaborate on applications.

Some past or ongoing regional BUILD/TIGER projects include:

- \$3.8 million for Iowa 64 (Platt St. Corridor) Maquoketa, Iowa Transformation Project (BUILD 2018)
- \$17 million for Burlington, Iowa's Downtown/Riverfront Revitalization Project (TIGER 2017)
- \$2.7 million for Downtown Clinton (Iowa) Street Improvements (TIGER 2012)
- \$10 million for Moline's Multimodal Station (TIGER 2010) – the primary applicant was Illinois Dept. of Transportation, and collaborators were MetroLink and City of Moline, Ill.

While these large transportation grants can be used for new or reconstruction/repair projects for freight or passenger networks, funding for recreation trails works differently. New construction of recreation

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

trails can be funded through state and/or federal recreation trail grant programs or Transportation Alternatives Program (Iowa) or Transportation Enhancement Program (Illinois). However, these programs are not available for use on reconstruction or repair of recreation trails. Trails like the Mississippi River Trail are approaching the end of their useful life (20-30 years), and sections are already in need of repair. The Bi-State Regional Commission in the Quad Cities is currently investigating other funding options for trail repair projects.

One of the Quad Cities' most visible infrastructure projects is the new I-74 Mississippi River Bridge. Rather than BUILD or TIGER grants, this monumental bridge project is funded primarily by the federal government, along with Illinois and Iowa contributing state funds from their respective departments of transportation. This interstate bridge project includes a 14-foot-wide multi-use path along the downstream side of the eastbound span. An elevator on the Iowa side will provide pedestrian and bicycle access from Iowa recreation trails and will connect with Moline's riverfront trail on the Illinois side. This combination of vehicle and recreational access brings these twin true-arch bridges to the next level, exactly where Quad Citians want to be. The mid-river scenic overlook area will no doubt be a draw for pedestrians and cyclists. The westbound span opened in Nov. 2020 and currently carries both east- and west-bound traffic while construction of the eastbound span is completed. ©



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Model of Howe Truss with Arch first bridge span at Putnam Museum

FIRST BRIDGE

PUBLIC/PRIVATE COLLABORATION

—by Carol Downey


The First Bridge project is an example of another infrastructure funding strategy—a public/private partnership. River Action is raising funds and seeking grants for construction of two piers and the superstructure of First Bridge, and the City of Davenport is committed to funding the ADA-accessible off-ramp mound as part of its master plan for River Heritage Park. While the bridge will ultimately become a City asset, in order to accelerate the project and ease the burden on the City, River Action



View drone footage of the path of First Bridge and its connecting trails at riveraction.org.

has undertaken fundraising for the construction project. This project also is unique in that it incorporates part of the original 1856 bridge infrastructure, the north bridge berm adjacent to the new YMCA, perpendicular to River Drive.

This new recreation trail bridge will provide safe access from the original berm adjacent to the new R. Richard Bittner YMCA, over US-61 (River Drive) and the active Canadian Pacific rail line, and into River Heritage Park where it will meet up with the Mississippi Trail and the park promenade. Viking River Cruises and American Cruise Lines are planning to dock at River Heritage Park, and First Bridge will enable river cruise passengers to safely cross over heavy traffic to access local businesses. Bookings for river cruises are selling well, and will begin in 2021.

To contribute to the First Bridge construction fund, visit riveraction.org. 

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Connecting Our Trail Network Moline's River to River Trail

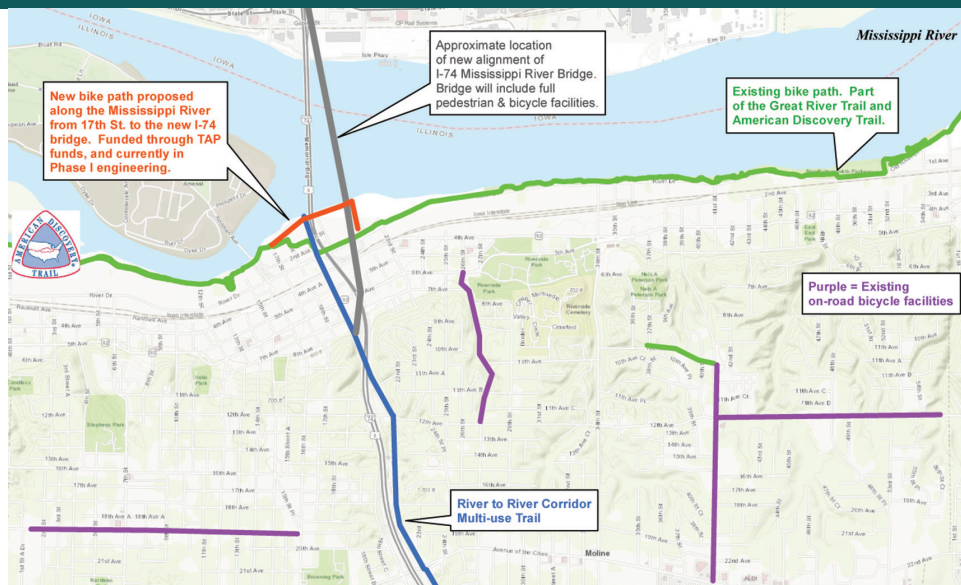
— by Noah Truesdell

Construction on Moline's River to River Trail connecting the Mississippi River Trail to the Rock River Trail has begun.

The project follows a 2007 plan that was codified in 2013. The River to River Trail will be a 3.6 mile separated trail running along the 19th Street corridor between the Mississippi River Trail and the Rock River Trail, forming a key connection in the Quad Cities recreation trail network.

In 2018, the project received a \$2 million grant from the Illinois Department of Transportation. It was selected out of 218 applicants for funding through the grant program. The City of Moline pledged, and is now funding, 20 percent of the project, bringing the total investment to \$2.4 million for phase one.

This first of four phases of trail construction will result in 1.5 miles of trail from the riverfront south to Avenue of the Cities along the east side of 19th St. The project is being managed by Hutchison Engineering of Moline and is scheduled to be completed by 2022. Phase two will bring the trail from Avenue of the Cities to Coaltown Road; phase three to John Deere Road; and phase four to the Rock River Trail. An application for funding phase two was requested from Illinois Transportation Enhancement Program in 2020, but funding has yet to be announced. Phase three is already fully funded by the Illinois DOT as part of the 10-year plan for John Deere Road.



Map of phase one of the River to River Trail (blue) showing how the trail will connect to the Mississippi River Trail and the I-74 Bridge Trail.

"The River to River Trail is the first north-south trail in Moline," said Laura Klauer, engineer for the City of Moline, "it connects two important trails in the area." The trail will add new connections throughout the existing trail network in Illinois. It provides new access to both riverfront trails to more neighborhoods in not just Moline, but all of Rock Island County. Once the bicycle and pedestrian trail over the new I-74 bridge is completed it will further increase access to trails in Scott County in Iowa. The River to River Trail is a shining example of maximizing the impact of new infrastructure. ☺



The City of Moline has built a new section of bike path along the Mississippi River, under the new I-74 bridge (shown as red line on accompanying map).

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Bike Shops Thrive in 2020

— by Noah Truesdell

With less to do at indoor venues due to the various shut-downs and stay-at-home orders, many outdoor-oriented businesses had a very good year in 2020. Our local cycling scene was among them. Increased trail usage was reported by Quad Cities communities throughout the spring, summer, and fall. This winter, cities have done a great job keeping the trails clear of snow and ice for those who are still using them.

Bike shops were designated as essential businesses in March when many other industries shut down or scaled back significantly. They operated throughout the quarantine, serving the needs of old and new cyclists. “We definitely had an increase in sales for bikes and parts, as well as heavier repair business than usual,” reported Jerry Neff of Jerry and Sparky’s Cycling & Fitness in Davenport. He reported that specific models of bikes are still in such short supply that it may take until late summer or early fall 2021 to get them.

Matt Delcourt of Bike and Hike in Rock Island reported a booming business at the start of the season, but a slow-down as entry-level bicycle models sold out and were back ordered. To magnify the demand spike, bike manufacturers also were hit hard by the pandemic and haven’t been able to operate at full capacity. Though they had to place a full year’s order in fourth quarter 2020, only about a third of the bikes have been delivered. Delcourt also said that sales of the higher-level bikes were on par with an average sales year. It was the ‘beginner’ bikes, mountain bikes specifically, that sold fast in 2020. The sales trend for 2021 also is skewing toward new cyclists.

Bruce Grell of Healthy Habits Bicycle Shop in Bettendorf reported sales increases of 40-50 percent and their repair business increased by 30 percent this past year. The increased bike sales indicate a surge of new cyclists in the area. “I don’t see the bike sales increase being sustainable, but with the introduction of new cyclists it will put pressure on cities for more paths, expansion of commuting routes, and even new off-road trails.” We all look forward to that!

Princeton Trail Initiative Underway

— by Kathy Wine

In 2020, the Princeton Trail Committee organized and penned a mission statement that reads, “Our mission is to bring the Mississippi River Trail to and through Princeton, Iowa, providing a safe, off-road trail for all residents and visitors to enjoy the Mississippi River while getting active in our community.”

The effort, led by Christina McDonough, Princeton City Council Member and Community Transformation Consultant with the Scott County Health Department, cited inspiration from the Mississippi River Trail’s connecting of people with the river, communities to each other and the river, and its unique history and culture to the nation and the world. The Princeton section will be part of the 3,000 mile trail system that stretches from Lake Itasca to the Gulf of Mexico linking 17 national parks and trails. To that end, the Princeton committee has requested and received technical assistance from the National Park Service for virtual community workshops designed for February and March 2021. Already, a survey of school children and residents asking what they would like to see, has informed design and planning.

The Committee has built support by stressing the safety of the project, the multi-use and accessibility for individuals and families to bike, walk, jog, and get active. Physical activity improves overall health and increases energy, better sleep, and mood due to a healthier lifestyle. Because it will connect two segments of the MRT, allowing visitors visit Princeton and support local business, it will promote travel between neighboring communities for work, shopping, and dining, and thus provide significant economic benefits. Five city parks are included in the design of the linear riverfront trail with the help of Iowa State University graduate students. Fundraising events and grant applications are planned for funding the engineering and construction of the trail. 🌀



Pocket Park Spaces along River Dr.

- ① Hubbard Street (dead end)
- ② Franklin Street (dead end)
- ③ Clemens Park
- ④ Filmore Street
- ⑤ Chestnut Street (lift station)

Corn Belt Ports Officially Recognized

— by Carol Downey

A long overdue designation of the Corn Belt Ports as Principal U.S. Ports was achieved in September of 2020. The three Corn Belt Ports are:

1. Illinois Waterway (ILWW) Ports and Terminals [an aggregate of the Havana, Heart of Illinois, Illinois Valley and Ottawa Regional Port Districts] (#42/100) 14.1 million tons moved
2. Mid America Port Commission (#44/100) 12 million tons moved
3. Mississippi River Ports of Eastern Iowa and Western Illinois [MRPEIWI] (#81/100) 5 million tons moved

When ranked collectively, these three ports would be 22nd on the list of the top 100 U.S. ports with over 31 million tons moved, which is roughly equivalent to the port of Tampa, Fla., and is expected to grow to over 37 million tons in the next few years.



The federal designation of these port statistical areas will raise the profile of the ports to boost business and investment, which in turn creates jobs and expands the local economies. Port infrastructure development grants are available under federal appropriations acts to improve the safety and reliability of inland river, coastal, and Great Lakes ports. These grants

boost local economies and keep the U.S. competitive in the global marketplace.

The U.S. Maritime Administration (MARAD) has a Marine Highway Program which aims to expand the use of America's navigable waterways including the Corn Belt Ports and to facilitate further integration into land-side transportation systems. Water-based transport of goods is an effective and sustainable option in areas accessible to navigable rivers.

The Corn Belt Ports raise awareness of grain production by Eastern Iowa and Northwest and Central Illinois farmers, and can draw manufacturers to the region. As residents of the region, we know the importance of the river for shipping commodities up and down river. Federal designation draws national attention to this critical waterway. ©

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Maximizing Impact of Green Infrastructure

— by Philip Tunnicliff

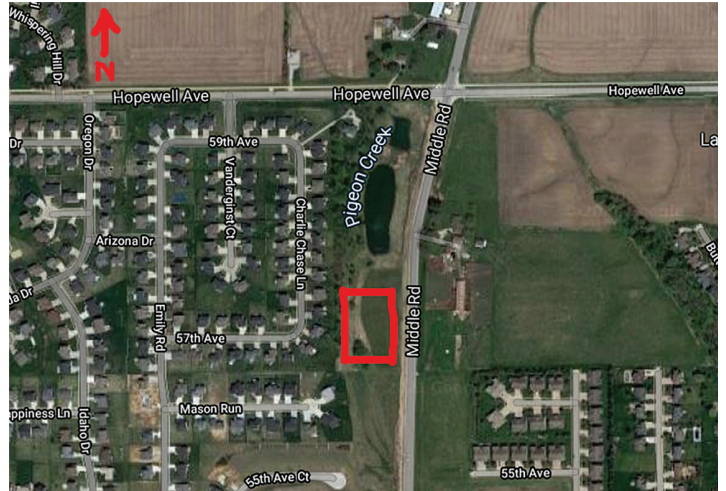
Green infrastructure projects come in many forms and can appear at first glance to be natural areas, gardens, ponds, or streambanks. They often are a special kind of public partnership of cities, homeowners, and private businesses with the natural world. These projects reduce runoff, beautify wild places, and clean water by relying on native plants and streams to do the work they have done for thousands of years. And to assist in this function, placement of rocks slows streams and reduces erosion, native plants absorb excess nutrients, and detention ponds store rainwater and reduce flooding. This year, several high-impact green infrastructure projects are happening on both sides of the Mississippi River in the Quad Cities.

City of Bettendorf Project

In December 2020, The City of Bettendorf approved the acquisition of the last parcel for a large stormwater project along Middle Road and 53rd Street. The project will take two smaller detention ponds currently owned by the city and add 1.9 acres that were formerly planned as a multi-family residential development. This project will create a large detention area with an estimated capacity of 620,900 gallons for the Pigeon Creek watershed, a tributary of the Mississippi River. The project will mitigate drainage issues in the surrounding neighborhood and, when completed, will slow storm water runoff reducing erosion in Pigeon Creek. These ponds also will reduce potential for flash flooding and collect runoff from heavy rains before allowing it to flow into the water table. This is a best practice project that, if replicated in all cities along the Mississippi, would significantly lower flooding levels. The land acquisition will cost nearly \$374,000 and it will be entirely city funded.

City of Rock Island Project

In Rock Island a different sort of stormwater project is underway. The Broadway neighborhood sits at the foot of the Hauberg Estate and experiences runoff causing erosion in summer and ice in the winter. The Friends of Hauberg Civic Center Foundation, the City of Rock Island, and Rock Island Soil and Water Conservation District are collaborating to recreate the landscaping that was originally created by Jens Jensen for the Hauberg Estate. These groups are bringing back the features that mitigate runoff to the Broadway neighborhood on 21st, 22nd, and 23rd Streets north of the estate. This restoration/runoff mitigation project will restore the original landscaping



Location of Bettendorf's planned storm water detention area.

at a cost of about \$35,000. The project will create a landscape that is over 90 percent native plants and includes a spring and a series of five ponds that will regulate runoff down the hillside of the estate. The construction portion of the project is complete and over 1,000 native plants will be added in the spring of 2021. Once completed, the City of Rock Island will be able to identify any additional runoff problems in the neighborhood. While this project will not solve all the stormwater issues, it will help the entire Broadway neighborhood and improve the Hauberg Estate, Mansion and Gardens, a beautiful historic cultural amenity in the Quad Cities. ☺



For Floods, a Room



Nahant Marsh restored this 40-acre property to provide room for the river and a quiet oasis for a walk in nature.

— by Kathy Wine

Nahant Marsh recently completed the restoration of a wetland bank on a 40-acre property on South Concord Street in Davenport, Iowa just feet from the Mississippi River and within sight of the I-280 bridge. The property provides room for flood waters and wetlands for capturing, retaining, and cleansing storm water. The Nahant Marsh Education Center oversees a 305-acre preserve, and in 2020 began restoring this half-farmland, half-wetland 40-acre site which was purchased in 2018. The grade was lowered by six to eight feet in about 10 acres to create more wetland area.

This area has always held floodwater, but because it has now been seeded with deep-rooted wetland plants such as sedges and rose mallow, it will absorb more water and filter it at the same time. In addition, a raised berm will feature a walking trail connecting the Nahant Marsh Education Center with the Mississippi River and beyond. Soil to build the berm was excavated out of the 40-acre addition to Nahant when the wetlands were created. The berm was planted last fall with native plants to hold the soil and avoid erosion. Next steps include creating a parking lot, more trail development and connections, and a plan for a three-acre parcel also on site.

Brian Ritter, Executive Director of Nahant Marsh Education Center reports that currently, the U.S. Army Corps of Engineers is partnering with the Center to conduct planning sessions, solicit public input for the future at the marsh, and write a master plan for guiding further acquisitions and restoration. In addition to finding ways to benefit wildlife, the study will look at potential recreational, educational, and eco-tourism opportunities. Brian further states that the study is expected to take two years and will identify priority areas for acquisition in order to restore the marsh's original much larger footprint and ecosystem predating European settlement.

Green infrastructure such as Nahant Marsh reduces flood risk, showcases natural infrastructure solutions, reduces nutrients



THIS COLLABORATION WITH NORTH FACE FOUNDATION, TWO ANONYMOUS DONORS, IOWA NATURAL HERITAGE FOUNDATION, SCOTT COUNTY REGIONAL AUTHORITY, VOLUNTEERS JOHN ARTER AND CONTINENTAL CEMENT EMPLOYEES, IS A CONFLUENCE OF SCIENCE AND PRACTICAL HUMAN EXPERIENCE.



without conflict, and also provides educational and quality-of-life opportunities. This collaboration with North Face Foundation, two anonymous donors, Iowa Natural Heritage Foundation, Scott County Regional Authority, volunteers John Arter and Continental Cement Employees, is a confluence of science and practical human experience. Discussions are ongoing to increase the partnership base and pursue grant funding as the Center takes the next steps with the three-acre parcel within the site.

What can be accomplished on purpose can't be achieved by accident. This integrated water systems approach maximizes the positive impact of green infrastructure built near wetlands, streams, creeks, and rivers, on flood levels and water quality. It also capitalizes on the impact of many environmental leaders working together to develop a sound response to community needs. ☻

Be Part of River Action's Ripple Effect Sign Up!

River Action invites you to get involved by becoming part of the River Action Team. Great things are happening along the River and here's your chance to catch a wave. Become a volunteer, join a committee, and brainstorm with the movers and shakers that are shaping the future of the Quad Cities.

If you'd like to be part of the great flow of projects and ideas that is River Action, please indicate your areas of interest by selecting any of the opportunities below. We will contact you regarding your selection(s). Thank you for joining our community's critical social infrastructure.

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- ☐ Fish & Fire Fundraiser
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- ☐ Taming of the Slough
- ☐ Upper Mississippi River Conference
- ☐ Office Assistant
- ☐ Adopt-a-Path
- ☐ Conservation Maintenance
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The Souls of Animals
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Winners Named for Environmental Video Competition

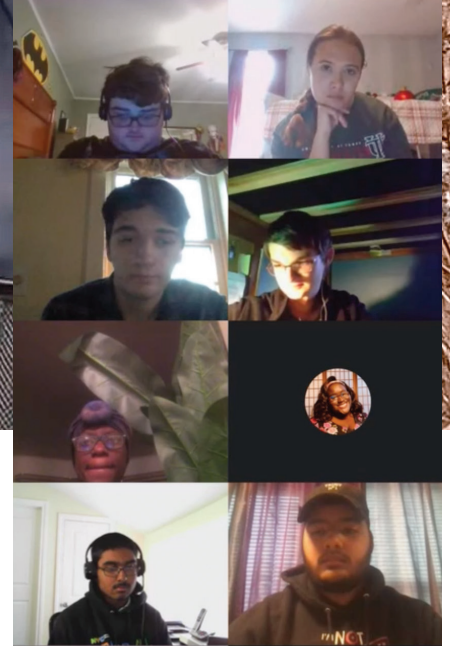
Students ventured out into nature to create their videos.

— by Deborah Kraft

Over 150 young filmmakers from the Quad Cities area and around the country submitted videos for the first annual River Action Environmental Film Series Student Video Competition. The competition was produced in partnership with Fresh Films, a Rock Island-based film production company that trains youth in all aspects of film production and editing. Video submissions were required to address environmental issues related to the Mississippi River. Participants competed for a showcase at the 2021 Environmental Film Series, where they will screen at the Figge Art Museum in Davenport alongside professionally-produced full length environmental films.

Winning videos were selected by a jury of four members of the QC Environmental Film Series Committee. Video competition participants were invited to receive filmmaking training and feedback from Fresh Films as part of the company's weekly youth filmmaking program, taught by Augustana College professors in the Entertainment and Media department along with other film professionals. Two videos in the High School category were selected, and two in the Middle School category. It is notable that all of these films were created with the additional challenge of COVID-19. Each submission was filmed by a group who never met in person and never filmed together. Each filmmaking team had to plan their projects carefully and execute their individual parts accordingly.

The top scorers in the Middle School category both came from Girl Scouts of Eastern Iowa troops. Filmmakers Gabby Wilson, Lucy Frost, Natalie Loughner, and Stephanie Clark focused their film on the hazards of plastic in the river. Through voiceover narration and interviews with educators from the National Mississippi River Museum & Aquarium, their video explained how plastic in the river negatively affects its wildlife. Filmmakers Penelope Fritz, Sasha Kamp, Eisa Horning, and Azalea Verhulst interviewed a young social media influencer who, through her love of fly fishing, came to clean up the rivers in which she catches her fish. Afterward, some of the filmmakers even got in on the action off-camera, going out on their own to do river cleanups near their homes.



Student competitors consulting with mentors at Fresh Films 2020-style.

FRESH FILMS

The High School category was won by groups of filmmakers from Chicago and California. The team from Chicago, Jonathan Mesa, Morgan Akins-Hinkle, Tommy Stecz, and Mariah Wilson, created a narrative around littering and rose to the challenge of filmmaking in the time of social distancing. Using creative filming, editing, and prop work, they created a story complete with back and forth dialogue between a litterer and a concerned citizen. The selection committee noted: "This [film] had a very creative plot. The students took much time in organizing the story line, sets, and dialogue. It was clearly a group effort and looked like they had fun. It was informative and set examples for how to mindfully care for the earth and waterways." Filmmakers Hiral Choudhary, Ricardo Rodriguez III, Gianna Villanueva, and Christina Santamaria, who made up the second high school winning team, chose to show the journey of one water bottle in a waterway. The selection committee noted the simplicity of the plot and the film's artistry as reasons for giving their submission top marks.

Visit riveraction.org for a link to the winning videos and information on future local screenings. 🌀

Fresh Films offers filmmaking programs, on-set film intensives, and industry internships for youth and college students ages 13-22. More information about Fresh Films programs can be found at freshfilms.org.

Pillars **Lost** in 2020

—by Kathy Wine

Few individuals have left legacies as important as Roald Tweet, Joe Taylor, and Curtis Roseman. Their deaths in 2020 represent a great loss to the Quad Cities, and especially River Action.

In Remembrance of Roald Tweet

Those who worked with Roald Tweet grew by virtue of his shared knowledge and broad interests: history, the Mississippi River, language, writing, the Rock Island Lines, model making, to name just a few.

You might say he “discovered” River Action during the 1983 Year of the River. In 1984, he spent several weeks and an entire Memorial Day weekend teaching River Action how to write a grant—our first, an application to the National Endowment for the Humanities. Fifty pages as I recall, and so big I had to drive it to the Iowa City office to get it there on time. He served on the faculty for Augustana’s graduate program in regional studies, wrote extensively about local history, the Mississippi River, the Army Corps of Engineers, and the Quad Cities, including his book *The Quad Cities: An American Mosaic*. Generous with his time, he served on River Action’s Henry Farnam Dinner committee, gave Riverine Walks and Channel Cat Talks, and was a reliable resource for grant assistance.

In Remembrance of Joe Taylor

At a time when the Quad Cities needed more conventions, meetings, and area events to add dollars to our economy and a better brand for the area, Joe Taylor made huge contributions.

Some of the initiatives from this hard working strategist include: Winter and Senior Olympics, Be a Tourist in Your Own Backyard, RAGBRAI Finish four times, East West River Fest, National Trails Symposium, American Discovery Trail Chairman, Board Member of Mississippi River Trail, and QC Wayfinding Plan to Implementation, and Grand Excursion leadership.

Having a vision about how to improve tourism is the easy part; having the tenacity to realize the vision is another matter entirely. He had a unique dream and raised the standard of what we can expect from tourism leaders. His wife, Kathy, suggests memorials be made for planting trees along riverfront trails. River Action will participate along with Visit Quad Cities staff and volunteers in planting these memorial trees.

In Remembrance of Curtis Roseman

River Action’s initial collaboration with Curtis Roseman was the spearheading of the first Henry Farnam Dinner in 2004, an event he chaired annually thereafter.

A preeminent scholar of geography and history, he was a popular annual speaker on Channel Cat Talks and Riverine Walks. He was remarkably good, primarily because of his inordinate curiosity about everything that has happened or is happening with rivers and migrations. He also knew how to make sense out of what he was seeing; things that look ordinary to us became extraordinary when viewed in the context he gave. In books and presentations of the 1856 first railroad bridge, he covered it not just as a significant landmark, but a place where history was made. In his last book, *Historic Bridges in the Quad Cities Area: Spanning the Mississippi and Rock Rivers*, observation overlaps with history, description with evaluation, and it is all filtered through a love of historic bridges. Curtis’ family has designated a memorial in his name be made to First Bridge in care of River Action. We will honor him during the ribbon cutting of First Bridge. ☺


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eddy Calendar

SAVE THESE 2021 DATES!



April 23
Fish & Fire Fundraiser Dinner
 Eddy Awards Dinner and Silent Auction
Location to be announced.

May 31 – September 6
Summer Education Series



June 1-30
Ride and Seek
 Riverfront Scavenger Hunt
Sponsors to date include: Sears Manufacturing, Nelson Brothers Insurance, Quad City Times, WHBF – Channel 4, iHeartMedia, and Quad City River Bandits



August 21
Floatzilla
 Paddlesports Festival
Sponsors to date include: McLaughlin Subaru, Blackhawk Bank & Trust, Davenport Noon Kiwanis Club, Metronet, Lopiez, Quad City Times, WHBF – Channel 4, iHeartMedia, and Quad City River Bandits



October 5-7
Upper Mississippi River Conference
Sponsors to date include: Viking River Cruises, Shive-Hattery, Exelon, Ingram Barge, Environet, Terracon



Tune-up for Taming
 August 26, September 2 & 9

September 12
Taming of the Slough
 Adventure Triathlon
Sponsors to date include: Falken Tires, Russell Construction, Active Endeavors, Bent River Brewing Company, King's Material, Hy-Vee, Quad City Times, WHBF – Channel 4, iHeartMedia, and Quad City River Bandits



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Due to Quad City pandemic protocols, please consult organizations' websites for the most up-to-date February through April events.

Nahant Marsh

4220 Wapello Ave., Davenport; trails are open dawn to dusk; please visit nahantmarsh.org for events.

Black Hawk State Historic Site

1900 46th Ave., Rock Island; trails are open; please visit blackhawkpark.org for events.

Connect with Us



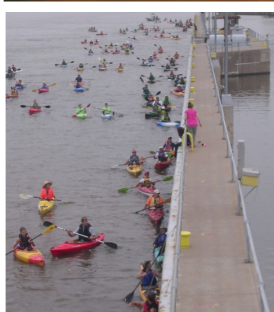
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learn

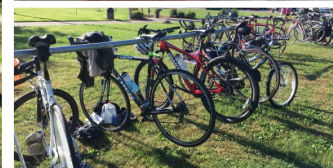


For over 30 years River Action has been dedicated to connecting people to the river. Our supporters help us to improve the quality of water that flows down the river. They help us instill a love of the river through encouraging participation in many activities that involve the river. Plus, River Action encourages educational programs that help our residents better understand river issues.



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celebrate



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www.riveraction.org

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Please indicate membership level

☐

\$130 Action Membership

Includes benefits of individual membership, Riverine Walks (Up to two heads of household and dependent children under the age of 18), and 2 tickets to a River Action event. Choose one: Ride the River, Taming of the Slough, Floatzilla, Golf Cart Tour, or Channel Cat Talks.

☐

\$75 Household Membership

Includes benefits of individual membership. River Wine Walks (Up to two heads of household and dependent children under the age of 18).

☐

\$45 Individual Membership

Includes membership card, eddy Magazine and Riverine Walks.

☐

\$20 Student Membership

Includes membership card, eddy Magazine and Riverine Walks.

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Please check here if you would like to be involved as a volunteer.



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